



ENGINEERING STUDY

ARDEN PARK D NEIGHBORHOOD ROADWAY RECONSTRUCTION

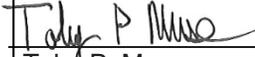
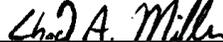
Bruce Avenue, Bruce Place, Arden Avenue,
Minnehaha Boulevard, Jay Place, Juanita Avenue,
Indianola Avenue, Halifax Avenue, Gorgas Avenue,
West 52nd Street

IMPROVEMENT NO. BA-412

November 12, 2014

**ENGINEERING DEPARTMENT
CITY OF EDINA**

I hereby certify that this feasibility study was prepared by me or
under my direct supervision and that I am a duly Registered
Professional Engineer under the laws of the State of Minnesota.

	43364	11/12/14
Toby P. Muse	Reg. No.	Date
Approved by: 		11/12/14
Chad A. Millner		Date



ENGINEERING STUDY – BA-412

ENGINEERING DEPARTMENT

CITY OF EDINA

ARDEN PARK D NEIGHBORHOOD ROADWAY RECONSTRUCTION

NOVEMBER 12, 2014

SUMMARY:

This project implements principles of the Living Streets Policy and draft Living Street Plan. It continues our change of thinking about the use of our streets from primarily auto-centric to the incorporation of pedestrian-centric elements and what is required for a balanced, multi-modal transportation system.

This project involves reconstruction of the roadways including bituminous pavement and curb and gutter. The project also includes upgrading existing utility infrastructure systems including storm sewer, water, sanitary sewer and City owned lights. Sidewalks are also planned to be added to Arden Avenue, West 52nd Street, and Minnehaha Boulevard.

The estimated total project cost is \$8,235,000. Funding for the entire project will be from a combination of special assessment, respective utility funds, Pedestrian and Cyclist Safety (PACS) funds, and Minnehaha Creek Watershed District (MCWD) funds. The estimated roadway cost is \$2,690,000, the estimated sanitary sewer service cost is \$594,000 and the estimated lighting cost is \$95,000. All of these costs will be 100 percent funded by special assessments at a rate of \$14,400 per REU. Properties not receiving new sanitary sewer services will be assessed at a rate of \$11,700 per REU. Utility improvements and repairs amount to \$4,468,000 and will be funded through respective utility funds.

The project can be completed during the 2015 construction season. Due to the proximity with the 54th Street Project, we anticipate bidding the two projects together for potential economics of scale savings and construction coordination.

Staff and consultant believe the project is necessary, cost effective and feasible to improve the infrastructure as initiated by Edina's Vision 20/20 – "Livable Environment" and "A Sound Public Infrastructure" and also in the City's Living Streets Policy and draft Living Streets Plan.

LOCATION:

The project area includes Bruce Avenue (Arden Ave to W 50th St), Bruce Place (Bruce Ave to end of Cul-De-Sac), Arden Avenue (W 52nd St to W 50th St), Minnehaha Boulevard (W 54th St to W 52nd St), Jay Place (Cul-De-Sac to W 50th St), Juanita Avenue (W 52nd St to Indianola Ave), Indianola Avenue (W 52nd St to W 50th St), Alley (end of Alley to W 52nd St), Halifax Avenue (W 54th St to W 51st St), Gorgas Avenue (W 52nd St to Cul-De-Sac), West 52nd Street (Arden Ave to France Ave). Figure 1 is a detailed project location map of the Arden Park D Neighborhood Roadway Reconstruction Project.

Minnehaha Boulevard, Arden Avenue, Indianola Avenue, Juanita Avenue, 51st Street and a portion of West 52nd Street.

Recall at the August 19, 2014 City Council meeting that we agreed to only consider additional sidewalks along Arden Avenue, West 52nd Street, Minnehaha Boulevard, and Indianola Avenue near West 50th Street. This was based on additional traffic volume data.

Bicycle Facilities

Chapter 7 of the plan addresses locations of proposed bicycle facilities within the City as part of the Comprehensive Bicycle Transportation Plan. Figure 7.11 of Appendix H does not identify proposed bicycle routes within this neighborhood.

City of Edina Comprehensive Water Resource Management Plan

The project is located within the Minnehaha Creek Watershed District. The 2011 Comprehensive Water Resource Management Plan indicates no potential flood areas in the neighborhood. Further evaluation will be performed regarding drainage issues resulting from the questionnaires.

Living Streets Policy Evaluation

The vision statement of the Living Streets Policy, attached in Appendix K, expresses the need to look at projects differently in the future:

Living Streets balance the needs of motorists, pedestrians, bicyclists, and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.

Sustainability in engineering projects means delivering our services in a manner that ensures an appropriate balance between the environment, the community, and funding. This is essentially the “Triple Bottom Line” of sustainability; Equity, Environment, and Economy. We look at sustainability as maximizing our resources, creating lasting environments, improving and shaping both the present and future of our community so that future generations are not burdened by the decisions of today.

The project was evaluated based on the following key indicators to look for strengths, weaknesses, opportunities and risks.

- Equity: How well does the project provide or maintain core city services such as transportation, sanitation, clean water, emergency access, and emergency service? How does the project influence the well-being of the community?
- Environment: How does the project influence the natural environment, including surface or ground water health, forest canopy, natural resource diversity, wildlife habitat, air quality, noise and others?
- Economy: How does the project influence the local economy? What are the short term and long term costs? Is the continued service worth the price?

The following is a summary of this evaluation:

Equity: The project maintains access to the transportation network. Updates to the fire hydrants provide public safety staff the ease of connection needed during an emergency.

Environment: The project provides for an increase in the sediment control capacity of the storm sewer network and helps to control localized flooding. The project provides homeowners a piping system to discharge ground water into; this will eliminate standing water and/or ice buildup along the street curb lines. Construction operations are required to use the smallest footprint necessary to complete the work thus protecting the existing natural environment. The project also analyzes the sanitary sewer to ensure that inflow and infiltration of clear water is kept out of the sewer system, which minimizes regional wastewater treatment.

Economy: The project is designed to reduce construction costs now and into the future. The proposed roadway section can easily be maintained in the long term with the use of mill and overlays and/or seal coating operations. These maintenance operations will extend the life of the pavement. The project will also use less intense construction methods, such as trenchless technology; i.e., lining the pipes versus removing and replacing them.

This is a simplified analysis of the projects sustainability. In the future we anticipate correlating this analysis to an in-depth scoring system displaying the City's sustainability to the community.

Staff Issues

The following existing issues and/or features are addressed in this study:

- Pedestrian, bicycle and vehicle safety
- Poor condition of existing pavement surface
- Storm water quality and drainage
- Existing landscaping, retaining walls and driveways
- Existing mature trees
- Existing landscaping and driveways
- Sanitary sewer and water main condition; areas missing adequate water mains
- Existing residential roadway lighting
- Drainage and erosion along the alley

Resident Input

The Engineering Department follows a practice of notifying residents two years prior to a potential reconstruction project. The residents of this neighborhood were invited to an Open House on October 8, 2012 to discuss the City's process for street reconstruction. A copy of the presentation from this meeting is included in Appendix A.

Residents were then invited to another Open House on September 9, 2013 to discuss the City’s process for street reconstruction. A copy of the presentation from this meeting is included in Appendix A.

A resident questionnaire was sent to the property owners on June 10, 2014. The questionnaires were completed and returned by 113 of the 285 property owners, a return rate of 40%. The full questionnaire and responses are included in Appendix B.

The questionnaire asked property owners about the history of their properties and public spaces including existing drainage service connections and private underground utilities. The questionnaire also asked about the existing street lights in the neighborhood and Living Streets Elements including pedestrian issues, natural resources, and traffic management. The results from the questionnaire are shown in Table 1.

JUNE 10, 2014 RESIDENT QUESTIONNAIRE RESULTS					
Questionnaires Sent	Questionnaires Returned	Change Existing Lighting		Traffic Issues	
		Yes	No	Yes	No
285	113	29	76	59	49
% of Returned Questionnaires	40%	26%*	67%*	52%*	43%*

*Percentages are based on responses of returned questionnaires and may not equal 100% if questions were not answered on questionnaire.

Table 1

Two (2) alley questionnaires were sent out on August 26 and September 11, 2014 to property owners adjacent to the existing alley to the south of West 52nd Street between Minnehaha Boulevard and Halifax Avenue. The questionnaires asked if alley improvements were needed. 19 of the 23 residents provided input. Both questionnaires are included in Appendix E. The results from the questionnaires are shown in Table 2.

AUGUST 24 AND SEPTEMBER 11, 2014 ALLEY QUESTIONNAIRE RESULTS				
Questionnaires Sent	Questionnaires Returned	Preferred Option		
		1 Repave Alley	2 Repave and Add Onto Alley	3 Do Nothing
23	19	3	7	9
% of Returned Questionnaires	83%	16%	37%	47%
		53%		

*Percentages are based on responses of returned questionnaires and may not equal 100% if questions were not answered on questionnaire.

Table 2

A neighborhood informational meeting was held on July 31, 2014 to discuss improvements planned for this neighborhood. The meeting was attended by 52 residents representing 40 properties. A copy of the presentation and public input from this meeting are included in Appendix C.

Another neighborhood informational meeting was held on September 22, 2014 to discuss preliminary assessments and proposed utility improvements. The meeting was attended by 57 residents representing 47 properties. A copy of the presentation and public input from this meeting are included in Appendix F.

Staff Input

A draft engineering report was provided to the public works, fire and police departments and the Edina Transportation Commission and Edina Park Board.

Public Works: Residents should be encouraged to reconstruct their private sanitary sewer services to eliminate the existing infiltration and inflow problems in the neighborhood. Consideration should be given to install either a concrete valley gutter or storm sewer at the intersection of Bruce Avenue and Bruce Place and within the Bruce Avenue cul-de-sac to alleviate drainage problems.

Fire Department: The fire department supports the 24-foot proposed street widths with parking on one side of the street considering their largest fire truck. The current fire hydrant spacing is greater than recommended and existing hydrants lack the STORZ connections. Consideration of fire hydrant placement needs to be made to minimize obstacles within 3-feet of fire hydrants that may hamper emergency operations.

The existing water service pipe diameters from the city water main to residential connection is between one-half inch (1/2") and three-quarter inch (3/4"). Minnesota lawmakers have passed requirements for residential fire sprinkler installation of new single family homes larger than 4,500 square feet, effective January 24, 2015. The fire department recommends the City's water service pipe be one-inch (1") for any new construction.

Police Department: The police department does not have a history of problems regarding parking near Arden Park in the winter. The department also noted it does not have a history of parking problems along Bruce Ave stemming from services at the St. Stephen's Episcopal Church except for Christmas and Easter services, where overflow parking is utilized at the Utley/Wooddale Park parking lots.

Edina Park Board: See Appendix N for input received from the October 6, 2014 Park Board meeting.

Edina Transportation Commission (ETC): See Appendix O for input received from the October 23, 2014 ETC meeting.

EXISTING CONDITIONS: Public Utilities

Water Main and Sanitary Sewer Pipes

Water main pipe material is cast iron and the sanitary sewer pipe material is vitrified clay. The sanitary sewer lines and water mains were constructed in the early 1940's.

The neighborhood is typically served by six-inch (6") diameter water main pipes, except the southerly block of Halifax Ave which contains an eight-inch (8") diameter water main. Currently, no water main pipe exists along Minnehaha Boulevard and abutting properties receive their water from private wells.

The valves and fire hydrants along the water main pipe are operable, vary in age and lack the STORZ nozzle fittings desired by the Edina Fire Department for quick connection of fire hoses.

No water main pipe breaks have been recorded in the neighborhood. In order to better understand the integrity of the water main system, it was acoustically tested during July 2014. The testing provided remaining pipe wall thickness data to help staff assess the condition of the pipes. Results of the tests are described in the proposed improvements section.

The majority of the neighborhood is served by nine-inch (9") diameter clay sanitary sewer pipes, although the northerly end of Halifax Avenue is served by an eight-inch (8") sanitary sewer clay pipe. A twenty-four inch (24") sanitary sewer pipe encased in concrete, exists west of Minnehaha Boulevard within Arden Park from approximately West 52nd Street to West 54th Street.

Due to equipment issues with our sanitary sewer televising equipment, the conditions of the sanitary sewer pipes within the neighborhood are unknown. It is anticipated that the sanitary sewer pipes will be lined with a cured-in-place pipe (CIPP) except portions of Arden Avenue that were previously lined. We anticipate reviewing the CCTV prior to the final design of the project.

Water and Private Sanitary Sewer Service Pipes

Water service pipes within the neighborhood are copper pipes and vary in diameter.

Since 1988, there have been forty-eight (48) City-owned water service pipe break and leak repairs. Nine (9) of the water service pipe repairs have occurred in the last five (5) years. Locations of the City-owned water service pipe repairs are shown in Appendix L.

Private sanitary sewer service pipes are likely 4-inch or 6-inch diameter clay pipes. Based on their age, the City should expect that cracks and separated joints have developed along these pipes similar to the main pipe. These faults

in the pipe facilitate tree root intrusion and the infiltration of clear ground water into the City's sanitary sewer network.

Storm Sewer

The storm sewer system is located within the legal boundary of Minnehaha Creek Watershed District. The majority of the surface water for the neighborhood typically drains via longitudinal street slopes and concrete curb and gutters where it enters an extensive neighborhood storm sewer system that drains to Minnehaha Creek.

Based on a hydraulic model of the existing storm sewer pipes in the neighborhood, most are currently large enough to convey storm water following typical size storm events. However, the existing storm sewer system does not have capacity for large storm events as confirmed from input received by residents and City staff. Localized flooding based on input and the model is illustrated in the blue shaded areas and highlighted curb and gutters in Figure 2. Observations include localized flooding or surface discharges from storm sewer structures. However, no known structural flooding has occurred. A portion of the storm sewer system between Jay Place and Indianola Avenue is located under Edina Covenant Church. The condition of those pipes is a concern of both City staff and the church.



Figure 2 – Surface Water Ponding/Flooding Areas

Thirty (30) property owners told us they operate sump pumps via returned questionnaires. The City's GIS records indicate that 96 residents utilize sump pumps. They use these pumps to discharge ground water away from their

homes. In most cases, their pumps discharge onto the ground water onto their yards or an adjacent street.

Private Utilities

Providers of privately owned gas, electric, communications and cable television utilities are present in the neighborhood. These utilities are either overhead or buried underground both within and outside the street right-of-way (ROW).

Results from the questionnaire indicate seventy (70) residents own and operate a lawn irrigation system and eleven (11) own and operate an underground pet containment system within the project boulevards.

Streets and Sidewalks

The roadways in this neighborhood were originally constructed in the 1940's and have seen many repairs and upgrades since that time. As-built construction plans are unavailable that would indicate which upgrades have been completed. The neighborhood's existing streets are surfaced with bituminous pavement. Patches, overlays, and sections of alligator cracking are present at random locations throughout the project area as shown in Figure 3.



Figure 3 – Typical Pavement Condition

The streets vary in width between 24 feet and 30 feet with existing concrete curb and gutter and parking on both sides of the streets. The majority of the streets are 30 feet wide. The concrete curb and gutter is in poor condition. The pavement condition varies throughout the neighborhood and it is in generally poor condition likely due to its age.

As part of this study, 14 soil borings were taken in the project area. The borings identified a 3¾ inch to 7-inch thick bituminous pavement with a 7-inch to 20-inch thick layer of sand with traces of gravel beneath the street pavements. Street grades vary throughout the area from approximately 0.5 percent to 8 percent.

The average pavement condition index (PCI) for the City of Edina is 51 and the average PCI for this neighborhood is 17.

The City of Edina has a consultant systematically evaluate all bituminous roadways within the City. The streets are graded based on a number of conditions such as sagging, alligator cracking, raveling and potholes. Streets are rated on a scale from 0 to 100 with 0 being extremely poor and 100 representing a brand new road surface. The City evaluates the PCI values of streets to determine a proper maintenance program. Streets with a PCI less than 45 are evaluated for total reconstruction, PCI's between 45 and 65 are evaluated for mill and overlays, and PCI's greater than 65 are considered for seal coats.

The pavement surface throughout these streets appears to be near the end of its useful life while the costs to maintain and repair the roadways are steadily increasing. Overlaying or seal coating the pavement is no longer feasible.

A 4-foot wide sidewalk and turf boulevard of varying width is present along the east side of Halifax Avenue from West 54th Street to West 51st Street. A 4-foot wide sidewalk is located along the south side of West 52nd Street between France Avenue and Halifax Avenue.

The existing geometry of the intersection at Halifax Avenue and West 51st Street creates a long radius curb line on the north side of the intersection that allows southbound vehicles on West 51st Street that turn right onto Halifax Avenue to comfortably maneuver through the intersection at speeds higher than typical or desirable for conventional intersections. Oftentimes, this results in vehicles crossing over the centerline and entering the northbound lane on Halifax Avenue. The existing geometry of this intersection is shown in Figure 4.



Figure 4 - Halifax Avenue South and West 51st Street

The existing geometry of the intersection at Bruce Avenue and Bruce Place creates large surface areas of pavement and intersection corners with long radius curb-lines. This existing geometry allows vehicles to comfortably maneuver through the intersection at speeds higher than typical or desirable for conventional intersections. This situation can lead to diminished pedestrian crossing safety and requires additional city resources during snow

removal operations. The existing geometric configuration of the intersection is shown in Figure 5.



Figure 5 - Bruce Avenue and Bruce Place

The existing pavement footprints of the cul-de-sacs for Bruce Avenue and Gorgas Avenue are larger than necessary.

Alley

A public ROW alley for access to homes along both Minnehaha Boulevard and Halifax Avenue exists from West 52nd Street to West 54th Street as shown in Figure 6. The alley is improved with bituminous pavement for approximately the north 420 feet or from 5224 Halifax Avenue to West 52nd Street. A portion of the alley adjacent to 5228, 5232, and 5236 Halifax Avenue consists of a gravel surface. The portion of the alley from 5236 Halifax Avenue to 5332 Halifax Avenue is unimproved. Currently, City public works staff maintains the gravel portion of the alley approximately 3-4 times per year.

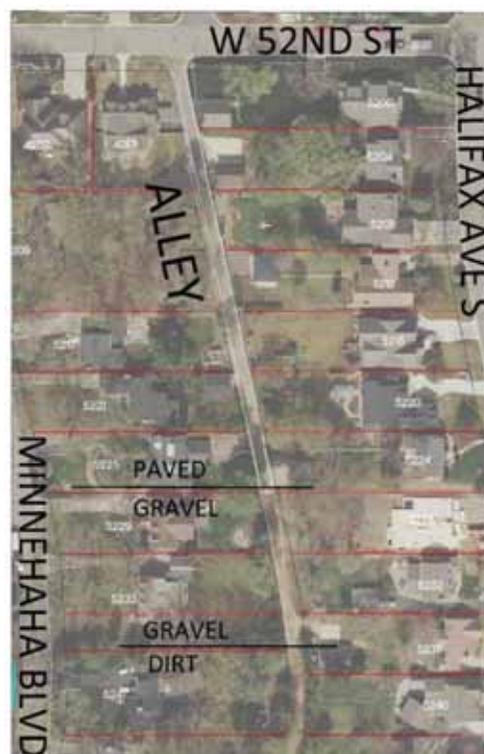


Figure 6 - Alley south of W 52nd St between Minnehaha Blvd and Halifax Ave.

There are sixteen (16) driveways featuring brick paver block edging in the project area. Figure 7 depicts a driveway with brick paver block edging found in the project area.



Figure 7 - Paver Edge Driveway

Residential Lighting

Street lighting in the project area consists of combination of City owned and Xcel Energy owned street lights as shown in Appendix J. The 6 City owned street lights are a combination of Acorn (2) and Cobra (4) style lights. The Cobra head style lights are on poles that are shorter than the City's standard.

A portion of the June 10, 2014 questionnaire asked residents if they wanted to upgrade the street lights in the project area. The results from Table 1 show that property owners do not want to upgrade the street light system. Since the questionnaire was sent out, City staff reviewed the condition of the existing City-owned lighting system. The lighting system was found to be at the end of its serviceable life and included direct bury cable.

Xcel Energy street lights are Cobra cut-off style lights and are mostly located at intersections throughout the neighborhood. A cut-off style street light is a street light that does not project or reflect light upward and meets standards set by the Dark Sky Association.

Traffic and Crash Data

City staff measured traffic volumes and speeds within or near the neighborhood. Average daily traffic volumes ranged from 120 to 1,170 cars per day with 85th percentile speed ranging from 25.0 to 32.0 mph. The traffic and crash data is shown in Appendix I.

Landscaping

Several property owners have landscaping in the ROW. Many of these landscape items are located directly behind the curb or adjacent to existing fire hydrants. Some of these landscape items will need to be removed in order to complete the necessary reconstruction work. Figure 8 shows a typical landscaping feature found in the project's ROW.



Figure 8 – Landscaping Within ROW

**PROPOSED
IMPROVEMENTS:**

This project involves reconstruction of existing roadways including bituminous pavement, existing curb and gutters and portions of any poor subgrade soils. The project also includes upgrading existing infrastructure including the storm drainage system, water system, sanitary sewer system and City owned lights. Upgrades to the storm sewer also include connecting sump pump drain pipes as needed. Upgrades to the water system also include the addition of a water main pipe along Minnehaha Boulevard between West 54th Street and West 52nd Street.

Public Utilities

The scope of the water main, sanitary and storm sewer reconstruction should meet the following parameters:

- Protect boulevard trees.
- Provide continuous sewer and water service to residents.
- Maintain pedestrian and vehicle access in the neighborhood during construction.
- Reconstruct private sanitary sewer service pipes between the City-owned sanitary sewer pipe and ROW line.
- Encourage property owners to reconstruct their private sanitary sewer service pipe between the ROW line and their homes prior to construction.
- Reconstruct the City-owned water service pipe between the water main pipes and curb stop box within the City's ROW. Reconstruction should also include replacing all of the curb stops.
- Encourage property owners to reconstruct their private water main service pipes between the curb stop and their homes.

Water Main and Sanitary Sewer Pipes

Based on the results of the pipe integrity testing, segments of the existing water main pipe are in satisfactory condition and will not be upgraded including on Arden Avenue, Juanita Avenue, Indianola Avenue, Gorgas Avenue, and West 52nd Street. The existing water main pipes along Bruce

Avenue, Bruce Lane, and Halifax Avenue will be replaced using the pipe bursting method. New water main pipes will be installed where they do not exist today along Minnehaha Boulevard. Drawing 1 in Appendix M shows the locations of the existing pipes to remain and the proposed pipe bursting reconstruction methods to be utilized.

The new water main pipe along Minnehaha Boulevard will help the overall redundancy of the water distribution system while providing optional service to homes that currently are not connected to the City system. We heard from some residents that the new water main should be located in the alley instead of Minnehaha Boulevard. After review, it was determined this was not a viable option because it would not provide water main to all the affected properties and the cost would be substantially higher due to the limited working area within the alley.

The project will replace all of the existing fire hydrants with new City standard hydrants and will replace all existing gate valves. New hydrants will also be added in locations where the distance between the existing hydrants exceeds the recommended 350-foot spacing.

All of the proposed improvements to the water main system will optimize water flow for firefighting and improve water quality.

During improvements to the water main pipe network, residents will have continuous water service. If necessary, temporary water main and service pipes will be placed on the ground along the boulevards and front yards of the neighborhood. These temporary pipes are connected to sections of the existing water main. Continuous water service is provided to each home via its outside garden hose spigot. The contractor will need access into each affected home to make a proper temporary water main connection.

The project will reconstruct the sanitary sewer pipes using a trenchless reconstruction method called cured in place pipe lining. Spot repairs will be made to the sanitary sewer pipes that have sagged, cracked or where offset joints occur. The City's CCTV inspections will provide the exact locations of these repairs. Wherever necessary, the repairs will be completed using open cut repair methods. In sensitive locations, repairs will be completed using trenchless repair methods.

Approximately 60% of the sanitary sewer manholes are constructed with brick or concrete block. All of the brick / block manholes will be lined with cement mortar. All sanitary manholes will have castings and adjustment rings replaced.

Sanitary Sewer Service and Water Service Pipes

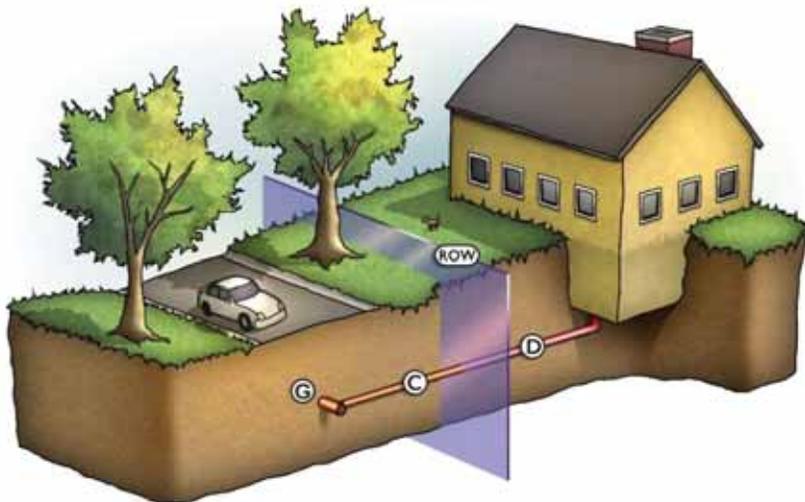
Along with upgrading the street, the City also plans to upgrade the publicly owned water service pipes and privately owned sanitary sewer service pipes within the ROW. Upgrading these pipes will ensure that the water and sanitary sewer services will be safe and reliable for the foreseeable future.

Upgrading all of the private and public underground utility lines also helps ensure that the new street will stay in good condition by decreasing the chances that the street will need to be disturbed in order to repair old or leaking underground utilities.

Property owners will be allowed to have the cost of any private sanitary sewer service or water service upgrades financed through the City's special assessment financing system. Staff will provide the interested property owners with information on how to proceed with this option.

Sanitary Sewer Service Pipes:

Because the City is upgrading the publicly owned pipes and the roadway above these pipes, property owners will be required to upgrade the privately owned sanitary sewer service line shown as segment "C" below. Both segments "C & D" are privately owned. The only exception will be for properties whose pipes have been upgraded in the past 15 years.



<u>SEGMENT</u>	<u>OWNERSHIP</u>
C	Property Owner
D	Property Owner
G	City

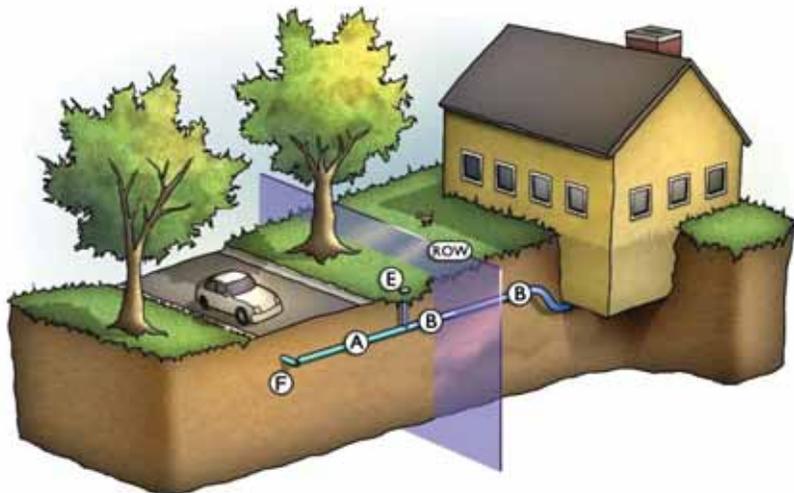
Figure 9 – Typical Section Showing Sanitary Sewer Service

A property owner will have two options to upgrade their sanitary sewer service pipe:

1. They may hire their own private contractor. This option allows the property owner to choose their own contractor and finance the cost of the work at their discretion.
2. They may have the City's contractor complete the work. The City's contractor will replace the segment of private sanitary sewer service pipe shown as segment "C" above for a flat cost of \$2,700.

Water Service Pipes:

The City will also upgrade the publicly owned portion of the water service shown as segments "A & E" in Figure 10. There will be no special assessment for this work.



<u>SEGMENT</u>	<u>OWNERSHIP</u>
B	Property Owner
A	City
E	City
F	City

Figure 10 – Typical Section Showing Water Service

Storm Sewer

All of the concrete curb and gutter in the neighborhood will be replaced. To begin to address some of the storm sewer capacity issues and taking advantage of the sandy soils in the area, infiltration areas are proposed to be installed along Jay Place (pervious paver system) and the northerly block of Halifax Avenue (infiltration pipe), see Figure 11.



Figure 11 - Storm Sewer Infiltration Areas

The existing storm sewer system will be upgraded with additional inlets (green ovals) and pipes (pink lines) as shown in Figure 12. These upgrades

will address localized flooding within the neighborhood and improve surface flow.



Figure 12 - Storm Sewer System Improvements.

Staff recommends re-routing the storm sewer pipes that are located under Edina Covenant Church via their driveway and parking lot. The abandoned pipes under the church will be filled with a flowable fill material. The church has agreed to provide the necessary utility easements over the new alignment of the storm sewer pipes for future maintenance purposes.

Installation of sump drains will be installed where feasible to allow the property owners to connect their sump pump discharges directly into the storm sewer system.

Private Utilities

CenterPoint Energy has indicated they will upgrade a portion of their system within the project limits. The upgrade areas include a new gas main and services along Gorgas Avenue and Halifax Avenue from West 54th Street to West 52nd Street and also a new gas main along West 52nd Street from Minnehaha Boulevard to Indianola Avenue. This work is not part of the City's project but will be coordinated to occur prior to the start of construction.

The City will coordinate other private utility relocations or upgrades prior to the start of construction.

Any damage to privately-owned pet containment and irrigation systems caused by City reconstruction activities will be repaired by the City.

Streets and Sidewalks

Typical street, sidewalk and boulevard widths are discussed in the draft Living Streets Plan. We began our discussions with the neighborhood using those standards applied to the context of this neighborhood. The location and size of the sidewalks drove the widths of the streets, sidewalks, and boulevards and the location of parking.

The location of the existing boulevard trees influenced the initial design of the sidewalks to a 5-foot wide sidewalk with a 1-foot wide exposed aggregate concrete strip on the back of curb. This is not our preferred option. Residents had concerns about the aesthetics of that type of facility. Considering that the existing sidewalk facilities within the neighborhood are 4-foot wide, we are able to provide a more aesthetically pleasing facility using a 3-foot wide boulevard and a 4-foot wide sidewalk.

Per the draft Living Streets Plan, streets with sidewalks have a typical street width of 24-feet with parking on only the sidewalk side. Streets without sidewalks have a width of 27-feet with parking only on one side. The implementation of parking on only one side of the street begins to consider the amount of parking needed along a residential street and the space available for pedestrians.

The proposed widths of neighborhood streets along with any additions of sidewalks are shown in Table 3. The existing sidewalks along Halifax Avenue and West 52nd Street will remain in place. Cracked or heaved concrete panels will be removed and replaced.

Street	Street Width Face to Face of Curb (feet)	Boulevard Width (feet)	Sidewalk On one side (feet)
Arden Ave	24	3	4 – east side
W 52 nd St – west of Alley(1)	24	1	4 – south side
W 52 nd St – east of Alley to Halifax Ave S (1)	24	3	4 – south side
Minnehaha Blvd – south half (2)	24	0	8 – west side
Minnehaha Blvd – north half (2)	27	varies	8 – west side
Gorgas Ave, Indianola Ave south of 5016, Juanita Ave, Bruce Ave	27	No Sidewalks	No Sidewalks
Indianola Ave north of 5020	27	5	5 – west side
Halifax Ave	24	Varies	4 – existing east side

(1) Alley is located between Minnehaha Boulevard and Halifax Avenue

(2) Parking on west side only

Table 3 – Proposed Street Widths and Sidewalks

The proposed street plan for Arden Avenue and West 52nd Street is shown in Figure 13:

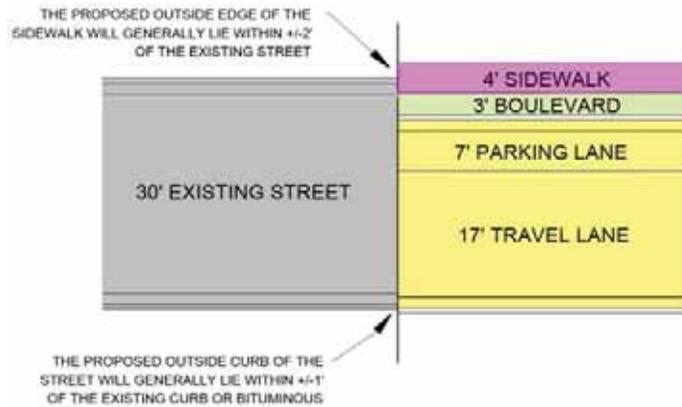


Figure 13 – Arden Avenue and West 52nd Street Plan

The proposed street plan for Minnehaha Boulevard is shown in Figure 14. The 27-foot street width adjacent to Arden Park allows parking on both sides if future demands warrants.

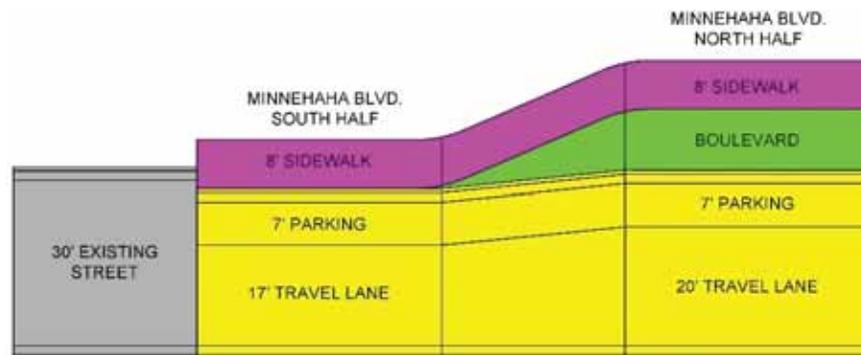


Figure 14 – Minnehaha Boulevard Street Plan

The project will recycle all the existing bituminous street pavement on-site. The existing bituminous will be mixed together with the existing aggregate base course below it and then reincorporated into the project to replace poor subgrade soils, utility trench backfill or street aggregate.

To enhance pedestrian safety within the neighborhood crosswalks are proposed to be added to the 52nd Street intersections of Halifax Avenue and Minnehaha Boulevard and the intersection of Halifax Avenue and West 51st Street.

The proposed geometry of the intersections of Halifax Avenue with West 51st Street and Bruce Avenue with Bruce Place are shown in Figures 15 and 16. A 6-foot wide island is proposed in the intersection West 51st Street and Halifax Avenue to control vehicle turning movements forcing motorists to reduce speeds and travel in the appropriate lane when turning into the neighborhood. The outside curb locations of the intersection of Bruce Avenue with Bruce Place will be retained due to the need to retain the existing island.

Revisions are proposed to the cul-de-sac geometrics at Bruce Avenue and Gorgas Avenue as shown in Figures 17 and 18. These improvements will help reduce the overall impervious surface of the project.

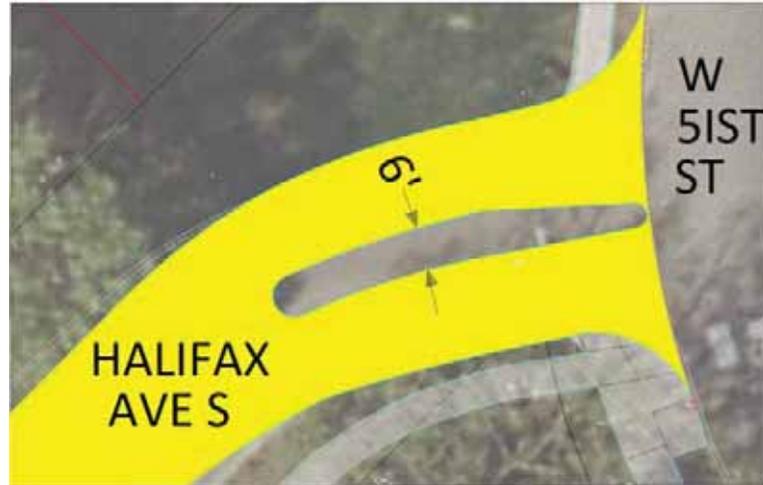


Figure 15 - Halifax Avenue South and West 51st Street

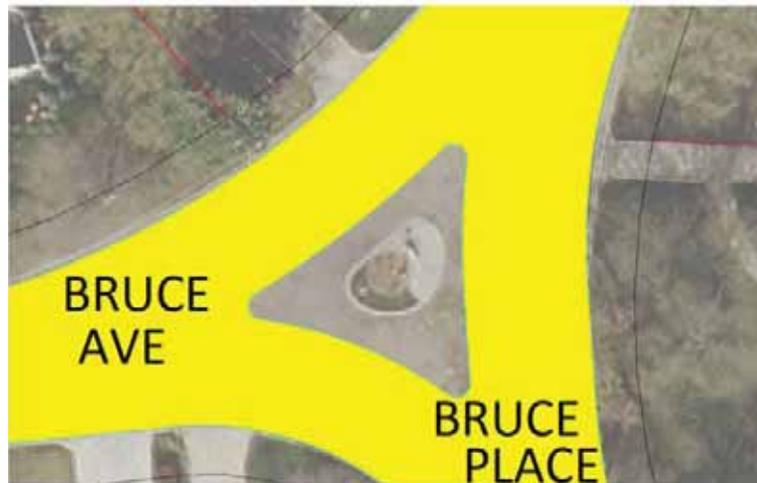


Figure 16 - Bruce Avenue and Bruce Place

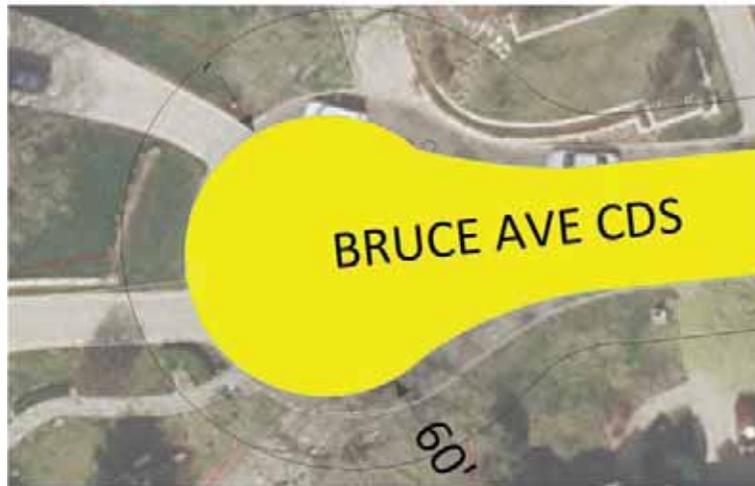


Figure 17 - Bruce Avenue Cul-de-sac

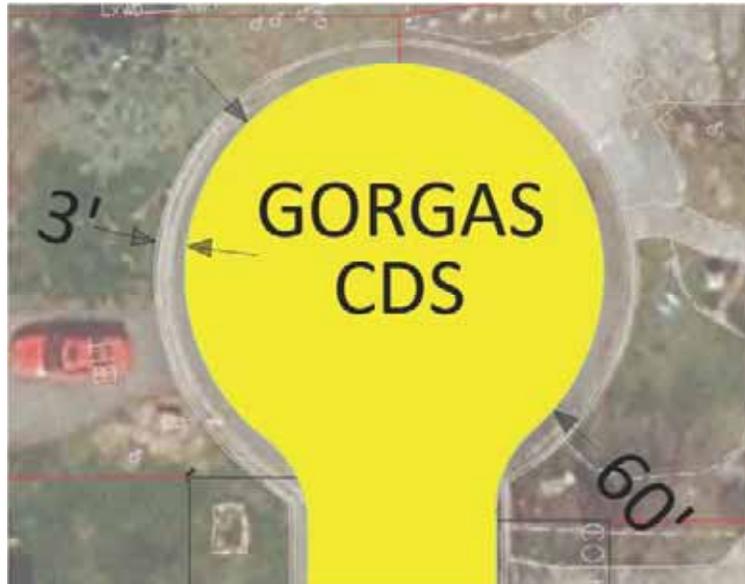


Figure 18 - Gorgas Avenue Cul-de-sac

Alley

Due to storm water ponding and gravel erosion, the alley between Minnehaha Boulevard and Halifax Avenue is proposed to have the gravel area paved with bituminous shown as Option 2 in Figure 19. The existing storm water structure between 5217 and 5221 Minnehaha Boulevard in the alley will also be adjusted to allow for better drainage. The improvements are storm water related and not to the scale staff originally had in mind with the alley questionnaire. Therefore the improvements will not be assessed to the residents.



Figure 19 - Proposed Alley Improvements

The proposed improvements acknowledge many of the comments and concerns raised by residents and staff throughout the information gathering process while still maintaining the desired minimum standards of the engineering and public works staff.

Residential Lighting

The City-owned lighting system will be replaced with City standard decorative light poles and new non-metallic conduit and wiring. No additional lights are proposed. On October 28, 2014 a lighting questionnaire was sent out to residents asking about the preferred style of light. The results are shown in Table 4. The lighting questionnaire can be found in Appendix P.

OCTOBER 28, 2014 LIGHTING QUESTIONNAIRE RESULTS					
Questionnaires Sent	Questionnaires Returned	Wash. Acorn	Arlington	Postop	Coach
285	91	41	7	5	38
% of Returned Questionnaires	32%	45%	8%	5%	42%

Table 4 – Lighting Questionnaire Results

**RIGHT-OF-WAY
 & EASEMENTS:**

Existing ROW in the neighborhood varies from 20 feet to 60 feet wide. A 20-foot ROW exists for the alley between Halifax Avenue and Minnehaha Boulevard. A 25-foot ROW exists for Jay Place. 50-foot ROWs exist for Bruce Avenue, Bruce Lane, Juanita Avenue, Indianola Avenue, Arden Avenue and Halifax Avenue. 60-foot ROWs exist for Gorgas Avenue and Minnehaha Avenue. No additional ROW or easement acquisitions are anticipated in order to complete the proposed improvements except for the storm sewer improvements at Edina Covenant Church. They are willing to donate the required easements necessary for future maintenance.

