



ENGINEERING STUDY

GOLF TERRACE B NEIGHBORHOOD ROADWAY IMPROVEMENTS

Concord Avenue, Concord Terrace, Fairfax Avenue,
Golf Terrace, Lakeview Drive, Lexington Avenue,
Oak Drive, St. Johns Avenue, Tower Street, West
56th Street, Woodland Road West

IMPROVEMENT NO. BA-420

November 5, 2015

**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.

Carter Schulze

Carter Schulze

44908

Reg. No.

11/5/15

Date



ENGINEERING STUDY – BA-420

ENGINEERING DEPARTMENT

CITY OF EDINA

GOLF TERRACE B NEIGHBORHOOD ROADWAY IMPROVEMENTS

NOVEMBER 5, 2015

SUMMARY:

The project involves localized rehabilitation of the sanitary sewer and watermain system, upgrades to the storm sewer, complete replacement of existing concrete curb and gutter, construction of new concrete sidewalks, and complete reconstruction of bituminous pavement surfaces.

The estimated total project cost is \$8,165,950. The estimated roadway construction cost is \$3,627,395 and will be funded through special assessments at a rate of approximately \$15,783 per residential equivalent unit (REU). Utility improvements and repairs amount to \$4,465,705 and will be funded through the respective utility funds. Sidewalk improvements are estimated to cost \$72,850 and will be funded through the Pedestrian and Cyclists Safety (PACS) fund.

The project can be completed during the 2016 construction season. Staff believes the project is feasible, cost effective and necessary to improve the infrastructure, and complies with Vision Edina's mission statement to "provide effective and valued public services and maintain a sound public infrastructure," as well as the City's Living Streets Policy and Living Streets Plan.

LOCATION:

The project includes Concord Avenue, Concord Terrace, Fairfax Avenue, Golf Terrace, Lakeview Drive, Lexington Avenue, Oak Drive, St. Johns Avenue, Tower Street, West 56th Street, and Woodland Road West. Below is a detailed location map of the Golf Terrace B Neighborhood Roadway Improvement Project (Figure 1).



Figure 1: Project Area Map

INITIATION & ISSUES:

The Golf Terrace B Neighborhood project was initiated by the Engineering Department as part of the City’s Neighborhood Reconstruction Program, identified in the Capital Improvement Plan. This project addresses updating aging infrastructure with improvements associated with the pavement condition, storm water, sanitary sewer, and watermain systems, and bicycle and pedestrian facilities.

All Engineering projects are reviewed for compatibility with the City of Edina 2008 Comprehensive Plan Update (the “Plan”), the Comprehensive Bicycle Transportation Plan, the Comprehensive Water Resource Management Plan, the Living Streets Policy, the Active Routes to School Plan, and sustainable project evaluation.

City of Edina 2008 Comprehensive Plan Update

Sidewalk Facilities

Chapter 7 of the Plan addresses locations of proposed sidewalk facilities within the City. As shown in Appendix A, there are existing sidewalks on Concord Avenue between Southview Lane and West 56th Street, on West 56th Street between Concord Avenue and Wooddale Avenue, and on

Wooddale Avenue between West 56th Street and West 54th Street. There is a proposed sidewalk facility on Concord Avenue between Southview Lane and Lexington Avenue. A Public Hearing for the Planning Commission was held on October 22, 2014, and with the City Council on November 3, 2014 to consider amendments to Chapter 7 of the Plan. The amendments included incorporating the sidewalks recommended by the Active Routes to School Plan and the Living Streets Policy into the Plan.

Bicycle Facilities

Chapter 7 of the plan addresses locations of proposed bicycle facilities within the City, as part of the Comprehensive Bicycle Transportation Plan. As shown in Appendix A, there are existing bicycle facilities on Concord Avenue between Southview Lane and West 58th Street, on West 58th Street between Concord Avenue and Wooddale Avenue, and on Wooddale Avenue between West 58th Street and West 54th Street. There is a proposed secondary route on Golf Terrace from Wooddale Avenue to Lakeview Drive.

Living Streets Policy and Sustainability Evaluation

The Living Streets Plan was adopted by the City Council on May 6th, 2015 (see Appendix B). Staff has included elements that pertain to residential neighborhoods in the rehabilitation of the infrastructure and replacement of the roadways.

The vision statement of the Living Streets Policy expresses the need to look at future projects differently:

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.

Staff has also included elements of sustainable engineering into this project. 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. Staff views 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, such as 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 and mobility to the transportation network. Where available, this includes transportation options for a variety of user groups including, but not limited to, children, seniors, and disabled individuals. In addition, the project improves mobility for different types of users, such as pedestrians, cyclists, and motorists. Updates to the fire hydrants provide public safety staff the ease of connection needed during an emergency.

Environment: The project provides homeowners a piping system to discharge ground water into, eliminating standing water, ice, and algae buildup along the 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 system, which minimizes regional wastewater treatment. Bituminous pavements will be recycled on-site, minimizing truck traffic to and from the site.

Economy: The project is designed to reduce construction costs now and into the future. The new roadway section can easily be maintained long-term with the use of programmatic sealcoating and mill and overlays. These maintenance operations will significantly extend the life of the pavement. The project will also use less disruptive construction methods, such as trenchless technology (i.e., lining the pipes rather than removing and replacing them).