CITY COUNCIL VOTING:

The Public Hearing will contain two separate motions for voting on the project improvements. Per State statute, the assessment portion of the project requires a super majority approval from council (4:1). The PACS funded components requires a simple majority approval from council (3:2).

PROJECT COSTS:

The total estimated project cost is \$8,235,000 (Table 5). The total cost includes direct costs for engineering, clerical and construction finance costs from the start of the project to the final assessment hearing. Funding for the entire project will be from a combination of special assessment, utility, MCWD and PACS funds.

The estimated roadway cost is \$2,690,000, the estimated sanitary sewer service cost is \$594,000 and the estimated lighting cost is \$95,000. All of these costs will be 100 percent funded by special assessments.

Utility improvements and repairs amount to \$4,468,000 and will be funded through respective utility funds. Storm water treatment costs will be paid for by MCWD funds in an amount of \$164,000 (preliminary, not officially approved). Any pedestrian safety enhancement such as crosswalks and sidewalks will be funded through the PACS Fund in an amount of \$224,000.

ITEM	ESTIMATED COST ²		MCWD ³
	CITY	RESIDENTS	
Sanitary Sewer Pipe	\$1,735,000		
Sanitary Sewer Service Pipe Between the Pipe and the ROW Line ¹		\$594,000	
Water Main Pipe and Service Pipe Up To and Including Curb Stop Box	\$1,520,000		
Storm Sewer	\$1,213,000		
Storm Water Treatment			\$164,000
Street Reconstruction ¹		\$2,690,000	
Lighting System ¹		\$95,000	
PACS	\$224,000		
Sub-total	\$4,692,000	\$3,379,000	\$164,000
Total	\$8,235,000		

¹ Cost to be assessed to residents

² Costs are given in 2015 dollars

³ Preliminary, not officially approved

Table 5 - Summary of Total Estimated Project Cost

ASSESSMENTS:

The assessments are based on the City's special assessment policy, dated August 21, 2012.

An estimated special assessment rate of approximately \$14,400 (2015 Dollars) per residential equivalent unit (REU) is proposed to be levied against property owners in the project area who receive benefit from the proposed street and lighting improvements and have a sanitary sewer service connection in the City's ROW.

There are 238.42 REU's in the project area that qualify for the proposed street and lighting improvements. There are 220 REU's that qualify for sanitary sewer service improvements in the City's ROW. The estimated total assessment rate is summarized in Table 6.

ITEM	ESTIMATED ASSESSMENT ¹	NUMBER OF REU'S
Street Reconstruction	\$11,300	238.42
Sanitary Sewer Service Pipe Between the Main Pipe and the ROW Line	\$2,700	220
Lighting	\$400	238.42
Total	\$14,400	

¹ Assessment rate is given in 2015 dollars

Table 6 - Summary of Total Estimated Assessment Rates per REU

Drawing 2 in Appendix M summarizes the distribution of REUs within the neighborhood. City-owned well #3 is located within the neighborhood on Halifax Avenue. Due to the permanent need for this facility, no levied assessment is planned for that parcel.

The methodology for calculating the REUs for City owned property along the west side of Minnehaha Boulevard is described as follows:

Park Property:

5230/5363 Minnehaha Blvd - Arden Park:

5 REUs = Layout of park property with similar size buildable lots in the neighborhood.

The methodologies for calculating other assessments that are not equal to 1 REU are as follows:

Church Property:

Edina Covenant Church - 4201 50th St W

5 REU's = (18,001 sf / 1,000 sf) x (0.8 REU's per 1,000 sf) = 14 REU x (1/3 side yard)

Total REUs rounded to 5. Remaining 9 REUs will be applied to future West 50th Street improvements.

Residential Corner Lots:

5336 and 5337 Halifax Ave and 5333 Minnehaha Blvd:
0.67 REU's = (1 REU) x (2/3 side yard)

5132 France Ave:
0.33 REU's = (1 REU) x (1/3 side yard)

Commercial Property:

4213-15 50th St W (2 unit duplex):
0.50 REU's = (0.8 REU's per duplex unit) x (2 units) x (1/3 side yard)

Total REUs rounded to 0.50. Remaining 1.1 REUs will be applied to future West 50th Street improvements.

4121 50th St W (10 units):
0.17 REU's per unit = (0.50 REU's per apartment unit) x (1/3 corner lot)

4075 51st St W (44 units):
0.17 REU's per unit = (0.50 REU's per apartment unit) x (1/3 corner lot)

5200 France Ave (20 units):
0.17 REU's per unit = (0.50 REU's per apartment unit) x (1/3 corner lot)

The City will consider deducting that portion of the assessment for the sanitary sewer service pipe repair if the resident:

- Reconstructs their own private sanitary sewer service pipe between the sanitary sewer main and the ROW using their own contractor or
- Has reconstructed their sanitary sewer service pipe between at least the sanitary sewer main and ROW line with PVC pipe or by use of trenchless methods in the last 15 years.

A copy of the preliminary assessment roll is included in Appendix G.

PROJECT SCHEDULE:

The following schedule is feasible from an Engineering standpoint:

Project Open House 2012	October 8, 2012
Project Open House 2013	September 9, 2013
Neighborhood Informational Meeting	July 31, 2014
Neighborhood Informational Meeting	September 22, 2014
Edina Park Board	October 6, 2014
Edina Transportation Commission Meeting	October 23, 2014
Receive Feasibility Report and Public Hearing	December 9, 2014
Bid Opening (bid with West 54 th Street Project)	February 2015
Award Contract	Spring 2015
Begin Construction	Spring 2015
Complete Construction	Fall 2015
Final Assessment Hearing	Fall 2016

**Engineering Study
Arden Park D Neighborhood Improvement No. BA-412
November 12, 2014**

FEASIBILITY: Staff and consultant believes the construction of this project is necessary, cost effective and feasible to improve the public infrastructure in the Arden Park D Neighborhood.

- APPENDIX:**
- A. 2012 and 2013 Open House
 - B. Property Owner Questionnaire and Results
 - C. July 31, 2014 Informational Meeting
 - D. City Council Decision on Indianola Ave and Juanita Ave Sidewalks
 - E. Alley Questionnaire
 - F. September 22, 2014 Informational Meeting
 - G. Preliminary Assessment Roll
 - H. City Comprehensive Plan Update – Sidewalk and Bicycle Facilities
 - I. Traffic and Crash Data
 - J. Existing Street Lights and Signs
 - K. Living Streets Policy
 - L. Water Main and Service Breaks
 - M. Appendix Drawings
 - Drawing 1 – Proposed Water Main Map
 - Drawing 2 – Preliminary Assessment Map
 - N. October 6, 2014 Park Board Meeting
 - O. October 23, 2014 ETC Meeting
 - P. October 28, 2014 Lighting Questionnaire

APPENDIX A

2012 Open House

2013 Open House



September 26, 2012

2015 Neighborhood Roadway Reconstruction

Glen View Addition Neighborhood

Dear Resident:

Some streets in your neighborhood are on a list of roadway reconstruction and utility improvement projects being considered by the City of Edina for the summer of 2015. The enclosed map identifies your project area. We will hold an open house Monday, Oct. 8, to provide information about this project and others being considered for 2014 and 2015.

The open house will be held 7 to 9 p.m. at the Public Works & Park Maintenance Facility, 7450 Metro Blvd. We will discuss how projects are prioritized for reconstruction, funding, typical construction timelines, how you will be impacted, and how you can prepare.

Neighborhood roadway reconstruction projects are funded by special assessments and respective City utility funds. We have included with this letter a history of past special assessments in the City.

The City utility funds cover approximately 40 to 50 percent of a typical project; residents pay the remaining portion in a form of special assessment that you will have an option to pay over 15 years. The special assessment typically includes cost of the new roadway. Utility upgrades such as water main, sanitary sewer, storm sewer and concrete curb and gutter are funded through the utility funds and are not assessed to property owners.

Sidewalks and streetlights are not assessed and are not included with every project. A future questionnaire will help us evaluate the need for sidewalks and streetlights.

If you cannot attend the open house, information presented will be available on the City of Edina's website following the meeting (www.EdinaMN.gov/FutureProjects).

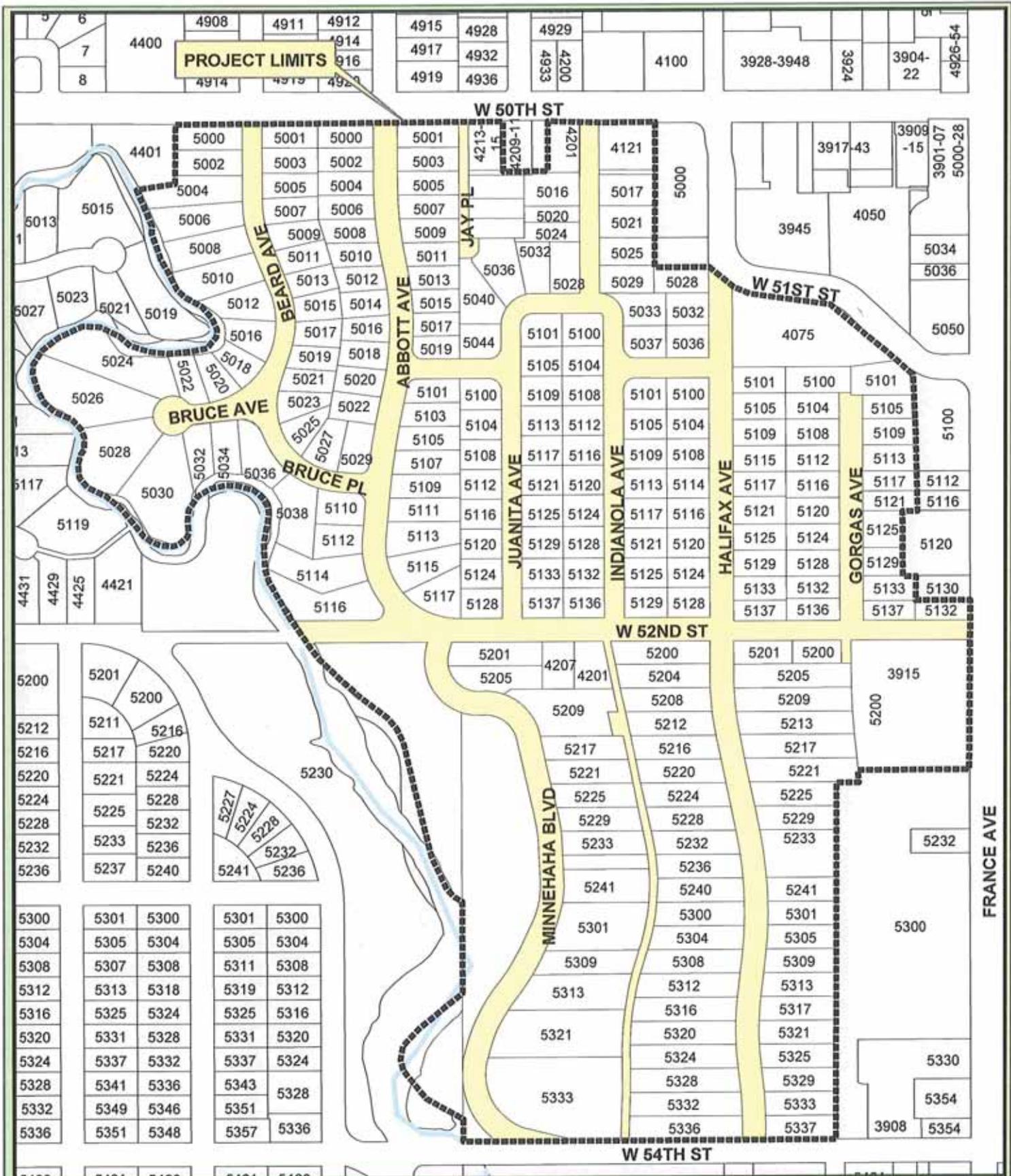
If you have any questions, please contact me at 952-826-0318 or cmillner@EdinaMN.gov or Engineering Technician Jamie Cynor at 952-826-0440 or jcynor@EdinaMN.gov.

Sincerely,

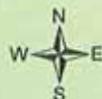
A handwritten signature in blue ink that reads 'Chad Millner'.

Chad Millner, PE
Assistant City Engineer

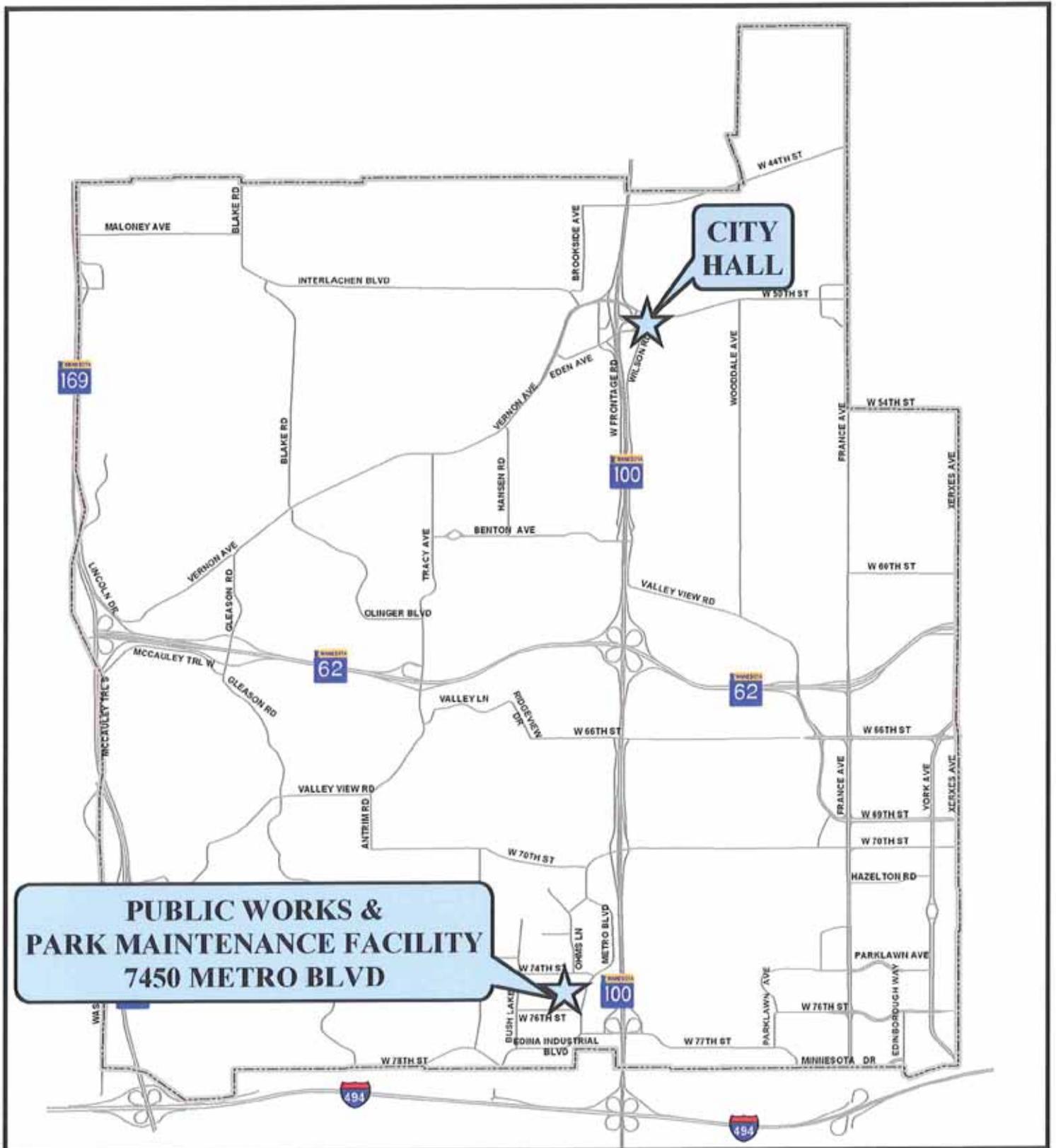
Enc: Public Works & Park Maintenance Facility Map, Project Area Map and Special Assessment History



Project Area
Glen View Addition Neighborhood Roadway Reconstruction
Improvement No: BA-412



Engineering Dept
September, 2012



City of Edina
Public Works & Park Maintenance Facility
7450 Metro Blvd
Edina, MN 55439
Hours 7:00am - 3:30pm
Engineering Phone: 952-826-0371
Public Works Phone: 952-826-0376



**City of Edina Street
Reconstruction Assessment History**

2005	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
	Halifax and Grimes	Halifax Ave, Grimes Ave, Grimes Ln and W 60th St	\$6,784.91	\$5,560.21
Schaefer Circle		\$7,900.00	\$8,001.12	
Schaefer Rd		\$9,400.00	\$9,421.53	
South Harriet Park	Brookview Ave, Kellogg Ave, Oaklawn Ave, W 52nd St and W 53rd St	\$6,300.00	\$6,216.75	
Sunnyslope	Dale Dr, Hilltop Ln, E & W Sunnyslope Rd, Ridge Pl and Woodhill Way	\$9,630.14	\$9,678.73	

2006	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
	Bridge Ln & Townes Rd	Bridge Ln and Townes Rd	\$9,727.27	\$9,775.17
Creston Hills	Balfanz Rd, Creston Rd, Dunberry Ln, Laguna Dr, Judson Ln, Oaklawn Ave and Point Dr	\$9,735.29	\$9,513.71	
Nine Mile Village	Falcon Ct, Oriole Ln, Pheasant Ct, Redfox Ln, Sandpiper Ct and Villa Ln	\$3,500.00	\$3,465.14	

2007	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
	Southdale	Cornelia Dr, Dawson Ln, Dunberry Ln Hillcrest Ln, Southdale Rd and W 68th St	\$9,300.00	\$8,465.24
Todd Park	Division St, Hollywood Rd, Oxford Ave, Parkside Ln, Rutledge Ave, Vandervork Ave and W 48th St	\$10,312.07	\$6,355.20	
Woodhill	Brittany Rd, Dunberry Ln, Roycar Rd, Southcrest Dr, Upper Terr, West Shore Dr, and Wilford Way	\$9,300.00	\$8,315.59	

2008	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
	Concord Ave- State Aid		\$4,400.00	\$3,548.57
Edina Highlands	Ayrshire Blvd, Croyden Ln, Duncraig Rd, Glenbrae Cir and Lochloy Dr	\$15,210.55	\$11,787.89	
Richmond Hills	Edenmoor St, Pinwood Trl, Richwood Dr and Sherwood Rd	\$10,234.00	\$6,294.87	
Wood End Dr		\$10,000.00	\$9,335.04	
Woodland Ln & Circle	Woodland Ln and Woodland Cir	\$14,347.22	\$13,491.99	

2009	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
	Country Club	Bridge St, Browndale Ave, Edina Blvd, Edgebrook Pl, Moorland Ave, Sunnyside Rd and Wooddale Ave	\$22,900.00	\$20,389.70
Country Club Fairway	Arden Ave, Bruce Ave, Casco Ave, Country Club Rd, Drexel Ave and Sunnyside Rd	\$18,210.00	\$16,174.14	
St Johns Park	Ashcroft Ave, Fairfax Ave, St Johns Ave, W 59th St and W 60th St	\$9,300.00	\$6,477.53	
South Garden Estates	Andover Rd, Belvidere Ln, Claremore Ct, Dunham Dr, Wooddale Ave and West Shore Dr	\$8,931.15	\$5,423.80	
Mirror Lakes	Chantry Rd, Dundee Rd and Mirror Lakes Dr	\$9,375.16	\$6,088.99	

2010	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
	Braemar Hills	Braeburn Cir, Loch Moor Dr, Hill-a-Way Ct, Mark Terrace Circle and Drive	\$9,150.82	\$6,724.13
Bror Road		\$9,077.04	\$4,833.11	
Interlachen Bluff		\$11,349.01	\$9,361.52	
Interlachen Circle		\$9,074.24	\$7,561.46	
Moccasin Valley Road		\$11,222.27	\$6,643.85	
Pamela Park	Brookview Ave, Kellogg Ave, Oaklawn Ave, W 59th St, W 60th St and W 61st St	\$9,000.00	\$5,343.65	
Parkwood Knolls	Idylwood Ln, Knoll Dr, Parkwood Rd, Schaeffer Rd, S Knoll Dr and Westwood Ct	\$13,314.55	\$10,800.08	

NOTE: COST ARE PER RESIDENTIAL EQUIVALENT UNIT (REU). PLEASE REFER TO THE SPECIAL ASSESSMENT POLICY <http://edinamn.gov/index.php?section=special-assessments-policy>



Anticipated 2014 & 2015 Neighborhood Roadway Reconstruction Projects

Open House Meeting

October 8, 2012



Agenda

- Introductions
- Timeline
- Project Components
- Funding
- What You Can Expect
- Communication
- How to Prepare
- Q&A



Introductions

Engineering Technicians:

Jamie Cynor

Aaron Kuznia

Jeff Frahm

Jeff Buffie

Eng. Coordinator

Sharon Allison



Environmental Eng.
Ross Bintner



Asst. City Engineer
Chad Millner



Director of Engineering
Wayne Houle



Anticipated 2014 Projects

Clover Lane Addition
Edina Terrace
Hawkes Addition
Morningside
Walnut Ridge



Anticipated 2015 Projects

Edina Highlands Lakeside
Glen View Addition
Holands
Hyde Park



Process





Typical Timeline

August/September	Feasibility report and estimates provided
December/January	Public hearing
January-March	Plan preparation and bidding
April/May	Construction begins
October/November	Construction concludes
Spring	Warranty work
Summer/Fall	Final assessment hearing



Why My Street?

- Streets that meet specific standards are subject to reconstruction.
- Priority is given to streets with the highest need based on watermain breaks, sanitary sewer deficiencies, storm sewer/drainage issues, and Pavement Condition Index.
- Reconstruction is usually more cost-effective in the long-term than patching or seal-coating.
- Streets are grouped together to help maximize the economics of scale for construction.



What is Included?

- Always included:
 - Roadway – replacing the entire roadbed
 - Curb and gutter – all or pieces
 - Utility upgrades
- Sometimes included:
 - Sump pump drainage system
 - Sidewalks
 - Streetlights
 - Traffic management
- Full project scope is based on the condition of the infrastructure and resident questionnaire responses



Typical Utility Improvements

- New fire hydrants and gate valves
- Sanitary sewer spot repairs and replacement
- Storm sewer upgrades
 - Sump pump drain pipe in various locations



Typical Roadway Improvements

- Curb and gutter
- New roadbed and pavement surface



Typical Roadway Improvements

- Spot driveway end replacement





Funding

- Projects are funded by a combination of special assessments to residents and the City's Utility Fund
- Assessments are assigned to adjacent properties that stand to benefit from construction improvements



Funding

- Special assessments to residents cover 100 percent of roadway costs.
- Sidewalks and streetlights are not included in special assessments.



Funding

- Utility Fund covers 100 percent of:
 - Concrete curb and gutter
 - Sanitary sewer
 - Storm sewer
 - Water main
 - Sump pump pipe
- The Utility Fund is a collection of utility service charges paid to the City



Other Impacts

- Our goal is to streamline projects and minimize neighborhood disturbance.
- The City encourages private utility companies (gas, electric, telephone and cable TV) to upgrade or repair utilities along the project area.



Do Taxes Cover Street Projects?

- Roughly 20 percent of your property taxes go to the City for expenses such as Police, Fire, Parks and Public Works (snowplowing, pothole repairs, sealcoating, and other street maintenance).
- Your taxes do not pay for street reconstruction.



Payment Options

- You will be billed for the assessment one year after project completion
- Assessments are payable over 15 years
- Payment options:
 1. Pay entire amount upon receiving bill to avoid finance charges
 2. Pay 25 percent; balance rolls to property taxes
 3. Roll entire amount to property taxes
 4. Defer payment if 65 years old or older



What You Can Expect

- We will keep you informed.
- You will have opportunities to provide input.
- Private utility work is to be completed before City work.
- We will do our best to minimize inconveniences, but construction does not come without pain points.



What You Can Expect

- Dust, noise and mud.
- Localized ponding during rainfall.
- Timelines sometimes delayed due to weather.
- You may be asked to limit water use.
- Your home may be connected to a temporary water line.



What You Can Expect

- Your driveway may be inaccessible for up to seven days.
- Roadways to your home may be periodically inaccessible.
- The contractor will accommodate special access needs.
- Irrigation and pet containment systems may be damaged.



Property Impacts

- Items located within the City's right-of-way may be damaged
 - Private utilities will be repaired if you notify us of them.
 - You can remove plantings and other landscape features before the project.
 - The City will seed or sod in the right-of-way after the project is complete.



Providing Input

- Public hearings and questionnaire mailed to your home
- Weigh in on:
 - Sump pump drainage options
 - Are there traffic issues in your neighborhood?
 - Are there drainage issues in your neighborhood?
 - Pet fences and irrigation systems
 - Any other concerns?



Communication Tools

- Become a neighborhood captain to help facilitate project communication.
 - Let us know of someone in your neighborhood who might fit this role.
- You will be notified of all meetings, hearings, schedules and questionnaires via regular mail.
- Public hearing notices are also published in *Edina Sun-Current*.
- Door hangers are hung when there is time-sensitive information.
- Final assessment notices are mailed one year after construction.



City Extra

"City Extra" emails are the best way to receive regular updates once construction begins. These are free weekly email updates about your project.

- Sign up on City of Edina website, www.EdinaMN.gov.
 - Check the box next to your project name.
- If you cannot receive email, we will mail you City Extra updates upon request.



How to Prepare

- Begin financial planning
- Complete questionnaire
- Coordinate home and yard improvement projects around the street construction timeline
- Ask questions; stay informed



Contact Us

Email: mail@edinamn.gov
Call: 952-826-0371
Visit: Engineering Department
7450 Metro Blvd.



Thanks for your time!

Questions?



August 23, 2013

2015 Neighborhood Roadway Reconstruction

Arden Park D Neighborhood

Dear Resident:

As you may recall, some streets in your neighborhood are on a list of roadway reconstruction and utility improvement projects being considered by the City of Edina for the summer of 2015. The enclosed map identifies your project area.

On October 8, 2012, you were invited to an open house to learn about the City's neighborhood roadway reconstruction process. Monday, September 9, is another opportunity if you missed the first open house. The information presented will be very similar.

The open house will be held 7 to 9 p.m. at the Public Works & Park Maintenance Facility, 7450 Metro Blvd. We will discuss how projects are prioritized for reconstruction, funding, typical construction timelines, how you will be impacted, and how you can prepare.

Neighborhood roadway reconstruction projects are funded by special assessments and respective City utility funds. We have included with this letter a history of past special assessments in the City.

The City utility funds cover approximately 40 to 50 percent of a typical project; residents pay the remaining portion in a form of special assessment that you will have an option to pay over 15 years. The special assessment typically includes cost of the new roadway. Utility upgrades such as water main, sanitary sewer, storm sewer and concrete curb and gutter are funded through the utility funds and are not assessed to property owners.

Sidewalks and streetlights are not assessed and are not included with every project. A future questionnaire will help us evaluate the need for sidewalks and streetlights.

If you cannot attend the open house, information presented will be available on the City of Edina's website following the meeting (www.EdinaMN.gov/FutureProjects). The 2012 presentation is already available online.

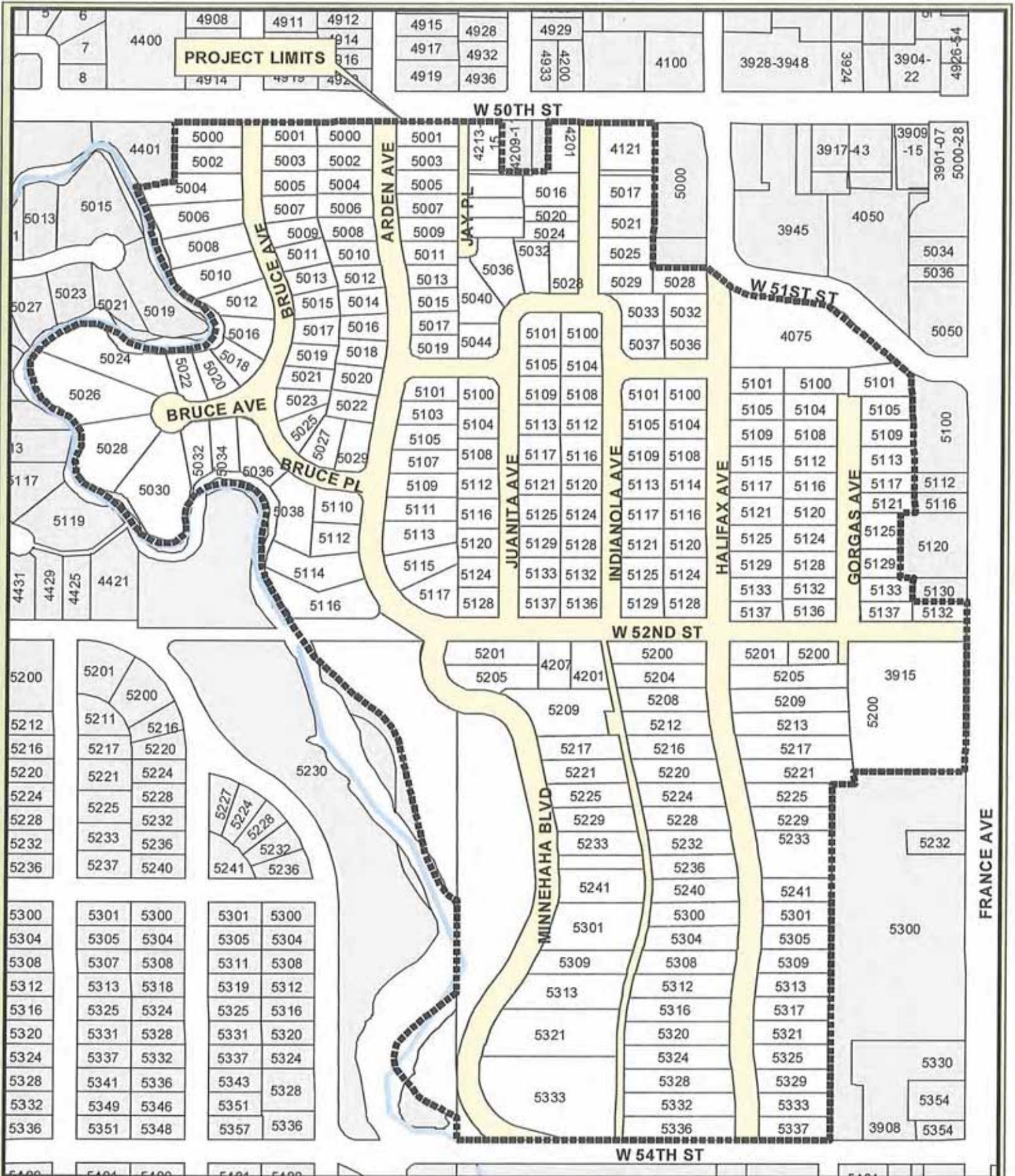
If you have any questions, please contact me at 952-826-0318 or cmillner@EdinaMN.gov or Engineering Technician Jamie Cynor at 952-826-0440 or jcynor@EdinaMN.gov.

Sincerely,

A handwritten signature in black ink that reads "Chad Millner".

Chad Millner, PE
Assistant City Engineer

Enclosure: Project Area Map and Special Assessment History



2015 Project Area
Arden Park D Neighborhood Roadway Reconstruction
Improvement No: BA-412



Engineering Dept
 June, 2013

**City of Edina Street
Reconstruction Assessment History**

	Neighborhood	STREETS WITHIN N'HOOD	Public Hearing Assessment	Final Assessment
2005	Halifax and Grimes	Halifax Ave, Grimes Ave, Grimes Ln and W 60th St	\$6,784.91	\$5,560.21
	Schaefer Circle		\$7,900.00	\$8,001.12
	Schaefer Rd		\$9,400.00	\$9,421.53
	South Harriet Park	Brookview Ave, Kellogg Ave, Oaklawn Ave, W 52nd St and W 53rd St	\$6,300.00	\$6,216.75
	Sunnyslope	Dale Dr, Hilltop Ln, E & W Sunnyslope Rd, Ridge Pl and Woodhill Way	\$9,630.14	\$9,678.73
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	Creston Hills	Balfanz Rd, Creston Rd, Dunberry Ln, Laguna Dr, Jufcon Ln, Oaklawn Ave and Point Dr	\$9,735.29	\$9,513.71
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2007	Southdale	Cornelia Dr, Dawson Ln, Dunberry Ln Hillcrest Ln, Southdale Rd and W 68th St	\$9,300.00	\$8,465.24
	Todd Park	Division St, Hollywood Rd, Oxford Ave, Parkside Ln, Rutledge Ave, Vandervork Ave and W 48th St	\$10,312.07	\$6,355.20
	Woodhill	Brittany Rd, Dunberry Ln, Roysar Rd, Southcrest Dr, Upper Terr, West Shore Dr, and Wilford Way	\$9,300.00	\$8,315.59
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	Edina Highlands	Ayrshire Blvd, Croyden Ln, Dunraig Rd, Glenbrae Cir and Lochloy Dr	\$15,210.55	\$11,787.89
	Richmond Hills	Edenmoor St, Pinwood Trl, Richwood Dr and Sherwood Rd	\$10,234.00	\$6,294.87
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	Interlachen Circle		\$9,074.24	\$7,561.46
	Moccasin Valley Road		\$11,222.27	\$6,643.85
	Panela Park	Brookview Ave, Kellogg Ave, Oaklawn Ave, W 59th St, W 60th St and W 61st St	\$9,000.00	\$5,343.65
	Parkwood Knolls	Idylwood Ln, Knoll Dr, Parkwood Rd, Schaeffer Rd, S Knoll Dr and Westwood Ct	\$13,314.55	\$10,800.08
2011	Minnehaha Woods	55th St W, 56th St W, Brookview Ave, Dever Dr, Kellogg Ave, Kellogg Pl, Oaklawn Ave, Park Pl, and Woodcrest Dr	\$11,800.00 (Street)	\$10,363.41 (Street)
			\$4,500.00 (Sewer)	\$1,682 - \$9,100 (Sewer)
	Golf Terrace	Dalrymple Rd, Golf Ter, Lakeview Dr, Sherwood Ave, and St Andrews Ave	\$12,417.58	\$12,379.40
	W 70th St		\$3,795.70	\$3,706.54
	Carson's Hills	Blake Rd, Eden Prairie Rd, Heather Ln, Highwood Dr, Highwood Dr W, Idylwood Dr, Jeffrey Ln, Kaymar Dr, Leslie Ln, Pine Grove Rd, and Saxony Rd	\$9,316.77	\$7,743.20
	Killarney Shores	Killarney Ln, Schaefer Rd, and View Ln	\$9,740.26	\$5,757.38
	McCauley Heights	McCauley Cir, McCauley Ter, and Post Ln	\$7,000.00	\$6,476.46
	Oscar Roberts	Bristol Circle, Cornelia Dr, Gloucester Dr, and Heatherton Cir	\$5,200.00	\$4,429.11
	W 44th St		\$2,138.24	\$2,031.94
Ridge Road		\$11,000.00	\$10,930.82	



Anticipated 2015 & 2016 Neighborhood Roadway Improvement Projects

Open House Meeting

September 9, 2013



Agenda

- Introductions
- Timeline
- Project Components
- Funding
- What You Can Expect
- Communication
- How to Prepare
- Q&A



Introductions

Engineering Technicians:

Jamie Cynor

Aaron Kuznia

Jeff Frahm

Eng. Coordinator

Sharon Allison



Environmental
Engineer
Ross Bintner

Transportation
Planner
Mark Nolan

Assistant City
Engineer
Chad Millner

Director of
Engineering
Wayne Houle



Anticipated 2015 Projects

Arden Park D
Countryside F
Prospect Knolls B
Dewey Hills G



Anticipated 2016 Projects

Parkwood Knolls B
Golf Terrace B
Strachauer Park A



Process





Typical Timeline

July/August	Feasibility report and estimates provided
December/January	Public hearing
January-March	Plan preparation and bidding
April/May	Construction begins
October/November	Construction concludes
Spring	Warranty work
Summer/Fall	Final assessment hearing



Why My Street?

- Streets that meet specific standards are subject to reconstruction.
- Priority is given to streets with the highest need based on watermain breaks, sanitary sewer deficiencies, storm sewer/drainage issues, and Pavement Condition Index.
- Reconstruction is usually more cost-effective in the long-term than patching or seal-coating.
- Streets are grouped together to help prolong pavement life and maximize the economics of scale for construction.



What is Included?

- Always included:
 - Roadway – replacing the entire roadbed
 - Curb and gutter – all or pieces
 - Utility upgrades
- Sometimes included:
 - Sump pump drainage system
 - Sidewalks
 - Streetlights
 - Traffic management
- Full project scope is based on the condition of the infrastructure and resident questionnaire responses



Typical Utility Improvements

- New fire hydrants and gate valves
- Sanitary sewer spot repairs and replacement
- Storm sewer upgrades
 - Sump pump drain pipe in various locations



Typical Roadway Improvements

- Spot replacement of curb and gutter
- New roadbed and pavement surface



Typical Roadway Improvements

- Spot driveway end replacement





Funding

- Projects are funded by a combination of special assessments to residents and the City's Utility Fund
- Assessments are assigned to adjacent properties that stand to benefit from construction improvements



Funding

- Special assessments to residents cover 100 percent of roadway costs.
- Sidewalks are not included in special assessments.



Funding

- Utility Fund covers 100 percent of:
 - Concrete curb and gutter
 - Sanitary sewer
 - Storm sewer
 - Water main
 - Sump pump pipe
- The Utility Fund is a collection of utility service charges paid to the City



Other Impacts

- Our goal is to streamline projects and minimize neighborhood disturbance.
- The City encourages private utility companies (gas, electric, telephone and cable TV) to upgrade or repair utilities along the project area.



Do Taxes Cover Street Projects?

- Roughly 20 percent of your property taxes go to the City for expenses such as Police, Fire, Parks and Public Works (snowplowing, pothole repairs, sealcoating, and other street maintenance).
- Your taxes do not pay for street reconstruction.



Payment Options

- You will be billed for the assessment one year after project completion
- Assessments are payable over 15 years
- Payment options:
 1. Pay entire amount upon receiving bill to avoid finance charges
 2. Pay 25 percent; balance rolls to property taxes
 3. Roll entire amount to property taxes
 4. Defer payment if 65 years old or older



What You Can Expect

- We will keep you informed.
- You will have opportunities to provide input.
- Private utility work is to be completed before City work.
- We will do our best to minimize inconveniences, but construction does not come without pain points.



What You Can Expect

- Dust, noise, vibrations, and mud.
- Localized ponding during rainfall.
- Timelines sometimes delayed due to weather.
- You may be asked to limit water use.
- Your home may be connected to a temporary water line.



What You Can Expect

- Your driveway may be inaccessible for 3-5 days.
- Roadways to your home may be periodically inaccessible.
- The contractor will accommodate special access needs.
- Irrigation and pet containment systems mostly likely will be damaged.



Property Impacts

- Items located within the City's right-of-way may be damaged
 - Irrigation and pet containment systems will be repaired.
 - You can remove plantings and other landscape features before the project.
 - The City will seed in the right-of-way after the project is complete.



Providing Input

- Public hearings and questionnaire mailed to your home
- Weigh in on:
 - Sump pump drainage options
 - Are there traffic or drainage issues in your neighborhood?



Communication Tools

- Become a neighborhood captain to help facilitate project communication.
 - Let us know of someone in your neighborhood who might fit this role.
- You will be notified of all meetings, hearings, schedules and questionnaires via regular mail.
- Public hearing notices are also published in *Edina Sun-Current*.
- Door hangers are hung when there is time-sensitive information.
- Final assessment notices are mailed one year after construction.



City Extra

“City Extra” emails are the best way to receive regular updates once construction begins. These are free weekly email updates about your project.

- Sign up on City of Edina website, www.EdinaMN.gov.
 - Check the box next to your project name.
- If you cannot receive email, we will mail you City Extra updates upon request.
- It’s the best way to stay informed.



How to Prepare

- Sign up for City Extra
- Begin financial planning
- Complete questionnaire
- Coordinate home and yard improvement projects around the street construction timeline
- Ask questions; stay informed



Contact Us

Email: mail@edinamn.gov
Call: 952-826-0371
Visit: Engineering Department
7450 Metro Blvd.



Thanks for your time!

Questions?

APPENDIX B

Property Owner Questionnaire and Results

June 10, 2014

2015 Neighborhood Roadway Reconstruction

Arden Park D Neighborhood

Dear Resident:

Streets in your neighborhood are on a list of roadway reconstruction and utility improvement projects being considered by the City of Edina for the summer of 2015. See the attached map identifying your project area. On April 16, 2013, the City Council adopted neighborhood names and boundaries as part of the Name Your Neighborhood Project. Please note that your neighborhood name associated with the roadway reconstruction and utility improvements may have changed. Some neighborhood names stayed the same.

In the meantime, we'd like to hear from you. The City would like your input regarding key components of the project via the attached questionnaire. Please read the instructions, fill out the questionnaire and return it to us in the enclosed envelope by June 20.

How the City will use your input:

- Your responses help us design the project. Components of a project vary and are based on both the condition of the infrastructure and questionnaire responses. One new component that staff is considering for your neighborhood is incorporating elements of the City's Living Streets Policy. The draft plan guides the City in designing safe streets that balances the needs of drivers, pedestrians, bicyclists and transit users in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.
- Residents pay a portion of the overall project cost in the form of a special assessment. The estimated special assessment for your neighborhood will not be determined until information is gathered from the questionnaires and a feasibility report is completed in early September. You will not be billed for the special assessment until fall 2016. The special assessment is payable over 15 years.
- The special assessment is for the cost of the new roadway. If the neighborhood feels the street lighting needs are not being met and improvements are needed, the costs would also be a special assessment. Sidewalks are funded through the Pedestrian and Cyclist Safety Fund and thus are not assessed to property owners. The questionnaire helps us evaluate the need for these items. Other utility upgrades such as water main, sanitary sewer, storm sewer and concrete curb and gutter are funded through the utility fund and are not assessed to property owners.

After we review questionnaire responses, we will continue the project design process. We will present the feasibility report at the public hearing in December. Construction will begin in spring/early summer and end in late fall of 2015.

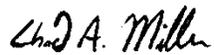
2015 Neighborhood Roadway Reconstruction

June 10, 2014

Page 2 of 2

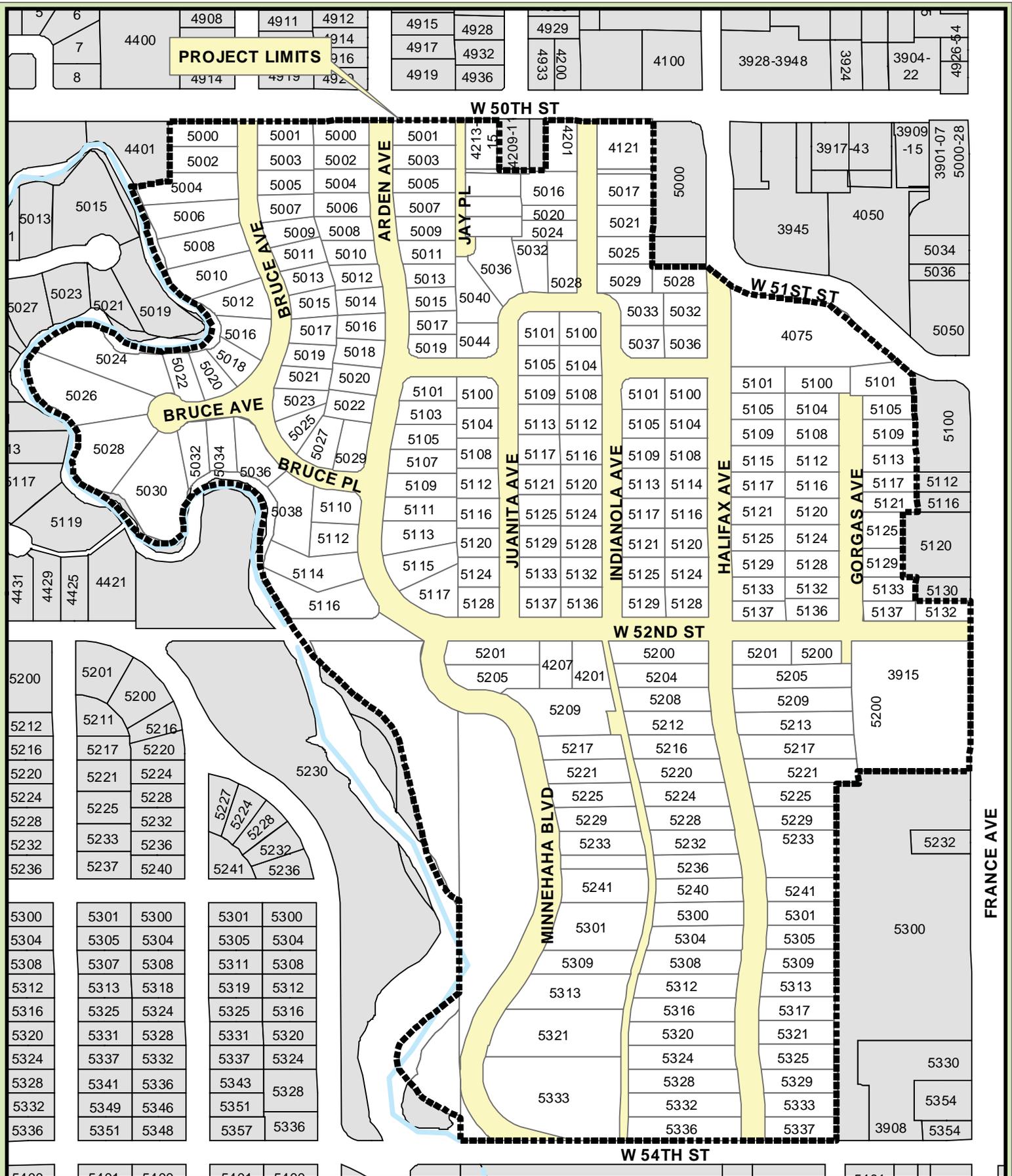
If you have any questions, please contact SEH Project Manager Toby Muse at 952-912-2616 or tmuse@sehinc.com or Director of Engineering Chad Millner at 952-826-0318 or cmillner@EdinaMN.gov.

Sincerely,

A handwritten signature in black ink that reads "Chad A. Millner". The signature is written in a cursive style with a large initial 'C'.

Chad A. Millner, PE
Director of Engineering

Enc: Project Map, Questionnaire Instructions, Questionnaire, Return Envelope



PROJECT LIMITS

2015 Project Area

Arden Park D Neighborhood Roadway Reconstruction Improvement No: BA-412





Resident Questionnaire Instructions

2015 Neighborhood Roadway Reconstruction

Thank you for your time. Your responses to the attached questionnaire will help us design your neighborhood's project. Here is background information that will aid you in filling out the questionnaire. Each numeral relates to the corresponding survey question.

I. Drainage Service Connection

A typical sump pump discharges onto a homeowner's lawn. There are several sump pump drainage issues to look for. First, if your lawn drains back to your house, sump pump discharges can cause problems with your lawn, your neighbor's lawn or your basement. If the sump pump discharge runs down the gutter line, it can promote algae growth in the street. Finally, discharging the sump pump into the sanitary sewer system using floor drains or laundry tubs is against the law, both by City Ordinance and State Statute.

To prevent the issues mentioned above, your street reconstruction project could include a City sump drain system along the roadway to collect groundwater, storm water runoff, and discharges from private sump pumps, roof drains or any other runoff from private property. If the topography and final street designs favor a sump drain system, you could connect to it. That is why survey questions I.C. and I.D. ask about your sump pump preferences. Keep in mind that installation of the pipe from your house to the City sump drain system would be your responsibility, including plumbing modifications. However, the City sump drain system is funded through the storm sewer utility fund.

II. Local Drainage Problems

As part of the storm sewer and sump drain design process, we would like to know if storm water runoff stands in the street or sidewalk in front of your house. If this or similar situations are occurring in your area, please describe it in this section of the questionnaire. We will review for possible corrective action.

III. Private Underground Utilities

It is very important that you fill out this section. Some residents install private underground utilities in the roadway right-of-way (the area from the edge of the roadway to your property line). The most common private utilities include lawn irrigation and pet containment systems. Utility and roadway reconstruction can damage these utilities. If they are damaged during the street reconstruction project, they will be repaired. However, if the contractor knows the location of these private utilities, crews can attempt to avoid damaging them during construction.

IV. Residential Streetlights

As part of all reconstruction projects, staff typically asks residents for their input on neighborhood streetlight systems. Staff is trying to understand if the neighborhood favors upgrading the streetlight system or if the existing streetlight system meets the needs of the neighborhood. Please keep in mind

that costs associated with improving the streetlight system would be a special assessment. These costs would be determined after the extent of the improvements is understood.

V. Living Streets Elements

As part of this neighborhood street reconstruction project, staff will seek to incorporate design elements from the City's Living Streets Policy (<http://edinamn.gov/LivingStreets>) and draft Living Streets Plan. This plan guides the City in how it designs new streets to be safer and more accessible by seeking to balance the needs of motorists, pedestrians, bicyclists and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health.

Transportation

According to the draft Living Streets Plan, Arden Ave., Minnehaha Blvd., and Halifax Ave. are considered Local Connector streets. The proposed typical section for these types of streets is shown in Figure 1. Please note that according to the draft Plan sidewalks are required on Local Connectors on at least one side of the street. Additionally, shared bicycle facilities are not proposed for this project.

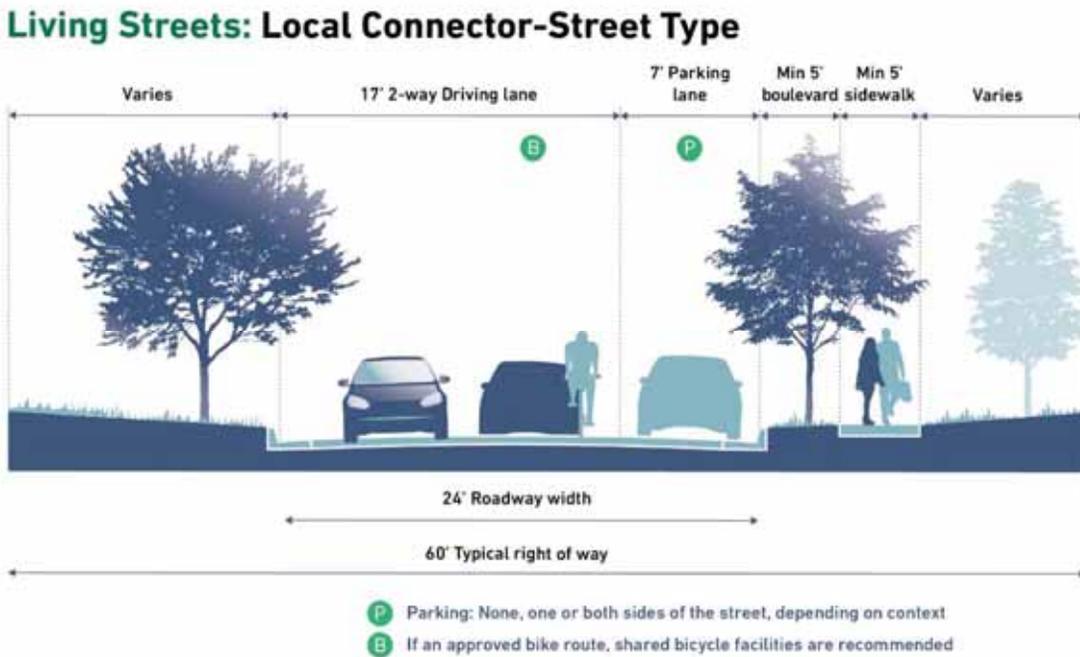


FIGURE 1 – PROPOSED CONNECTOR STREET TYPICAL SECTION

All other streets in the neighborhood are considered Local Streets. The proposed typical section for local streets is shown in Figure 2. Note that sidewalks are optional on Local Streets; however, context criteria are applied to these street types to determine if a sidewalk is required. These include the following:

- Average daily traffic is greater than 500 vehicles.

- 85th percentile speed is greater than 30 mph.
- There is a history of crashes involving pedestrians walking along the roadway.
- Transit stop(s) are present.
- The street is identified as an active (safe) route to school, park, or commercial destination.
- A sidewalk would create a logical connection between destinations.
- Site lines, roadway geometry, or insufficient lighting makes it difficult for motorists to see pedestrians walking along the roadway.
- The street width is less than 27 feet.

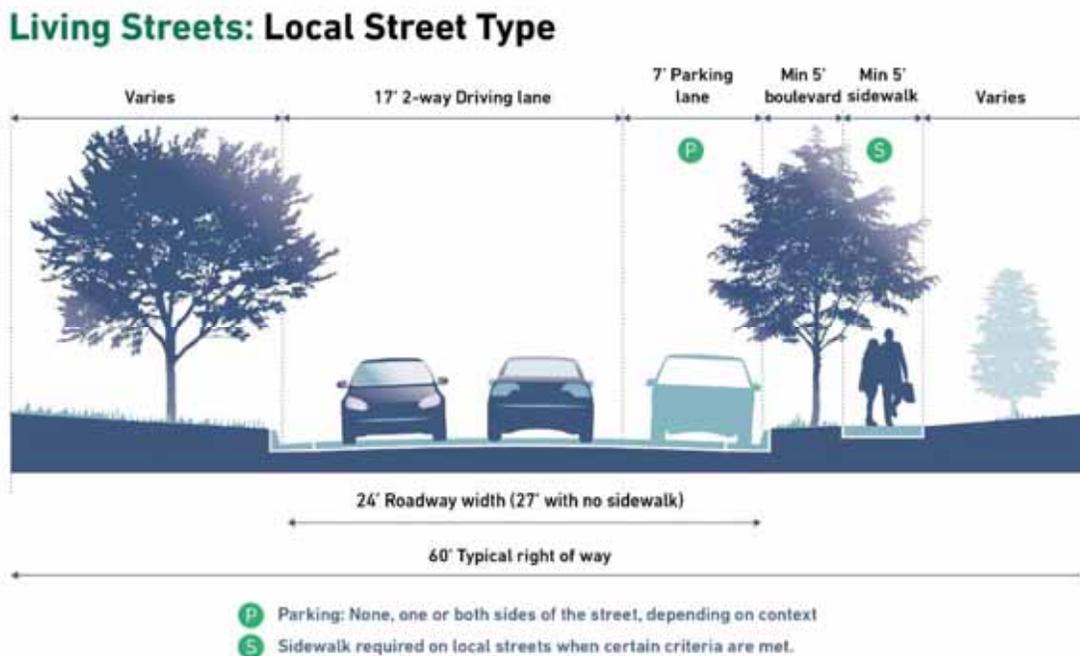


FIGURE 2 – PROPOSED LOCAL STREET TYPICAL SECTION

Figure 3 attached shows streets with existing sidewalks and other streets where new sidewalk will be considered. The design team will present impacts associated with new sidewalks at neighborhood meetings later this summer and ask you for your input. You will be notified approximately two weeks prior.

Specific Living Street elements that will lessen impacts from sidewalk construction are narrowing the width of the pavement by limiting parking to one side of the street. As part of the questionnaire, staff would like to know which side of the street a proposed sidewalk would be best served along a particular street. Sidewalks are funded through the Pedestrian and Cyclist Safety (PACS) Fund.

In the questionnaire, please note if you know of any pedestrian issues such as a missing segment of sidewalk or an inadequate pedestrian crossing.

Storm Water Management

One of the primary components of Edina's Living Streets vision is the active pursuit of environmental stewardship, including setting goals for the reduction of storm water volume and unfiltered street water flows into our local waterways. Living Street applies techniques such as impervious surface reduction, bio-retention, filtration, sediment capture, and infiltration and reuse of stormwater. These stormwater treatments should be applied in a cost effective and strategic way to best integrate with various transportation modes and the neighborhood aesthetic.

In the questionnaire, please describe the quality of nearby natural resources and surface waters.

VI. Traffic Management

We would like to know if you feel that your roadway has any traffic issues.

VII. Email Updates

One of the primary tools for communicating with you during construction is the City Extra email notification service. The City Extra service is free and allows you to sign up to receive email messages from the City regarding this project.

By signing up for City Extra email notification service, you will receive project updates as they occur. The updates will include information such as when access to your driveway might be limited, when your water may be shut off for water main replacement and when to have your contractor repair your irrigation system if it was damaged during construction.

To receive email updates, sign up online at www.EdinaMN.gov. On the main page, near the upper right corner, place your cursor over the **For Residents** tab and click on **City Extra**. Enter your email address and a password (new user will need to create a password). Click on **E-mail Subscriptions**. Under the Engineering section, place a check mark in the box next to **Arden Park D Reconstruction**. Click the **"update"** button at the bottom left hand corner of the webpage.

Need Help?

If you have any questions about how to fill out the questionnaire, please contact SEH Project Manager Toby Muse at 952-912-2616 or tmuse@sehinc.com or Director of Engineering Chad Millner at 952-826-0318 or cmillner@EdinaMN.gov.

IV. Residential Streetlights:

Is the existing streetlight system meeting the needs of the neighborhood?

- Yes No

Residential streetlights are funded by special assessment. Do you favor improving your streetlights?

- Yes No

V. Living Streets Elements:

A. Please describe specific neighborhood pedestrian issues below.

B. Please describe how you perceive the quality of nearby natural resources and surface waters. (Example: good/poor aesthetics, vegetation, wildlife habitat, or recreation use)

VI. Traffic Management

A. Do you feel your neighborhood or roadway has any traffic issues?

- Yes No

B. If yes, what is it and where does it occur? _____

VII. Email Updates

A. Do you have access to email to participate in the City Extra email notification service?

- Yes No

Thank you for completing the questionnaire. Please return it to the City in the enclosed envelope **by June 20.**

**ARDEN PARK D NEIGHBORHOOD ROADWAY RECONSTRUCTON
2014 PROPERTY QUESTIONNAIRE
IMPROVEMENT NO. BA-412**

ADDRESS	Returned Survey	Drainage Service Connection									Drainage	Private Underground Utilities				Residential Streetlights				Living Streets Elements		Traffic Management		Email Access		Add'n Comment				
		Drain tile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		Local Drainage Problems	Irrigation sys. in Blvd.		Pet containment system		Existing Streetlight System Meeting the needs of the Neighborhood		Favors Upgrading Street Lights		Pedestrian Issues	Perceive the Quality of Nearby Natural Resources and Surface Waters	Neighborhood or Roadway have Traffic Issues	If yes, where?	Email Access		Email Access			
		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Explain	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes		No	Yes	No	
5000	Bruce Ave	1		1		1														1	stoplights are not timed well to allow pedestrians and cars to cross 50th St.	good	1		50th St. should be better marked to go to 1 lane at Wooddale heading East. Would recommend no left turn signs onto 50th St during rush hour.	1				
5001	Bruce Ave	1		1		1					none	1		1						1	No issues, not in favor of having sidewalks added to our street!	great near nice parks	1		Where 50th goes from 4 lanes to 2. It is not enforced and people almost drive on our boulevard. Brutal in winter.	1				
5002	Bruce Ave	1		1		1					none	1		1																
5003	Bruce Ave																													
5004	Bruce Ave	1		1		1					none	1		1						1	None. Our street gets very little car traffic. I am not in favor of sidewalks.	Beautiful natural resource, lots of wildlife, enjoy tubers, canoes, and kayakers enjoying the creek.		1			1			
5005	Bruce Ave																													
5006	Bruce Ave																													
5007	Bruce Ave																													
5008	Bruce Ave	1		1		1														1	No sidewalks on Bruce, curve at Bruce and Bruce Place unsafe for ped, bikers and cars; ped crossing across 50th at either Bruce or Arden would really help safety.	Love creek in backyard; flooding is causing damage to our yard this year.	1		Turning from Bruce Ave to 50th St is very difficult. A stop sign at 50th would help; during backups of heavy traffic it can take 15 min before someone lets us out & it's unsafe.	1				
5009	Bruce Ave	1		1		1														1					Difficult to turn left onto 50th St - sometimes it takes 3-4 min to get a clearing.	1				
5010	Bruce Ave	1		1		1			1		overflow from Minnehaha Creek; backyard unusable		1		1					1					50th St extremely difficult to get on between 7-9 Am and 4:30-6:30 pm		1			
5011	Bruce Ave	1		1		1					none		1		1					1	none	Arden Park, creek, Wooddale Park enjoyable		1			1			
5012	Bruce Ave																													
5013	Bruce Ave	1		1		1																				50th & Bruce; impossible turning onto 50th or crossing at any time of the day!	1			
5015	Bruce Ave	1		1		1					none			1						1	none	good		1	A little heavier during rush hour.	1				
5016	Bruce Ave	1		1		1														1	I look forward to the addition of sidewalks. I wish every street had a sidewalk on at least one side.	Minnehaha Creek is a wonderful resource, children use it daily, birds and wildlife numerous. I would like to see the City discourage residents from using it to dispose of landscape waste. I have a neighbor who throws in sizeable pieces of trees & shrubbery which become obstacles for canoers & Kayakers. I also have a neighbor who pours old gasoline into the creek each summer.		1			1			
5017	Bruce Ave	1	1			1			1	1																		1		
5018	Bruce Ave																													
5019	Bruce Ave																													
5020	Bruce Ave																													
5021	Bruce Ave																													
5022	Bruce Ave	1		1		1														1	none on our cul-de-sac	great - creek, Arden Park		1	Signage on cul-de-sac confusing, sign says Bruce Place/Bruce Ave; cars always turning around in the cul-de-sac area; the cul-de-sac should have 1 street sign and the thru street a different name sign.	1				
5023	Bruce Ave																													
5024	Bruce Ave																													
5026	Bruce Ave																													
5025	Bruce Pl																													
5027	Bruce Pl																													
5028	Bruce Pl																													
5029	Bruce Pl	1		1		1					Grate at end of Arden Ave (west side of street) as it turns east to become 52nd St - constantly becomes plugged with debris.		1		1					1	limit pedestrian traffic no need for sidewalks!!!	good		1			1			
5030	Bruce Pl																													
5032	Bruce Pl																													
5034	Bruce Pl																													
5036	Bruce Pl																													
5038	Bruce Pl	1		1		1					at the corner of Bruce Place & Arden there needs to be some kind of drain on the SW corner; SW corner of Arden & Bruce		1		1					1	no sidewalk means we walk in the street, kids play in the street as they walk to Arden Park.	Fantastic!		1	Access to 50th St especially during rush hours. Please add signage to keep intersections clear/unobstructed when traffic is backed up.	1				
5132	France Ave																													
5200	France Ave #2																													
5200	France Ave #4																													
5200	France Ave #6																													
5200	France Ave #8																													
5200	France Ave #10																													
5200	France Ave #12																													
5200	France Ave #14																													
5200	France Ave #16																													
5200	France Ave #18																													
5200	France Ave #20																													
5200	France Ave #22																													
5200	France Ave #24																													
5200	France Ave #26																													

**ARDEN PARK D NEIGHBORHOOD ROADWAY RECONSTRUCTON
2014 PROPERTY QUESTIONNAIRE
IMPROVEMENT NO. BA-412**

ADDRESS	Returned Survey	Drainage Service Connection									Drainage		Private Underground Utilities		Residential Streetlights				Living Streets Elements		Traffic Management		Email Access		Add'n Comment					
		Drain tile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		Local Drainage Problems		Irrigation sys. in Blvd.		Pet containment system		Existing Streetlight System Meeting the needs of the Neighborhood		Favors Upgrading Street Lights		Perceive the Quality of Nearby Natural Resources and Surface Waters		Neighborhood or Roadway have Traffic Issues		Email Access				
		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes		No	Yes	No		
5200 France Ave #28																														
5200 France Ave #30																														
5200 France Ave #32																														
5200 France Ave #34																														
5200 France Ave #36																														
5200 France Ave #38																														
5200 France Ave #40																														
5200 France Ave #??	1			1			1										1	1			1	None	Good		1			1		
3915 52nd St W																														
3915 52nd St W																														
3915 52nd St W																														
3915 52nd St W																														
3915 52nd St W																														
3915 52nd St W																														
3915 52nd St W																														
3915 52nd St W																														
5100 Gorgas Ave	1		1			1		1							1		1	1			1	5100 Gorgas walking access to 50th/France (existed before Lanterns Condo Construction in 70's)		1		No traffic issues on Gorgas, but in neighborhood. Halifax & 50th/France Intersection		1		
5101 Gorgas Ave																														
5104 Gorgas Ave																														
5105 Gorgas Ave																														
5108 Gorgas Ave																														
5109 Gorgas Ave																														
5112 Gorgas Ave																														
5113 Gorgas Ave																														
5116 Gorgas Ave	1			1			1								1		1	1			1	none	good		1		speeding cars, people think it's a through street - need more signage so cars don't speed down to turn around		1	
5117 Gorgas Ave																														
5120 Gorgas Ave																														
5121 Gorgas Ave																														
5124 Gorgas Ave																														
5125 Gorgas Ave																														
5128 Gorgas Ave	1	1				1									1		1	1			1	none on our street	need better storm water treatment before runoff flows to Minnehaha		1				1	
5129 Gorgas Ave	1		1			1									1		1													
5132 Gorgas Ave																														
5133 Gorgas Ave	1		1			1									1		1	1			1									
5136 Gorgas Ave																														
5137 Gorgas Ave																														
5200 Gorgas Ave																														
5000 Halifax Ave	1																													
5032 Halifax Ave	1		1			1									1		1	1			1	Larsous crossing seems dangerous; traffic comes past our house very fast; I've through that marking the turn @51st & Halifax a right turn only during rush hours would help.	A sidewalk on the west side of Halifax might help pedestrians be more safe when walking to 50th & France area; also putting flashing lights on the road near crossing might help pedestrians be more safe.		1				1	
5036 Halifax Ave	1		1			1									1		1	1			1	sidewalk on one side is adequate			1		speed 51st-54th; 51st St. curve entering Halifax needs improvements		1	
5100 Halifax Ave	1		1			1									1		1	1			1	sidewalk on one side is adequate			1		speed 51st-54th; 51st St. curve entering Halifax needs improvements		1	
5101 Halifax Ave																														
5104 Halifax Ave																														
5105 Halifax Ave																														
5108 Halifax Ave	1			1			1								1		1	1			1	Cars drive too fast on Halifax! Sidewalk on east side of the street is helpful; however waling on Halifax is not safe.	okay		1		Halifax south of 50th St is the "Lund's super highway." Our neighborhood must consider installing a speed bump (or multiple bumps) on Halifax to manage the speed of traffic.		1	
5109 Halifax Ave	1	1				1									1		1	1			1	At the corner of Halifax & W. 51st, cars still don't stop when peds are in crosswalk. The flashing warning sign needs to be lowered or be moved closer to the intersection. Drivers cannot see it. Also a stop sign would work better.			1		See ped issues. Also we've noticed increased employee overflow parking on street due to businesses.		1	
5114 Halifax Ave	1		1			1									1		1	1			1	none	good - overall				Increased volume and speed on Halifax Ave due to traffic jams and stop lights on France Ave, motorists avoid this by driving on Halifax. The City of Edina needs to reduce or disperse traffic from Halifax. Residents are concerned that Halifax will be "finished" but the non-stop HUGE construction trucks from all the demolitions will continue and damage the road		1	
5115 Halifax Ave																														
5116 Halifax Ave																														
5117 Halifax Ave																														

**ARDEN PARK D NEIGHBORHOOD ROADWAY RECONSTRUCTON
2014 PROPERTY QUESTIONNAIRE
IMPROVEMENT NO. BA-412**

ADDRESS	Returned Survey	Drainage Service Connection									Drainage		Private Underground Utilities		Residential Streetlights				Living Streets Elements		Traffic Management		Email Access		Add'n Comment			
		Drain tile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		Local Drainage Problems		Irrigation sys. in Blvd.		Pet containment system		Existing Streetlight System Meeting the needs of the Neighborhood		Favors Upgrading Street Lights		Pedestrian Issues	Perceive the Quality of Nearby Natural Resources and Surface Waters	Neighborhood or Roadway have Traffic Issues		Email Access		
		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes		No	Yes	No
5120	Halifax Ave	1	1		1			1					1			1	1			Support bike lane & one side parking	Upgrade ice house at Arden Park including restrooms at park for summer use.			Speeding on street and rolling stops at 51st & Halifax	1			
5121	Halifax Ave																											
5124	Halifax Ave																											
5125	Halifax Ave	1		1		1			1		1					1			1	None - City installed sidewalk some 3 years ago.	good	1		Speeding, high traffic volumes, people taking shortcuts going north on France, then west on 52nd St. then north on Halifax to get to Lund's and to Hwy 100.	1			
5128	Halifax Ave	1	1		1				1		1					1	1		1	Streets where there are no sidewalks present a danger to kids, adults and pets.	Good aesthetes, except for city structures, specifically Arden Park building (warming house) never open for resident use and ugly and in disrepair, also ugly city pump/water house.	1		Drivers not stopping at stop sign and speeding. 52nd and Halifax, people must walk in the street on 52nd St connecting to Arden Park.	1			
5129	Halifax Ave																											
5133	Halifax Ave																											
5137	Halifax Ave	1		1		1				1									1	Neighboring 5133 Halifax roof drain connected to a City drain because of drainage issues. 52nd & Halifax has major ponding issues with storm drains becoming clogged or backing up; grates become clogged too easily.			1		Too much of a cut through neighborhood for 50th & France congestion. Cars frequently run 52nd & Halifax crossway stop signs.	1		
5200	Halifax Ave																											
5201	Halifax Ave																											
5204	Halifax Ave	1		1		1				1									1	Stormw water inlets at 54th & Halifax get blocked by street debris. The result is a lake at the intersection.			1		Halifax between 54th & 50th is a "short cut" for the businesses at 50th.			
5205	Halifax Ave	1		1		1				1									1	Water does not drain properly at 51st & Juanita; Halifax seems to drain well except NW corner of Halifax & 52nd sometime has standing water.				1				
5208	Halifax Ave	1		1		1				1									1	The crossing from Halifax across 51st to Lund's is blind to southbound drivers coming south from 50th extremely dangerous location of the crosswalk. Please fix so that pedestrians/cars can see each other. Mores crosswalk to west side of Halifax extremely important.				1		Fast traffic/cut through street 54th to 52nd Halifax	1	
5209	Halifax Ave	1		1		1				1									1	Build a sidewalk on the north side of 54th from France to Brook view	good	1		Consider a speed bump on Halifax between 52nd & 54th	1			
5212	Halifax Ave	1		1		1				1									1	All is good with 1 sidewalk on Halifax between Lund's and 54th			1		Speeding on Halifax, too many builders blocking 1 to 2 sides of Halifax - makes passage down block difficult and dangerous	1		
5213	Halifax Ave																											
5216	Halifax Ave	1	1		1					1									1	There is only a sidewalk on 1 side of street, kids have to cross the busy street to access it further, there is not good pedestrian connections to Arden Park.	good	1		People drive too fast on Halifax	1			
5217	Halifax Ave																											
5220	Halifax Ave																											
5221	Halifax Ave	1	1		1					1																		
5224	Halifax Ave	1		1		1				1									1	We are on an alley and drainage is terrible with all the new homes (change in elevation and sprinkler systems) there is 1 drain that gets clogged all the time. Really need to assess drainage issue in alley.				1		Halifax is a cut through street. Many young children in neighborhood and so mush construction. Safety issue!	1	
5225	Halifax Ave																											
5228	Halifax Ave																											
5229	Halifax Ave	1	1		1					1																		
5232	Halifax Ave	1	1		1					1										1	Streets are too dark at night. We do not need more sidewalks.	fine	1		Some cars use Halifax as an alternative to France. Too much traffic in early/evening results.	1		
5236	Halifax Ave	1		1		1																						
5240	Halifax Ave																											
5241	Halifax Ave	1	1		1					1										1	Our sump pump runs frequently, drainage issue from Calvary Church parking lot.			1		Too many people use Halifax to access 50th/France/Lund's	1	
5300	Halifax Ave	1		1		1				1																		
5301	Halifax Ave																											
5304	Halifax Ave	1		1	1					1										1	Traffic on Halifax is speedy by fast, making it unsafe for kids.			1		Traffic travels too fast down Halifax making it unsafe for kids.	1	
5305	Halifax Ave																											
5308	Halifax Ave	1		1		1				1									1	House built at 5304 with no gutters - water directed down side of property flows out to property at 5308 with spring snow melt				1		Constant construction vehicles, speeders, people on road (e.g. strollers, walkers, bikers, kids on scooters).		1
5309	Halifax Ave																											
5312	Halifax Ave	1		1		1				1									1	Sidewalks limit problems - except with constant reconstruction of homes.	good	1		1		Congestion on France/50th moves traffic to Halifax.	1	

**ARDEN PARK D NEIGHBORHOOD ROADWAY RECONSTRUCTON
2014 PROPERTY QUESTIONNAIRE
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		Drain tile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		Local Drainage Problems		Irrigation sys. in Blvd.		Pet containment system		Existing Streetlight System Meeting the needs of the Neighborhood		Favors Upgrading Street Lights		Pedestrian Issues	Perceive the Quality of Nearby Natural Resources and Surface Waters	Neighborhood or Roadway have Traffic Issues		Email Access						
		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes		No				
5036	Juanita Ave	1	1		1			1				1		1							Do not want sidewalks			1								
5040	Juanita Ave	1		1		1						1			1		1						1			Our only legal access from the property (to 50th St from Jay Place) can be near impossible to get onto at various times of the day.	1					
5044	Juanita Ave	1		1		1			1			1		1		1					Juanita quiet - no issues. See return questionnaire for further information. Such as don't support sidewalks, bike lanes, one side parking, narrowing lane, etc.	Arden Park is fine.				Arden Ave very busy and always has parked cars on both sides of street, but yards are small and sidewalks would add too much hardscape on the 50th block.	1					
5100	Juanita Ave	1		1		1							1		1				1		Sidewalk not needed on 51st or Juanita.	Good. Please keep Arden Park relatively undeveloped- no net loss of natural space at Arden Park.	1			Difficult access at 50th. Too much speed on Arden Ave and Minnehaha Blvd.	1					
5101	Juanita Ave																															
5104	Juanita Ave																															
5105	Juanita Ave	1		1				1		1					1		1			1	none	fine		1				1				
5108	Juanita Ave																															
5109	Juanita Ave	1	1		1					1										1	none - we do not want sidewalks	good		1				1				
5112	Juanita Ave	1			1		1			1				1		1				1	no issues - no sidewalk wanted	very good		1				1				
5113	Juanita Ave																															
5116	Juanita Ave	1	1		1				1					1		1				1	none - Juanita does not need a sidewalk. Bruce Ave better served by a sidewalk than Juanita or Indianola. In the event the City ignores the wishes of the stakeholders and residents on Juanita, the odd (east) side of Juanita would be better served by a sidewalk.			1			The City is forcing a sidewalk on a street that doesn't need one.	1				
5117	Juanita Ave																															
5120	Juanita Ave	1	1		1			1		1											No issues...very little traffic.	good		1				1				
5121	Juanita Ave																															
5124	Juanita Ave	1		1		1			1					1		1				1	Minnehaha Blvd not safe for walking, sidewalk around Arden Park will be helpful. There is no reason for sidewalk on Juanita, Indianola, Arden or 51st. These streets are safe. Sidewalks on the local street type would be a waste of the PACS fund. I adamantly oppose them.	Please leave area around Minnehaha Creek through Arden Park to 54th St natural and preserve the wildlife vegetation.		1		See attached letter to return questionnaire.	1					
5125	Juanita Ave																															
5128	Juanita Ave	1		1		1									1		1											1				
5129	Juanita Ave	1		1		1									1		1											1				
5133	Juanita Ave	1		1		1			1					1		1				1	A walking path is needed from 52nd St. to 54th St. Along Minnehaha Blvd on the park side. At present children & adults have to walk in the street. It is a dangerous situation.	When the bridge is completed (51st St.) we need to beautify the rail and bridge area.		1				1				
5137	Juanita Ave																															
5201	Minnehaha Blvd																															
5205	Minnehaha Blvd																															
5209	Minnehaha Blvd	1		1		1			1						1		1				I'm not aware of any such issues.	I value the natural look of the park & creeks - the less invasive the project is the better.		1				1				
5217	Minnehaha Blvd	1		1		1			1						1		1				none	acceptable		1			Parking should be on park side only.	1				
5221	Minnehaha Blvd	1				1			1						1		1				Park needs sidewalk. Many walkers & kids use park. There are curves which prevent good visuals for pedestrians to cross to park safely.	Creek needs dredging very badly - lots of dead vegetation in creek overtime prevents its flow.		1		When parking is restricted to one side of street (i.e. Art Fair) need to prevent parking on East (resident) so we can see traffic to get out of driveways.	1					

**ARDEN PARK D NEIGHBORHOOD ROADWAY RECONSTRUCTON
2014 PROPERTY QUESTIONNAIRE
IMPROVEMENT NO. BA-412**

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		Drain tile or Footing Drain			Has a Sump Pump			Willing to Connect to City Drain		Willing to Connect Roof Drains		Local Drainage Problems		Irrigation sys. in Blvd.		Pet containment system		Existing Streetlight System Meeting the needs of the Neighborhood		Favors Upgrading Street Lights		Perceive the Quality of Nearby Natural Resources and Surface Waters			Neighborhood or Roadway have Traffic Issues		Email Access											
		Yes	No	Unkn	Yes	No	Unkn	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No		Yes	No	Yes	No										
5225	Minnehaha Blvd		1			1							1			1			1						1													
5229	Minnehaha Blvd	1				1					1				1				1						1													
5230	Minnehaha Blvd																																					
5233	Minnehaha Blvd	1	1			1			1		1				1				1						1													
5241	Minnehaha Blvd																																					
5301	Minnehaha Blvd	1		1		1			1		1				1				1						1													
5309	Minnehaha Blvd																																					
5313	Minnehaha Blvd																																					
5321	Minnehaha Blvd																																					
5333	Minnehaha Blvd	1		1		1			1		1				1				1						1													
4201	W 50th St																																					
		113	33	51	27	34	74	5	13	63	13	80			70	38	11	99	84	25	29	76			59	49							98	11				
Surveys Sent	285	40%	12%	18%	9%	12%	26%	2%	5%	22%	5%	28%			25%	13%	4%	35%							21%	17%							34%	4%				
Surveys Returned	113	100%	29%	45%	24%	30%	65%	4%	12%	56%	12%	71%			62%	34%	10%	88%							52%	43%						87%	10%					

APPENDIX C

July 31, 2014 Informational Meeting



July 16, 2014

**2015 Neighborhood Roadway Reconstruction
Arden Park D Neighborhood**

Informational Meeting Reminder

Thursday, July 31, 6-8 p.m.

Public Works & Park Maintenance Facility

7450 Metro Blvd, Edina

Join us to learn more and to provide input.

If you're not able to attend the meeting, the presentation will be posted to our website after the meeting. If you have questions please contact project manager Toby Muse with SEH at tmuse@sehinc.com or 952-912-2616, or engineering specialist Sharon Allison at sallison@EdinaMN.gov or 952-826-0449.

ENGINEERING DEPARTMENT

7450 Metro Boulevard • Edina, Minnesota 55439
www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392

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2015 Arden Park D Neighborhood Roadway Improvements BA-412 Informational Meeting

July 31, 2014

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Project Location



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Agenda

- Introductions
- Project Location
- Process & Timeline
- Project Details
- Funding
- What You Can Expect
- Communication Tools
- How to Prepare
- Q&A

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Project Location

- 54th Street
- 0.5 miles of road
- Bridge over Minnehaha Creek



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Introductions

SEH Staff

Project Manager Toby Muse	Project Designer Joe Clement
	

City Staff

Director of Engineering Chad Millner	Asst. City Engineer Pat Wrase	Environ. Engr. Ross Bintner	Transp. Planner Mark Nolan	Engr. Coordinator Sharon Allison
				

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Why My Street?

- Streets that meet specific standards are subject to reconstruction
- Priority is given to streets with the highest need based on watermain breaks, sanitary sewer deficiencies, storm sewer/drainage issues, and Pavement Condition Index
- Reconstruction is usually more cost-effective in the long-term than patching or seal-coating
- Streets are grouped together to help prolong pavement life and maximize the economics of scale for construction

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What is Included?

- Always included:
 - Roadway – replacing the entire roadbed
 - Curb and gutter
 - Utility upgrades
- Sometimes included:
 - Sump pump drainage system
 - Sidewalks
 - Streetlights
 - Traffic management
- Full project scope is based on the condition of the infrastructure and resident questionnaire responses

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Project Approval Process

- Public has a right to speak at Public Hearing
- Two Votes:
 - 1st Vote – Assessment Approval; need 4:1 in favor
 - 2nd Vote – PACS* Components; need 3:2 in favor

*PACS = Pedestrian and Cycle Safety

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Process

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Existing Roadway Details

- 285 Properties
- 283 Privately Owned
- 2 City Owned
- 2.2 miles of roads
- 0.5 miles of sidewalk

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Typical Timeline

September	Feasibility report and estimates provided
November/December	Public hearing
December-February	Plan preparation and bidding
April/May	Construction begins
October/November	Construction concludes
Spring 2016	Warranty work
Summer/Fall 2016	Final assessment hearing

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Existing Roadway Details

- Streets originally constructed in the 1940's
- Majority of streets have curb and gutter
- Existing street widths are 29-ft to 30-ft

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Existing Roadway Details

- Alley between Halifax Ave and Minnehaha Blvd
- Pavement/gravel/turf
- Existing width is 10-ft to 12-ft



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Existing Roadway Details

- Existing sidewalks



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Existing Roadway Details

- Landscaping placed in the right-of-way
- Irrigation systems & pet containment fences in the right-of-way



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Existing Utility Details

- Storm Sewer
- Trunk Water Main and Service Pipes
- Trunk Sanitary Sewer Main and Service Pipes
- Private Utilities

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Existing Roadway Details

- Varied driveway materials



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Existing Stormwater Management Details

- Improve Stormwater Quality at Minnehaha Creek



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Questionnaire Results

Neighborhood	% of Questionnaires Returned	Has a Sump Pump		Change Existing Lighting		Neighborhood Traffic Issues	
		Yes	No	Yes	No	Yes	No
Arden Park D	36% (104 / 285)	31 (30%)	68 (65%)	26 (25%)	72 (69%)	55 (53%)	44 (42%)

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Proposed Roadway Improvements

- City's Comprehensive Plan and draft Living Streets Plan

City of Edina
2008 Comprehensive Plan Update
Sidewalk Facilities
Figure 2.1

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Proposed Roadway Improvements

- Remove and replace pavement surface
- New curb and gutter

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Proposed Roadway Improvements

- City Living Streets Policy
- ...transportation system that provides a highly connected network of streets that accommodate all modes of travel
- ...enhance connectivity for pedestrians, bicyclists and transit
- ...prioritize non-motorized improvements to key destinations

Living Streets Policy

Introduction

The City of Edina is committed to providing a safe, accessible, and high-quality public transit system that supports sustainable and vibrant communities, promotes economic vitality, and provides environmental sustainability, and provides meaningful opportunities for active living and better health. The Living Streets Policy addresses the need for living streets and the program and plans for all public transportation.