Staff Issues

The following is a list of issues, some generated by resident comments, addressed in this report:

- Existing pavement surface condition
- Existing sanitary sewer and watermain system conditions
- Stormwater drainage
- Pedestrian accessibility and safety
- Traffic speed and volume
- Existing street lighting
- Existing landscaping, retaining walls, and driveways
- Private utilities

Resident Input

As part of the Engineering Department's practice of notifying residents 2-3 years prior to a potential reconstruction project, residents were invited to an

open house on September 9th, 2013. Materials from this meeting are available on the City's website, or upon request.

Two questionnaires were mailed to affected property owners soliciting feedback for the design of this project. The first was a multi-modal traffic survey, which inquired about ways to promote safe driving, bicycling, and walking. This survey was mailed on May 4th, 2015, and was completed and returned by 60 of 236 property owners, a return rate of 25%.

The following is a summary of feedback received from residents:

- 27 of 60 (45%*) were satisfied or very satisfied with the speed of traffic in the neighborhood; 23 (38%) were dissatisfied or very dissatisfied
- 17 (28%) were satisfied or very satisfied with motorist behavior in the neighborhood; 30 (50%) were dissatisfied or very dissatisfied
- 32 (53%) identified an unsafe intersection within the neighborhood
- 54 (90%) walk, run, or jog in the neighborhood at least 2-3 times per week
- 26 (43%) ride a bicycle in the neighborhood at least 2-3 times per week
- 10 (17%) reported parking on the street at least 2-3 times per week; 38 (63%) reported parking on the street less than once per month.

*Percentages based on number of returned surveys

A second questionnaire was mailed to property owners on June 4th, 2015, inquiring about drainage problems, pedestrian accommodations, street lighting, and other project-related concerns. This survey was completed and returned by 117 of 236 property owners, a return rate of 50%.

The following is a summary of feedback received from the residents:

- 77 of 117 (66%*) reported having drain tile or a footing drain on their property
- 96 (82%) reported having a sump pump on their property
- 58 (50%) identified localized drainage problems in the neighborhood
- 29 (24%) favored upgrades to existing street lighting

*Percentages based on number of returned surveys

The full questionnaires and responses can be found in Appendix C.

A neighborhood informational meeting was held on July 27th, 2015 to discuss the improvements planned for this neighborhood. The meeting was attended by 37 residents representing 32 properties. Materials from this meeting can be found in Appendix D.

Resident input regarding the project was also received in the form of emails, which can be found in Appendix E.

Staff Input

A draft engineering study was provided to the Public Works, Fire, and Police Departments.

The Public Works Department expressed concern about the extent of watermain replacement within the neighborhood. Engineering works closely with Public Works to prioritize improvements based on condition, need, and available funding. Public Works also commented on the condition of the existing street lighting. The Engineering Department met with Xcel Energy and other private utility representatives on September 9th, 2015 for a project introduction meeting. Staff will continue conversations with Xcel Energy on this topic to insure that street lighting system is capable of achieving long service life similar to that of the reconstructed streets.

The Fire Department suggested that the proposed street sections be reviewed to ensure it can support the turning radius and weight of large emergency vehicles, and that the street widths meet State Fire Code's minimum of 20 feet. The Fire Department commented on the need for fire hydrants to be upgraded with Storz connection. Fire hydrant spacing was also requested to be reviewed to insure a maximum spacing of 350' to meet current fire codes, and that hydrants be placed to minimize snow accumulation.

Edina Transportation Commission Input

Prior to the Edina Transportation Commission (ETC) regular meeting on October 22nd, 2015, the draft Golf Terrace B Engineering Study was provided for review. The ETC inquired about the residents' perspective regarding one-sided parking throughout the neighborhood. The neighborhood survey questions related to street parking did not indicate a strong demand for on-street parking, and one-sided parking is preferred by City staff as part of the Living Street Policy. The ETC also questioned how staff determines which side of the street to construct new sidewalks. A number of factors are considered, including existing topography, residential impacts, cost of construction, and connections to existing facilities. Relevant minutes from the ETC meeting are included in Appendix F.

EXISTING CONDITIONS: Streets

The roadways in this neighborhood were originally constructed between 1941 and 1959 (Photo 1)



Photo 1: Golf Terrace B neighborhood, 1956

The majority of the streets in the neighborhood have concrete curb and gutter, and the average roadway width is 27 feet. The typical street section varies from 3 to 12 inches of bituminous pavement over a clay and gravel base, according to record plans of the original construction. Street sections have been verified by a recent geotechnical evaluation of the project area.

The pavement condition varies throughout the neighborhood, but is in relatively poor condition. The average pavement condition index (PCI) for the City of Edina is 57 and the average PCI for Golf Terrace B is 51. An example of the current street condition can be seen in Photo 2.



Photo 2: Existing Pavement Condition

The City of Edina contracts with a consultant to 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; 100 representing a brand-new road surface and 0 being extremely poor.

The City evaluates the pavement condition, age, and utility concerns within a neighborhood to determine a proper maintenance strategy. The pavement throughout these streets is near the end of its useful life. The costs to maintain and repair the roadways will steadily increase, and sealcoating or overlaying is no longer feasible.

Traffic and Crash Data

Staff measured traffic volumes and speeds at four locations within or near the neighborhood. Average daily traffic volumes ranged from 150 to 550 vehicles per day with 85th percentile speeds ranging from 24 to 27.7 mph. The traffic and crash data is shown in Appendix G.