The Living Streets Policy also aligns with the City's 2008 Comprehensive Plan. These goals include safe walking, bicycling and driving, reduced storm water runoff, reduced energy consumption, and improved health. The Living Streets Policy also complements other City initiatives such as the "Vision" plan related to community health, and the Tree City USA and the Green Line Cities programs related to sustainability. In other ways, the Living Streets Policy will meet the City's existing regulatory requirements and other agencies. For example, the Living Streets Policy will support the City's Storm Water Pollution Prevention Plan which addresses nonpoint runoff and the Clean Water Act.

The Living Streets Policy provides the framework for a Living Streets Plan. The Living Streets Plan will address how the Policy will be implemented by providing more detailed information on street design, traffic calming, bike facilities, landscaping and lighting, as well as design practices for community engagement during the design process. Such supporting plans exist in the Strategic Plan, Active Transportation, Sidewalk Facilities Plan and the Capital Improvement Plan will help to identify which projects are priorities with respect to this Policy.

Living Streets Vision

Edina's vision often...

- Transportation addressing all modes: to equity, safe and accessible;
- Residents and families regularly choose to walk or bike;
- Streets enhance neighborhood character and community identity;
- Streets and transit plans that encourage human interaction and physical activity;
- Public policy strives to promote sustainability through balanced infrastructure investments;
- Environmental stewardship and reduced energy consumption are part of public and private sector policy; and
- Streets support vibrant commerce and add to the value of adjacent land uses.

Living Streets Principles

The following principles will guide implementation of the Living Streets Policy. The City will incorporate these principles when planning for and designing the local transportation network and when making land use decisions.

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Proposed Roadway Improvements

- Driveway aprons and end replacements

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Proposed Roadway Improvements

- Halifax Avenue is example

Living Streets: Local Connector-Street Type

1 Parking: Trees, one on both sides of the street. (See Appendix B)

2 If approved, one or more shared bicycle facilities are recommended.

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Proposed Roadway Improvements

- Indianola and Juanita Avenues are examples

Living Streets: Local Street Type

30' Wide Street (17' with no sidewalk)
49' Right of Way

11' from curb to tree
7' Parking Lane
17' 2-Way Driving Lane

• Parking: Street, one or both sides of the street, depending on context.
• Sidewalk: Required on both streets when no other criteria apply.
• See Professional Practices in Chapter 6.

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Proposed Stormwater Management Details

- Permeable Pavement System
- Subsurface Perforated Storm Sewer Pipe
- Grass Swale/Filteration

06/12/2014

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Proposed Roadway Improvements

- Proposed Sidewalk Locations

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Proposed Stormwater Management Details

- Subsurface Perforated Storm Sewer Pipe

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Proposed Roadway Improvements

- Proposed Sidewalk Locations

30' EXISTING STREET
7' PARKING LANE
17' 2-WAY DRIVING LANE
5'-1' BUFFER SIDEWALK

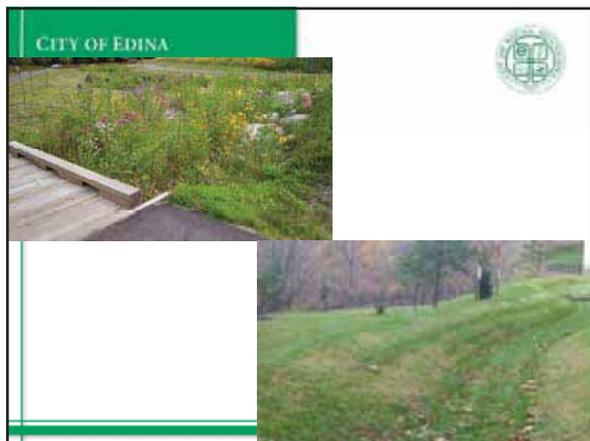
THE PROPOSED OUTSIDE EDGE OF THE SIDEWALK WILL GENERALLY BE WITHIN +/-2' OF THE EXISTING STREET

THE PROPOSED OUTSIDE CURB OF THE STREET WILL GENERALLY LIE WITHIN +/-1' OF THE EXISTING CURB OR BITUMINOUS

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Proposed Stormwater Management Details

- Subsurface Perforated Storm Sewer Pipe



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Funding

- Special assessments to residents cover 100 percent of roadway costs
- Sidewalks are not included in special assessments
- City uses PACS funding to cover the cost of sidewalks

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Proposed Stormwater Management Details

- Grass Swale
- Rain Garden Filtration

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Funding

- Utility Fund covers 100 percent of:
 - Concrete curb and gutter
 - Sanitary sewer
 - Storm sewer
 - Water main
 - Sump pump pipe
- The Utility Fund is a collection of utility service charges paid to the City

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Funding

- Projects are funded by a combination of special assessments to residents, the City's Utility Fund, and Pedestrian and Cyclist Safety Fund (PACS)
- Assessments are assigned to adjacent properties that stand to benefit from construction improvements

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Other Impacts

- Our goal is to streamline projects and minimize neighborhood disturbance
- The City encourages private utility companies (gas, electric, telephone and cable TV) to upgrade or repair utilities along the project area

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Do Taxes Cover Street Projects?

- Roughly 20 percent of your property taxes go to the City for expenses such as Police, Fire, Parks and Public Works (snowplowing, pothole repairs, sealcoating, and other street maintenance)
- Your taxes do not pay for street reconstruction

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What You Can Expect

- Dust, noise and mud
- Localized flooding during rainfall
- Timelines sometimes delayed due to weather
- You will be asked to limit water use



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Payment Options

- You will be billed for the assessment one year after project completion
- Assessments are payable over 15 years
- Payment options:
 1. Pay entire amount upon receiving bill to avoid finance charges
 2. Pay 25 percent; balance rolls to property taxes
 3. Roll entire amount to property taxes
 4. Defer payment if 65 years old or older

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What You Can Expect

- Your driveway may be inaccessible for up to seven days
- Roadways to your home may be periodically inaccessible
- The contractor will accommodate special access needs
- Irrigation and pet containment systems may be damaged



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What You Can Expect

- We will keep you informed
- You will have opportunities to provide input
- Private utility work is to be completed before City work
- We will do our best to minimize inconveniences, but construction does not come without pain points

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Property Impacts

- Items located within the City's right-of-way may be damaged
 - Private utilities will be repaired if you notify us of them in advance of the project
 - You can remove plantings and other landscape features before the project
 - In areas where the boulevard is disturbed, the City will plant seed in the right-of-way after the project is complete

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Providing Input

- Public hearings and questionnaire mailed to your home
- Weigh in on:
 - Sump pump drainage options
 - Is the existing lighting system meeting the needs of the neighborhood?
 - Are there traffic or drainage issues in your neighborhood?

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How to Prepare

- Sign up for City Extra
- Begin financial planning
- Complete questionnaire
- Coordinate home and yard improvement projects around the street construction timeline
- Ask questions; stay informed

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Communication Tools

- Become a neighborhood captain to help facilitate project communication
 - Let us know of someone in your neighborhood who might fit this role
- You will be notified of all meetings, hearings, schedules and questionnaires via regular mail
- Public hearing notices are also published in *Edina Sun-Current*.
- Door hangers are placed when there is time-sensitive information
- Final assessment notices are mailed one year after construction

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Contact Us

Toby Muse, SEH Project Manager
 Phone: 952.912.2616
 Email: tmuse@sehinc.com

Chad Millner, Director of Engineering
 Phone: 952.826.0318
 Email: cmillner@edinamn.gov

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City Extra

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www.EdinaMN.gov

CITY OF EDINA



Thank you!

Questions?

www.EdinaMN.gov



NEIGHBORHOOD MEETING ATTENDANCE ROSTER

Re: Arden Park D Neighborhood Improvements

Date of Meeting: July 31, 2014

Edina, MN

Time of Meeting: 6:00 PM

Project Manager: Toby Muse, PE

Location: Edina Public Works Facility

SEH No.: Edina 128385 16.00

Please Print

Name	Address/Phone/Email
JANET & LAWRENCE ANDERSON	5132 INDIANOLA AVE 952-929-4994 ^{white138@a.com}
Linda & Denny Maetzold	5110 Arden Ave 952-922-5711 ^{dmaetzold@aol.com}
Andie Schiefelorn	5044 Juanita Ave 952-926-3211
JUNE BLUMENSON	5100 GORGAS 6170 Briardale Ct NE Friday, mn 55432
→ Troy Paulson	5100 GORGAS AVE, Edina, MN 55424 (rental prop) 5116 Juanita Ave
Mary & Jeff Busch	5104 Indianola Ave 952-285-4437
Andy Wiemer	5124 JUANITA AVE 952-920-2684
Melissa Seelen	5136 Indianola / 952-920-9410 / msee100@se.com
Linda Smaby	5224 Halifax 952-926-7510 ^{lindasmaby@edinaenergy.com}
Craig Strauss	5112 Arden Ave 952-920-5595
Elizabeth Holze	5120 Juanita Ave 952-926-8998
Kurt Holze	KEHolze@msd.com
DAN BIERSDORF	5040 Juanita Ave
TOM DAVISON	5137 JUANITA AVE
→ Abby [Signature]	[Signature]



NEIGHBORHOOD MEETING ATTENDANCE ROSTER

Re: Arden Park D Neighborhood Improvements

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Edina, MN

Time of Meeting: 6:00 PM

Project Manager: Toby Muse, PE

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SEH No.: Edina 128385 16.00

Please Print

Name	Address/Phone/Email
Steve & Andy Fox	5101 Indianola Ave 952-937-9767 strtox@aol.com
Ginny Anderson	5029 Indianola Ave Edina
Kristian Clauser, ECLC	4113 W 54th St, Edina MN 55424
PAUL ANNONDO	5109 Juanita Ave
TIM SEKEY	5136 INDIANOLA AVE, EDINA 55424
Larry Swandby	5124 Juanita Ave.
LARRY KOCK	5113 JUANITA AVE.
Nancy Tarbox	5128 Juanita Ave Edina
Richard Ausman	5036 JUANITA AVE S EDINA
SUZANNE RAND	5109 JUANITA
Steve + Erin Skastny	5108 INDIANOLA AVE EDINA
HARDEN JOHNSON	5129 GORGAS
STEVE MARKS	5121 GORGAS
Camilla Madson	4404 Philbrook Lane, Edina
BOB NAEGELE	5200 France (the Brownstones)
DAVID POSTRUMUS	5100 INDIANOLA AVE
Lisa & Jerry O'Brien	5333 Minnehaha Blvd Edina



NEIGHBORHOOD MEETING ATTENDANCE ROSTER

Re: Arden Park D Neighborhood Improvements

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Please Print

Name	Address/Phone/Email
Nancy D. Carlson	5225 Minnehaha Blvd., Edina
MARY/STEVE SAWAS	5133 JUANITA AVE, EDINA
Roger Bildsten	5100 Juanita Ave rogerbildsten@gmail.com
Mary & Bennett Porter	5120 Halifax bporter4339@msn.com
Rick Leibold	5105 Gargas Ave rickleibold@gmail.com
CHUCK DOWARTHUR	5105 INDIANOLA AVE
STEVE DANKER	5236 HALIFAX AVE SO
JOE DRANNEN	5305 HALIFAX AVE.
DANA WIDSTROM	5032 JUANITA
Mertyce Mrsos + ^{Tim} Sudeith	5004 Bruce Ave mertyce@gmail.com

**John and Kelly Wheaton
5109 Arden Avenue
Eden, MN 55424**

July 31, 2014

VIA EMAIL

Chad Millner
Director of Engineering
City of Edina
7450 Metro Boulevard
Edina, MN 55439

Re: 2015 Neighborhood Roadway Reconstruction/Arden Park D Neighborhood

Dear Chad:

I am writing in reference to the Arden Park D Neighborhood project. My wife Kelly and I have lived at 5109 Arden Avenue for more than 20 years. I know that you have scheduled a project informational meeting for this evening, July 31. Unfortunately, I will not be able to attend, and wanted to provide you with input in writing.

I begin by emphasizing that Kelly and I are strong supporters of the project. Our street is in decline, and the constant patching we have seen is no substitute for the replacement that the City has planned.

I am, however, concerned about the City's (apparent) plan to install sidewalks along Arden Avenue without getting serious input from the residents, and offer the following observations:

1. Sidewalks Are Unnecessary. The Arden Avenue neighborhood is a very walkable community, without sidewalks. It has been walkable for 70 years. Many of us prefer our neighborhood without sidewalks.
2. Living Streets Shouldn't Mean Dead Trees. I was disappointed by the rudimentary questionnaire that the engineering department distributed in June. The June 10, 2014, letter accompanying the questionnaire simply states that sidewalks are required on at least one side of the street, referring to the City's (draft) Living Streets Policy. The questionnaire did not even bother to ask residents whether they were interested in having sidewalks installed.

Installation of a sidewalk on either side of Arden Avenue will result in the removal of trees, and will likely harm other trees that may lead to their removal.

The City's very own Living Streets Policy states:

"Although many streets look more or less the same, every street is a unique combination of its neighborhood, adjacent land uses, natural features, street design, users, and modes. To accommodate these differences, the City will:

- *Seek input from stakeholders;*
- *Be mindful of preserving and protecting natural features, such as ... trees, slopes, and ravines;*
- *Be mindful of existing land uses and neighborhood character."*

Killing trees without asking residents in an established neighborhood is not in keeping with the City's Living Streets Policy.

3. The Residents Need to be Asked, Not Told. To distribute a questionnaire to residents that treats the installation of sidewalks as a foregone conclusion is not what we expect of our City.

If the City is serious about considering sidewalks for the area, the City needs to go door to door to understand whether the residents would welcome sidewalks, or view them as an imposition. To get an informed response from the residents, the City should identify the precise location of any proposed sidewalks, and identify the trees that would need to be removed (or that may be harmed) in order to accommodate that installation.

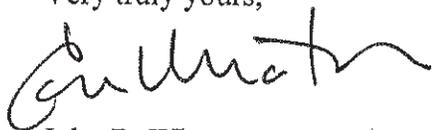
4. And Let's Not Propose a Lousy Design Instead. Engineering staff may suggest that sidewalks might fit if they are, in certain locations to avoid trees, installed at back-of-curb. That is a poor solution on multiple grounds:
 - Back-of-curb sidewalks look awful, and always look as though they were an afterthought, not part of a thoughtful, integrated design.
 - Sidewalks at the back-of-curb receive the brunt of the snow removed from adjacent roadways (like the end of every driveway) and quickly ice over, making them very difficult to keep clear in winter.
 - Back-of-curb sidewalks do not comply with the City's own street diagrams and design guidelines.

Thanks for spearheading this project. As I said at the outset, we are big supporters of the roadway improvements. But please don't undermine the character of our neighborhood. Many of us have chosen to live in this neighborhood precisely because of its character, including the absence of sidewalks.

Chad Millner
July 31, 2014
Page 3

I am sorry I cannot attend the meeting this evening to discuss this topic in greater detail. I'd be happy to visit with you in the days to come as planning progresses.

Very truly yours,

A handwritten signature in black ink, appearing to read "John R. Wheaton". The signature is fluid and cursive, with a prominent initial "J" and a long, sweeping underline.

John R. Wheaton

cc: Mayor James Hovland
Council Member Joni Bennett
Council Member Mary Brindle
Council Member Josh Sprague
Council Member Ann Swenson

2015 Arden Park D Neighborhood Roadway Reconstruction
Results of Proposed Sidewalk Questionnaire
Indianola Residents

Survey Participation: 20 of 25 Indianola Ave households

Households not surveyed: 5021 Indianola – not able to contact
5112 Indianola – under construction
5116 Indianola – not able to contact
5121 Indianola – under construction
5125 Indianola – not able to contact

-----SURVEY RESULTS-----

1. **Do you favor adding sidewalks to Indianola Ave?**
YES – 0 households
NO – 18 ½ households
DON'T CARE – 1 ½ households

2. **Do you think adding sidewalks to Indianola Ave would enhance the character of the neighborhood?**
YES – ½ households
NO – 19 ½ households
DON'T CARE – 0 households

3. **Do you feel safe walking and/ or biking on Indianola Ave?**
YES – 19 households
NO – 1 households
DON'T CARE – 0 households

Contact For Any Questions:

Dave Posthumus
5100 Indianola Ave
email: dpost2@aol.com
H: (952) 926-4616
C: (612) 803-1300

Please Note: NEXT RECONSTRUCTION INFORMATIONAL MEETING
Thursday, July 31, 6-8 pm
Public Works & Park Maintenance Facility
7450 Metro Blvd., Edina

Arden Park D Neighborhood Roadway Reconstruction
Proposed Sidewalk Questionnaire (conducted between 6/17/14 and 7/29/14)
Households on Indianola Avenue, Juanita Avenue, and W 51st Street

Do you favor adding sidewalks to [the street]?	Yes	No	Don't Know/ Don't Care	No Response(1)	Total Households
All Households	1 1.8%	49 87.5%	2 3.6%	4 7.1%	56 100.0%
All Responses	1 1.9%	49 94.2%	2 3.8%	---	52 100.0%

Do you think adding sidewalks to [the street] would enhance the character of the neighborhood?	Yes	No	Don't Know/ Don't Care	No Response(1)	Total Households
All Households	1 1.8%	50 89.3%	1 1.8%	4 7.1%	56 100.0%
All Responses	1 1.9%	50 96.2%	1 1.9%	---	52 100.0%

Do you feel safe walking and/or biking on [the street]?	Yes	No	Don't Know/ Don't Care	No Response(1)	Total Households
All Households	51 91.1%	1 1.8%	0 0.0%	4 7.1%	56 100.0%
All Responses	51 98.1%	1 1.9%	0 0.0%	---	52 100.0%

(1) Two homes are under construction and two homes are for sale and vacant.

Arden Park D Neighborhood Roadway Reconstruction
Proposed Sidewalk Questionnaire (conducted between 6/17/14 and 7/29/14)(2)
Households on Indianola Avenue, Juanita Avenue, and W 51st Street

Do you favor adding sidewalks to [the street]?	Yes	No	Don't Know/ Don't Care	No Response(1)	Total Households
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Do you think adding sidewalks to [the street] would enhance the character of the neighborhood?	Yes	No	Don't Know/ Don't Care	No Response(1)	Total Households
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All Responses	51 98.1%	1 1.9%	0 0.0%	--- ---	52 100.0%

(1) Two homes are under construction and two homes are for sale and vacant.
(2) Conducted by Troy Paulson (5116 Juanita Ave) and Dave Posthumus (5100 Indianola Ave).
Page 1 of 1

Chad Millner, Director of Engineering
952-826-0318 | Fax 952-826-0392
cmillner@EdinaMN.gov | www.EdinaMN.gov
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-----Original Message-----

From: tpaulson@1992ventures.com [mailto:tpaulson@1992ventures.com]
Sent: Monday, July 21, 2014 1:02 PM
To: Joni Bennett
Cc: Scott H. Neal; Karen M. Kurt; Chad Millner
Subject: Re: Arden Park D Neighborhood Roadway Reconstruction

Council Member Bennett,

Thank you for your response.

I write to you today in opposition of adding sidewalks to Juanita Avenue, Indianola Avenue, and West 51st Street.

As you stated, the sidewalk plan for the City labels these streets as "Proposed" sidewalks, not mandatory sidewalks.

I have attached an excerpt from section 4.4 of the Comprehensive Plan which clearly states, as the number one Land Use Goal, "1. Protect and preserve the essential character of existing residential neighborhoods."

I, along with most of my neighbors, believe adding sidewalks to these streets would change the essential character of our existing neighborhood - and not for the better. Part of the character of our neighborhood is small lots and open streets. Adding sidewalks to these streets would result in even smaller lots and narrower streets.

As for the "transportation network", please tell me how these three streets, which most of the residents of Edina probably don't know exist - and even fewer ever use, complete an essential part of the "transportation network".

Please vote against adding sidewalks to these streets.

Thank you,
Troy Paulson

On Fri, 27 Jun 2014 00:21:12 -0500, Joni Bennett <jonibennett12@comcast.net> wrote:
Dear Mr. Paulson,

>

> I have not seen the letters you refer to in your email. I expect that
> they will be included in the Feasibility Study that Council members
> will review before the public hearing on the project.

>

> Sidewalks are an essential part of the city's transportation network.
> In ordering the construction of a new sidewalk, the City Council
> considers feasibility and the city's Comprehensive Plan, the Living
> Streets Policy (approved August 20, 2013) and its implementation plan
> (nearing completion). Edina's 2008 Comprehensive Plan Update contains
> a Sidewalk Facilities plan. Figure 7.10 depicts existing and proposed
> future sidewalks, including a sidewalk on Juanita Avenue. The Juanita
> Avenue sidewalk also was proposed in the 1999 Comprehensive Plan
> Update.

>

> Most, but not all, new sidewalks in Edina are constructed in

> conjunction with street reconstruction. The practice reduces the cost
> and inconvenience of the construction.
>
> Prior to 2013, Edina policy allocated the cost of some, but not all,
> new sidewalks to adjacent property owners. The city used State Aid
> funds to build sidewalks on State Aid Streets. The city and school
> district split or shared in the cost of sidewalks located near schools
> and business districts. The Juanita Avenue sidewalk, depicted in
> Figure 7.10 as a school/business sidewalk, would have been funded by a
> combination of city funds and special assessments (50%).
>
> In December 2012, the City Council created a Pedestrian and Cyclist
> Safety Fund. That fund now covers the full cost of all new sidewalks.
> In other words, the property owners on Juanita Avenue will not be
> assessed for the cost of a new sidewalk.
>
> Please let me know if you have other questions. Sincerely yours,
>
> Joni Bennett
> Edina City Council Member
> jonibennett12@comcast.net On Jun 25, 2014, at 11:30 AM,
> tpaulson@1992ventures.com wrote:
>
>> Dear Mayor and Council Members,
>>> I am writing today regarding the roadway reconstruction project
> proposed for Arden Park D Neighborhood. More specifically, my
> questions relate to Juanita Avenue.
>>> In August 2013, residents on Juanita Avenue received a letter
> from the City highlighting aspects of the project. The letter also
> included the following statement, "A future questionnaire will help us
> evaluate the need for sidewalks and streetlights."
>>> In June 2014, residents on Juanita Avenue received another letter
> from the City and a questionnaire regarding the project. The
> questionnaire included questions about streetlights, but no questions
> about sidewalks. Buried in the questionnaire instructions was the
> statement, "As part of the questionnaire, staff would like to know
> which side of the street a proposed sidewalk would be best served
> along..." Keep in mind, this was not a question on the questionnaire,
> nor was it a question on whether or not residents want a sidewalk.
>>> In subsequent conversations, Chad Millner indicated the City's,
> and Council's plan to add a sidewalk to Juanita Avenue.
>>> Here are my questions:
>>> 1) What evaluation took place between August 2013 and June 2014
> that led to the City and Council determining that Juanita Avenue needs
> a sidewalk?
>>> 2) Were the residents of Juanita Avenue part of the evaluation?
>>> I look forward to each of your individual responses to these
> straightforward questions.
>>> Respectfully,
>> Troy Paulson
>> 5116 Juanita Avenue
>>>>



visually prominent, signage is designed to be legible at driving speeds, landscaping remains limited, and connectivity to surrounding uses is inconvenient or even dangerous for non-driving customers.

Although in some cases, zoning requirements may have guided the placement of buildings within large expanses of parking, site plans are often lacking in landscaping and pedestrian amenities that could mitigate environmental and transportation-related impacts. When buildings are set within wide expanses of parking, customers and workers are discouraged from walking to nearby destinations, so travel for short trips is predominantly by car, further adding to traffic congestion.

- **Superblocks and Lack of Connectivity.** The development of large parcels as signature planned developments, such as Southdale Shopping Center, Edinborough and Centennial Lakes, has contributed significantly to Edina's identity and differentiation from comparable Metro area communities. However, one consequence of this type of development is an absence of street connectivity to surrounding neighborhoods and through the development itself. Instead, vehicular traffic is funneled onto a few local streets where capacity is often not adequate to meet the need. For instance, France and York avenues bear a local traffic burden that could be better accommodated through a more diffuse street network. The "superblocks" created in the southeast quadrant of the city reshape traffic patterns and travel modes to discourage non-motorized transportation within the district and fracture linkages to surrounding residential neighborhoods.

4.4 GOALS AND POLICIES: FUTURE LAND USE PLAN AND COMMUNITY DESIGN GUIDELINES

Land Use Goals

1. Protect and preserve the essential character of existing residential neighborhoods.
2. Preserve and maintain housing that serves a range of age groups and economic situations.
3. Facilitate the development of new housing and recreation facilities that accommodate the special needs of aging City residents.
4. Encourage infill/redevelopment opportunities that optimize use of city infrastructure and that complement area, neighborhood, and/or corridor context and character.

From: [Chad Millner](#)
To: [Karen](#)
Cc: tmuse@sehinc.com; jclement@sehinc.com
Subject: RE: Neighbors against plans to narrow Bruce Avenue Cul-De-Sac and Bruce Avenue.
Date: 11/07/2014 12:03 PM
Attachments: [winmail.dat](#)
[image002.jpg](#)
[image001.gif](#)

Karen,

Thanks for the comments and concerns regarding the size of the Bruce Avenue Cul-de-Sac and Bruce Avenue. We understand your concerns and have heard many similar ones during our street reconstruction projects. Narrowing of pavement areas creates a tighter feel and that is what we want on our local streets. This tighter feel typically slows traffic speed and creates a safer environment for the people that live in the area.

While we understand concerns related to parking, most of the time our City streets are empty and under-utilized.

We will include your comments for the council to consider at the Dec.9 public hearing. Your also welcome to speak at the meeting and/or send correspondence to the council via e-mail or letter.

Thanks for your interest in your street reconstruction project,
Chad

[<http://intranet/images/signature/citylogosig.gif>]

Chad Millner, Director of Engineering
952-826-0318 | Fax 952-826-0392
cmillner@EdinaMN.gov | www.EdinaMN.gov
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From: Karen [<mailto:kmcelrath@comcast.net>]
Sent: Wednesday, November 05, 2014 3:57 PM
To: Chad Millner
Subject: Fwd: Neighbors against plans to narrow Bruce Avenue Cul-De-Sac and Bruce Avenue.

Dear Chad,

I am writing to you to request that the plans to narrow the Bruce cul-de- sac and street be cancelled. I snapped photo this the other morning on the way out of my driveway. (It actually makes it look wider than it is.) Backing up in a cul- de- sac with trucks and parked cars, and kids on bikes, walkers with dogs (we get many) is stressful enough without having it become even more difficult and dangerous to navigate by making it more narrow.

We have lived here since 1999, and finding space to park is always at a premium. We all have kids and several cars, and narrow driveways means we often take to parking in the street so we can come and go without jockeying cars constantly. During the last 10 years, there is rarely a lull in the remodeling activities and landscaping projects. There is constant activity of workmen and therefore lots of vehicles. My next for neighbor just sold and the new neighbor is starting a big remodeling project for the next 9 months. Two other homes are being prepared to sell-and I guarantee all the new owners will do work. This neighborhood takes pride in maintaining and updating their homes, which often requires workmans' trucks to be on our streets.

The quality of life is being overlooked in this plan for the people that live here. The stress I feel driving through Country Club is much greater than driving down Bruce Ave. To narrow Bruce Ave is adding safety challenges, especially without sidewalks. The corner of Bruce Avenue and 50th Street should NOT be narrowed. Church folks park on Bruce since they do not have their own parking lot. Cars often park close to the intersection, making it even more dangerous to navigate in and out of 50th, often having to "gun it" in order to get into the traffic. And you want to make this an even more harrowing experience?

Lastly, please remember that winter brings snow, and the cul- de -sac is used to collect it up from the street. We often have to have dump trucks come and cart it away. Last year, we lost about several feet of street all the way around the cul- de -sac from all the snow that piled up. To consider narrowing the cul- de- sac is negligent, and clear that all the issues we face year round have not been taken into consideration. Just talk to the 5 different garbage company carriers that grace our street and circle each Monday, and what they face in trying to get in and out, in addition to many UPS deliveries on the street each week. Now add construction trucks, parked cars, walkers, and kids playing in the street-and families driving in and out, carpooling and running errands. It is a busy neighborhood.

Thank you for your consideration and for forwarding this letter to the proper committees. We feel strongly that the current width of the street and cul- de- sac remain the same due to congestion issues and safety.

Karen and Doug McElrath
5026 Bruce Avenue

Begin forwarded message:

From: Karen McElrath <kmcelrath@comcast.net<<mailto:kmcelrath@comcast.net>>>
Subject: Cul de sac



952-746-8...

www.qualityservice.com

From: [Chad Millner](#)
To: [Dena & Bob](#)
Cc: tmuse@sehinc.com; jclement@sehinc.com
Subject: 20141027 CM RE: Arden Park D Roadway Project
Date: 10/27/2014 12:14 PM
Attachments: [winmail.dat](#)
[message_body.rtf](#)

Bob & Dena,

Thanks for the comments. Please find below answers to your questions.

1. The project has not been approved. We are considering comments from the Edina Transportation Commission, Public Works, Fire and Police Departments so we can finish the recommendations. We plan to submit the final study to Council at either the Nov. 18 or Dec. 2 City Council meetings. The Council will consider the project at a special December 9 City Council meeting at 6 pm. You can comment at the Dec. 9 meeting for 3 minutes or submit comments to them by e-mail, letter, or other means.
2. In my opinion, sidewalks are a mandatory part of this project. They are detailed in our comprehensive plan for this neighborhood. Council could remove the sidewalks if they see fit.
3. If you have specific comments about the sidewalk I would submit those now. We are planning a 3-ft blvd and a 4-ft sidewalk along your property. With the sidewalk the road is getting narrowed to 24-ft wide so the impacts with the sidewalk are very minimal only a few feet or so. We can review those with you if you would like.
4. The maintenance of these sidewalks is the responsibility of the residents except in Arden Park.

If you have any other questions or concerns, please drop me a note or call.

Thanks again for your engagement in your street reconstruction project,
Chad

Chad Millner, Director of Engineering
952-826-0318 | Fax 952-826-0392
cmillner@EdinaMN.gov | www.EdinaMN.gov
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-----Original Message-----
From: Dena & Bob [<mailto:bobdena@gmail.com>]
Sent: Monday, October 27, 2014 10:51 AM
To: Chad Millner
Subject: Arden Park D Roadway Project

Hi Mr. Millner,

We live at 5200 Halifax Av S and have been following the Arden Park D Roadway project information and discussion. We have not been able to attend the meetings, but have a few questions for you regarding the project.

- 1) Has the project been approved and finalized? We are not able to access the presentation from the Sept 22, 2014 meeting online. I understand that there will be council meetings to discuss the plan in November.
- 2) Are the sidewalk plans a mandatory part of the project?
- 3) If the sidewalks are included and approved, are we able to comment or impact the type of sidewalk that will run along the side of our lot? From what we can determine from the drawings, the sidewalk that is planned for our side lot will include the sidewalk as well as a boulevard, while the remainder of the block to Minnehaha Blvd is planned as sidewalk only. The addition of the boulevard moves the sidewalk far closer to our home and our backyard. We would like the city to consider the sidewalk only option- to try to salvage some privacy in our backyard.
- 4) Who is responsible for the maintenance of the sidewalk? It is nearly a 300 ft deep lot, which will require a great deal of upkeep and shoveling in the winter.

Any information you can provide will be greatly appreciated!
Thank you,
Bob & Dena Soukup

Bob & Dena,

Thanks for the comments. Please find below answers to your questions.

1. The project has not been approved. We are considering comments from the Edina Transportation Commission, Public Works, Fire and Police Departments so we can finish the recommendations. We plan to submit the final study to Council at either the Nov. 18 or Dec. 2 City Council meetings. The Council will consider the project at a special December 9 City Council meeting at 6 pm. You can comment at the Dec. 9 meeting for 3 minutes or submit comments to them by e-mail, letter, or other means.
2. In my opinion, sidewalks are a mandatory part of this project. They are detailed in our comprehensive plan for this neighborhood. Council could remove the sidewalks if they see fit.
3. If you have specific comments about the sidewalk I would submit those now. We are planning a 3-ft blvd and a 4-ft sidewalk along your property. With the sidewalk the road is getting narrowed to 24-ft wide so the impacts with the sidewalk are very minimal only a few feet or so. We can review those with you if you would like.
4. The maintenance of these sidewalks is the responsibility of the residents except in Arden Park.

If you have any other questions or concerns, please drop me a note or call.

Thanks again for your engagement in your street reconstruction project,
Chad

Chad Millner, Director of Engineering
952-826-0318 | Fax 952-826-0392
cmillner@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business
-----Original Message-----

From: Dena & Bob [mailto:bobdena@gmail.com]
Sent: Monday, October 27, 2014 10:51 AM
To: Chad Millner
Subject: Arden Park D Roadway Project

Hi Mr. Millner,

We live at 5200 Halifax Av S and have been following the Arden Park D Roadway project information and discussion. We have not been able to attend the meetings, but have a few questions for you regarding the project.

- 1) Has the project been approved and finalized? We are not able to access the presentation from the Sept 22, 2014 meeting online. I understand that there will be council meetings to discuss the plan in November.
- 2) Are the sidewalk plans a mandatory part of the project?
- 3) If the sidewalks are included and approved, are we able to comment or impact the type of sidewalk that will run along the side of our lot? From what we can determine from the drawings, the sidewalk that is planned for our side lot will include the sidewalk as well as a boulevard, while the remainder of the block to Minnehaha Blvd is planned as sidewalk only. The addition of the boulevard moves the sidewalk far closer to our home and our backyard. We would like the city to consider the sidewalk only option- to try to salvage some privacy in our backyard.
- 4) Who is responsible for the maintenance of the sidewalk? It is nearly a 300 ft deep lot, which will require a great deal of upkeep and shoveling in the winter.

Any information you can provide will be greatly appreciated!
Thank you,
Bob & Dena Soukup

From: [Chad Millner](#)
To: tmuse@sehinc.com
Subject: FW: Bruce Ave.
Date: 10/02/2014 04:17 PM
Attachments: [winmail.dat](#)
[message_body.rtf](#)

Chad Millner, Director of Engineering
952-826-0318 | Fax 952-826-0392
cmillner@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

-----Original Message-----

From: Chad Millner
Sent: Thursday, October 02, 2014 4:17 PM
To: 'Pat Olson'
Subject: RE: Bruce Ave.

Pat,

Thanks for the comments and information about the parking needs in the neighborhood. We continue to work through our recommendations for the project. We are seeking feedback about the project from the Park Board and the Edina Transportation Commission this month. Following that we will finalize our recommendations for the council to consider on Dec. 9th.

I will include a copy of your e-mail in the final engineering study.

Thanks for participating in our project process, Chad

Chad Millner, Director of Engineering
952-826-0318 | Fax 952-826-0392
cmillner@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

-----Original Message-----

From: Pat Olson [<mailto:patolson5@icloud.com>]
Sent: Thursday, October 02, 2014 3:03 PM
To: Chad Millner
Subject: Bruce Ave.

Hi Chad,

Thank you for presenting my concerns to the City Council members.

I would like you to reconsider having parking on one side only for the following reasons. First of all Bruce Ave. gets the parking for St. Stephens Church. This is not only a Sunday occurrence, but also when they have weddings, funerals and other events. Also it seems in the last many years we have had an over abundance of construction vehicles on the street, which we have dealt with as needed. However, if Bruce Ave. becomes a parking on one side only it will make for some long walks when we have guests, which in winter, particularly is not a good scenario.

I have lived in my home since 1965, and while I don't object to some change it has to make sense to me, and this certainly does not. Bruce is a beautiful street and I would like to see it remain the way it is. Thank you for your consideration in making this decision. Pat Olson, 5002 Bruce Ave.

Sent from my iPad

Chad Millner, Director of Engineering
952-826-0318 | Fax 952-826-0392
cmillner@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

-----Original Message-----

From: Chad Millner
Sent: Thursday, October 02, 2014 4:17 PM
To: 'Pat Olson'
Subject: RE: Bruce Ave.

Pat,

Thanks for the comments and information about the parking needs in the neighborhood. We continue to work through our recommendations for the project. We are seeking feedback about the project from the Park Board and the Edina Transportation Commission this month. Following that we will finalize our recommendations for the council to consider on Dec. 9th.

I will include a copy of your e-mail in the final engineering study.

Thanks for participating in our project process, Chad

Chad Millner, Director of Engineering
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-----Original Message-----

From: Pat Olson [mailto:patolson5@icloud.com]
Sent: Thursday, October 02, 2014 3:03 PM
To: Chad Millner
Subject: Bruce Ave.

Hi Chad,

Thank you for presenting my concerns to the City Council members.

I would like you to reconsider having parking on one side only for the following reasons. First of all Bruce Ave. gets the parking for St. Stephens Church. This is not only a Sunday occurrence, but also when they have weddings, funerals and other events. Also it seems in the last many years we have had an over abundance of construction vehicles on the street, which we have dealt with as needed. However, if Bruce Ave. becomes a parking on one side only it will make for some long walks when we have guests, which in winter, particularly is not a good scenario.

I have lived in my home since 1965, and while I don't object to some change it has to make sense to me, and this certainly does not. Bruce is a beautiful street and I would like to see it remain the way it is. Thank you for your consideration in making this decision. Pat Olson, 5002 Bruce Ave.

Sent from my iPad

From: [Chad Millner](#)
To: [Paul Brown](#)
Cc: tmuse@sehinc.com
Subject: RE: Bruce Avenue resident
Date: 10/02/2014 04:16 PM
Attachments: [winmail.dat](#)
[image002.jpg](#)
[image001.gif](#)

Paul and Becky,

Thanks for the comments and information about the parking needs in the neighborhood. We continue to work through our recommendations for the project. We are seeking feedback about the project from the Park Board and the Edina Transportation Commission this month. Following that we will finalize our recommendations for the council to consider on Dec. 9th.

I will include a copy of your e-mail in the final engineering study.

Thanks for participating in our project process,
Chad

[<http://intranet/images/signature/citylogosig.gif>]

Chad Millner, Director of Engineering
952-826-0318 | Fax 952-826-0392
cmillner@EdinaMN.gov | www.EdinaMN.gov
...For Living, Learning, Raising Families & Doing Business

From: Paul Brown [<mailto:paulbrown@eworksinc.com>]
Sent: Thursday, October 02, 2014 2:57 PM
To: Chad Millner
Subject: Bruce Avenue resident

Hi Chad-

My wife and I live on Bruce Avenue (5001 Bruce) and I just spoke with our neighbor, Pat Olson, who gave me your contact info. We were at the recent meeting that you led and found it to be very informative and we understand the scope of next summer's street project and everything involved with it. The one thing that I we like to communicate that we are not in favor of is the proposed parking on just one side of the street. While Bruce is a quiet street overall, it does get a lot of cars parking on it from the Episcopal Church on 50th and Wooddale (Sundays, Wednesdays, Funerals, meetings, etc.) and construction and other vehicles as is that would become pretty rough with single side parking.

Again, we understand the scope of the project overall, but are not in favor of this one proposed aspect of it. Thanks in advance for your consideration. Please feel free to contact me if you have any questions or would like any additional information.

Sincerely,

Paul and Becky Brown
5001 Bruce Avenue
Edina, MN 55424
952.922.9995

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[[cid:image002.jpg@01CFDE52.BF173F10](#)]

Paul Brown
Vice President/Operations Director
entertainment works inc
eworksinc.com<<http://eworksinc.com>>
612.919.5166 office

Arden Park D Neighborhood Roadway Reconstruction
Proposed Sidewalk Questionnaire (conducted between 6/17/14 and 7/29/14)⁽²⁾
Households on Indianola Avenue, Juanita Avenue, and W 51st Street

Do you favor adding sidewalks to [the street]?	Yes	No	Don't Know/ Don't Care	No Response(1)	Total Households
All Households	1 1.8%	49 87.5%	2 3.6%	4 7.1%	56 100.0%
All Responses	1 1.9%	49 94.2%	2 3.8%	--- ---	52 100.0%

Do you think adding sidewalks to [the street] would enhance the character of the neighborhood?	Yes	No	Don't Know/ Don't Care	No Response(1)	Total Households
All Households	1 1.8%	50 89.3%	1 1.8%	4 7.1%	56 100.0%
All Responses	1 1.9%	50 96.2%	1 1.9%	--- ---	52 100.0%

Do you feel safe walking and/or biking on [the street]?	Yes	No	Don't Know/ Don't Care	No Response(1)	Total Households
All Households	51 91.1%	1 1.8%	0 0.0%	4 7.1%	56 100.0%
All Responses	51 98.1%	1 1.9%	0 0.0%	--- ---	52 100.0%

(1) Two homes are under construction and two homes are for sale and vacant.

(2) Conducted by Troy Paulson (5116 Juanita Ave) and Dave Posthumus (5100 Indianola Ave).