Public Utilities

Sanitary Sewer

The existing sanitary sewer system consists of 9-inch vitrified clay pipe (VCP), installed between 1940 and 1955. In 1998, the City installed a 12-inch PVC sanitary bypass pipe along Tower Street. Historical records indicate there have been few sewer back-ups or blockages in the area (see Appendix H).

Watermain

The existing watermain system consists of 6-inch cast iron pipe (CIP), 1.5-inch, and 2-inch copper pipe installed between 1940 and 1954. The overall system has experienced a relatively large amount of breaks (see Appendix H). The fire hydrants are original to the neighborhood.

Storm Sewer

The storm sewer system is located within the legal boundary of the Minnehaha Creek Watershed District. The Comprehensive Water Resource Management Plan indicates possible storm sewer manhole surcharging in large storm events. A large number of properties within this project area have sump drains that discharge into the boulevard or street.

Sidewalks

There are currently no sidewalks in the project area.

Private Utilities

Providers of privately owned gas, electric, communications, and cable television utilities are present in the neighborhood. The utilities are a combination of overhead and underground facilities located in backyards or along the boulevard.

Street lighting consists of standard “cobra,” “shoe box,” “Washington acorn,” and “coach lantern” lights mounted on wood and fiberglass poles located throughout the project area as shown in Appendix I.

Landscaping

Many properties have vegetation, hardscapes (such as boulders and retaining walls), or other landscaped items within the City right-of-way. A portion of these landscape items will interfere with some of the proposed infrastructure improvements and will need to be removed in order to complete the necessary work.

PROPOSED IMPROVEMENTS:

Streets

The pavement section is proposed to be completely reconstructed to the subgrade. The existing pavement will be recycled for use as base material in the new roadway where feasible. A minimum of 8 inches of recycled gravel material will be graded and compacted as the base layer prior to placement of 2.5 inches of bituminous base and 1.5 inches of bituminous wear course. Unsuitable subgrade materials will be replaced as necessary to provide adequate support for the new roadbed. The reconstructed sections will meet the requirements of a minimum 20-year pavement design life based on projected traffic loadings. With prescriptive maintenance procedures, including sealcoating and overlays, the design life of the entire roadway can be extended considerably.

Due to the scope of the utility repairs, all of the concrete curb and gutter will be replaced. This makes it feasible to change the current roadway widths.

Per the design guidelines in the Living Streets Policy, streets with sidewalks have a typical width of 24 feet, and streets without sidewalks have a typical width of 27 feet.

A number of properties on Oak Drive have encroached upon the right-of-way on Lexington Avenue between St Johns Avenue and Wooddale Avenue (with sheds, fences, and other landscaping features) such that the existing street is only 22 feet wide (see Figure 2). Only one residential property has access off this street, and the majority of the traffic is generated by Wooddale Church, which has a parking lot adjacent to the street. Although the existing right-of-way is 50 feet, staff is recommending reconstructing the street to 21 feet wide, with valley gutter separating the church parking lot from the street. This will ensure adequate drainage of stormwater while maintaining the existing parking for the church.

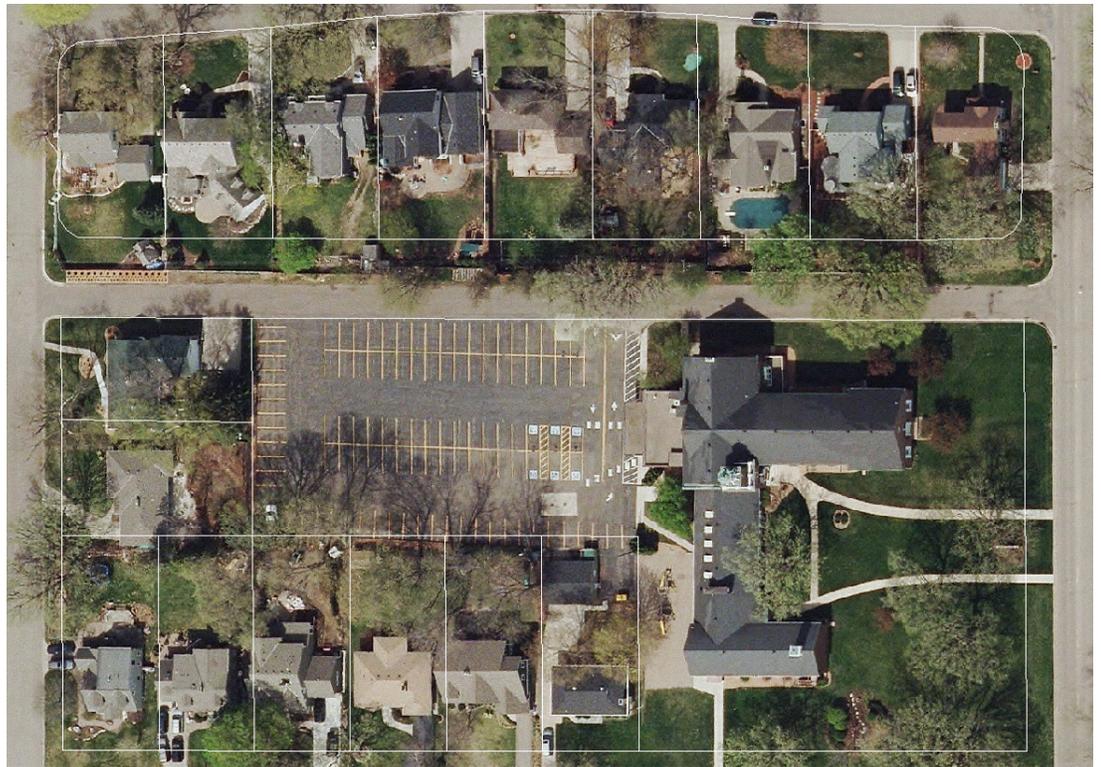


Figure 2: Lexington Avenue (east of St Johns Avenue)

All streets within the neighborhood will have one-sided parking, with the exception of Lexington Avenue between St Johns Avenue and Wooddale Avenue, which will have no parking. As parking is preferred on the same side of the road as the sidewalk for pedestrian safety, the location of parking is determined by the location of the sidewalks. The proposed street widths, sidewalks, and parking locations are shown in Table 1.

Street	Existing Width (face to face), feet	Proposed Width (face to face), feet	Sidewalk, feet	Boulevard Width, feet	Parking
Concord Avenue, north of Lexington Avenue	27	27	-	-	West
Concord Avenue, south of Lexington Avenue	28 - 32	24	5 (west side)	5	West
Concord Terrace	28	27	-	-	North
Fairfax Avenue	27	27	-	-	West
Golf Terrace	27	27	-	-	North
Lakeview Drive	26 - 27	27	-	-	North
Lexington Avenue, east of St. Johns Avenue	20 - 22	21	-	-	None
Lexington Avenue, west of St. Johns Avenue	21 - 22	24	-	-	North
Oak Drive	27	27	-	-	North
St. Johns Avenue	21 - 28	27	-	-	West
Tower Street	27	27	-	-	North
W 56 th Street	27	27	-	-	North
Woodland Road W	26	27	-	-	North

Table 1: Proposed Street Widths, Sidewalks, and Parking

Per the Living Streets Plan, on-street parking should be evaluated based on Living Street classification, adjacent land uses, existing demand, and construction and maintenance costs. Concord Avenue, from Lakeview Drive to Southview Lane, is classified as a Local Connector, while all other streets included with this project are classified as Local Streets. Both classifications permit one-sided, two-sided, or no on-street parking. As the majority of the land use in this neighborhood is residential, and given the existing demand for parking, staff believes that one-sided parking is appropriate. The 27-foot design width does allow for two-sided parking to be implemented if future demand warrants.

Public Utilities

Sanitary Sewer

The trunk sanitary sewer has been televised, and portions of the main will be repaired using a combination of open cut and cured-in-place-pipe (CIPP) methods. These repairs will address the issues of sags, cracks, and groundwater infiltration into the trunk sewer.

Watermain

A non-invasive pipe condition assessment was performed on the watermain within the project area, and staff has reviewed historical break data to determine the extent of improvements needed. Based on the high number of breaks, all of the water services within the project area will be replaced (segments A and E in Figure 3).

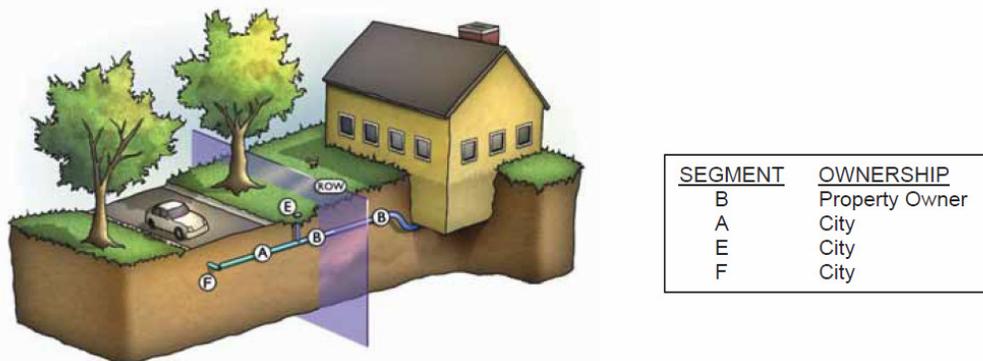


Figure 3: Watermain and Water Service Ownership

Portions of the existing watermain will be replaced using a combination of pipebursting and open cut methods, and the existing 1.5-inch and 2-inch pipes will be replaced with 6-inch mains. All of the gate valves and fire hydrants within the project area will be replaced, and additional hydrants will be installed to meet current public safety standards. The new fire hydrants will include the STORZ nozzle fittings desired by the Edina Fire Department for quick connection of fire hoses.

Storm Sewer

New concrete curb and gutter will be installed throughout the project area, providing a continuous, functional conduit for stormwater runoff. The storm sewer network will have modifications to resolve existing drainage issues at various locations throughout the neighborhood. Some of the existing structures will be removed and replaced due to their poor condition. Sump drains will be installed where feasible to allow property owners to connect their sump pump discharges directly into the storm sewer system.

No areas in Golf Terrace B were identified in the Comprehensive Water Resource Management Plan as needing upgrades or improvements due to structural flooding.