Arden Park D Neighborhood Roadway Reconstruction
Juanita Avenue Residents
Proposed Sidewalk Questionnaire

Name	Address	Do you favor adding sidewalks to Juanita Ave?	Do you think adding sidewalks to Juanita Ave would enhance the character of the neighborhood?	Do you feel safe walking and/or biking on Juanita Ave?	Signature	Date
Erich Schellhas	5028 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Erich Schellhas</i>	7/29/14
Aline Schellhas	5028 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Aline Schellhas</i>	7/29/14
Lisa Bjerken	5032 Juanita Ave	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Lisa Bjerken</i>	6/18/14
Dana Widstrom	5032 Juanita Ave	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Dana Widstrom</i>	6/18/14
Richard Ausman	5036 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Richard Ausman</i>	6/18/14
Sara Ausman	5036 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via text	6/26/14
Dan Biersdorf	5040 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Dan Biersdorf</i>	7-15-14
Patricia Biersdorf	5040 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Patricia Biersdorf</i>	7-15-14
Andie Schieffert	5044 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Andie Schieffert</i>	6/20/14
Todd Schieffert	5044 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Todd Schieffert</i>	6/20/14
Anne Bildsten	5100 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	6/26/14
Roger Bildsten	5100 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	6/26/14
Dan Katan	5101 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Dan Katan</i>	7/29/14
Megan McBurney	5101 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Megan McBurney</i>	7/29/14
Paul Matthew Kline	5104 Juanita Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Don't Care ^{KNOW}	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Don't Care ^{KNOW}	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	6/25/14
Anna Kline	5104 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via separate document	6/25/14
Mary Anne Eaton	5105 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Mary Anne Eaton</i>	7/15/14
Jeremy Eaton	5105 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Jeremy Eaton</i>	7/15/14
Olivia Mastry	5108 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Olivia Mastry</i>	6/20/14
Mike Miller	5108 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Mike Miller</i>	6/20/14
Paul Hammond	5109 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Paul Hammond</i>	6/23/14
Suzanne Rand	5109 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Suzanne Rand</i>	6/23/14

23 households

Arden Park D Neighborhood Roadway Reconstruction
Juanita Avenue Residents
Proposed Sidewalk Questionnaire

Name	Address	Do you favor adding sidewalks to Juanita Ave?	Do you think adding sidewalks to Juanita Ave would enhance the character of the neighborhood?	Do you feel safe walking and/or biking on Juanita Ave?	Signature	Date
Katherine Howes	5112 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	7/9/14
Ann David Seberson	5112 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	6/26/14
Kerry Koch	5113 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via text	6/24/14
Larry Koch	5113 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via text	6/24/14
Linda Paulson	5116 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Linda Paulson	6/17/14
Troy Paulson	5116 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Troy Paulson	6/17/14
Kim Kallevig	5117 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Kim Kallevig	7/9/14
Kurt Halva	5120 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Kurt Halva	6-18-14
Lizabeth Halva	5120 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Lizabeth Halva	6-18-14
Margo Kosmas	5121 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	M. Kosmas	6-24-14
Larry Swandby	5124 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Larry Swandby	6/18/14
Sheila Guzik	5125 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Sheila Guzik	6/18/14
Tom Guzik	5125 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Tom Guzik	6/18/14
Nancy Tarbox	5128 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Nancy Tarbox	6/18/14
Ann Wiemer	5129 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Ann Wiemer	6/18/14
Marlin Wiemer	5129 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Marlin Wiemer	6/18/14
Mary Sando	5133 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Mary Sando	6/18/14
Stephen Sando	5133 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Stephen Sando	6/18/14
Tom Davidson	5137 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Tom Davidson	6/18/14

P285

Arden Park D Neighborhood Roadway Reconstruction
Indianola Avenue Residents
Proposed Sidewalk Questionnaire

Name	Address	Do you favor adding sidewalks to Indianola Ave?	Do you think adding sidewalks to Indianola Ave would enhance the character of the neighborhood?	Do you feel safe walking and/or biking on Indianola Ave?	Signature	Date
Caryn Pleasants	5113 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Caryn Pleasants</i>	7/10/14
Stephen Pleasants	5113 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Stephen Pleasants</i>	7/16/14
John Raichert	5116 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	7/24/14
Daniel Young	5117 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Dan Young</i>	6/25/14
Ann Marie Hirsch	5120 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Ann Marie Hirsch</i>	6/22/14
Under Construction	5121 Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
Steve London	5124 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Steve London</i>	6/24/14
Trisha London	5124 Indianola Ave	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Trisha London</i>	6/24/14
Jade Anderson	5125 Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
Andrea McElligott	5125 Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
Ingo Schultz	5128 Indianola Ave	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Ingo Schultz</i>	7/20/14
Sachin Mehta	5129 Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Sachin Mehta</i>	6/24/14
Kelly Mehta	5129 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Kelly Mehta</i>	6/24/14
Lawrence Anderson	5132 Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Lawrence Anderson</i>	6/24/2014
Melissa Seeley	5136 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Melissa Seeley</i>	6/24/14
Tim Seeley	5136 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Tim Seeley</i>	6/24/14
Jilane Schulz	5128 Indianola Ave	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	via email	7/20/14

**Arden Park D Neighborhood Roadway Reconstruction
Indianola Avenue Residents
Proposed Sidewalk Questionnaire**

Name	Address	Do you favor adding sidewalks to Indianola Ave? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Do you think adding sidewalks to Indianola Ave would enhance the character of the neighborhood? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Do you feel safe walking and/or biking on Indianola Ave? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Signature	Date
EUGENE LINK	5120 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Eugene Link	6-22-14
[REDACTED]						
JOAN PANDRYSEN	5132 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Joan Pandrysen	6/24/2014
Gregory Bolvick	5117 Indianola Ave	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	Gregory Bolvick	6/25/14
Robert LARSEN	5037 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	R.G. Larsen	7/14/14
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		
	Indianola Ave	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care		

Arden Park D Neighborhood Roadway Reconstruction
51st Street West Residents
Proposed Sidewalk Questionnaire

Name	Address	Do you favor adding sidewalks to 51st Street West?	Do you think adding sidewalks to 51st Street West would enhance the character of the neighborhood?	Do you feel safe walking and/or biking on 51st Street West?	Signature	Date
Rachel Ellingson	5019 Arden Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Rachel Ellingson</i>	7/20/14
Burke Ellingson	5019 Arden Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	<i>Burke Ellingson</i>	7/20/14
James Tyson	5101 Arden Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	7/17/14
Jan Tyson	5101 Arden Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	7/17/14
Andie Schieffert	5044 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via Juanita questions	6/20/14
Todd Schieffert	5044 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via Juanita questions	6/20/14
Anne Bildsten	5100 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via Juanita questions	6/26/14
Roger Bildsten	5100 Juanita Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via Juanita questions	6/26/14
Cary Schilling	5036 Halifax Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	7/9/14
Cary Schilling	5100 Halifax Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via email	7/9/14
Candyce Fox	5101 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via Indianola questions	6/21/14
Stephen Fox	5101 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via Indianola questions	6/21/14
Robert Barsen	5037 Indianola Ave	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Don't Care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Care	via Indianola questions	7/4/14

Robert Barsen



2014 Arden Park D Neighborhood Roadway Improvement Project
 Summary of July 31, 2014 Informational Meeting Question and Answer Session
 Meeting Location: Public Works and Parks Maintenance Facility
 Meeting Time: 6 pm to 8 pm

Number	Question	Answer
1	What will the sidewalk buffer be made out of?	It will be a textured concrete, likely exposed aggregate.
2	Are sidewalks and parking limited to one side?	Yes, they will be on the same side of the street.
3	What are you doing to compromise the land use concern?	Staff will mitigate tree removals by staying within the footprint of the existing roadway as much as possible and decreasing the buffer width between the road and the sidewalks.
4	Why not just improve the existing road?	The City's overall planning documents propose sidewalks in this neighborhood. Staff is presenting this information to you tonight and welcoming your feedback. There has not been a decision made yet. It will be the Council's decision to decide whether to make improvements to the roadways and inclusion of sidewalk. As of now, this is the plan staff will recommend to the Council. Engineering staff is tasked with looking at multimodal transportation needs throughout the City and adhering to the City's Living Streets policy and draft plan.
5	Who do the residents need to speak to to discuss the sidewalk concern?	The City Council ultimately makes the final decision based on staff's recommendation. All comments, concerns, questions received tonight will be documented and given to the Council as part of the final engineering study.
6	Why are the questionnaires/surveys lumped together and not separated by streets?	We see the addresses on the returned questionnaires, but we can consider sending a follow-up survey including sidewalk questions for individual streets.
7	What is available for the public and what is going to be sent to the transportation committee (ETC?)	All communications: emails, comments, meeting minutes, questions, etc. will all be available in the engineering study.
8	When will revisions to the project, if made, be available to be viewed by the neighborhood?	There will be another neighborhood informational meeting held in September. Following that meeting, the engineering study will be posted online as well for review and comment.
9	Is the input from the survey being taken into consideration for the project?	Yes, for example, the City's comprehensive plan and living streets documents included sidewalks on both sides of the street in this neighborhood. Staff has already decided to limit the sidewalks to one side of the street for the neighborhood.
10	Will there be recommendations given at the Council?	Yes, staff will give a recommendation to the Council.
11	Why is Bruce Ave not proposed to get sidewalks and Juanita Ave and Indianola Ave are? There is a transit stop at one end and a park at the other end.	The sidewalk layout in this neighborhood is based on the City's comprehensive plan. This planning document was vetted by resident groups, City staff and commissions and the City Council.
12	How are you going to handle the flooding in Arden Park?	Arden Park is a difficult area to address flooding since it is in a flood plain, which helps alleviate flooding issues for the entire neighborhood. We would rather have flooding in the park than in your homes. Therefore, as part of the neighborhood street improvement project, we are not looking to raise the elevation of the park in a significant way since there are heavy regulations from the watershed district, the MnDNR, etc.
13	Why give our neighborhood a sidewalk when others who want sidewalks don't get them?	Staff is doing its best to review and implement the City's master planning documents including the comprehensive plan and draft living streets plan.

Number	Question	Answer
14	Can you comment on what will happen with the alley between Halifax and Minnehaha?	We are looking for input from the residents specifically abutting the alley. It is currently not part of the project, and if it becomes part of the project the cost of the improvements would be an additional assessment to those properties. If it becomes a part of the project, the alley will NOT extend to 54th street and will only be paid for by the residents who abut the alley.
15	Does the sidewalk have to be 5'?	This is the width preferred by Engineering and Public Works staff in order to satisfy ADA requirements and maintenance vehicles.
16	Do the residents have to keep the sidewalks clean?	Yes. In the future, the city potentially could take over the maintenance.
17	How do we access the traffic study?	We have the traffic counts and speed data, not a formal study. That data will be part of the engineering study and include average daily traffic counts, average 85th percentile speeds, and dates and times of when the traffic was measured by street.
18	How do we contact the Council Members?	Their contact information can be found on the City's website (emails, phone numbers, etc.)
19	What is the proposed street plan where no sidewalks are proposed?	The cross-sections include a 2-way 17' driving lane and a 7' wide parking lane on one side.
20	The existing street footprint will be narrowed no matter what happens with the sidewalk?	Yes
21	What is the cost of the sidewalk without Juanita and Indianola?	Costs of sidewalks are funded by the PACS (Pedestrian and Cyclist Safety Fund), they are not assessed. We do not have individual sidewalk costs per street, but could provide that information to you upon request.
22	What is the typical ROW in Edina?	60'
23	What is the logic behind parking on only one side instead of both sides?	This idea is a part of our draft Living Streets plan that will provide several benefits including a reduction in the footprint of the street which will reduce overall project costs and assessments and the cost to maintain less pavement over time.
24	Will there be "no parking" signs?	Yes
25	Will sidewalks still be put in on 51st Street if Juanita Ave and Indianola Ave do not have sidewalks?	No, the sidewalks on 51st St would be removed if the Juanita Ave/Indianola Ave sidewalks are removed. There will be no "dead end" sidewalks within the neighborhood.
26	Traffic volume/speed is a problem on Halifax Ave. Does narrowing a street really improve this?	Yes, that is the trend from other projects we've seen within the City. It forces drivers to pay closer attention to what they are doing and typically reduces the average speed of the vehicle.
27	How does the sidewalk/no parking affect the Gorgas Ave cul-de-sac?	There will be no parking restrictions in the cul-de-sac.

APPENDIX D

City Council Decision on Indianola Ave and Juanita Ave Sidewalks

Minutes/Edina City Council/August 19, 2014

VIII.A. CORRESPONDENCE

Mayor Hovland acknowledged the Council's receipt of various correspondence.

VIII.B. MINUTES:

1. **PARK BOARD, JUNE 10, 2014 AND JULY 8, 2014**
2. **PLANNING COMMISSION, JULY 9, 2014**

Informational; no action required.

IX. AVIATION NOISE UPDATE – Received

X. MAYOR AND COUNCIL COMMENTS – Received

X.A. INDIANOLA/JUANITA SIDEWALK PROJECT – DESIGN REVISED

The Council asked questions regarding the proposed sidewalks within the Indianola/Juanita road reconstruction project. Mr. Millner referenced the Comprehensive Plan Sidewalk Plan, described staff's contact with the Indianola/Juanita neighborhood, and stated he would not recommend sidewalks in that area based on present traffic warrants. The Council discussed the sidewalk project, noting this project was currently under design. **Member Swenson made a motion, seconded by Member Sprague, directing staff to revise the project plans to remove the sidewalk loop from Indianola/Juanita and the two 51st Street stubs. Juanita from 50th Street to 500 feet south of 50th Street will remain in the project area until traffic warrants can be completed and analyzed. .**

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

XI. MANAGER'S COMMENTS – Received

XI.A. POLICY: CONFLICT OF INTEREST – REFERRED TO FUTURE WORK SESSION

Mr. Neal explained that in the past, the City had relied on State Statutes for conflict of interest guidelines. Based on the Council's direction at its last meeting, staff drafted a Conflict of Interest Policy using the City of Brainerd's Conflict of Interest Policy as a template. It was noted the Planning Commission had, for some time, been considering whether to adopt a Conflict of Interest Policy.

The Council indicated support for a uniform policy addressing conflict of interest. Staff was asked to provide additional information relating to how the draft policy compared to State Statute regulations, case law comparisons, enforceable consequences, preparatory language, and other relevant information. The Council asked staff to inform the Planning Commission that it was working on this policy and directed staff to place this item on a future Work Session agenda for additional discussion.

XII. ADJOURNMENT

There being no further business on the Council Agenda, Mayor Hovland declared the meeting adjourned at 9:16 p.m.

Respectfully submitted,

Debra A. Mangen, City Clerk

Minutes approved by Edina City Council, September 2, 2014.

James B. Hovland, Mayor

Video Copy of the August 19, 2014, meeting available.

APPENDIX E

Alley Questionnaire



August 26, 2014

Alley Questionnaire **Arden Park D Neighborhood Roadway Reconstruction**

Preliminary engineering is now underway for the above referenced project. Your response to this questionnaire will help us consider whether or not to include alley improvements as part of the project. If incorporated, the cost of these improvements would be added to your overall street assessment. Based on previous City alley improvement projects, the cost typically ranges from \$2,000-\$4,000.

Alley improvements consist of resurfacing the alley with new pavement and improving drainage. Three options are being considered. As shown on the attached map, option 1 includes 12 properties (orange) and would improve only the portion of the alley that is currently paved. Option 2 includes 5 properties (blue) and would extend improvements to include that portion of the alley that is currently graveled. Option 3 is to leave the alley in its current condition.

If your property is orange on the map, please answer question 1 or 3 below. If your property is blue on the map, please answer question 2 or 3 below. Option 2 will not be incorporated without option 1. Staff will analyze the number of returned questionnaires and the 'Yes' votes to determine the scope of the alley improvements.

1. Do you favor Option 1 (repave existing pavement)? Yes

2. Do you favor Option 2 (repave existing pavement and add pavement where there is currently gravel)? Yes

3. Do you favor Option 3 (do nothing)? Yes

Thank you for completing the questionnaire. Please return it by **Sept 9**. We will notify you of the results of this questionnaire at a neighborhood informational meeting later in September. If you have questions, please contact Chad Millner, Director of Engineering at 952-826-0318 or cmillner@EdinaMN.gov, or Toby Muse with SEH Inc. at 952-912-2616 or tmuse@sehinc.com, or Sharon Allison, Engineering Specialist at 952-826-0449 or sallison@EdinaMN.gov.

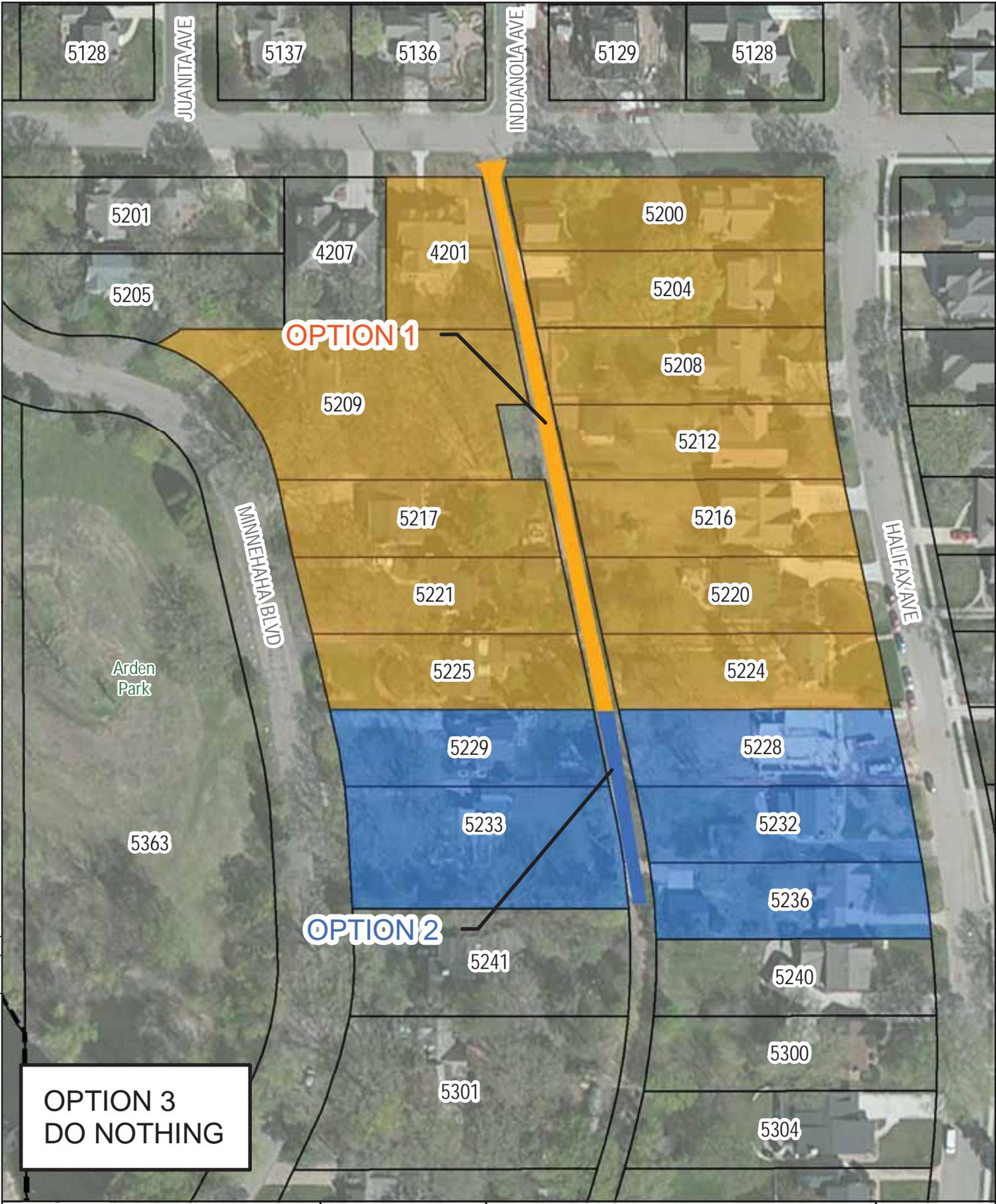
Sincerely,

A handwritten signature in black ink that reads "Chad A. Millner".

Chad A. Millner
Director of Engineering

ENGINEERING DEPARTMENT

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www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392



Path: P:\A\Edina\128385\GIS\Maps\AlleyImprovements.mxd

SEH Hennepin County
 0 50 100 Feet

Project: EDINA 128385
 Date: 8/25/2014
 Map by: MSS
 Projection: Hennepin County Coords
 Source: Henn. County, City of Edina, Microsoft Virtual Earth

Arden Park D Neighborhood
 Alley Improvements
 Edina, Minnesota

Figure
 1



September 11, 2014

Alley Questionnaire **Arden Park D Neighborhood Roadway Reconstruction**

Preliminary engineering is now underway for the above referenced project. Your response to this questionnaire will help us consider whether or not to include alley improvements as part of the project. If incorporated, the cost of these improvements would be added to your overall street assessment. Based on previous City alley improvement projects, the cost typically ranges from \$2,000-\$4,000.

Improvements consist of resurfacing the alley with new pavement and improving drainage. Three options are being considered as shown on the attached map.

Option 1 includes 12 properties (orange solid shaded lots) and would improve only the portion of the alley that is currently paved.

Option 2 includes 11 properties (blue solid shaded and blue hatched lots). This would extend improvements to include that portion of the alley that is currently graveled as far as the garage to 5236 Halifax Ave. S. The five solid blue shaded lots have already received this questionnaire.

Option 3 is to leave the alley in its current condition.

Please answer the questions below and include any comments as you see fit. Option 2 will not be incorporated without option 1. Staff will analyze the number of returned questionnaires and the 'Yes' votes to determine the scope of the alley improvements.

1. Do you favor Option 1 (repave existing pavement)? Yes
2. Do you favor Option 2 (repave existing pavement and add pavement where there is currently gravel)? Yes
3. Do you favor Option 3 (do nothing)? Yes

Thank you for completing the questionnaire. Please return it by **Sept. 18**. We will notify you of the results of this questionnaire at a neighborhood informational meeting on Sept. 22. If you have questions, please contact Chad Millner, Director of Engineering at 952-826-0318 or cmillner@EdinaMN.gov, or Toby Muse with SEH Inc. at 952-912-2616 or tmuse@sehinc.com, or Sharon Allison, Engineering Specialist at 952-826-0449 or sallison@EdinaMN.gov.

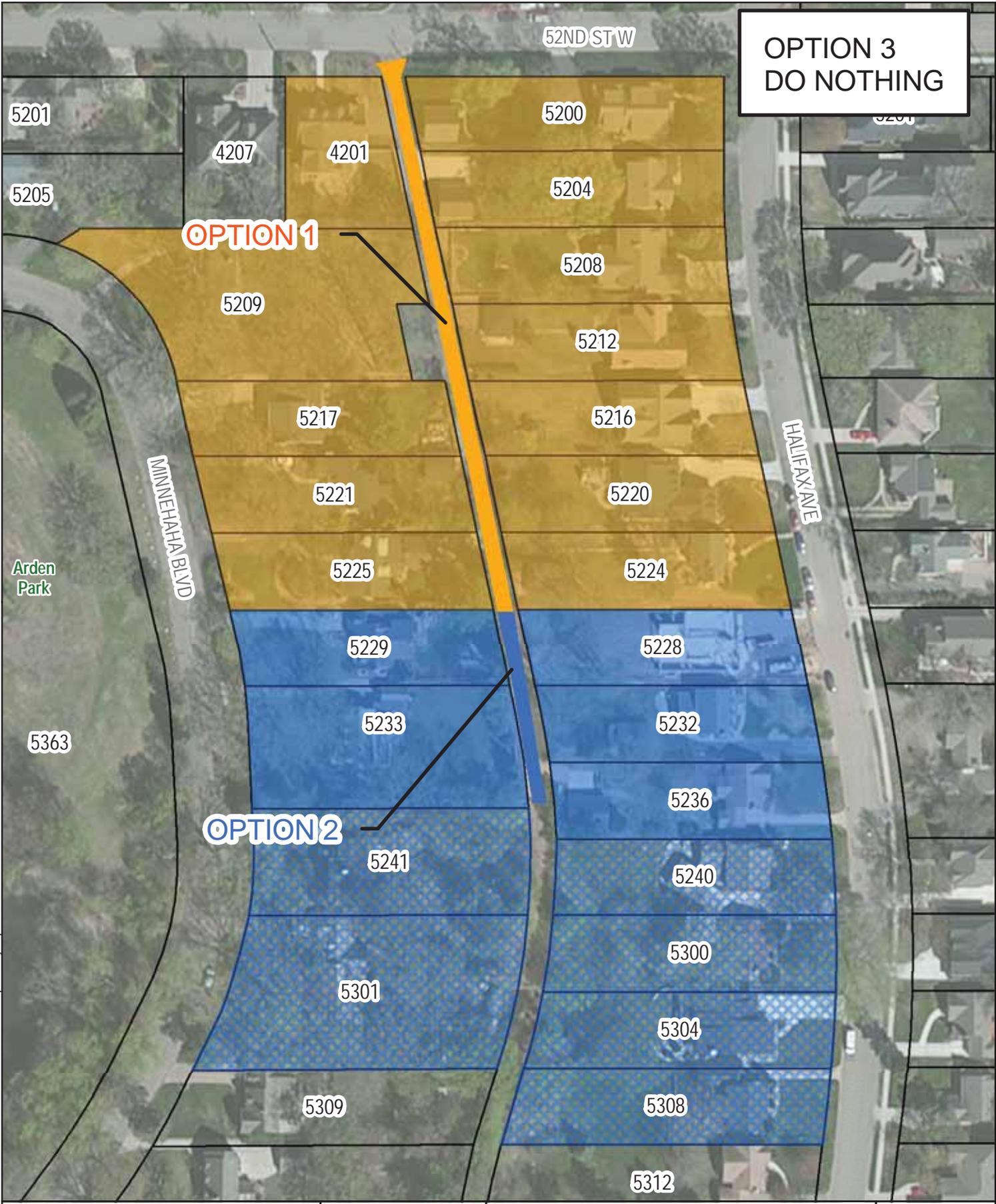
Sincerely,

A handwritten signature in black ink that reads "Chad A. Millner".

Chad A. Millner
Director of Engineering

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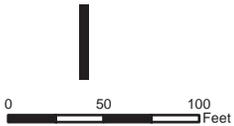


**OPTION 3
DO NOTHING**

OPTION 1

OPTION 2

Path: M:\AE\Edina\128385\GIS\Maps\AlleyImprovements.mxd



Project: EDINA 128385
Date: 9/10/2014
Map by: MSS
Projection: Hennepin County Coords
Source: Henn. County, City of Edina,
Microsoft Virtual Earth

Arden Park D Neighborhood
Alley Improvements
Edina, Minnesota

Figure
1

ARDEN PARK D NEIGHBORHOOD ROADWAY IMPROVEMENT PROJECT

2014 ALLEY QUESTIONNAIRE IMPROVEMENT NO. BA-412

Data Entered By: KA

Last Date Data Entered: October 3, 2014

Due Date: Sept. 9, 2014

Questionnaires Sent Out: 23

Questionnaires Returned: 83%

Percent Returned: _____

ADDRESS		Returned Survey	Alley Improvements			Additional Comments
			Do you favor Option 1 (repave existing pavement) Yes	Do you favor Option 2 (repave existing pavement and add pavement where there is currently gravel)? Yes	Do you favor Option 3 (do nothing)? Yes	
House #	Street Name					
4201	52nd St W	1	1			
5204	Halifax Ave	1			1	
5208	Halifax Ave	1			1	Strongly oppose any improvements.
5212	Halifax Ave	1			1	
5216	Halifax Ave	1			1	Divert the \$ to put sidewalks on the west side of Halifax. PLEASE!!!
5220	Halifax Ave	1	1			
5224	Halifax Ave	1		1		
5228	Halifax Ave	1		1		
5232	Halifax Ave	1		1		
5300	Halifax Ave	1			1	
5304	Halifax Ave	1			1	
5308	Halifax Ave	1			1	Why is 5308 included there is no alley or access.
5209	Minnehaha Blvd	1			1	
5217	Minnehaha Blvd	1	1			
5221	Minnehaha Blvd	1		1		
5225	Minnehaha Blvd	1		1		
5229	Minnehaha Blvd	1		1		
5233	Minnehaha Blvd	1			1	
5301	Minnehaha Blvd	1		1		The owner is in favor of paving alley only if the last two lots (one being his) gets gravel and slight grading (ruts there now).
5200	Halifax Ave					
5236	Halifax Ave					
5240	Halifax Ave					
5241	Minnehaha Blvd					
		19	3	7	9	

Surveys Sent	23	83%	13%	30%	39%
Surveys Returned	19	100%	16%	37%	47%

APPENDIX F

**September 22, 2014
Informational Meeting**



September 9, 2014

**Arden Park D
Neighborhood Roadway Reconstruction**

Informational Meeting

Monday, Sept. 22, 6-8 p.m.

Public Works & Park Maintenance Facility

7450 Metro Blvd, Edina

Please plan to attend this informational meeting for an update on the following:

- Proposed Assessment
- Sidewalk Improvements
- Alley Improvements
- Streetlight Improvements
- Private Sanitary Sewer Improvements
- Stormwater Management Improvements

Proposed assessments will be available and will include the costs for street reconstruction, private sanitary sewer and streetlight improvements.

ENGINEERING DEPARTMENT

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If you're not able to attend the meeting, the presentation will be posted to our website after the meeting. If you have questions please contact project manager Toby Muse with SEH at tmuse@sehinc.com or 952-912-2616, or engineering specialist Sharon Allison at sallison@EdinaMN.gov or 952-826-0449.

ENGINEERING DEPARTMENT

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CITY OF EDINA



2015 Arden Park D Neighborhood Roadway Improvements BA-412 Informational Meeting

September 22, 2014

www.EdinaMN.gov

CITY OF EDINA



Agenda

- Introductions
- Project Location
- Process & Timeline
- Project Details
 - Utilities
 - Sidewalks
 - Alley Update
 - Roadway Improvements
- Preliminary Assessments
- Q&A

www.EdinaMN.gov

CITY OF EDINA

Project Location



www.EdinaMN.gov

CITY OF EDINA



Project Timeline

Timeline	Description
September, 2014	Feasibility report and estimates provided
October 2014	Park Board and ETC review feasibility report
December 9, 2014	Public hearing
December-February, 2014-15	Plan preparation and bidding
April/May, 2015	Construction begins
October/November, 2015	Construction concludes
Spring 2016	Warranty work
Summer/Fall 2016	Final assessment hearing

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CITY OF EDINA



Project Approval Process

- Public has a right to speak at Public Hearing
- Two Votes of the City Council:
 - 1st Vote – Assessment Approval; need 4:1 in favor
 - 2nd Vote – PACS* Components; need 3:2 in favor

*PACS = Pedestrian and Cycle Safety

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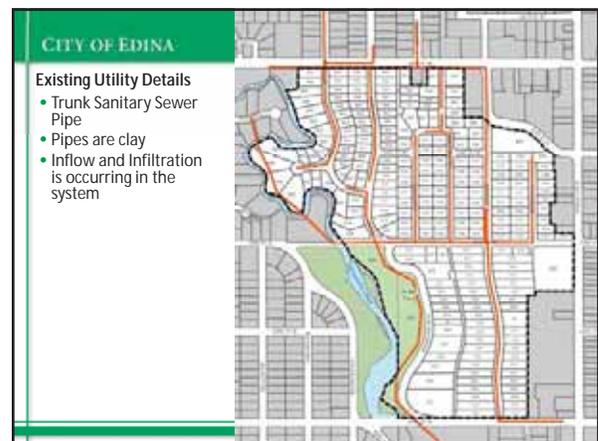
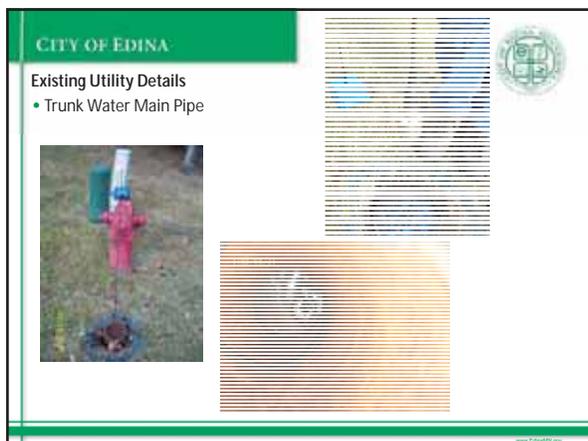
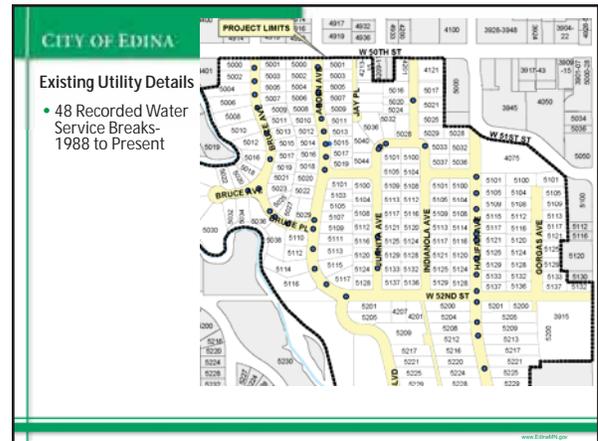
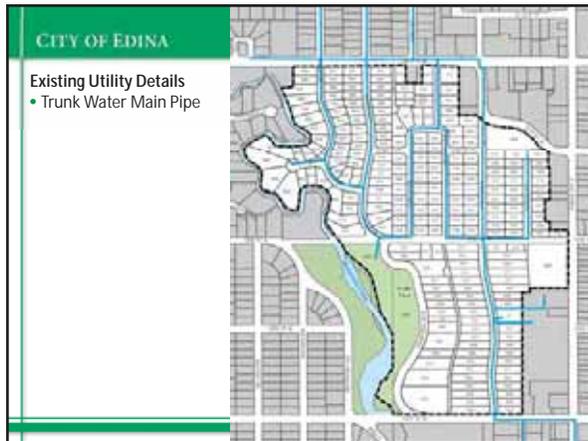
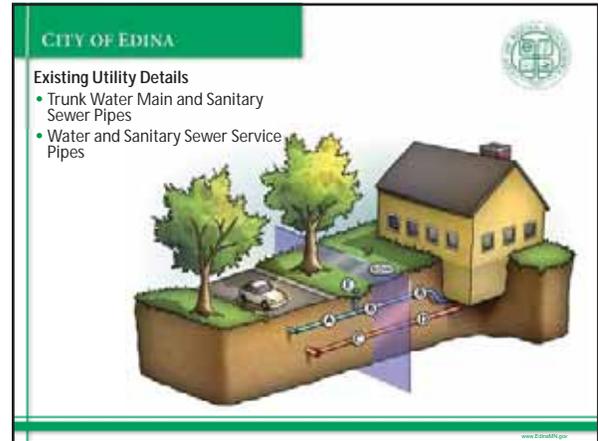
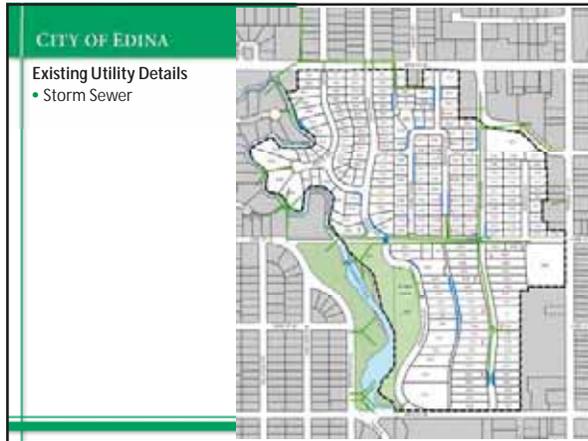
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Existing Utility Details

- Storm Sewer
- Trunk Water Main and Sanitary Sewer Pipes
- Water and Sanitary Sewer Service Pipes
- Lighting

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Existing Utility Details

- Trunk Sanitary Sewer Pipe
- Known to contain mineral deposits and roots
- CCTV currently under way

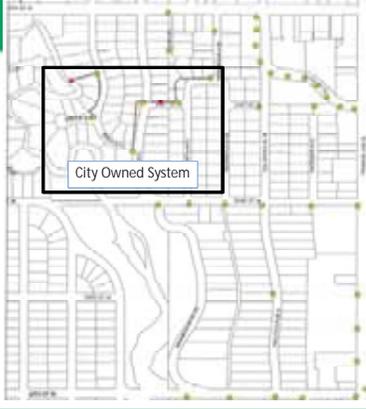


Incident Description: Possible
 Attached: Condustrating
 Feet: 8122.5
 Percentage: 26
 Position: 12 to 1
 Comments: 200 mineral deposits for service.

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Existing Utility Details

- Lighting System
- City Owned System has reached the end of its useful life




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Existing Roadway Details

- Alley between Halifax Ave S and Minnehaha Blvd
- Pavement/gravel/turf
- Existing width is 10-ft to 12-ft
- Drainage issues



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Alley Questionnaire Results

No. of Questionnaires Sent	No. of Questionnaires Returned	% Returned	Option 1 Pave Area Previously Paved	Option 2 Pave Area of Existing Pavement and Gravel	Option 3 Do Nothing
23	12	52%	2	3	7

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Proposed Roadway Improvements

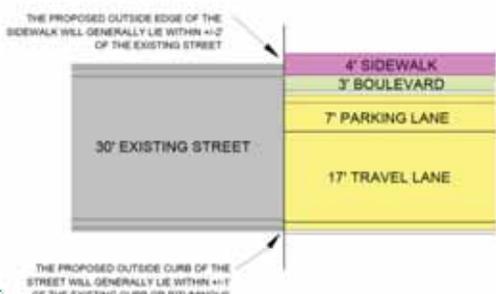
- Proposed Sidewalk Locations



CITY OF EDINA

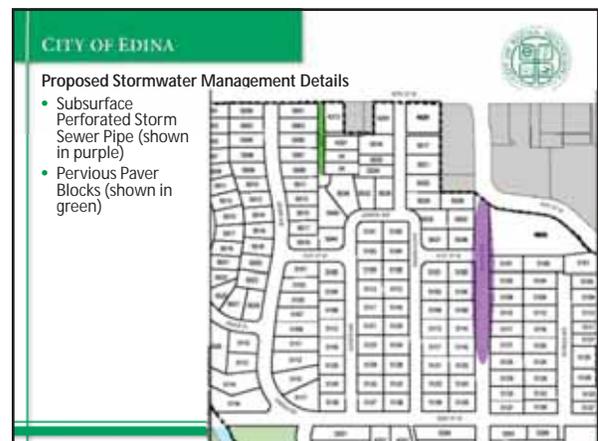
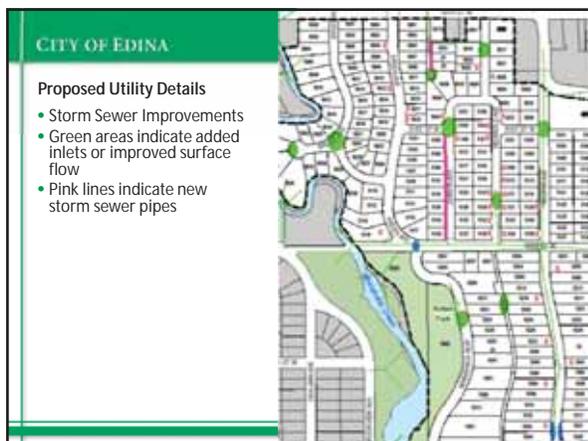
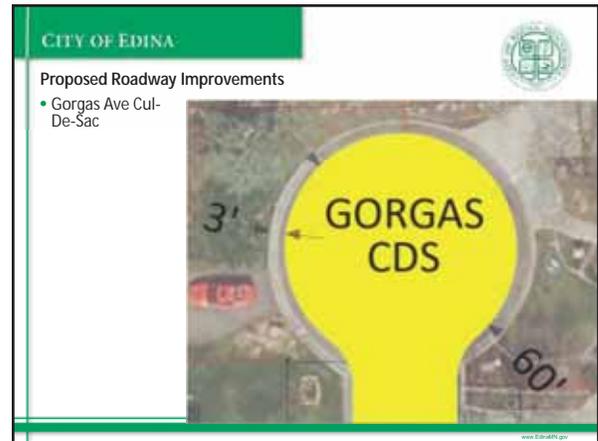
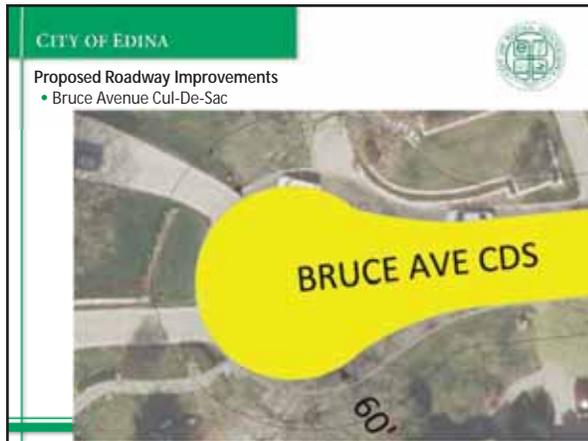
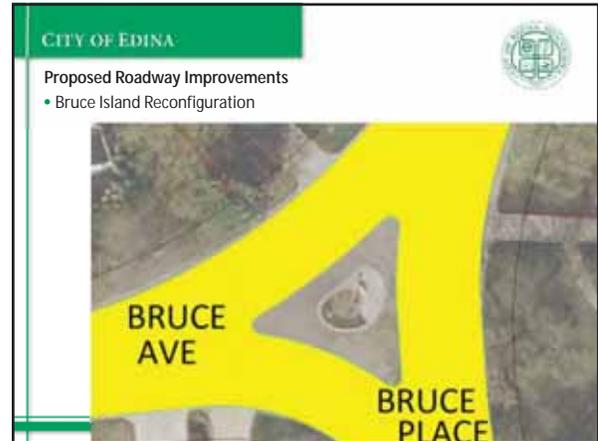
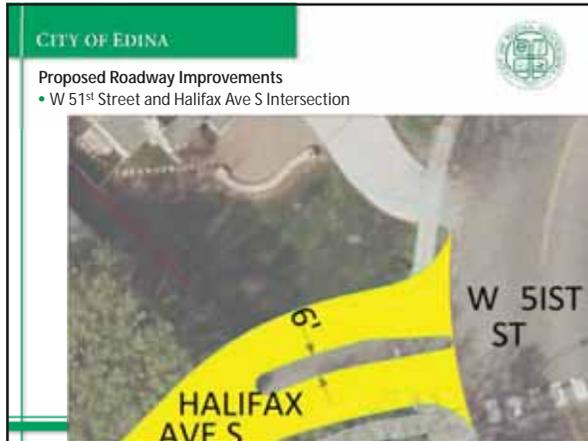
Proposed Roadway Improvements

- Proposed Sidewalk Locations – Arden Ave and 52nd St (east of the existing alley)



THE PROPOSED OUTSIDE EDGE OF THE SIDEWALK WILL GENERALLY LIE WITHIN +/-2' OF THE EXISTING STREET

THE PROPOSED OUTSIDE CURB OF THE STREET WILL GENERALLY LIE WITHIN +/-1' OF THE EXISTING CURB OR BITUMINOUS



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Proposed Utility Details

- Trunk Water Main
- Existing Water Main to be Retained (Blue)
- Existing Water Main to be Replaced (green)
- New Water Main Location (pink)



A map showing a residential street layout with various utility lines. A blue line represents an existing water main to be retained, a green line represents an existing water main to be replaced, and a pink line represents a new water main location. The map also shows a road, a park area, and building footprints.