Sidewalks

Staff is proposing 5-foot wide, boulevard-style concrete sidewalk within the project area. The sidewalk is proposed to be constructed along the west side of Concord Avenue from Southview Lane to Lexington Avenue. Figure 4 shows the existing and proposed sidewalk facilities. The sidewalk within this project area was recommended based on Edina’s Sidewalk Facilities map. This sidewalk will provide a connection to existing sidewalk facilities on Concord Avenue and Southview Lane. This sidewalk is not, however,

included in the approved Active Routes to School plan and will not be maintained by the City.



Figure 4: Existing and Proposed Sidewalk Facilities

Exact locations were selected by staff based on resident comments, the amount of available right-of-way, and the number of potential conflicts compared to other scenarios. The grass boulevard that separates the existing curb and gutter from the proposed sidewalk will vary between 3 feet and 5 feet in width depending on existing conditions. The separation from vehicle traffic creates a more pedestrian-friendly environment and allows for snow storage during the winter.

Other Improvements

Street Signs: All street signs, including street name blades, within the project area will be replaced to improve visibility and reflectivity (see Appendix I).

Pedestrian Curb Ramps: All pedestrian curb ramps will be constructed to meet the current design standards of the Americans with Disabilities Act (ADA).

Lighting: The results of the questionnaire show that approximately 75% of property owners think the current lighting is adequate and do not favor upgrades. Currently, the City does not have a standard to determine where and when street lighting should be improved. Unlike other infrastructure improvements, lighting can be installed at a later date with minimal disturbance through the use of trenchless technologies. The lighting in the neighborhood is sufficient to delineate the intersections; therefore, staff is recommending no revisions to the current street lighting.

Private Utilities: Portions of these networks may receive upgrades prior to construction; however, this work is not part of the City's project.

The proposed improvements acknowledge many of the comments and concerns raised by residents throughout the information gathering process, while still maintaining the desired minimum standards of Engineering, Public Works, and other City staff.

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

Existing right-of-way in this neighborhood varies from 50 feet to 60 feet wide. An easement will be required for work on the south side of Lexington Avenue, adjacent to Wooddale Church.

PROJECT COSTS:

The total estimated project cost is \$8,165,950 (see Table 2). The total cost includes direct costs for engineering, clerical, and construction finance costs from the start of the project to the final assessment hearing. The estimated roadway construction cost is \$3,627,395 and will be funded by special assessments. Utility improvements and repairs amount to \$4,465,705 and will be funded through their respective utility fund. Sidewalk improvements amount to \$72,850 and will be funded through the PACS fund.

Item	Amount	Total Cost
Roadway:	\$ 3,627,395	
Roadway Total:		\$ 3,627,395
Utilities:		
Storm Sewer	\$ 1,811,680	
Watermain	\$ 1,727,410	
Sanitary Sewer	\$ 926,615	
Utility Total:		\$ 4,465,705
Sidewalk:	\$ 72,850	
Sidewalk Total:		\$ 72,850
Total Project:		\$ 8,165,950

Table 2: Estimated Project Costs

ASSESSMENTS:

Assessments will be levied against the benefiting adjacent properties. Based on the City's Special Assessment Policy, there are 229.83 residential equivalent units (REUs) in the Golf Terrace B project area, as shown in Appendix J. The estimated assessment per REU is \$15,783 (see Figure 5).



Figure 5: Preliminary Assessment Map

The formulas for calculating REUs for properties that are corner lots or non-single family residential are described below:

Single-Family Residential Corner Lots:

4629 and 4501 Woodland Rd W; 4630 Concord Terr; 5725 and 5728 Fairfax Ave; 5725 St Johns Ave; 4501 Tower St; 5620 Wooddale Ave; 5600 and 5656 Wooddale Ave

$$= 1 \text{ REU}$$

$$- \frac{1}{3} \text{ REU (previous assessment for Concord Ave in 2008, W 58}^{\text{th}} \text{ St in 2006, or Wooddale Ave in 2005)}$$

$$= \mathbf{0.66 \text{ REU}}$$

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4600 W 58th St
 = 1 REU
 - 2/3 REU (previous assessment for W 58th St
 in 2006)
=0.33 REU

5619, 5623, and 5713 Concord Ave; 4617 Golf Terrace
 =1 REU
 -1 REU (previous assessment for Golf Terrace
 in 2011, Concord Ave in 2008, or Wooddale
 Ave in 2005)
= 0 REU

Public Building Lots:

5532 Wooddale Ave (Wooddale Church) = (33,389 square feet) Gross
 Building Area (GBA) / (1,000 square feet) x 0.8 (church REU factor)
 = 26.67 REUs * (1/3 side yard) = **8.9 REU**

PROJECT SCHEDULE: The following schedule is feasible from an Engineering standpoint:

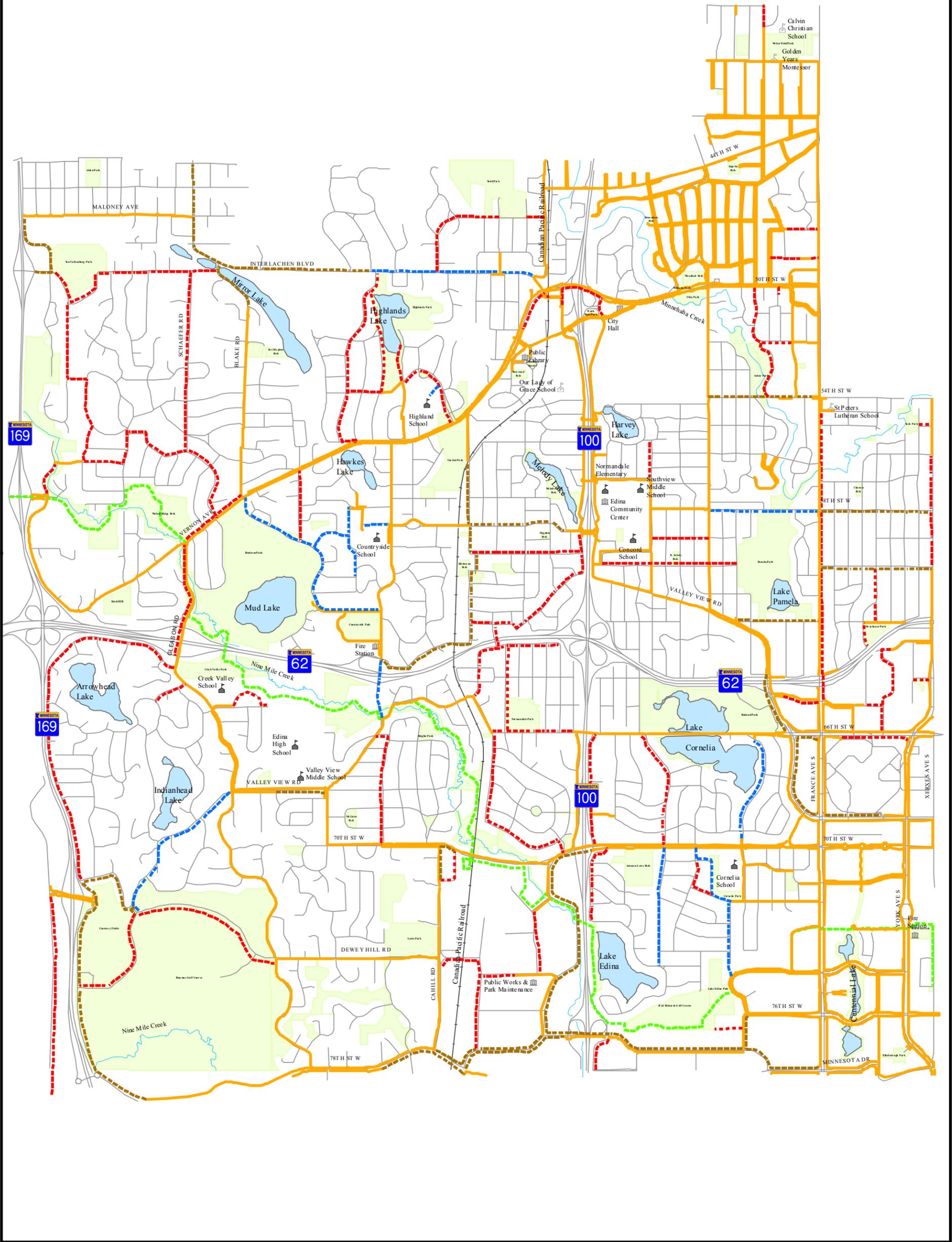
Project Open House 2013	September 9 th , 2013
Neighborhood Informational Meeting	July 29 th , 2015
ETC Engineering Study Review	October 22 nd , 2015
Receive Engineering Study	November 17 th , 2015
Public Hearing	December 8 th , 2015
Bid Opening	March/April 2016
Award Contract	Spring 2016
Begin Construction	Spring 2016
Complete Construction	Fall 2016
Final Assessment Hearing	Fall 2017

FEASIBILITY: Staff believes the construction of this project is feasible, cost effective and necessary to improve the public infrastructure in the Golf Terrace B Neighborhood.

- APPENDIX:**
- A. City Comprehensive Plan Update – Sidewalk and Bicycle Facilities
 - B. Living Streets Policy
 - C. Property Owners Questionnaires
 - D. Neighborhood Informational Meeting Materials
 - E. Correspondence from Residents
 - F. Edina Transportation Commission Meeting Minutes
 - G. Traffic and Crash Data
 - H. Sewer Blocks and Watermain Breaks
 - I. Street Lights and Signs
 - J. Preliminary Assessment Roll

APPENDIX A

City Comprehensive Plan Update – Sidewalk and Bicycle Facilities



- Legend**
- Existing Sidewalk
 - Future State-Aid Sidewalk
 - Future Active Routes To School Sidewalk
 - Future City Sidewalk
 - Future Nine Mile Creek Regional Trail