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Proposed Utility Details

- Temporary Water System



Two photographs showing the installation of a temporary water system. The top photo shows a worker in a trench installing a pipe. The bottom photo shows a green pipe installed in a trench next to a road.

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Proposed Utility Details

- Water Service Pipes
- Replace all service pipes and curb stops



Two workers in safety gear are shown in a trench installing a water service pipe. One worker is standing and the other is kneeling, both focused on the task.

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Proposed Utility Details

- Trunk Sanitary Sewer Pipe



A large truck is shown on a street, with a worker in a trench installing a trunk sanitary sewer pipe. The truck has "SANITARY SEWER PIPE" written on its side. The scene is outdoors with trees and a building in the background.

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Proposed Utility Details

- Sanitary Sewer Service Pipes



A diagram showing a cross-section of a house and its surrounding area. It illustrates the installation of sanitary sewer service pipes, including a main line and a service line leading to a house. The diagram shows the pipes running underground and connecting to a house.

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Proposed Sanitary Sewer Service Improvements

- Homeowner can reconstruct segment C using their own contractor and
 - If the work is done per City code, you have the option to add the cost to your street assessment, or
- The City will reconstruct segment C using its contractor and the cost is automatically added to the cost of your street assessment

CITY OF EDINA

Proposed Utility Details

- Lighting



The image shows four different styles of street lamps: two with white globes and two with black globes. To the right is a utility map of a residential neighborhood with various streets labeled, including Brockway, Arden Park, and Edina. The map highlights the project area with yellow and red markers.

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Preliminary Assessments

Arden Park D Neighborhood	Estimated Assessment per REU	# of REU's
Street	\$10,000 - \$12,400	238.42
Sanitary Sewer Service	\$2,700	225
Lighting	\$400	238.42
Total Preliminary Assessment	\$13,100 - \$15,500	

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What You Can Expect

- Dust, noise and mud
- Localized flooding during rainfall
- Timelines sometimes delayed due to weather
- Your driveway may be inaccessible for up to seven days
- Roadways to your home may be periodically inaccessible, usually during daytime working hours.
- Irrigation and pet containment systems may be damaged



The photograph shows a residential street under construction. A large yellow excavator is working on the ground, and a white utility truck is parked nearby. The area is dusty and appears to be a dirt road during the construction phase.

CITY OF EDINA

Contact Us

Toby Muse, SEH Project Manager
 Phone: 952.912.2616
 Email: tmuse@sehinc.com

Chad Millner, Director of Engineering
 Phone: 952.826.0318
 Email: cmillner@edinamn.gov

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Thank you!

Questions?



INFORMATIONAL MEETING ATTENDANCE ROSTER

Re: Arden Park D Neighborhood Roadway
Reconstruction
Edina, MN

Date of Meeting: September 22, 2014

Time of Meeting: 6:00 – 8:00 p.m.

Project Manager: Toby Muse, PE

Location: Public Works & Park Maintenance Facility
SEH No.: Edina 128385 16.00

Please Print

Name	Address/Phone/Email
Tom Davidson	5137 Juanita Ave
Kerry McGinn	5229 Minnehaha Blvd
Robert Little	5012 Arden Ave
Jay Hiniker	5015 Arden Ave
Craig Strauss	5112 Arden Ave
Tom Bergstrom	5209 Halifax Ave. S
Jane Blumenthal	5100 5100 Gorgas Ave S
R. O. O'Leary	5103 Arden Ave
Kristen Christianson	5121 Indianola Ave
Tom Fletcher	5137 Halifax
Ed Murdock	5115 Arden
Dick Ausman	5036 Juanita
Charles Hamilton	5108 Halifax



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SEH No.: Edina 128385 16.00

Please Print

Name	Address/Phone/Email
JANIS + LAWRENCE ANDERSON	5132 INDIANOLA AVE
Pat & Sunny Olson	5002 Bruce 952-920-4352 patolson5@me.com
Dan Brinkman	5009 Arden Ave 952-938-4389
M.K. Nordstrom	5017 Arden Ave M.K.Nordstrom@6cmn.mn.us.com
Nancy Christensen	5133 GORGAS AVE
Lorip Post	5002 Arden Ave loripost@yahoo.com
BRIAN OLSEN	5117 ARDEN AVE. BRIAN.OLSEN@EARTHLINK.NET
ED NOONAN	BROWNSIDES ON FRANCE 52+FRANCE - 952-957-1000
Karen & Doug McLeod	5026 Bruce Ave
Troy Paulson	5116 Junita Ave
Bob Oldfield	5200 Gorgas Ave
JOHN WHEATON	5109 Arden Ave
Matt Augustson	5000 Arden Ave
Pat Welham	5113 Arden .
DAVID WILLIAMS	5113 ARDEN
M. Gerry Jacobsen	5200 France Ave
NARTLEY JOHNSON	5129 GORGAS.



INFORMATIONAL MEETING ATTENDANCE ROSTER

Re: Arden Park D Neighborhood Roadway
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Project Manager: Toby Muse, PE

Location: Public Works & Park Maintenance Facility

SEH No.: Edina 128385 16.00

Please Print

Name	Address/Phone/Email
MIMI + STEVE SANDO	5733 JUANITA AVE ssando1@comcast.net
Larry Swandby	5724 Juanita Ave swandby@earthlink.net
Leight Jack Klobucar	5011 Arden arden5k@aol.com
Juaniz & Joan Fox	5014 Arden
Peuc ^{Cavanaugh} Stephen	5107 Arden Ave
Margo Krzymas	5121 Juanita Ave.
Jayenne Hand	5109 JUANITA
Nancy Tarbox	5128 Juanita Ave
Karel Zaing	5312 Halifax Ave
Rosemary Jellen	5221 Minnehaha Blvd.
Marcy P. Carlson	5225 Minnehaha Blvd
PAUL BROWN	5001 BRUCE AVENUE
STEVIE + GINA VOGT	5029 BRUCE PL
STEWIE FOX	5101 INDIANOLA AVE
Mary Balogh	5204 Halifax Ave So
DAVID POSTHUMUS	5100 INDIANOLA AVE
Robin Ebbert	5105 Arden Avenue



2014 Arden Park D Neighborhood Roadway Improvement Project
 Summary of Sept 22, 2014 Informational Meeting Question and Answer Session
 Meeting Location: Public Works and Parks Maintenance Facility
 Meeting Time: 6 pm to 8 pm

Number	Question	Answer
1	What is the criteria for determining that a street gets a sidewalk?	There are several criteria. One of the most important is when a street exceeds 500 ADT.
2	Is the 'Living Streets' document available in its final form?	The document is in draft form and in its final review stages. It still needs review from a couple of the City's committees later this year and into early next year.
3	Why does the proposed sidewalk go on the same side of the street as the hydrants?	The hydrant can go in the boulevard between the walk and the street or on the house side of the walk.
4	Will the sidewalks parallel the curb and gutter or meander?	Final design will determine this but generally they will parallel the street.
5	Does a narrower street reduce the average speed?	Yes it does reduce speeds.
6	Why it is a good idea to narrow Juanita Ave to 27'? Is it safe?	A 27' street will slow down traffic and be less expensive to build and maintain.
7	Will moving the curb line in affect my sprinklers during construction.	Yes, they will be impacted and the City's contractor is responsible for repairing both irrigation systems and pet fences.
8	Can a resident pay extra for a wider street?	The 27' wide streets without walks has been standard since 2006 and no program is in-place for resident funded widening.
9	Can the cul-de-sacs be narrowed to 60' without hampering use?	The City has checked the cul-de-sacs for the turning movements of the larger vehicles that the City uses and have based the 60' dimension on that.
10	Will one-sided parking be imposed on all streets?	Yes.
11	One sided parking may cause inconvenience for the church at 50th and Wooddale that uses Bruce Ave on Sunday.	They can still use all the streets but just on one side.
12	Can the water main required for the homes on Minnehaha Blvd be placed in the alley so that it is closer to the homes?	The alley is very narrow and installing a water main will be difficult because of this. This option will be reviewed and addressed in the final engineering study.
13	Does a walk have to go on Arden Ave?	The Arden Ave walk is called for in the comprehensive plan and is justified by the traffic counts. If a resident wishes to express a contrary opinion, we will listen to their input.
14	Can more parking be added to Arden Park?	This was previously looked at but due to a long line of existing mature trees or steep slopes adjacent to west side of Minnehaha Blvd, there is no available space for bump out parking. The Parks Department will soon look at revising Arden Park as part of a master plan and may consider extra parking locations as part of that planning exercise.
15	Are there any safety concerns about narrowing the street where no sidewalks are proposed in order to give pedestrians the ability to get off the street?	The many City staff and commissions that have reviewed this issue have found no reasons for concern.
16	Have there been any accidents with injuries on Arden Ave without the sidewalk?	No known accidents have occurred but that does not equate to there being no risk of accidents with higher traffic volume there. Traffic and crash data will be included in the engineering study. One of the strongest themes in all City-wide public opinion surveys has been that residents prefer more sidewalks.

Number	Question	Answer
17	Will the narrowing of the pavement on Minnehaha Blvd make it more dangerous for all the bikers and pedestrians?	The addition of the 8' wide walk will improve the safety for those not in a vehicle by separating them from the traffic by the curbing.
18	Minnehaha Blvd is unsafe now due to parking on both sides.	Parking will only be allowed on the park side.
19	The intersection of Minnehaha Blvd and 54th can be slippery in the winter and the existing large 'Y' intersection allows turns to be made under these conditions.	The intersection will be reconstructed to make the street intersect at more of a 90 degree alignment.
20	Does installation of water and sewer services require an open cut excavation?	No, trenchless methods are available and will be considered in the project.
12	Will gas lines be re-done with the project?	All of the private utilities will be notified and CenterPoint often upgrades some of its facilities prior to the street work.
13	Will Xcel Energy place wire underground?	This only happens when residents get together and pay for the work.
14	Are underground power cables safer than above ground because trees won't break them?	Which is safer is unknown but Xcel could answer this question.
15	Will anything be done to improve the poor drainage at the intersection of Minnehaha Blvd, Arden Ave and W 52nd St?	Incremental improvements will be made by utilizing infiltration techniques and placing larger drain grates. The storm sewer pipes in 52nd St will not be increased in size due to a large expense and significant construction impact.
16	How many square yards of pavement are in the project?	We do not have that information available tonight but this will be reported in the engineering study.
17	This project appears to higher assessments than some other City projects. Why?	Some other City projects have a slightly lower assessment because they are not as complete. Those project often retain much of the existing curb and gutter that is a major assessable cost.
18	Why is parking placed next to the sidewalks?	It is desired to separate the pedestrians and the moving traffic as far as possible.
19	How does parking on one side of the street affect snowplowing?	The City often plows in two stages. The first clears the travel lanes and the later stage cleans the parking areas.
20	The traffic at the intersection at W 50th St and Arden Ave can back up for a long time. Is this issue being looked into?	No, this is a concern for W 50th St traffic and will not be addressed by the neighborhood reconstruction.
21	Snowplowing may push snow past the 3' boulevard and onto the sidewalk on Arden Ave. Will the City remove this snow?	Snow removal will be the responsibility of the homeowners although this policy may change over time.
22	Who is liable should an injury occur on a sidewalk? On whose property is it?	The outcome of past suits regarding similar issues is unknown. Generally both the City's insurance and the residents homeowner's insurance are involved. The sidewalk will be on City property.
23	Should there be parking restrictions in cul-de-sacs similar to the streets?	This issue will be further reviewed.
24	One side parking makes large get-togethers more difficult due to longer walking distances.	Acknowledged.
25	One resident wrote a comment in support of the project if the 3' grass blvd between the street and the walk was included.	

APPENDIX G

Preliminary Assessment Roll



City of Edina
Arden Park D Neighborhood Roadway Reconstruction
Improvement No. BA-412
Preliminary Assessment Roll
11/12/2014
Revisions:

Street	PID	House No	Owner	Assessable Street REU	Street Reconstruction Assessment Amount	Assessable Sanitary Sewer Service Pipe REU	Sanitary Sewer Service Pipe Assessment	Lighting	Estimated Total Assessment Rate
50th St W #100	1802824410411	4121	Dromoland LLC	0.17	\$1,921	0.10	\$270	\$68	\$2,259
50th St W #101	1802824410412	4121	Dromoland LLC	0.17	\$1,921	0.10	\$270	\$68	\$2,259
50th St W #102	1802824410413	4121	Dromoland LLC	0.17	\$1,921	0.10	\$270	\$68	\$2,259
50th St W #201	1802824410414	4121	Dromoland LLC	0.17	\$1,921	0.10	\$270	\$68	\$2,259
50th St W #202	1802824410415	4121	Dromoland LLC	0.17	\$1,921	0.10	\$270	\$68	\$2,259
50th St W #203	1802824410416	4121	Dromoland LLC	0.17	\$1,921	0.10	\$270	\$68	\$2,259
50th St W #204	1802824410417	4121	Dromoland LLC	0.17	\$1,921	0.10	\$270	\$68	\$2,259
50th St W #300	1802824410418	4121	Dromoland LLC	0.17	\$1,921	0.10	\$270	\$68	\$2,259
50th St W #301	1802824410419	4121	Dromoland LLC	0.17	\$1,921	0.10	\$270	\$68	\$2,259
50th St W #302	1802824410420	4121	Dromoland LLC	0.17	\$1,921	0.10	\$270	\$68	\$2,259
50th St W	1802824410164	4201	Edina Covenant Church*	5	\$56,500	1	\$2,700	\$2,000	\$61,200
50th St W	1802824410167	4213-15	Peter Otness	0.50	\$5,650	0	\$0	\$200	\$5,850
51st St W #101	1802824410001	4075	James & Anne Widtfeldt	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #102	1802824410002	4075	Floy M Barthel c/o Carol Weidt	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #103	1802824410003	4075	Barbara Barr	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #104	1802824410004	4075	Susan McKenna	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st ST W #105	1802824410005	4075	Jeffrey & Sheila Buffie	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st ST W #106	1802824410006	4075	John Dudycha	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st ST W #107	1802824410007	4075	Amy Kerber	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st ST W #108	1802824410008	4075	Patti & Mel Frisch	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st ST W #109	1802824410009	4075	William Keller	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st ST W #110	1802824410010	4075	Erdman Al Schenck	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st ST W #111	1802824410011	4075	Robert & Mary Healy	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #201	1802824410012	4075	Donald Hjelle	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st ST W #202	1802824410013	4075	Elizabeth Purdy	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #203	1802824410014	4075	Carolyn Dick	0.17	\$1,921	0.02	\$62	\$68	\$2,051

Street	PID	House No	Owner	Assessable Street REU	Street Reconstruction Assessment Amount	Assessable Sanitary Sewer Service Pipe REU	Sanitary Sewer Service Pipe Assessment	Lighting	Estimated Total Assessment Rate
51st ST W #204	1802824410015	4075	Rosalie & Angela Vascellaro	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #205	1802824410016	4075	Mary Harrigan	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #206	1802824410017	4075	Beatrice Thacher	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #207	1802824410018	4075	Christina Doukas	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #208	1802824410019	4075	Roy Palmquist	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #209	1802824410020	4075	James Conway Sr	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #210	1802824410021	4075	Lisa & Gary Wignes	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #211	1802824410022	4075	Lyndon Dean	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #301	1802824410023	4075	David & Suellen Buck	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #302	1802824410024	4075	Pamela Morford	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #303	1802824410025	4075	Ssrbara Subak Kru	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #304	1802824410026	4075	Jerome Jallo	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st ST W #305	1802824410027	4075	Barbara Jobin	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st ST W #306	1802824410028	4075	Thomas & Mary Kroth	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st ST W #307	1802824410029	4075	Richard Erickson	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st ST W #308	1802824410030	4075	Roslyn & James Hawley	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st ST W #309	1802824410031	4075	Catherine Lockart	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st ST W #310	1802824410032	4075	Henry Smith & Elizabeth Campeau	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #311	1802824410033	4075	Michael & Janice Ketcham	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st ST W #401	1802824410034	4075	Judy & Gary Nelson	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #402	1802824410035	4075	Ardis Stevenson	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #403	1802824410036	4075	Richard & Lynn Warden	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st ST W #404	1802824410037	4075	Dyan Harlem	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st ST W #405	1802824410038	4075	Helen Conway	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st ST W #406	1802824410039	4075	Dean Belbas/Trustee	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #407	1802824410040	4075	Mary Kiner	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #408	1802824410041	4075	Theodora Boosalis	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st ST W #409	1802824410042	4075	Patricia Awes	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #410	1802824410043	4075	Sandra Logelin	0.17	\$1,921	0.02	\$62	\$68	\$2,051
51st St W #411	1802824410044	4075	Daphne Sioris	0.17	\$1,921	0.02	\$62	\$68	\$2,051
52nd St W	1802824440105	4201	Robert White & Elizabeth White	1	\$11,300	1	\$2,700	\$400	\$14,400
52nd St W	1802824440106	4207	Gordon Otterlei	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420053	5000	Matthew Augustson & Jeanette Augustson	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420054	5001	Jeffrey Palm	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420052	5002	Michael Post & Lori Post	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420055	5003	Paul Ekman & Mary Ekman	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420051	5004	Barbara Lupient	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420056	5005	John Strom & Nancy Strom	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420050	5006	Gordon Wright & Shelly Wright	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420057	5007	Mark Fullerton & Jemma Fullerton	1	\$11,300	1	\$2,700	\$400	\$14,400

Street	PID	House No	Owner	Assessable Street REU	Street Reconstruction Assessment Amount	Assessable Sanitary Sewer Service Pipe REU	Sanitary Sewer Service Pipe Assessment	Lighting	Estimated Total Assessment Rate
Arden Ave	1802824420049	5008	Stephen Gaertner & Kathleen Gaertner	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420058	5009	Daniel Brinkman & Ellen Brinkman	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420048	5010	Michael Krauss & Victoria Splchinetsky	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420059	5011	John Klobular & Leigh Klobular	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420047	5012	Robert Little & Heather Little	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420060	5013	Laura Benson & Peter Haugen	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420046	5014	John Fox & Joanie Fox	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420061	5015	Betsy Jo Simon & James Hiniker III	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420045	5016	Lauren Peichel & William Peichel	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420062	5017	Michael Nordstrom & Kelly Nordstrom	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420044	5018	John Farrell & Annelys Farrell	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420063	5019	Rachel Ellingson & Burke Ellingson	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420043	5020	Juliana Elstad & John Elstad	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420041	5022	John Kennefick & Anne Kennefick	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420064	5101	James Tyson & Jan Tyson	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420065	5103	Richard O'Leary & Nora O'Leary	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420066	5105	Michael Ebbert & Robin Ebbert	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420067	5107	Paul Cavanor & Stephanie Cavanor	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420068	5109	John Wheaton & Kelly Wheaton	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420007	5110	Dennis Maetzold & Linda Maetzold	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420069	5111	Michele Tafoya & Christopher Walton	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420006	5112	Craig Strauss & Leigh Strauss	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420070	5113	Patricia Williams / Trustee	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420005	5114	Mark Rahn & Rachel Rahn	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420071	5115	Edward Murdock & Linda Murdock	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420004	5116	David Groth & Gail Groth	1	\$11,300	1	\$2,700	\$400	\$14,400
Arden Ave	1802824420072	5117	Brian Olsen & Leslie Olsen	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420026	5000	Gary Dietz & Marjory Dietz	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420027	5001	Paul Brown & Rebecca Brown	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420025	5002	Wallace Olson & Patricia Olson	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420028	5003	Kathryn Mork/ Trustee & Peter Mork/ Trustee	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420024	5004	Timothy Shaun Sudeith & Mertyce Mrvos	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420029	5005	Michael Stanley & Lisa Mcfarland	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420023	5006	Joel Hutcheson, Tte	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420030	5007	Janet Marple & David Marple	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420022	5008	Angela Larson & Christopher Larson	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420031	5009	Christopher Armacost & Cynthia Armacost	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420021	5010	Carl Malmquist	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420032	5011	David Mitchell & Joan Mitchell	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420020	5012	Michael Cushmore & Carol Cushmore	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420033	5013	James Rice & Diane Rice	1	\$11,300	1	\$2,700	\$400	\$14,400

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Bruce Ave	1802824420034	5015	Patricia Lawrence	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420019	5016	A Stoddard Crane & Lucia Crane	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420035	5017	Cary Harvey Schilling	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420018	5018	Lindsay Knapp & Sarah Knapp	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420036	5019	Matthew Graczyk & Katherine Graczyk	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420017	5020	Peter Grande & Elizabeth Grande	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420037	5021	Scott Olson & Leah Olson	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420016	5022	Sharon Fleming & John Fleming	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420038	5023	David Edstam & Tina Edstam	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420015	5024	Andrew Cragg & Kristen Cragg	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Ave	1802824420014	5026	Douglas Mcelrath & Karen Mcelrath	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Pl	1802824420039	5025	Joseph Neuberger & Elizabeth Boo	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Pl	1802824420040	5027	Timothy Pryor & Patricia Boo-Pryor	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Pl	1802824420013	5028	Mark Mccary & Diane Mccary	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Pl	1802824420042	5029	Steven Vogt & Gina Vogt	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Pl	1802824420012	5030	Jeffrey Hovanec & Therese Hovanec	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Pl	1802824420011	5032	Valerie Pauly Estate & Phillip Pauley Trustee	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Pl	1802824420010	5034	Todd Peterson	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Pl	1802824420009	5036	Jasjit Ahluwalia & Harsohena Kaur	1	\$11,300	1	\$2,700	\$400	\$14,400
Bruce Pl	1802824420008	5038	Calvin Simmons & Sandra Simmons	1	\$11,300	1	\$2,700	\$400	\$14,400
France Ave	1802824410061	5132	Joseph Lapensky	0.33	\$3,729	0	\$0	\$132	\$3,861
France Ave #2	1802824440116	5200	Burton Cohen	0.17	\$1,921	0.05	\$135	\$68	\$2,124
France Ave #4	1802824440117	5200	Beverly & Christian Geyer	0.17	\$1,921	0.05	\$135	\$68	\$2,124
France Ave #6	1802824440118	5200	Bradley Erickson	0.17	\$1,921	0.05	\$135	\$68	\$2,124
France Ave #8	1802824440119	5200	Joseph & Phyllis Leonard	0.17	\$1,921	0.05	\$135	\$68	\$2,124
France Ave #10	1802824440120	5200	Diane Donnino	0.17	\$1,921	0.05	\$135	\$68	\$2,124
France Ave #12	1802824440121	5200	Noonan Properties LLC III	0.17	\$1,921	0.05	\$135	\$68	\$2,124
France Ave #14	1802824440122	5200	Joe & Phyllis Kohler	0.17	\$1,921	0.05	\$135	\$68	\$2,124
France Ave #16	1802824440123	5200	Jim Matson	0.17	\$1,921	0.05	\$135	\$68	\$2,124
France Ave #18	1802824440124	5200	Carol Skanse	0.17	\$1,921	0.05	\$135	\$68	\$2,124
France Ave #20	1802824440125	5200	Marie Jacobsen	0.17	\$1,921	0.05	\$135	\$68	\$2,124
France Ave #22	1802824440126	5200	David & Robin Larkin	0.17	\$1,921	0.05	\$135	\$68	\$2,124
France Ave #24	1802824440127	5200	Thomas & Sharon Thielen	0.17	\$1,921	0.05	\$135	\$68	\$2,124
France Ave #26	1802824440128	5200	Westlake Brownstone LLC	0.17	\$1,921	0.05	\$135	\$68	\$2,124
France Ave #28	1802824440129	5200	James Weinert	0.17	\$1,921	0.05	\$135	\$68	\$2,124
France Ave #30	1802824440130	5200	Noonan Properties LLC III	0.17	\$1,921	0.05	\$135	\$68	\$2,124
France Ave #32	1802824440131	5200	Andrew & Marilyn Jackson	0.17	\$1,921	0.05	\$135	\$68	\$2,124
France Ave #34	1802824440132	5200	Valerie Pederson Rev LG TR	0.17	\$1,921	0.05	\$135	\$68	\$2,124
France Ave #36	1802824440133	5200	Nigel & Hilary MacLeod	0.17	\$1,921	0.05	\$135	\$68	\$2,124

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France Ave #38	1802824440134	5200	Charles & Barbara Donatelle	0.17	\$1,921	0.05	\$135	\$68	\$2,124
France Ave #40	1802824440135	5200	John & Sherry Noonan	0.17	\$1,921	0.05	\$135	\$68	\$2,124
Gorgas Ave	1802824410070	5100	June Blumenson	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824410072	5101	Peter Keller	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824410071	5104	Ronald Huber & LEEANNE PARSONS	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824410068	5105	Richard Leibold & Charlene Leibold	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824410077	5108	Andrew Castellano & Susan Castellano	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824410080	5109	Jeremy Ziegler & Erica Ziegler	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824410076	5112	Marie Kenworthy	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824410082	5113	Crimson Design & Build, LLC	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824410088	5116	Janice Larson	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824410084	5117	Cynthia Storrs	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824410090	5120	Tina Lorleberg	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824410086	5121	Faith Marks	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824410095	5124	Ariel Lacsamana	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824410091	5125	Shadow Properties, LLC	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824410097	5128	Michelle St Clair Hobbs & Steven Hobbs	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824410093	5129	Hartley Johnson	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824410062	5132	Don Hardacker	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824410056	5133	Nancy Christensen	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824410063	5136	Amanda L Peterson	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824410060	5137	Nancy Menzel	1	\$11,300	1	\$2,700	\$400	\$14,400
Gorgas Ave	1802824440052	5200	Freeborn Oldfield	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410100	5028	David & Linda Johnson	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410101	5032	Troy Nickel & Megan Nickel	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410102	5036	Cary Schilling	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410107	5100	Cary Schilling	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410073	5101	JMS Custom Homes, LLC	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410108	5104	Mark Patrick McDaris & Susanna Hope McDaris	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410074	5105	Michael Groppetti & Shanda Groppetti	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410109	5108	Charles Hamilton & Erica Rath	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410075	5109	Ronald Pobiell & Mona Pobiell	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410110	5114	David Maetzold	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410078	5115	Jamie Akhtar & Adrana Akhtar	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410111	5116	Ethel Dunn	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410087	5117	Scott Borene	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410112	5120	Bennett Porter III & Mary Jo Porter	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410089	5121	Nicholas Vanwinkle & Sarah Vanwinkle	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410113	5124	Caroline Lindeman & John Lindeman	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410094	5125	Hans Loeffler	1	\$11,300	1	\$2,700	\$400	\$14,400

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Halifax Ave	1802824410114	5128	Roger Nash & Nancy Nash	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410098	5129	Richard Radder	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410059	5133	Alexander Blake Hanlon & Sarah Hanlon	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824410058	5137	Thomas Fletcher & Patricia Fletcher	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440054	5200	Robert Soukup & Dena Soukup	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440053	5201	Devanshu Kansara & Roma Kansara	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440055	5204	Mary Balogh	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440051	5205	Andrew Arthur & Christie Heikes	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440056	5208	Nick Dzandzara & Jill Rocheleau	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440050	5209	Thomas Bergstrom & Melissa Downey	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440057	5212	D Wayne Wenger & Carolyn Wenger	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440049	5213	Bert Mcdonough & Marie Mcdonough	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440058	5216	Stephanie Vitt	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440048	5217	Harland Halvorson	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440059	5220	Joshua Reiner & Jennifer Reiner	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440047	5221	Devere Brekke & Joyce Brekke	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440060	5224	John Smaby & Linda Smaby	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440101	5225	Refined, LLC	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440061	5228	Joseph Sriver & Allison Sriver	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440100	5229	Lisa Harmening & Jeffrey Harmening	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440064	5232	Orlando Flores & Marti Flores	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440063	5236	Steven Domke & Lisa Domke	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440062	5240	Keith Nelsen & Katherine Nelsen	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440041	5241	Matthias Feldkamp & Miriam Kim	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440065	5300	John Meenan/Trustee & Christine Meenan/Trustee	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440040	5301	Christopher Deets & Jennifer Deets	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440066	5304	John Kirchner & Catherine Kirchner	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440039	5305	Hartley Joseph Drannen	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440067	5308	Jacqueline Mithun	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440038	5309	TC Homebuilders, INC	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440068	5312	Karel Laing	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440037	5313	Mark Waterloo & Elizabeth Waterloo	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440069	5316	Robert Pechman & Marie Pechman	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440036	5317	Mike Marinovich	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440070	5320	Stephen Dobbs & Nichole Dobbs	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440033	5321	Alejandro Daniel Lerner & Jennifer Corrou	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440071	5324	John Crist & Anne Bishop	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440032	5325	Kathleen O'Dea	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440072	5328	Gino Peluso & Rita Peluso	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440031	5329	John Hultman & Stephanie Hultman	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440073	5332	Julie Frommelt & James Frommelt	1	\$11,300	1	\$2,700	\$400	\$14,400
Halifax Ave	1802824440095	5333	TC Homebuilders Inc	1	\$11,300	1	\$2,700	\$400	\$14,400

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Halifax Ave	1802824440074	5336	John Adams & Cecile Adams	0.67	\$7,571	1	\$2,700	\$268	\$10,539
Halifax Ave	1802824440093	5337	Del Johnson	0.67	\$7,571	1	\$2,700	\$268	\$10,539
Indianola Ave	1802824410160	5017	Dromoland LLC	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410172	5020	Gregory Dakin & Cari Dakin	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410161	5021	Steven Farsht & Stephanie Farsht	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410171	5024	Jennifer Service	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410106	5025	Michael Rohlfesen & Mimi Cho Rohlfesen	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410105	5029	Clifford Anderson & Virginia Anderson	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410104	5033	Robert Griffiths/Trust & Mary Griffiths/Trust	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410103	5037	Robert Larsen & Alice Larsen	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410123	5100	David Posthumus & Gayle Posthumus	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410122	5101	Stephen Fox	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410124	5104	Jeffrey Busch & Mary McMahon Busch	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410121	5105	Charles Donahue & Gina Donahue	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410125	5108	Steven Stastny & Erin Stastny	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410120	5109	Beth Klemmensen & Todd Klemmensen	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410126	5112	Steven Bloomquist & Andrea Bloomquist	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410119	5113	Caryn Pleasants & Stephen Pleasants	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410127	5116	John Raichert	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410118	5117	Daniel Young & Grayce Belvedere Young	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410128	5120	Eugene Link & Ann Hirsch	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410117	5121	Steven Christianson & Kristen Christianson	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410129	5124	Steven London & Trisha London	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410116	5125	Jade Anderson & Andrea McElligott	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410130	5128	Ingo Schulz	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410115	5129	Sachin Mehta & Kelly Mehta	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410131	5132	Lawrence Anderson & Janet Anderson	1	\$11,300	1	\$2,700	\$400	\$14,400
Indianola Ave	1802824410132	5136	Timothy Seeley & Melissa Seeley	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410151	5028	Erich Schellhas & Aline Schellhas	1	\$11,300	1	\$2,700	\$400	\$14,400

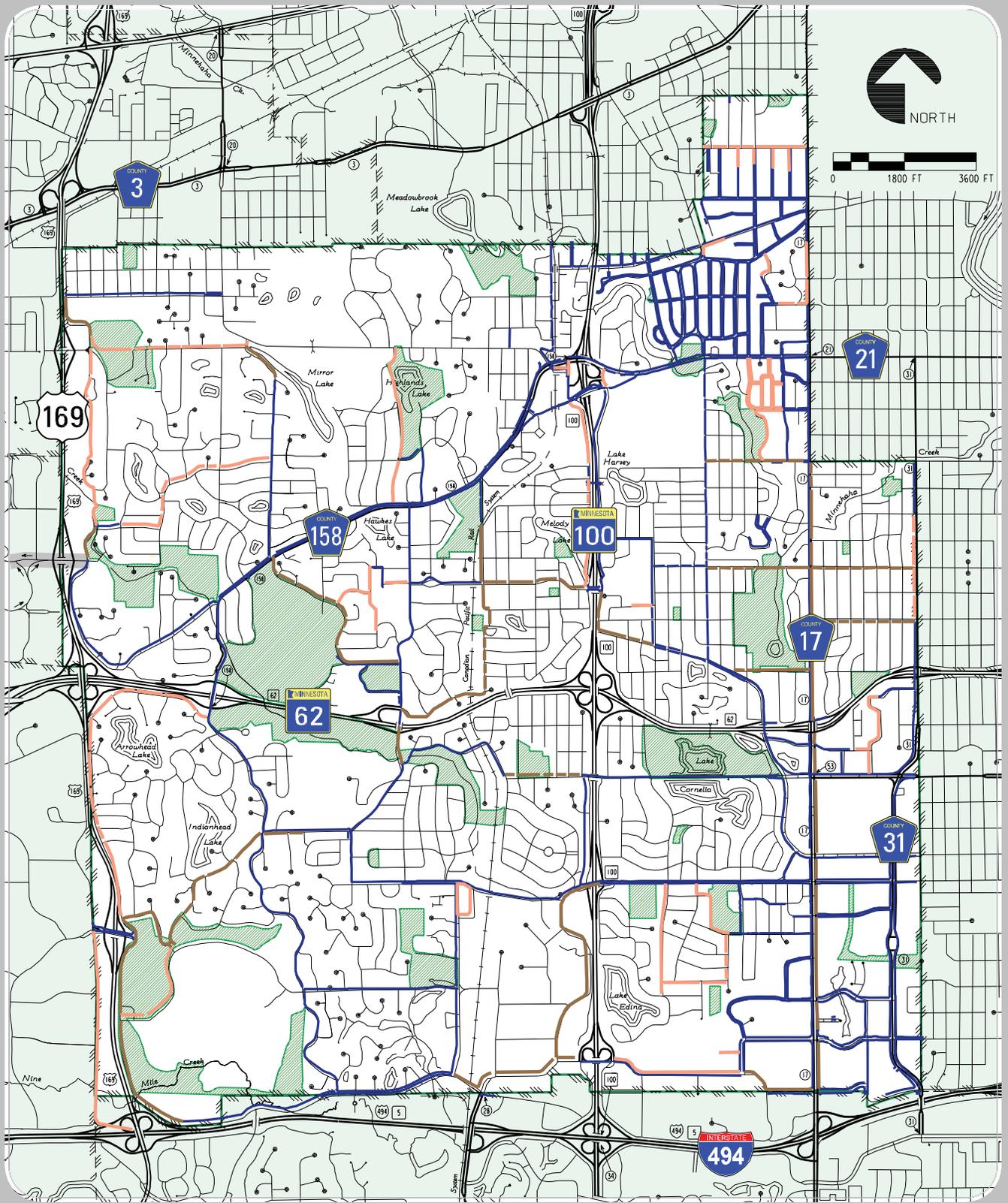
Street	PID	House No	Owner	Assessable Street REU	Street Reconstruction Assessment Amount	Assessable Sanitary Sewer Service Pipe REU	Sanitary Sewer Service Pipe Assessment	Lighting	Estimated Total Assessment Rate
Juanita Ave	1802824410152	5032	Dana Widstrom & Lisa Bjerken	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410235	5036	Richard Ausman & Sara Ausman	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410280	5040	Patricia Biersdorf & Daniel Biersdorf	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410281	5044	Todd Schieffert & Andrea Schieffert	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410143	5100	Roger Bildsten & Anne Bildsten	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410142	5101	Megan McBurney & Daniel Katan	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410144	5104	Paul Matthew Kline & Anna Kline	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410141	5105	Jeremy Eaton & Mary Anne Eaton	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410145	5108	Michael Miller	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410140	5109	Paul Hammond & Suzanne Rand	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410146	5112	Katherine Howes & David Seberson	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410139	5113	Kerry Koch & Laurence Koch	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410147	5116	Troy Paulson & Linda Paulson	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410138	5117	Kimberly Kallevig	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410148	5120	Kurt Halva & Lizabeth Halva	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410137	5121	Margo Kosmas	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410149	5124	Lawrence Swandby	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410136	5125	Sheila Guzik & Thomas Guzik	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410150	5128	Nancy Tarbox	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410135	5129	Marlin Wiemer & Ann Wiemer	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410134	5133	Stephen Sando & Mary Sando	1	\$11,300	1	\$2,700	\$400	\$14,400
Juanita Ave	1802824410133	5137	Thomas Davidson Jr	1	\$11,300	1	\$2,700	\$400	\$14,400
Minnehaha Blvd	1802824440107	5201	Ryan Engle & Patricia Engle	1	\$11,300	1	\$2,700	\$400	\$14,400
Minnehaha Blvd	1802824440108	5205	Peter Brosius & Rosanna Staffa	1	\$11,300	1	\$2,700	\$400	\$14,400
Minnehaha Blvd	1802824440089	5209	Rita Ann Lehnert	1	\$11,300	1	\$2,700	\$400	\$14,400
Minnehaha Blvd	1802824440088	5217	Robrt Bennett & Carol Bennett	1	\$11,300	1	\$2,700	\$400	\$14,400
Minnehaha Blvd	1802824440087	5221	Joseph Jellen & Rosemary Jellen	1	\$11,300	1	\$2,700	\$400	\$14,400
Minnehaha Blvd	1802824440086	5225	Nancy Carlson	1	\$11,300	1	\$2,700	\$400	\$14,400
Minnehaha Blvd	1802824440085	5229	Kerry McGrain & Nora McGrain	1	\$11,300	1	\$2,700	\$400	\$14,400
Minnehaha Blvd	1802824430096	5230	City of Edina (Arden Park**)	5	\$56,500		\$0	\$2,000	\$58,500
Minnehaha Blvd	1802824440084	5233	Mauritz Mortenson Jr & Alice Mortenson	1	\$11,300	1	\$2,700	\$400	\$14,400
Minnehaha Blvd	1802824440082	5241	Max Hintz & Sandra Hintz	1	\$11,300	1	\$2,700	\$400	\$14,400
Minnehaha Blvd	1802824440081	5301	Filmore Enger & Kathleen Enger	1	\$11,300	1	\$2,700	\$400	\$14,400
Minnehaha Blvd	1802824440080	5309	Kerri Hiniker & Michael Hiniker	1	\$11,300	1	\$2,700	\$400	\$14,400
Minnehaha Blvd	1802824440079	5313	David Satin & Lillah Ekim	1	\$11,300	1	\$2,700	\$400	\$14,400
Minnehaha Blvd	1802824440078	5321	Lindsay Mccabe & Ann Mccabe	1	\$11,300	1	\$2,700	\$400	\$14,400
Minnehaha Blvd	1802824440099	5333	Lisa O'Brien	0.67	\$7,571	1	\$2,700	\$268	\$10,539

*1802824410165, 1802824410168, 1802824410169, 1802824410170, and 1802824410173 are the auxiliary PIDs. For assessing purposes, only the primary PID is used.