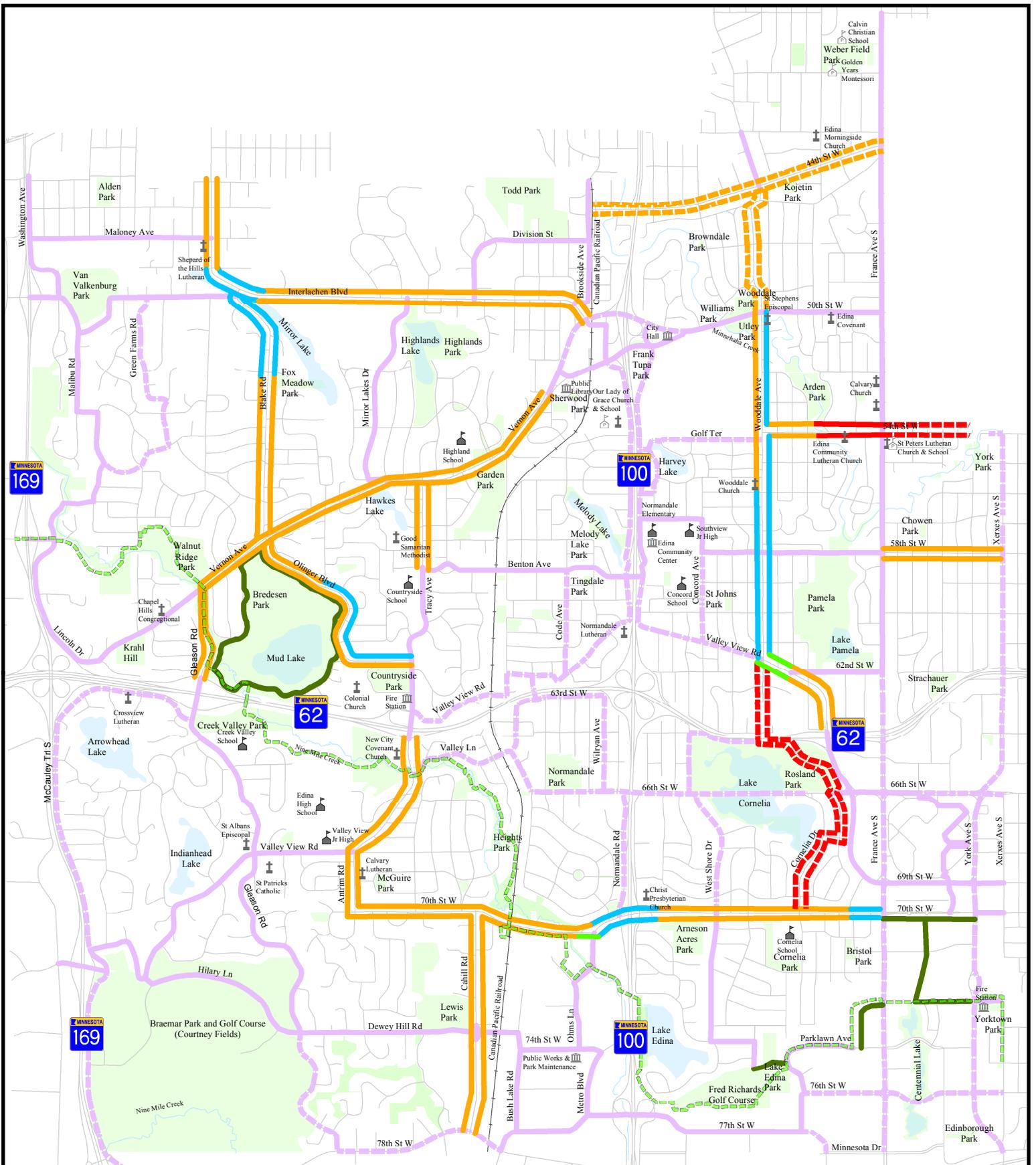


**City of Edina
2008 Comprehensive Plan Update**

Sidewalk Facilities



Engineering Dept
November 2014



Bicycle Facilities

Bike Routes (signed and/or marked as)

- Advisory Bike Lanes
- - - Bike Boulevards
- Bike Lanes
- - - Signed Bike Routes
- Bike or Shared Use Paths
- Green Shared Bike Lanes
- Shared Lane Markings
- Approved Primary Route
- - - Approved Secondary Route



Engineering Dept
January 2015

APPENDIX B

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 as 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 safe, 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 C

Property Owners

Questionnaires



May 4, 2015

2016 Neighborhood Roadway Reconstruction
Multi-Modal Traffic Survey
Golf Terrace B Neighborhood

Dear Resident:

As you may recall, some streets in your neighborhood are scheduled for reconstruction in 2016. See the attached map identifying your project area.

The City would like your input regarding multi-modal traffic in your area – multi-modal describes a roadway system that is designed to safely accommodate all users. Now is the perfect time to identify and evaluate areas where we can make improvements to promote safe walking, bicycling and driving. Reconstruction gives us the opportunity to address concerns.

Your responses will help us design a project that reflects your neighborhood needs balanced with design elements from the City's strategic planning documents such as the Comprehensive Plan, the Sidewalk Facilities Map, Living Streets Plan, and the Active Routes to School Plan.

Your input is important to us! Please take the survey within the next 30 days. To complete the survey online, visit <https://www.surveymonkey.com/s/2016streets>. Completing the survey should only take about 15 minutes. Please complete one survey per household and include as much information as you can regarding safety concerns for your children, if any. If you would prefer a paper copy of the survey, please call 952-826-0449 and Engineering Specialist Sharon Allison will mail one to you. We will present the survey results at an open house meeting in July or August.

If you have any questions, please contact me at 952-826-0443 or pwrase@EdinaMN.gov.