** Updated 8/1 by Sharon per Chad - 5 buildable lots.

APPENDIX H

City Comprehensive Plan Update – Sidewalk and Bicycle Facilities



LEGEND: — Existing Sidewalk — Proposed School / Business Sidewalk — Proposed State-Aid Sidewalk

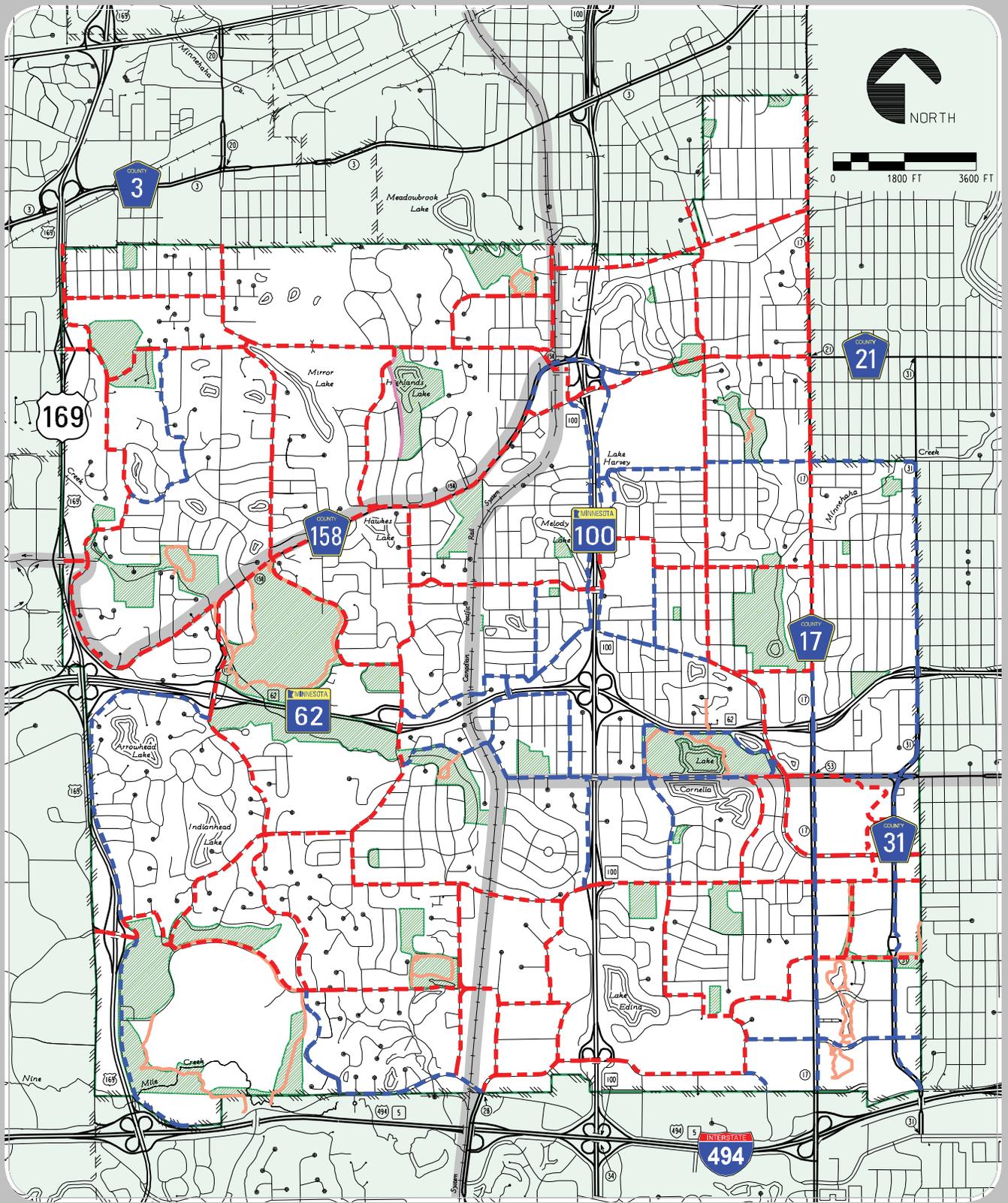
Note: Park Pathways are included on Figure 7.11



**City of Edina
2008 Comprehensive Plan Update**

Sidewalk Facilities

Figure 7.10



LEGEND:

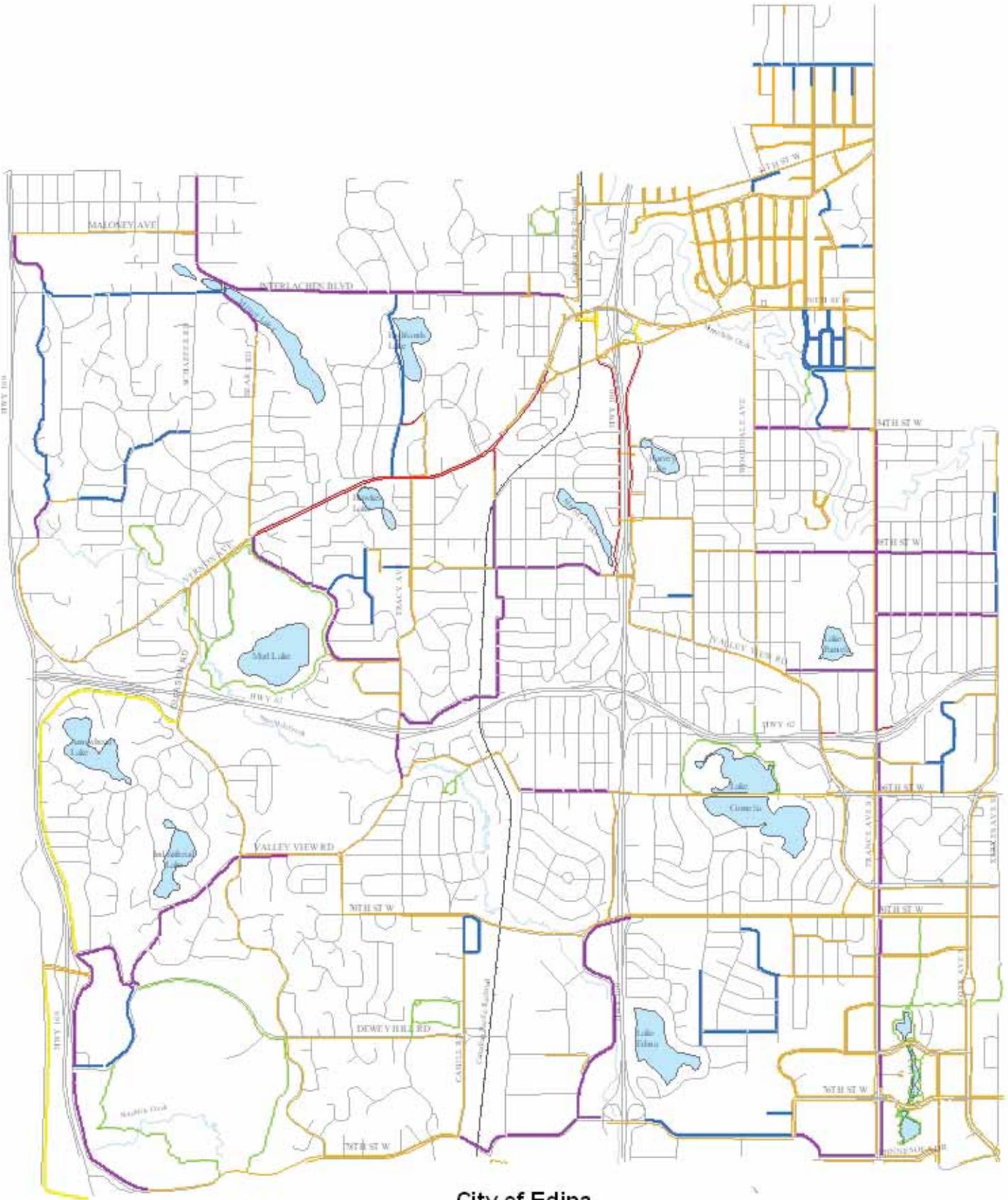
 Existing Park Pathway	 Existing Hennepin County Corridors	 Proposed Park Pathway	From the 2007 Edina Comprehensive Bicycle Transportation Plan	
			 Primary Route	 Secondary Route



**City of Edina
2008 Comprehensive Plan Update**

Bicycle Facilities

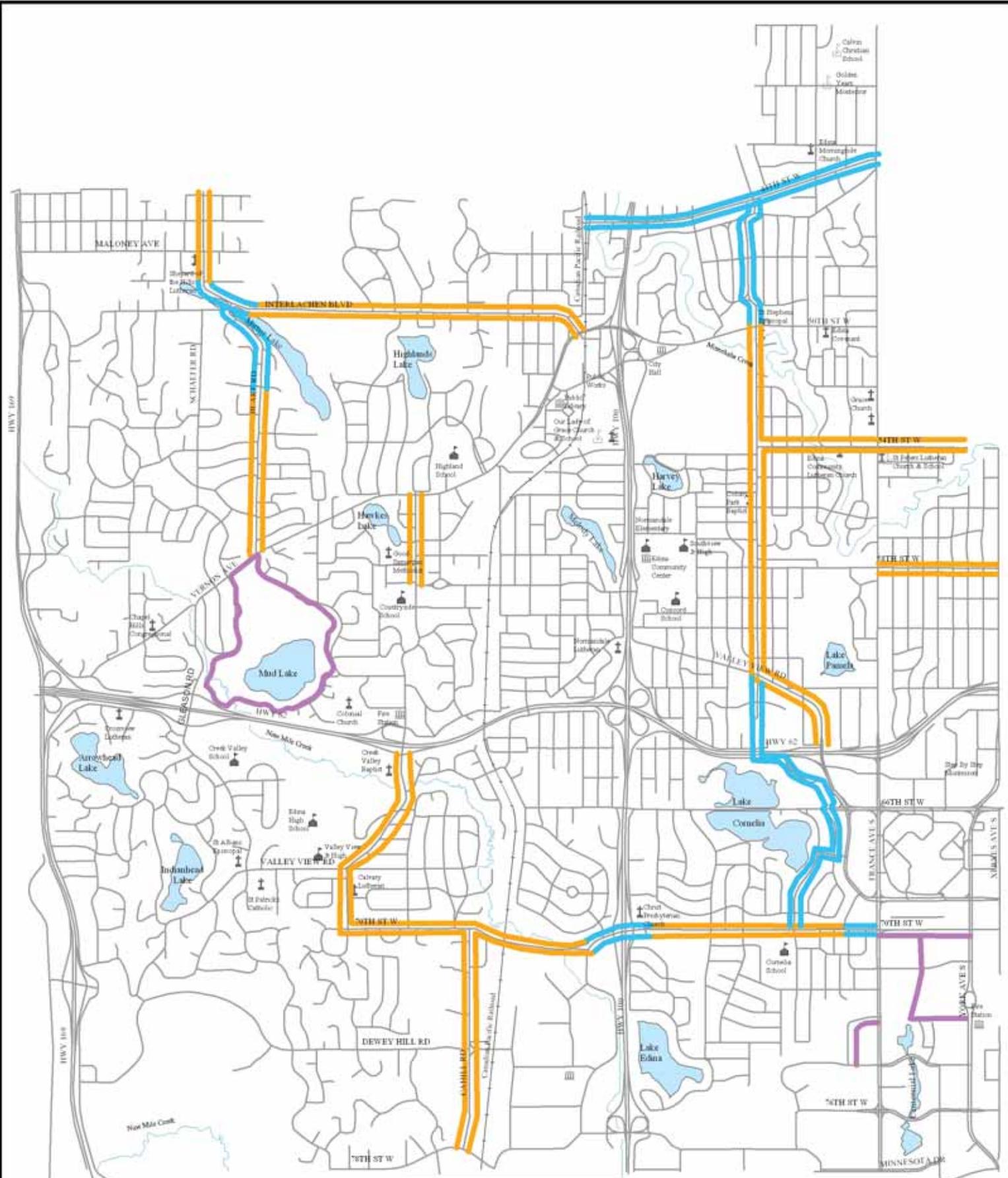
Figure 7.11



**City of Edina
Draft Pedestrian Facilities - Fig 8.8**

 Existing Bituminous Sidewalk	 Proposed Business/Park/School Sidewalk
 Existing Concrete Sidewalk	 Proposed Sidewalk on Roads Classified Collector & Above
 Existing Park Pathway	 Proposed State-Aid Sidewalk





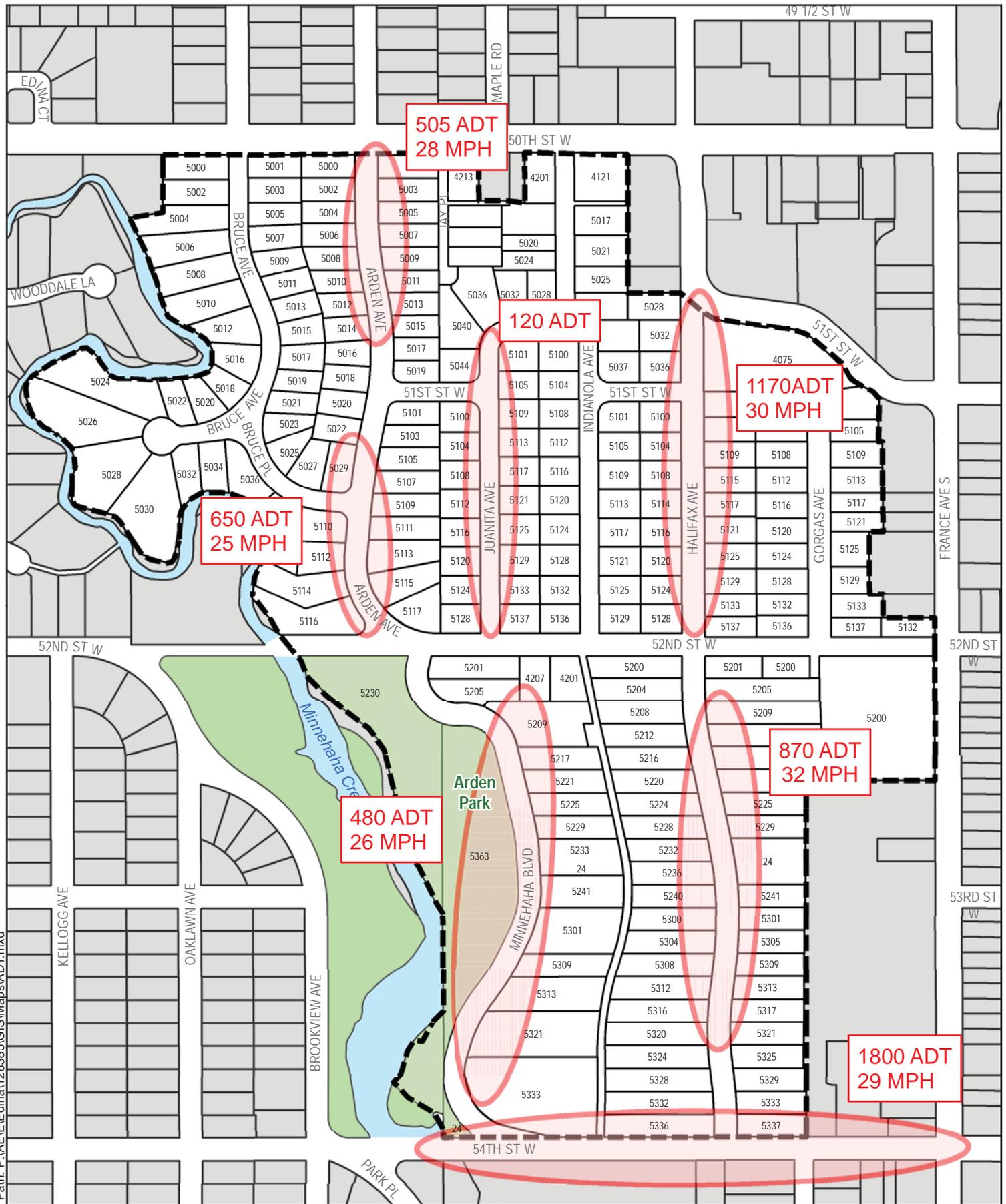
Bicycle Facilities

- Bike Lanes
- Bike Paths
- Share the Road



APPENDIX I

Traffic and Crash Data



Path: P:\A\IE\Edina\128385\GIS\Maps\ADT.mxd



Project: EDINA 128385
 Date: 11/6/2014
 Map by: MSS
 Projection: Hennepin County Coords
 Source: Henn. County, City of Edina,
 Microsoft Virtual Earth

Arden Park D Neighborhood
 Roadway Reconstruction
 Edina, Minnesota

Figure
 1

BA-412 Arden Park D Neighborhood Roadway Reconstruction

Location	Date	M-F ADT	M-F 85% Speed
Arden Ave, N of W 50th St	10/01/01-10/06/01	993	-
5016 Arden Ave	09/27/99-10/07/99	505	28.3
5116 Arden Ave	09/27/99-10/07/99	652	25.4
Bruce Ave, N of W 50th St	10/01/01-10/06/01	679	-
Halifax Ave, S of W 50th St	MSA 1997	7475	-
Halifax Ave, S of W 50th St	MSA 1995	7439	-
Halifax Ave, S of W 50th St	MSA 1993	6639	-
Halifax Ave, S of W 50th St	MSA 1991	6516	-
Halifax Ave, S of W 50th St	MSA 1989	7952	-
Halifax Ave, S of W 50th St	MSA 1987	6378	-
Halifax Ave, S of W 50th St	MSA 1985	9021	-
Halifax Ave, S of W 50th St	MSA 1983	8053	-
Halifax Ave, S of W 50th St	MSA 1981	6748	-
Halifax Ave, S of W 50th St	MSA 1979	7043	-
Halifax Ave, S of W 52nd St	9/23/05-10/01/05	882	32.6
Halifax Ave, S of W 52nd St	09/03/03-09/11/03	773	32.1
Halifax Ave, S of W 52nd St	MSA 1975	1725	-
5115 Halifax Ave	05/22/08-05/31/08	1208	30.1
5115 Halifax Ave	08/03/07-08/10/07	1133	30.4
5236 Halifax Ave	09/23/05-10/01/05	884	32.3
5236 Halifax Ave	04/11/00-04/17/00	875	33
5236 Halifax Ave	10/20/99-10/27/99	270	33.5
5240-5300 Halifax Ave	05/22/08-05/31/08	934	29.4
5240 Halifax Ave	08/03/07-08/10/07	887	30.4
Minnehaha Blvd, N of W 54th St	05/18/12-05/25/12	513	26.2
Minnehaha Blvd, N of W 54th St	11/01/11-11/04/11	452	26.3
W 50th St, E of Wooddale Ave	MSA 2009	16616	31.7
W 50th St, E of Wooddale Ave	MSA 2005	18410	36.8
W 50th St, E of Wooddale Ave (WB)	07/23/01-07/27/01	11223	38.3
W 50th St, E of Wooddale Ave (EB)	MSA 1997	9229	-
W 50th St, E of Wooddale Ave (WB)	MSA 1997	11541	-
W 50th St, E of Wooddale Ave (EB)	MSA 1995	12949	-
W 50th St, E of Wooddale Ave (WB)	MSA 1995	13752	-
W 50th St, E of Wooddale Ave (EB)	MSA 1993	10944	-
W 50th St, E of Wooddale Ave (WB)	MSA 1993	11091	-
W 50th St, E of Wooddale Ave (EB)	MSA 1991	9877	-

Location	Date	M-F ADT	M-F 85% Speed
W 50th St, E of Wooddale Ave (WB)	MSA 1991	10463	-
W 50th St, E of Wooddale Ave (EB)	MSA 1989	14242	-
W 50th St, E of Wooddale Ave (WB)	MSA 1989	11175	-
W 50th St, E of Wooddale Ave (EB)	MSA 1987	9279	-
W 50th St, E of Wooddale Ave (WB)	MSA 1987	8495	-
W 50th St, E of Wooddale Ave (EB)	MSA 1985	9815	-
W 50th St, E of Wooddale Ave (WB)	MSA 1985	9000	-
W 50th St, E of Wooddale Ave (WB)	MSA 1983	10166	-
W 50th St, E of Wooddale Ave (EB)	MSA 1981	7800	-
W 50th St, E of Wooddale Ave (WB)	MSA 1981	8700	-
W 50th St, E of Wooddale Ave (EB)	MSA 1977	7344	-
W 50th St, E of Wooddale Ave (EB)	MSA 1975	6600	-
W 50th St, W of France Ave	MSA 2009	8547	22.6
W 50th St, W of France Ave (Recount)	MSA 2009	7260	22.6
W 50th St, W of France Ave	4/12/06-4/14/06	11436	-
W 50th St, W of France Ave	MSA 2005	11429	27.7
W 50th St, W of France Ave	09/10/01-09/14/01	10442	-
W 50th St, W of France Ave	MSA 1997	12434	-
W 50th St, W of France Ave	MSA 1995	13443	-
W 50th St, W of France Ave	MSA 1993	13279	-
W 50th St, W of France Ave	MSA 1991	11610	-
W 50th St, W of France Ave	MSA 1989	13260	-
W 50th St, W of France Ave	MSA 1987	11025	-
W 50th St, W of France Ave	MSA 1985	12560	-
W 50th St, W of France Ave	MSA 1983	10456	-
W 50th St, W of France Ave	MSA 1981	11597	-
W 50th St, W of France Ave	MSA 1979	12823	-
W 50th St, W of France Ave	MSA 1977	9246	-
W 50th St, W of France Ave	MSA 1975	9,513	-
W 51st St, W of France Ave	MSA 2009	6678	28.2
W 51st St, W of France Ave	MSA 2005	6450	30.6
W 51st St, W of France Ave	06/20/02-06/29/02	2647	33.5
W 51st St, W of France Ave	08/20/01-08/24/01	2449	-
W 51st St, W of France Ave	MSA 1997	5524	-
W 51st St, W of France Ave	MSA 1995	6130	-
W 51st St, W of France Ave	MSA 1993	5430	-
W 51st St, W of France Ave	MSA 1991	6156	-
W 51st St, W of France Ave	MSA 1989	6016	-
W 51st St, W of France Ave	MSA 1987	5347	-
W 51st St, W of France Ave	MSA 1985	5715	-
W 51st St, W of France Ave	MSA 1983	5,493	-

Location	Date	M-F ADT	M-F 85% Speed
W 51st St, W of France Ave	MSA 1975	3908	-
W 54st St, E of Minnehaha Creek Bridge	05/18/12-05/25/12	2353	30.2
W 54th St & Minnehaha Creek Bridge	05/05/08-05/13/08	2734	30.1
W 54th St, W of France Ave	MSA 2013	2437	26.5
W 54th St, W of France Ave	MSA 2009	2577	27.8
W 54th St, W of France Ave	MSA 2005	2721	29.7
W 54th St, W of France Ave	07/09/02-07/16/02	161	20.3
W 54th St, W of France Ave	04/10/01-04/17/01	882	32.2
W 54th St, W of France Ave	06/20/00-06/29/00	418	32.1
W 54th St, W of France Ave	MSA 1997	2818	-
W 54th St, W of France Ave	MSA 1995	2824	-
W 54th St, W of France Ave	MSA 1993	2390	-
W 54th St, W of France Ave	MSA 1991	2319	-
W 54th St, W of France Ave	MSA 1989	3168	-
W 54th St, W of France Ave	MSA 1987	2520	-
W 54th St, W of France Ave	MSA 1985	2293	-
W 54th St, W of France Ave	MSA 1983	2248	-
W 54th St, W of France Ave	MSA 1981	2283	-
W 54th St, W of France Ave	MSA 1979	2391	-
W 54th St, W of France Ave	MSA 1977	1847	-
W 54th St, W of France Ave	MSA 1975	1568	-

Time	Peds (SB)	SB Vehicles	NB Peds	NB Vehicle	SB Bikes	SB Trucks	NB Bikes	NB Trucks
4:00	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0
5:00	0	0	0	1	0	0	0	0
5:15	0	0	0	0	0	0	0	0
5:30	0	0	1	0	0	0	0	0
5:45	0	0	1	0	0	0	0	0
6:00	0	0	0	0	0	1	0	0
6:15	1	0	0	0	0	0	0	0
6:30	0	1	0	0	0	0	0	0
6:45	0	1	0	3	0	0	0	0
7:00	0	0	0	0	0	0	1	0
7:15	2	1	0	0	0	1	0	0
7:30	1	3	2	0	0	0	0	0
7:45	1	0	0	0	0	0	0	0
8:00	3	0	2	2	0	0	0	0
8:15	0	1	0	1	0	0	0	0
8:30	1	2	0	0	0	0	0	0
8:45	1	2	0	1	0	0	0	0
9:00	0	2	0	3	0	0	0	0
9:15	0	0	1	0	0	0	0	0
9:30	3	2	0	1	1	0	0	0
9:45	0	0	0	0	0	0	0	0
10:00	2	2	0	2	1	0	0	0
10:15	2	0	0	0	0	0	0	0
10:30	0	0	0	1	0	0	0	2
10:45	1	2	0	0	0	0	1	0
11:00	0	0	0	2	0	0	0	0
11:15	0	3	0	2	0	0	0	0
11:30	0	0	0	0	0	0	0	0
11:45	3	1	0	1	0	0	0	0
12:00	0	1	0	5	0	0	0	0
12:15	0	1	0	2	0	0	0	0
12:30	0	0	1	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0
13:00	0	0	0	1	0	0	0	0
13:15	0	0	0	0	0	1	0	0
13:30	0	1	0	1	0	0	1	0
13:45	0	0	1	0	0	0	0	0
14:00	2	3	0	0	0	0	0	0
14:15	0	1	0	1	0	0	0	0
14:30	0	0	0	1	0	0	0	0
14:45	0	1	1	0	0	0	0	0
15:00	0	0	0	1	0	0	0	0
15:15	0	3	0	0	0	0	0	0

TOTAL	Peds	Passenger Cars	Bikes	Heavy Vehicles
	93	117	23	5

Date of Data Collection
6/22/2014-6/23/2014
Hours of Data Collection
4AM-4AM



Crash Detail Report

Crash Detail Report

Report Version 1.0 March 2010

Crash ID: 100560065	Date: 02/04/2010	Time: 1609	Sys: 05-MSAS
County: HENNEPIN	City: EDINA		Route: 11050158 000+00.130

Severity: POSSIBLE INJURY	First Event: ON ROADWAY
Road Type: 2 LANES UNDIV 2_WAY	To Junction: NON-JUNCTION
Road Char: CURVE AND LEVEL	Traffic Device: NOT SPECIFIED
Crash Type: COLL W/MV IN TRANSPORT	Speed Limit: 30
Surf Cond: SLUSH	Diagram: RIGHT ANGLE
Light Cond: DAYLIGHT	Officer:
Weather 1: SLEET/HAIL/FREEZE-RAIN	Reliability: CONFIDENT
Weather 2: NOT SPECIFIED	# of Vehicles: 2.00

<table border="1" style="width: 100%;"> <tr><th style="background-color: #cccccc;">Unit 1</th></tr> <tr><td>Trav Dir: W</td></tr> <tr><td>Veh Act: STRAIGHT AHEAD</td></tr> <tr><td>Veh Type: SPORT UTILITY VEHICLE</td></tr> <tr><td>Age: 18</td></tr> <tr><td>Gender: M</td></tr> <tr><td>Cond: NORMAL</td></tr> <tr><td>Cont Fact ILLEGAL SPEED</td></tr> <tr><td>Cont Fact OVER CENTERLINE</td></tr> </table>	Unit 1	Trav Dir: W	Veh Act: STRAIGHT AHEAD	Veh Type: SPORT UTILITY VEHICLE	Age: 18	Gender: M	Cond: NORMAL	Cont Fact ILLEGAL SPEED	Cont Fact OVER CENTERLINE	<table border="1" style="width: 100%;"> <tr><th style="background-color: #cccccc;">Unit 2</th></tr> <tr><td>Trav Dir: MC</td></tr> <tr><td>Veh Act: STRAIGHT AHEAD</td></tr> <tr><td>Veh Type: PASSENGER CAR</td></tr> <tr><td>Age: 64</td></tr> <tr><td>Gender: M</td></tr> <tr><td>Cond: NORMAL</td></tr> <tr><td>Cont Fact NO IMPROPER DRIVING</td></tr> <tr><td>Cont Fact NOT SPECIFIED</td></tr> </table>	Unit 2	Trav Dir: MC	Veh Act: STRAIGHT AHEAD	Veh Type: PASSENGER CAR	Age: 64	Gender: M	Cond: NORMAL	Cont Fact NO IMPROPER DRIVING	Cont Fact NOT SPECIFIED	<table border="1" style="width: 100%;"> <tr><th style="background-color: #cccccc;">Unit 3</th></tr> <tr><td> </td></tr> </table>	Unit 3	
Unit 1																						
Trav Dir: W																						
Veh Act: STRAIGHT AHEAD																						
Veh Type: SPORT UTILITY VEHICLE																						
Age: 18																						
Gender: M																						
Cond: NORMAL																						
Cont Fact ILLEGAL SPEED																						
Cont Fact OVER CENTERLINE																						
Unit 2																						
Trav Dir: MC																						
Veh Act: STRAIGHT AHEAD																						
Veh Type: PASSENGER CAR																						
Age: 64																						
Gender: M																						
Cond: NORMAL																						
Cont Fact NO IMPROPER DRIVING																						
Cont Fact NOT SPECIFIED																						
Unit 3																						

Crash ID: 122350027	Date: 08/20/2012	Time: 1857	Sys: 10-M
County: HENNEPIN	City: EDINA		Route: 11050735 000+00.190

Severity: PROPERTY DAMAGE	First Event: ON ROADWAY
Road Type: 2 LANES UNDIV 2_WAY	To Junction: NON-JUNCTION
Road Char: STRAIGHT AND LEVEL	Traffic Device: NOT APPLICABLE
Crash Type: COLL W/PARKED MV	Speed Limit: 30
Surf Cond: DRY	Diagram: REAR END
Light Cond: DAYLIGHT	Officer:
Weather 1: CLEAR	Reliability: CONFIDENT
Weather 2: NOT SPECIFIED	# of Vehicles: 2.00

<table border="1" style="width: 100%;"> <tr><th style="background-color: #cccccc;">Unit 1</th></tr> <tr><td>Trav Dir: W</td></tr> <tr><td>Veh Act: STRAIGHT AHEAD</td></tr> <tr><td>Veh Type: PASSENGER CAR</td></tr> <tr><td>Age: 32</td></tr> <tr><td>Gender: F</td></tr> <tr><td>Cond: NORMAL</td></tr> <tr><td>Cont Fact VISION OBSCURED - SUN OR H</td></tr> <tr><td>Cont Fact NOT SPECIFIED</td></tr> </table>	Unit 1	Trav Dir: W	Veh Act: STRAIGHT AHEAD	Veh Type: PASSENGER CAR	Age: 32	Gender: F	Cond: NORMAL	Cont Fact VISION OBSCURED - SUN OR H	Cont Fact NOT SPECIFIED	<table border="1" style="width: 100%;"> <tr><th style="background-color: #cccccc;">Unit 2</th></tr> <tr><td> </td></tr> </table>	Unit 2		<table border="1" style="width: 100%;"> <tr><th style="background-color: #cccccc;">Unit 3</th></tr> <tr><td> </td></tr> </table>	Unit 3	
Unit 1															
Trav Dir: W															
Veh Act: STRAIGHT AHEAD															
Veh Type: PASSENGER CAR															
Age: 32															
Gender: F															
Cond: NORMAL															
Cont Fact VISION OBSCURED - SUN OR H															
Cont Fact NOT SPECIFIED															
Unit 2															
Unit 3															

Crash ID: 123420261 **Date:** 12/07/2012 **Time:** 1836
County: HENNEPIN **City:** EDINA

Sys: 05-MSAS
Route: 11050158 000+00.130

Severity: PROPERTY DAMAGE	First Event: ON ROADWAY
Road Type: OTHER	To Junction: NON-JUNCTION
Road Char: CURVE AND GRADE	Traffic Device: NOT APPLICABLE
Crash Type: COLL W/MV IN TRANSPORT	Speed Limit: 30
Surf Cond: ICE/PACKED SNOW	Diagram: SIDESWIPE OPPOSING
Light Cond: DARK - STREET LIGHTS ON	Officer:
Weather 1: SNOW	Reliability: CONFIDENT
Weather 2: SLEET/HAIL/FREEZE-RAIN	# of Vehicles: 2.00

	Unit 1	Unit 2	Unit 3
Trav Dir:	NW	SE	
Veh Act:	STRAIGHT AHEAD	STRAIGHT AHEAD	
Veh Type:	PASSENGER CAR	PASSENGER CAR	
Age:	19	57	
Gender:	F	F	
Cond:	NORMAL	NORMAL	
Cont Fact	WEATHER	NO IMPROPER DRIVING	
Cont Fact	WEATHER	NO IMPROPER DRIVING	

Crash ID: 123660180 **Date:** 12/31/2012 **Time:** 1751
County: HENNEPIN **City:** EDINA

Sys: 10-M
Route: 11050540 000+00.211

Severity: PROPERTY DAMAGE	First Event: OFF ROADWAY ON SHOULDER
Road Type: 2 LANES UNDIV 2_WAY	To Junction: NON-JUNCTION
Road Char: CURVE AND LEVEL	Traffic Device: NOT APPLICABLE
Crash Type: COLL W/PARKED MV	Speed Limit: 30
Surf Cond: WET	Diagram: REAR END
Light Cond: DARK - STREET LIGHTS ON	Officer:
Weather 1: CLEAR	Reliability: LESS CONFIDENT
Weather 2: NOT SPECIFIED	# of Vehicles: 2.00

	Unit 1	Unit 2	Unit 3
Trav Dir:	S	MC	
Veh Act:	00	00	
Veh Type:	SPORT UNTILITY VEHICLE	SPORT UNTILITY VEHICLE	
Age:	901	901	
Gender:	NULL	NULL	
Cond:	NOT SPECIFIED	NOT SPECIFIED	
Cont Fact	NOT SPECIFIED	NOT SPECIFIED	
Cont Fact	NOT SPECIFIED	NOT SPECIFIED	

Selection Filter:

WORK AREA: COUNTY_CODE('27') - FILTER: CRASH_YEAR('2009','2010','2011','2012','2013','2014') - SPATIAL FILTER APPLIED

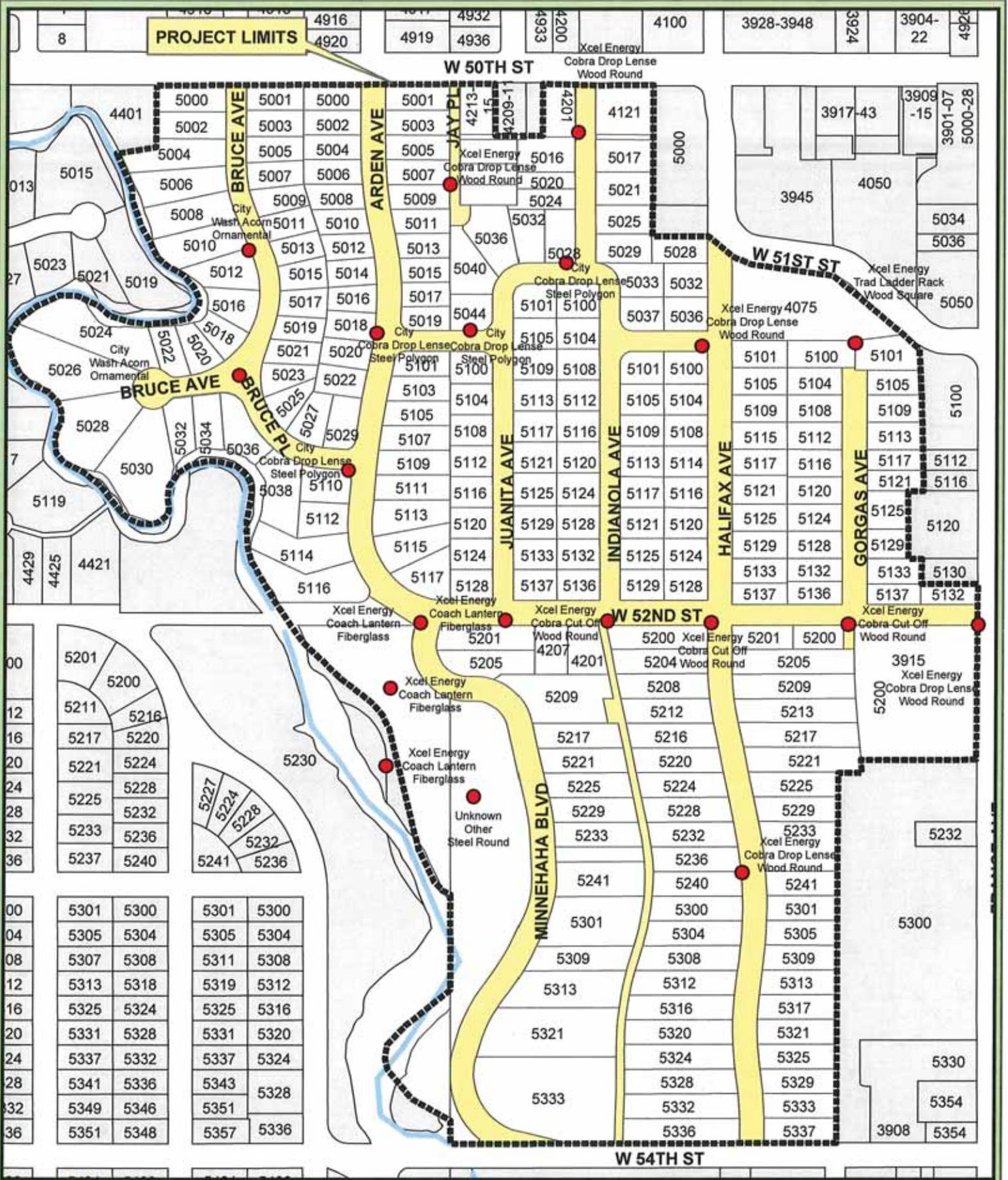
Analyst:

Joseph Totten

Notes:

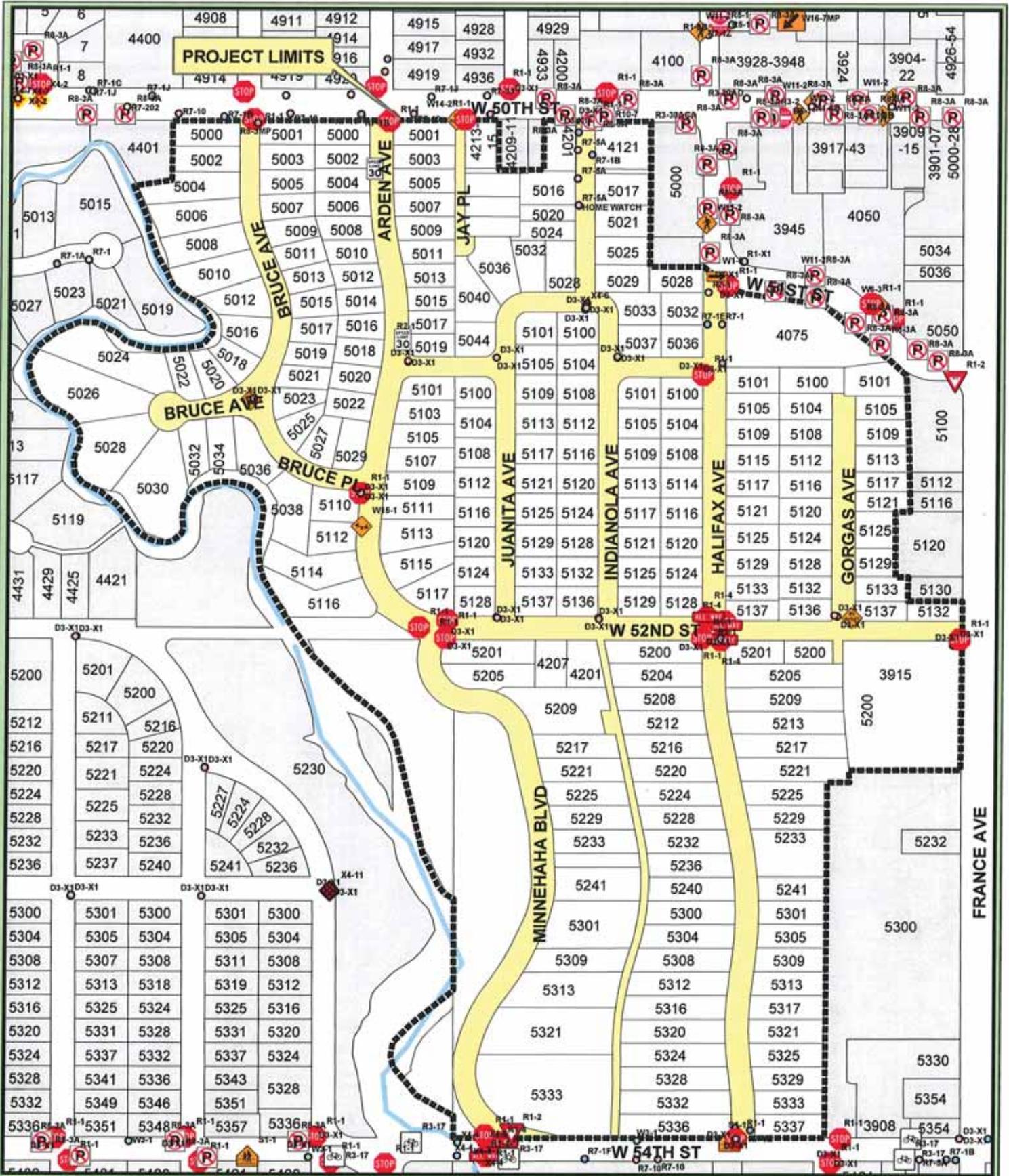
APPENDIX J

Existing Street Lights and Signs



Street Lights
Arden Park D Neighborhood Roadway Reconstruction
Improvement No: BA-412





Signs
Arden Park D Neighborhood Roadway Reconstruction
Improvement No: BA-412



APPENDIX K

Living Streets Policy



To: City Council

Agenda Item #: VIII. A.

From: Karen M. Kurt
Assistant City Manager

Action
Discussion
Information

Date: August 20, 2013

Subject: Approve Living Streets Policy

Action Requested:

Approve Living Streets Policy

Information / Background:

In May 2011, the City Council adopted a resolution in support of Living Streets and directed the Edina Transportation Commission to work with staff to develop a Living Streets Policy. Key steps in the development of the policy are outlined below:

- ETC formed a Living Streets Working Group. Members Paul Nelson, Jennifer Janovy and Michael Thompson played a critical role in policy development.
- The City received a \$15,000 grant from the Bloomington Health Department. These funds were used to hire a consultant to review current city policies and to provide a framework for moving forward.
- Blue Cross and Blue Shield sponsored a workshop on February 15, 2012 led by representatives from the National Complete Streets Coalition. Key community stakeholders attended and participated in a brainstorming session about Edina's vision for future streets.
- The ETC Working Group and staff prepared a draft Living Streets Policy which was reviewed with the Transportation Commission, Planning Commission, Human Rights and Relations Commission, Park Board, Energy and Environment Commission and Bike Edina Task Force. Feedback is collected for incorporation into the Living Streets Policy and future Living Streets Plan.
- The Living Streets Policy draft is reviewed during a joint work session with ETC and City Council.

Upon policy adoption, Mark Nolan, Transportation Planner, will begin working with internal and external advisory groups to draft content for the Living Streets Plan. The Living Streets Plan will address how the Policy will be implemented by providing more detailed information on street design, traffic calming, bike facilities, landscaping and lighting, as well best practices for community engagement during the design process.

Confirmed members of the external advisory group are:

- Arnie Bigbee, Human Rights and Relations Commission
- Claudia Carr, Planning Commission
- Jennifer Janovy, Transportation Commission
- Ellen Jones, Park Board
- Bill McCabe, Arts and Culture Commission
- Paul Nelson, Transportation Commission
- Paul Thompson, Energy and Environment Commission
- Courtney Whited, Transportation Commission

Staff is waiting for confirmation from additional representatives from the Planning Commission, Energy and Environment Commission and Community Health Committee. Additional community expertise will be sought as needed throughout the process.

Members of the internal advisory team are:

- Ross Bintner, Environmental Engineer
- Jeff Elasky, Police Lieutenant
- Susan Faus, Assistant Parks and Recreation Director
- Cindy Larson, Redevelopment Coordinator
- Chad Millner, Assistant City Engineer
- Bob Pestrud, Parks Foreman
- John Scheerer, Street Supervisor
- Jeff Siems, Fire Marshal

Additional staff expertise will be sought as needed throughout the process. Staff is also in the process of securing a \$5,000 grant from Bloomington Public Health that will be used to develop a community education and outreach plan for Living Streets.

Attachments:

Proposed Living Streets Policy



Living Streets Policy

Introduction

Living streets balance the needs of motorists, bicyclists, pedestrians and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health. The Living Streets Policy defines Edina’s vision for Living Streets and the principles and plans that will guide implementation.

The Living Street Policy ties directly to key community goals outlined in the City’s 2008 Comprehensive Plan. Those goals include safe walking, bicycling and driving, reduced storm water runoff, reduced energy consumption, and promoting health. The Living Streets Policy also compliments voluntary City initiatives such the “do.town” effort related to community health, and the Tree City USA and the Green Step Cities programs related to sustainability. In other cases, the Living Street Policy will assist the City in meeting mandatory requirements set by other agencies. For example, the Living Streets Policy will support the City’s Storm Water Pollution Prevention Plan which addresses mandates established under the Clean Water Act.

The Living Streets Policy provides the framework for a Living Streets Plan. The Living Streets Plan will address how the Policy will be implemented by providing more detailed information on street design, traffic calming, bike facilities, landscaping and lighting, as well as best practices for community engagement during the design process. Lastly, existing and future supporting plans such as the Bicycle Plan, Active Routes to Schools, Sidewalk Priority Plan and the Capital Improvement Plan will help to identify which projects are priorities with respect to this Policy.

Living Streets Vision

Edina is a place where...

- Transportation utilizing all modes is equally safe and accessible;
- Residents and families regularly choose to walk or bike;
- Streets enhance neighborhood character and community identity;
- Streets are inviting places that encourage human interaction and physical activity;
- Public policy strives to promote sustainability through balanced infrastructure investments;
- Environmental stewardship and reduced energy consumption are pursued in public and private sectors alike; and
- Streets support vibrant commerce and add to the value of adjacent land uses.

Living Streets Principles

The following principles will guide implementation of the Living Streets Policy. The City will incorporate these principles when planning for and designing the local transportation network and when making public and private land use decisions.

All Users and All Modes

The City will plan, design, and build high quality transportation facilities that meet the needs of the most vulnerable users (pedestrians, cyclists, children, elderly, and disabled) while enhancing safety and convenience for all users, and providing access and mobility for all modes.

Connectivity

- The City will design, operate, and maintain a transportation system that provides a highly connected network of streets that accommodate all modes of travel.
- The City will seek opportunities to overcome barriers to active transportation. This includes preserving and repurposing existing rights-of-way, and adding new rights-of-way to enhance connectivity for pedestrians, bicyclists, and transit.
- The City will prioritize non-motorized improvements to key destinations such as public facilities, public transit, the regional transportation network and commercial areas.
- The City will require new developments to provide interconnected street and sidewalk networks that connect to existing or planned streets or sidewalks on the perimeter of the development.
- Projects will include consideration of the logical termini by mode. For example, the logical termini for a bike lane or sidewalk may extend beyond the traditional limits of a street construction or reconstruction project, in order to ensure multimodal connectivity and continuity.

Application

- The City will apply this Living Streets Policy to all street projects including those involving operations, maintenance, new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway. This also includes privately built roads, sidewalks, paths and trails.
- The City will act as an advocate for Living Street principles when a local transportation or land use decision is under the jurisdiction of another agency.
- Living Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.
- The City will draw on all sources of transportation funding to implement this Policy and actively pursue grants, cost sharing opportunities and other new or special funding sources as applicable.
- All City departments will support the vision and principles outlined in the Policy in their work.

Exceptions

Living Streets principles will be included in all street construction, reconstruction, repaving, and rehabilitation projects, except under one or more of the conditions listed below. City staff will document proposed exceptions as part of the project proposal.

Exceptions:

- A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on a temporary detour. Such maintenance activities, however, shall consider and meet the needs of bicyclists and pedestrians.
- The City exempts a project due to an excessively disproportionate cost of establishing a bikeway, walkway, or transit enhancement as part of a project.
- The City determines that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to waterways, flood plains, remnants or native vegetation, wetlands, or other critical areas.

Design

The City will develop and adopt guidelines as part of the Living Streets Plan to direct the planning, funding, design, construction, operation, and maintenance of new and modified streets, sidewalks, paths and trails. The guidelines will allow for context-sensitive designs.

The City's design guidelines will:

- Keep street pavement widths to the minimum necessary.
- Provide well-designed pedestrian accommodation in the form of sidewalks or shared-use pathways on all arterial and collector streets and on local connector streets as determined by context. Sidewalks shall also be required where streets abut a public school, public building, community playfield or neighborhood park. Termini will be determined by context.
- Provide frequent, convenient and safe street crossings. These may be at intersections designed to be pedestrian friendly, or at mid-block locations where needed and appropriate.
- Provide bicycle accommodation on all primary bike routes.
- Allocate right-of-way for boulevards.
- Allocate right-of-way for parking only when necessary and not in conflict with Living Streets principles.
- Consider streets as part of our natural ecosystem and incorporate landscaping, trees, rain gardens and other features to improve air and water quality.

The design guidelines in the Living Streets Plan will be incorporated into other City plans, manuals, rules, regulations, and programs as appropriate. As new and better practices evolve, the City will update the Living Streets Plan.

Context Sensitivity

Although many streets look more or less the same, every street is a unique combination of its neighborhood, adjacent land uses, natural features, street design, users, and modes. To accommodate these differences, the City will:

- Seek input from stakeholders;
- Design streets with a strong sense of place;
- Be mindful of preserving and protecting natural features, such as waterways, trees, slopes, and ravines;
- Be mindful of existing land uses and neighborhood character; and

- Coordinate with business and property owners along commercial corridors to develop vibrant commercial districts.

Benchmarks and Performance Measures

The City will monitor and measure its performance relative to this Policy. Benchmarks demonstrating success include:

- Every street and neighborhood is a comfortable place for walking and bicycling;
- Every child can walk or bike to school or a park safely;
- Seniors, children, and disabled people can cross all streets safely and comfortably;
- An active way of life is available to all;
- There are zero traffic fatalities or serious injuries;
- No unfiltered street water flows into local waterways; storm water volume is reduced; and
- Retail streets stay or become popular regional destinations.

The City will draw on the following data to measure performance. Additional performance measures may be identified as this Policy is implemented.

- Number of crashes or transportation-related injuries reported to the Police Department.
- Number and type of traffic safety complaints or requests.
- Resident responses to transportation related questions in resident surveys.
- Resident responses to post-project surveys.
- The number of trips by walking, bicycling and transit (if applicable) as measured before and after the project.
- Envision ratings from the Institute for Sustainable Infrastructure.
- Speed statistics of vehicles on local streets.

Implementation

The goal of this Policy is to define and guide the implementation of Living Streets principles. Several steps still need to be taken to reach this goal. The first step will be to develop a Living Streets Plan to guide the implementation of the Policy. The Plan will:

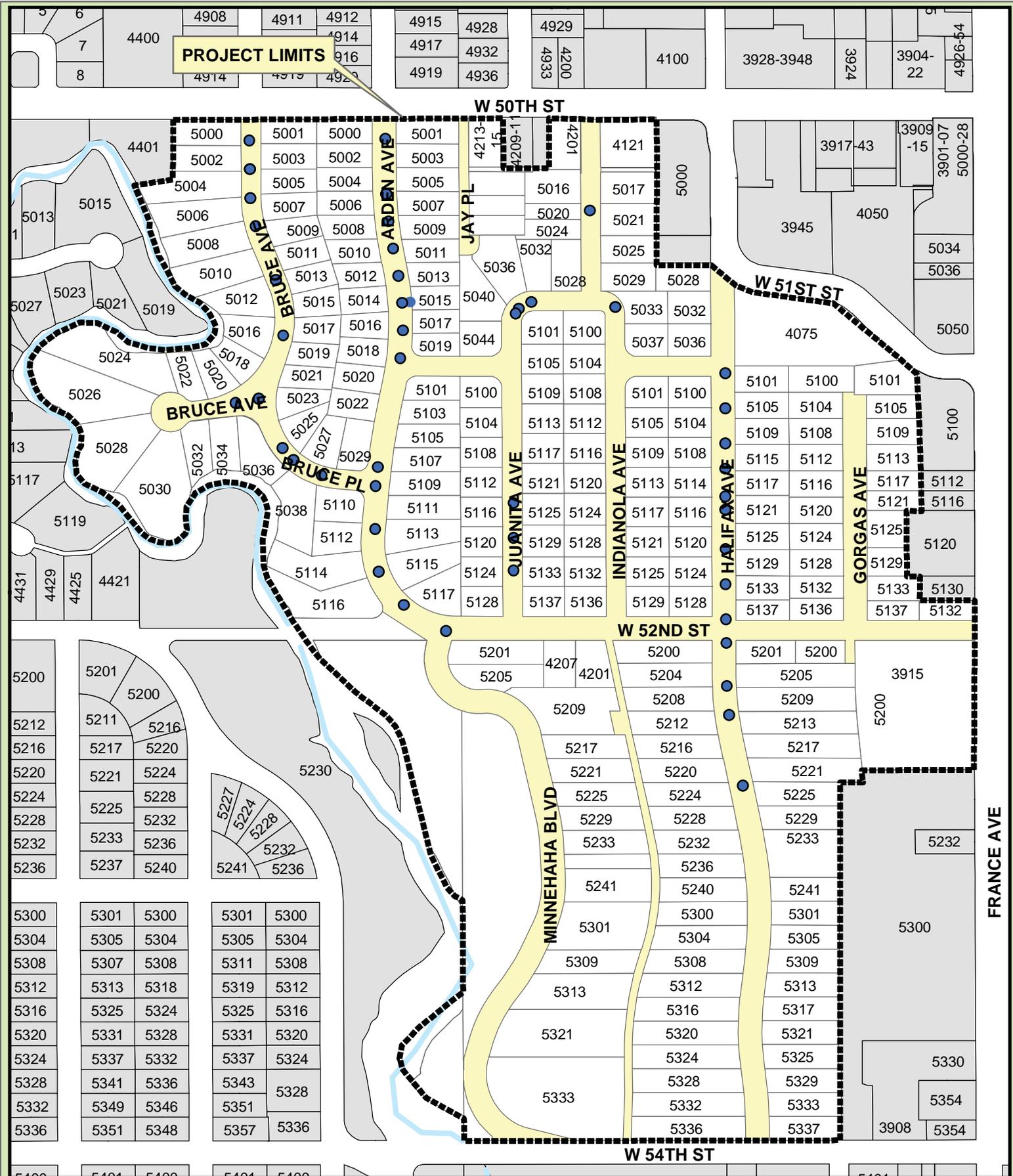
- Identify and implement standards or guidelines for street and intersection design, universal pedestrian access, transit accommodations, and pedestrian crossings;
- Identify and implement standards or guidelines for streetscape ecosystems, including street water management, urban forestry, street furniture, and utilities;
- Identify regulatory demands and their relationship to this Policy (ADA/PROWAG, MPCA, MNMUTCD, MnDOT state aid, watershed districts);
- Define the process by which residents participate in street design and request Living Streets improvements; and
- Define standards for bicycle and pedestrian connectivity to ensure access to key public, private and regional destinations.

Additional implementation steps include:

- Communicate this Policy to residents and other stakeholders; educate and engage on an ongoing basis;
- Update City ordinances, engineering standards, policies and guidelines to agree with this Policy;
- Inventory building and zoning codes to bring these into agreement with Living Streets principles as established by this Policy;
- Update and document maintenance policies and practices to support Policy goals;
- Update and document enforcement policies and practices to ensure safe streets for all modes;
- Incorporate Living Streets concepts in the next circulation of the City's general plans (Comprehensive Plan, Bicycle Plan, Active Routes to School Plan, etc.);
- Incorporate Living Streets as a criteria when evaluating transportation priorities in the Capital Improvement Plan (CIP);
- Review and update funding policies to ensure funding sources for Living Streets projects; and
- Coordinate with partner jurisdictions to achieve goals in this Policy.

APPENDIX L

Water Main and Service Breaks



2015 Watermain and Service Breaks
Arden Park D Neighborhood Roadway Reconstruction
Improvement No: BA-412

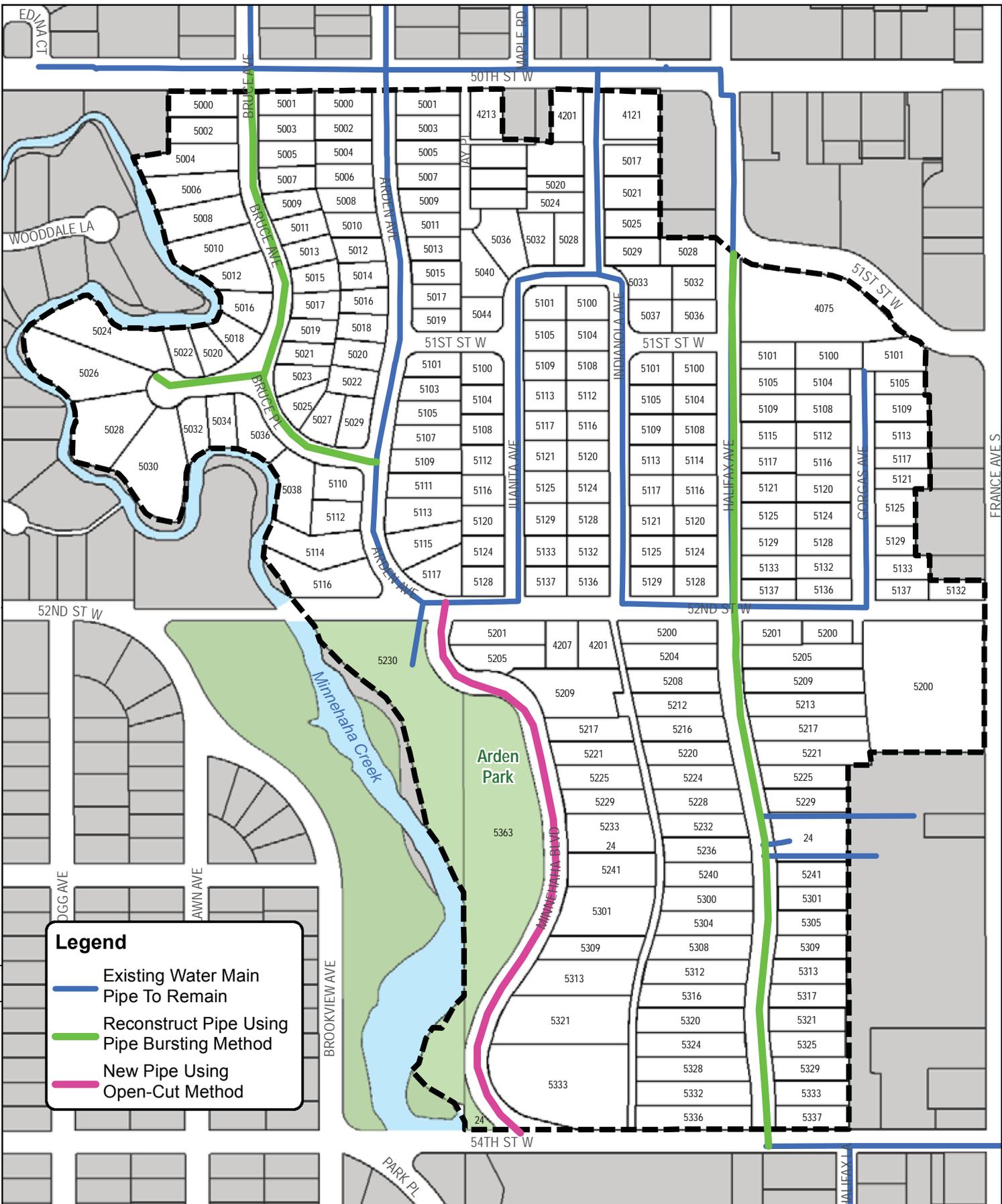
APPENDIX M

Appendix Drawings

**Drawing 1 – Proposed Water
Main Map**

**Drawing 2 – Preliminary
Assessment Map**

Path: P:\A\E\Edina\128385\GIS\Maps\Proposed Watermain.mxd



Legend

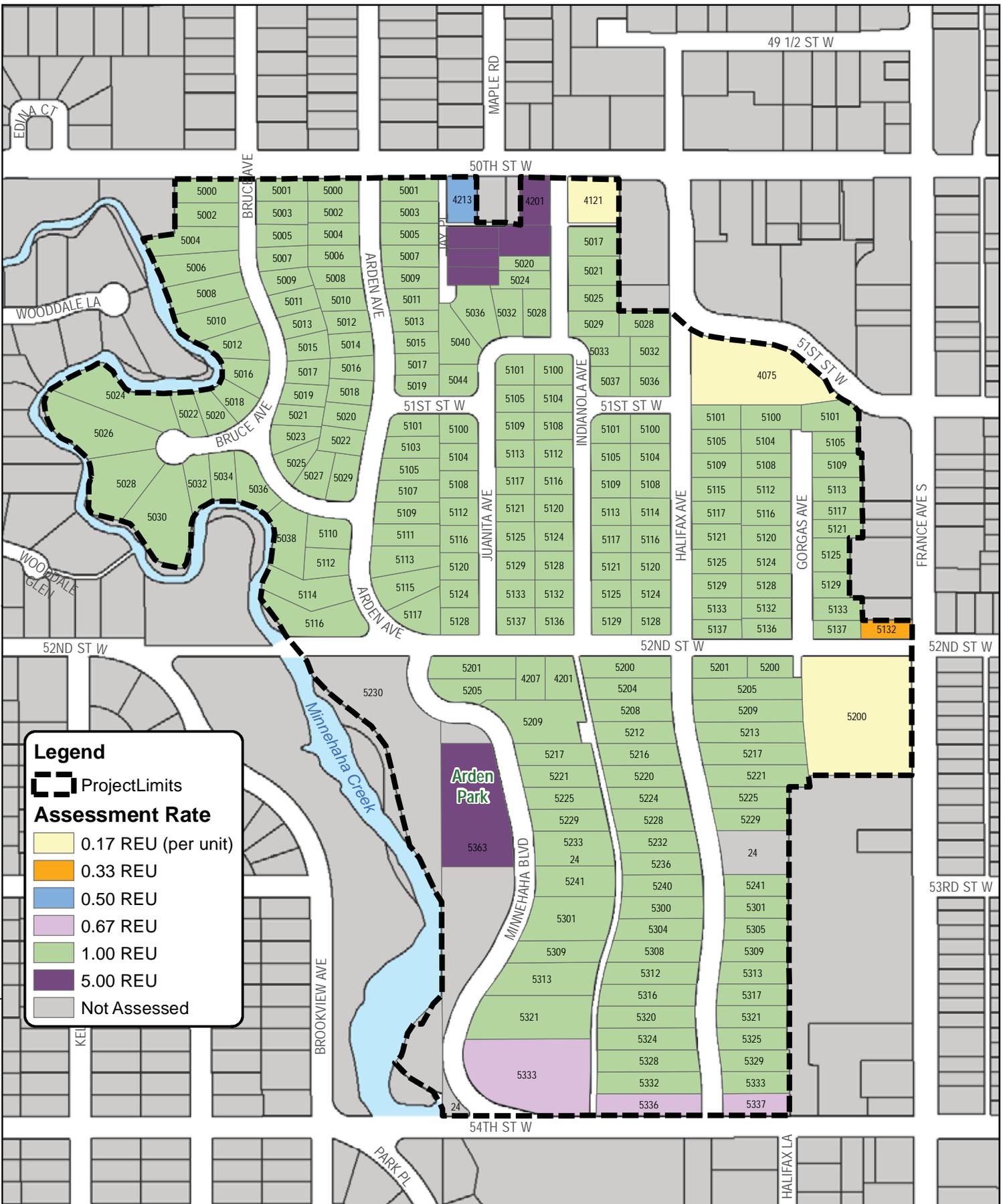
- Existing Water Main
- Pipe To Remain
- Reconstruct Pipe Using Pipe Bursting Method
- New Pipe Using Open-Cut Method



Project: EDINA 128385
 Date: 11/10/2014
 Map by: MSS
 Projection: Hennepin County Coords
 Source: Henn. County, City of Edina, Microsoft Virtual Earth

**Arden Park D Neighborhood
 Roadway Reconstruction
 Edina, Minnesota**

**Drawing
 1**



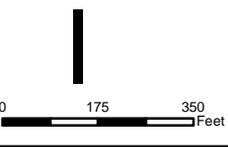
Legend

Project Limits

Assessment Rate

- 0.17 REU (per unit)
- 0.33 REU
- 0.50 REU
- 0.67 REU
- 1.00 REU
- Not Assessed

Path: P:\A\Edina\128385\GIS\Maps\StreetAssessment.mxd



Project: EDINA 128385
 Date: 11/5/2014
 Map by: MSS
 Projection: Hennepin County Coords
 Source: Henn. County, City of Edina, Microsoft Virtual Earth

**Arden Park D Neighborhood
 Roadway Reconstruction
 Edina, Minnesota**

**Drawing
 2**

APPENDIX N

October 6, 2014 Park Board Meeting



To: Park Board

Agenda Item #: VII.A.

From: Ann Kattreh, Parks & Recreation Director
Toby Muse, Project Manager, SEH

Action

Discussion

Information

Date: October 6, 2014

Subject: Arden Park Sidewalk Addition

Action Requested:

Approve 8-foot wide sidewalk addition to Arden Park. Review other potential impacts to Arden Park.

Information / Background:

The Arden Park D Neighborhood Roadway Improvement Project is planned for construction in 2015. Engineering staff is developing the project's engineering study. The City Council will review the final engineering study and determine if the project will move forward at a special meeting on December 9, 2014.

As discussed at the April 1, 2014 City Council work session, the project will incorporate many elements of our draft Living Streets plan. These elements include installation of sidewalks with boulevards on at least one side of the roadway, narrowing the roadway to 24-foot face-to-face of curb, restricting parking to one side of the street, and identify opportunities for storm water infiltration. The project involves reconstruction of approximately 12,000-foot or just over 2-miles of streets with the potential of extensive utility replacements. The existing watermain is a combination of cast iron and ductile iron pipe. The neighborhood has a history of water service leaks. To determine the condition of the watermain pipe, staff will be conducting non-destruction testing of the watermain pipes to determine the cost effectiveness of replacement.

The attached graphic shows potential impacts to Arden Park.

A few items to note:

- Two storm sewer pipe runs may need to be lined or removed and replaced. Engineering staff is awaiting TV work of these pipes before a method of reconstruction is chosen.
- A grass drainage swale may be incorporated south of the active green area in the park from approximately the middle of Minnehaha Boulevard to Minnehaha Creek. This could be placed in lieu of the storm sewer work or in addition to it. It would follow the existing tree line along the street.
- An emergency stormwater overflow swale is proposed through the park along the tree line north of the existing playground. This will relieve the area of Arden Avenue that floods due to an undersized storm sewer in 52nd St.
- An 8-foot wide sidewalk will be installed adjacent to the street on the south half of

Minnehaha Boulevard. It will slightly traverse out into Arden Park near the north half of the street in order to preserve existing mature trees.

- A 3-foot high modular block retaining wall will be placed against the sidewalk where existing steep slopes exist along the south half of Minnehaha Boulevard.
- Existing brush will need to be cleared in the area where the retaining wall is proposed to be built.
- A potential construction material/equipment storage area is shown in the graphic. The location would be fenced off and away from predominant park activities.
- The 24-inch sanitary sewer in the park will be lined. Lining will require access to existing manholes for a large truck. The lining work may take place in the late winter of 2015.

When streets are being reconstructed adjacent to parks, the addition of sidewalks to provide safe neighborhood access to parks is being considered. This was recently completed at both Strachauer and Weber parks.

Parks & Recreation Department staff recommends the approval of the sidewalk at Arden Park. Toby Muse, SEH Project Manager will be at the Park Board meeting and will make a brief presentation and answer questions.

Attachment:

Arden Park D Neighborhood Roadway Improvements

CIPP lining of 24" sanitary main requires access to mh's for a large truck. Services will also be lined.

Possible additional storm sewer line to alleviate over-capacitated pipes

Possible grass swale emergency overflow

3' high modular block retaining wall, brush to be cleared.

8' wide concrete sidewalk

Possible replaced or lined storm sewer pipe

Possible drainage swale in lieu of or combination with storm sewer work

Possible temporary storage area

Minnehaha Boulevard to be reconstructed.

W 54TH ST

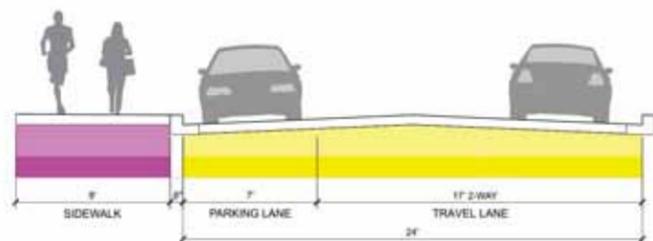
MINNEHAHA CREEK

MINNEHAHA BLVD

**ARDEN PARK D
NEIGHBORHOOD ROADWAY
IMPROVEMENTS**
ANTICIPATED PARK IMPACTS
EDINA, MN
IMPROVEMENT NO. BA-412
SEPTEMBER 30, 2014



EXISTING CONDITIONS	
EXISTING STORM SEWER TRUNK PIPE, CATCH BASIN & MANHOLE	
EXISTING SANITARY SEWER TRUNK PIPE & MANHOLE	
EXISTING WATER MAIN, HYDRANT & GATE VALVE	
EXISTING RIGHT OF WAY	
EXISTING PROPERTY LINE	
EXISTING BACK OF CURB	
POWER POLES	
PROPOSED CONDITIONS	
REPLACE CITY OWNED STREET LIGHT	
PROPOSED STORM SEWER PIPE	
PROPOSED FIRE HYDRANT & GATE VALVE	
RECONSTRUCT WATER MAIN TRUNK PIPE VIA BURSTING METHOD	
PROPOSED WATER MAIN TRUNK PIPE VIA OPEN CUT OR HDD METHOD	
RECONSTRUCT WATER SERVICE PIPE & CURB STOP	
RECONSTRUCT SANITARY SEWER SERVICE	
RECONSTRUCT SANITARY SEWER TRUNK PIPE USING CIPP METHOD	
STREET PAVEMENT	
CONCRETE SIDEWALK	
RETAINING WALL	



Minnehaha Boulevard Typical Section

**UNAPPROVED - MINUTES
OF THE REGULAR MEETING OF THE
EDINA PARK BOARD
HELD AT PUBLIC WORKS FACILITY
MULTIPURPOSE ROOM
Monday, Oct. 6, 2014
7 p.m.**

I. CALL TO ORDER

Chair Gieseke called the meeting to order at 7:01 p.m.

II. INTRODUCE STUDENT MEMBERS

Chair Gieseke introduced Asef Chowdhury and Graham Colwell to the Park Board as the new student members. Mr. Chowdhury and Mr. Colwell explained their choice for being on the Park Board.

III. ROLL CALL

Answering roll call were Members Gieseke, Greene, Jones, Jacobson, Segreto, McCormick, Steel.

Absent: Members Cella, Deeds, Downing.

Student Members present: Chowdhury and Colwell.

IV. APPROVAL OF MEETING AGENDA

Member Steel made a motion, seconded by Member McCormick, approving the meeting agenda as amended to switch Item VII.F. (Grandview Update) with Item VII.D (2015 Park Board Work Plan).

Ayes: Members Gieseke, Greene, Jones, Jacobson, Segreto, McCormick, Steel.

Motion Carried.

V. ADOPTION OF CONSENT AGENDA

Member Segreto made a motion, seconded by Member Steel, approving the consent agenda as follows:

V.A. Approval of Minutes – Work Session Tuesday, Aug. 11, 2014 at 5 p.m.

Ayes: Members Gieseke, Greene, Jones, Jacobson, Segreto, McCormick, Steel.

Motion Carried.

V.B. Approval of Minutes – Work Session Tuesday, Aug. 11, 2014 at 6 p.m.

Ayes: Members Gieseke, Greene, Jones, Jacobson, Segreto, McCormick, Steel.

Motion Carried.

V.C. Approval of Minutes – Regular Meeting on Aug. 11, 2014

Ayes: Members Gieseke, Greene, Jones, Jacobson, Segreto, McCormick, Steel.

Motion Carried.

VI. COMMUNITY COMMENT

None

VII. REPORTS/RECOMMENDATIONS

VII.A. Arden Park Sidewalk Addition

Ms. Kattreh informed the Park Board that the Arden Park D Neighborhood Roadway Improvement Project is planned for construction in 2015. Engineering staff is developing the project's engineering study. The City Council will review the final engineering study and determine if the project will move forward at a special meeting on Dec. 9, 2014. Ms. Kattreh indicated Toby Muse, Project Manager from SEH was at the meeting to give a presentation to the Park Board.

Mr. Muse presented the Arden Park Sidewalk Addition plans to the Park Board.

Chair Geiseke asked for a definition of a grass swale. Mr. Muse explained a grass swale is a strip of grass that filters water before it gets to a body of water, such as Minnehaha Creek.

Member Jones asked how temporary the storage area is. Mr. Muse stated the main part of the building will be used during the peak construction season for one year and will be restored to what it is today.

Member Segreto stated Minnehaha Boulevard becomes a speedway at certain times of the day and she was not sure if they wanted to widen it. Mr. Muse stated the boulevard will actually be made skinnier in some areas, which will slow down the speed.

Member Segreto wanted to know where a crossing will be to allow canoers to cross Minnehaha Boulevard. Mr. Muse showed on the drawing where there will be an alligator crossing.

Member Jones wondered if the sidewalk will be constructed as a boulevard or street sidewalk. Mr. Muse indicated it will be a street sidewalk. Member Jones asked if all of the trees will need to be cut down to make a path. Mr. Muse showed on the plans where brush will be removed. He noted they are going to try to avoid any tree removals.

Member Steel asked if this will be maintained like a sidewalk. Mr. Muse understood it would be maintained by the city. Member Steel stated the city is strapped to repair and maintain the current paths and she wondered how the city will continue to maintain sidewalks and paths. Mr. Muse stated this was discussed at an open house and was indicated the city and residents would need to maintain the sidewalk. It is initially paid for by the PAX Funding to get put in and then up to the city to maintain.

Member Segreto made a motion, seconded by Member McCormick, to approve the Arden Park D Neighborhood Roadway Improvement Project as proposed.

Ayes: Members Gieseke, Greene, Jones, Jacobson, Segreto, McCormick, Steel.

Motion Carried.

VII.B. Fred Richards Vision Plan

Ms. Kattreh informed the Park Board that on April 22, 2014 the City Council retained Schoenbauer Consulting, LLC to undertake a repurposing vision study for Fred Richards. The main goal of the first step is to establish the parameters for “highest and best public use” of the property, which will be used to guide development of a detailed master plan. If the Park Board recommends and the City Council approves the vision plan, the next step would be to engage a firm to complete a detailed master plan for the park.

Mr. Schoenbauer made a presentation to the Park Board.

Member McCormick asked where the public access to the park will be located. Mr. Schoenbauer showed on the drawing the public access and noted they are trying to respond to the neighborhoods concern with parking and vehicles in the neighborhood yet still giving them access to the area.

Ms. Kattreh noted the Park Board should get a good look at the 9-Mile Creek Trail and the routing through it.

Member McCormick asked if the total project costs included the buffering and ponding. Mr. Schoenbauer indicated the buffering would be included but there needs to be further discussion with the city regarding the ponding and there would be additional costs.

APPENDIX O

October 23, 2014 ETC Meeting

REPORT / RECOMMENDATION



To: Edina Transportation Commission

Agenda Item #: VI. A.

From: Chad A. Millner, PE, Director of Engineering

Action

Discussion

Date: October 23, 2014

Information

Subject: Arden Park D Neighborhood Draft Engineering Report

Action Requested:

No action requested.

Information / Background:

The City is working with SEH Inc. on the draft engineering report for 2015 Arden Park D Neighborhood Reconstruction Project. This project involves reconstruction of the roadways including bituminous pavement and curb and gutter, and also includes upgrading existing utility infrastructure systems including storm sewer, water, and sanitary sewer. Sidewalks are also planned to be added to Arden Avenue, West 52nd Street, and Minnehaha Boulevard. Funding for the entire project will be from a combination of special assessment, respective utility funds, Pedestrian and Cyclist Safety (PACS) funds, and Minnehaha Creek Watershed District (MCWD) funds

Please note that this project implements principles of the Living Streets Policy and draft Living Street Plan. It continues our change of thinking about the use of our streets from primarily auto-centric to the incorporation of pedestrian-friendly elements and what is required for a balanced, multi-modal transportation system.

SEH Inc. will provide a brief presentation of the project and will take questions from the ETC. Staff and the consultant are requesting that commissioners review and provide feedback on the draft engineering report.

Attachments:

Draft Arden Park D Neighborhood Engineering Report

**MINUTES OF
CITY OF EDINA, MINNESOTA
TRANSPORTATION COMMISSION
COUNCIL CHAMBERS
OCTOBER 23, 2014
6:00 P.M.**

ROLL CALL Answering roll call were members Bass, Campbell, Iyer, Janovy, Nelson, Olson, Rummel, Spanhake and Whited.

ABSENT Members Boettge and LaForce.

APPROVAL OF MEETING AGENDA

Motion was made by member Janovy and seconded by member Spanhake to approve the meeting agenda. All voted aye. Motion carried.

APPROVAL OF MEETING MINUTES

REGULAR MEETING OF SEPTEMBER 18, 2014

Motion was made by member Nelson and seconded by member Olson to approve the minutes of September 18, 2014. All voted aye. Motion carried.

COMMUNITY COMMENT - None.

REPORTS/RECOMMENDATIONS

Arden Park D Neighborhood Draft Engineering Report

City engineer Millner said the Arden Park D project was initiated by staff primarily due to needed utility repairs and this made it a good fit to implement elements of Living Streets policy. He said on Aug. 19, the City Council removed the proposed sidewalks from Juanita Ave and Indianola Ave based on feedback from residents and because they did not meet warrants. Mr. Millner said Arden Park D would be coordinated with the W. 54th St. project and bid together to take advantage of economies of scale. He turned over the presentation to Mr. Toby Muse, consulting engineer with SEH who is designing and managing both the Arden Park D and W. 54th St. projects.

Mr. Muse described current conditions and stated that most streets are 30 ft. wide; ADT varies, for example, on Juanita it is low, and high on Halifax; the 85th percentile speed is 25-32 mph with the highest speed on Halifax due to cut thru traffic avoiding the 50th & France area; the only alley has three different type of materials (pavement/dirt/gravel), it is 10-12 ft. wide and Public Works perform maintenance at least three times annually; and all but three streetlights are owned by Xcel Energy.

Mr. Muse said proposed improvements include new pavement and curb and gutter; elements of Living Streets such as reducing streets width to 24 ft. with one parking lane, and boulevard-style sidewalks. He said the sidewalk layout proposed by staff was redesigned based on existing tree locations and feedback from residents and is now proposed to be 4 ft. with a 3 ft. boulevard. He said sidewalks will be on Arden (east side), 52nd St. (south side), Minnehaha Blvd (west side) and a small section by the church on Indianola. The Minnehaha Blvd sidewalk will be 8 ft. because it is next to the park and is expected to have more users. Streets without sidewalks will be 26 ft. wide except for Minnehaha Blvd which will be 27 ft. wide to accommodate future parking demands if needed. Crosswalks will be striped at 52nd & Halifax and also on Minnehaha Blvd. The intersection at 51st & Halifax will have a 6 ft. island to help reduce traffic speeds; the island at Bruce Ave & Bruce Pl will increase in size; and the cul-de-sacs at Bruce Ave and Gorgas Ave will be reduced. The gravel section of the alley will be paved. New streetlights will be added and residents will be surveyed to see which of the four lighting styles they prefer.

Mr. Millner said two informational meetings were held for residents and input was also sought from the Park Board, Police, Fire, and Public Works.

Discussion

Member Janovy said the 4 ft. sidewalk does not match the change being made to the Comprehensive Plan and Living Streets. Mr. Millner explained that the change was made because residents felt the 5 ft. design did not fit the character of the neighborhood and existing sidewalks in the neighborhood are 4 ft. wide. She suggested a 5 ft. sidewalk with a 2 ft. boulevard like she's seen in other places. She asked if there was any concern from the school district with the median because she thought they were concerned with the ones in the Cornelia neighborhood. Mr. Millner said feedback was not sought from the school district but he would contact the transportation supervisor. She asked if the crosswalks meet the crosswalk policy and he said he did not look at pedestrian counts but they should with the many park users.

Member Olson asked about replacement of the entire curb and gutter and Mr. Millner explained that because the project is driven by utility repairs all existing curb and gutter would have to be removed and replaced.

Chair Bass asked if the island would be planted with flowers and Mr. Millner said he's not sure because the island is unique in that it was installed at the request of a resident and is maintained by the resident.

Member Nelson asked what the Park Board's feedback was and Mr. Millner said they are in favor of the 8 ft. sidewalk along the park. Mr. Millner will check to see if it is possible to design the median at 51st & Halifax to have a crossing refuge; however, he does not believe it is necessary because of the width of the street.

Member Spanhake asked if there were any major concerns from residents and Mr. Millner said yes, they were not in favor of the sidewalks on Juanita and Indianola, concerned with loss of parking, and still some not in favor of sidewalks anywhere.

Member Janovy asked about the width of the travel lanes at the median and Mr. Millner said they are 14 ft. wide. She said there were concerns with the ones in the Cornelia neighborhood that the space was reduced when there was snow, cars and bikes. Member Olson said he likes them because they force bikes to be car-like and cars slow down because of them. She asked if the PACS fund pays for streetlights and planner Nolan said it pays for pedestrian safety lights not decorative streetlights.

Regarding curb and gutter, member Janovy said she is concerned with the inconsistency of curb and gutter replacement. Mr. Millner explained that the storm sewer fund would be quickly depleted if they were to automatically replace all curb and gutter. She said the Living Streets policy was written to include exceptions so this may require bigger discussion. She said there are different ways to look at the costs. She said this keeps coming up as an issue that different neighborhoods are treated differently. She said it reduces the meaning of the Living Streets policy.

Chair Bass said she understood the frustration of not applying the policy uniformly but they must also be pragmatic about infrastructure improvements and there will be some inconsistencies because of this. She said the City Council has to weigh all desires and options and be fiscally conservative at the same time. Member Janovy said they haven't seen a comparison of what the cost is to residents who are assessed for an additional 6 ft. of pavement and maintenance over 50 years. She said there are different ways to approach this challenge.

Member Iyer said he agreed with member Janovy's global point on curb and gutter replacement. He said there should be consistency.

Mr. Millner said most streets are 27 ft. and they are not putting in any new streets that are 30 ft. if the curb and gutter are taken out.

Chair Bass said she visited the neighborhood and it was teaming with pedestrians, joggers and park users so she was pleased to see that sidewalks were proposed.

APPENDIX P

October 28, 2014 Lighting Questionnaire



Arden Park D Neighborhood Roadway Reconstruction

October 28, 2014

Dear Resident:

We are continuing to work through the design process of this project. Based on the results of a previous survey, the neighborhood does not want to expand the current City owned lighting system. The graphic below shows the existing lighting system - street light poles are yellow, the underground wires between them are the brown lines, and the red boxes are power sources.



Replacement of the lighting system is required because of deterioration and frequent maintenance. The new lights will provide greater illumination which will enhance visibility of pedestrians and vehicles and also lower maintenance costs. The new light poles will be placed in the same location as the existing light poles. All other lights in the neighborhood are owned and maintained by Xcel Energy and will remain as is.

Please tell us your lighting style preference by completing the enclosed questionnaire. All of the lighting styles provide similar levels of illumination, are downward facing and can be shielded from diffusing light towards houses.

The replacement cost is an assessable item and is estimated at \$400 per residential equivalent unit.

Please feel free to email Joe Clement at jclement@sehinc.com or call at 952-912-2614. Or, you can email me at cmillner@edinamn.gov or call at 952-826-0318. Please include your street address on email correspondence to help us track feedback.

ENGINEERING DEPARTMENT

7450 Metro Boulevard • Edina, Minnesota 55439
www.EdinaMN.gov • 952-826-0371 • Fax 952-826-0392



Sincerely,

Chad A. Millner

Chad Millner, P.E.
Director of Engineering

ENGINEERING DEPARTMENT

7450 Metro Boulevard • Edina, Minnesota 55439
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Resident Lighting Questionnaire Arden Park D Neighborhood Roadway Reconstruction

Thank you for completing and returning this questionnaire by **Nov. 10** using the self-addressed stamped envelope.

Which pedestrian lighting style do you prefer?



Washington Acorn



Arlington Lantern



Postop Lantern



Coach Lantern