Sincerely,

Patrick Wrase, PE
Assistant City Engineer

Enc: Project Map

\\ED-NT8\EngPubWks\PW\CENTRAL SVCS\ENG DIV\PROJECTS\IMPR NOS\BA420 Golf Terr B(2016)\DESIGN\FEASIBILITY\QUESTIONNAIRE\Multi-Modal Quest_Letter.doc

ENGINEERING DEPARTMENT

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

***To which street reconstruction project is this survey in response?**

- Morningside A
- White Oaks A
- Golf Terrace B
- Strachauer Park A

Golf Terrace B

*** How satisfied are you with the speed of traffic in your neighborhood or on your street?**

- Very Satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very Dissatisfied

If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.

Location of issue:

Why is it an issue of concern?

Golf Terrace B

*** How satisfied are you with the volume of traffic or the number of vehicles in your neighborhood or on your street?**

- Very Satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very Dissatisfied

If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.

Location of issue:

Why is it an issue of concern?

Golf Terrace B

*** How satisfied are you with motorist behavior in your neighborhood? (Examples of poor motorist behavior include speeding, rolling through stop signs, failing to yield and driving aggressively.)**

- Very Satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very Dissatisfied

If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.

Location of issue:

Why is it an issue of concern?

In general, these behaviors impact you most when you are:

- Driving
- Bicycling
- Walking, jogging or running

Golf Terrace B

Do you feel that any intersection in your neighborhood is unsafe?

- Yes
- No

If yes, which intersection?

Which, if any, of the following factors contribute to your feeling that the intersection is unsafe? (select all that apply)

- Lack of traffic control (traffic signal, stop sign, yield sign)
- Issues with sight lines or clear view
- Drivers failing to stop at stop sign
- Drivers failing to yield
- Drivers turning corner too fast
- Lack of marked crosswalk
- Street(s) too wide
- Insufficient Lighting
- Other (please specify)

In general, the intersection feels most unsafe when you are:

- Driving
- Bicycling
- Walking, jogging, running

Golf Terrace B

How frequently do you walk, jog or run in your neighborhood?

- Very frequently (daily or near daily)
- Frequently (2-3 times per week)
- Occasionally (1-4 times per month)
- Rarely (less than once per month)
- Never

If you walk, jog or run in your neighborhood, what are your primary reasons for doing so? (select all that apply)

- Health/exercise
- Exercise dog(s)
- Accompany child(ren) to destination (such as school or park)
- Travel to/from destination (such as store, coffee shop)
- Commute to/from work
- Access transit
- Can't drive or don't own car
- Other (please specify)

If you don't walk, jog or run in your neighborhood as often as you would like, what factors contribute to that? Please list all that you can think of.

Golf Terrace B

How frequently do you ride a bicycle in your neighborhood?

- Very frequently (daily or near daily)
- Frequently (2-3 times per week)
- Occasionally (1-4 times per month)
- Rarely (less than once per month)
- Never

If you ride a bicycle in your neighborhood, what are your primary reasons for doing so? (select all that apply)

- Health/exercise
- Accompany child(ren) to destination (such as school or park)
- Travel to/from destination (such as store, coffee shop)
- Commute to/from work
- Access transit
- Can't drive or don't own car
- Other (please specify)

If you don't ride a bicycle in your neighborhood as often as you would like, what factors contribute to that? Please list all that you can think of.

Golf Terrace B

How frequently do you or a member of your household park on the street?

- Very frequently (daily or near daily)
- Frequently (2-3 times per week)
- Occasionally (1-4 times per month)
- Rarely (less than once per month)
- Never

How frequently do visitors to your household park on the street?

- Very frequently (daily or near daily)
- Frequently (2-3 times per week)
- Occasionally (1-4 times per month)
- Rarely (less than once per month)
- Never

How satisfied are you with the availability of on-street parking in your neighborhood?

- Very satisfied
- Satisfied
- Neutral
- Dissatisfied
- Very dissatisfied

Any additional comments about parking?

Golf Terrace B

Name

Street Number

*** Street Name**

Age

Presenting Gender

Number of people in household

Number age 65 and over.

Number age 18 and under

Number of members in household with a physical disability impacting their ability to walk, ride a bicycle or drive.

**GOLF TERRACE B
NON-MOTORIZED TRANSPORTATION SURVEY**

Address	Speed Satisfaction				If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.	Volume Satisfaction				If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.	Motorist Behavior				If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.	
	Very Satisfied	Satisfied	Neutral	Dissatisfied		Very Dissatisfied	Very Satisfied	Satisfied	Neutral		Dissatisfied	Very Dissatisfied	Very Satisfied	Satisfied		Neutral
Concord	1															
4625 Lexington Street	1				West 56th street off of Wooddale and Concord Avenue from Southview to Lakeview Drive These are highly used routes for children walking and biking to school. There are currently no sidewalks. It is very dangerous for the students and for the drivers. These areas need sidewalks.	1							1	west 56th street	cars speeding down the road on the way to community center, Southview, Concord, Kulman. Many students are driving fast. There are many children that live on these streets, and there are no sidewalks so it's dangerous to have cars driving too fast with children out and no sidewalks.	
4617 Tower	1				Tower and Concord/Tower and St Johns no sidewalks/cars speeding/no stop sign on St Johns at Tower and bushes at top of Tower and Concord make it hard for cars to see bikers/walkers.				1	Tower street	Tower is a cut through street for many people going to/from three 3 schools nearby. No sidewalks is a big issue. Very difficult for kids to safely bike or walk to school and with friends in the neighborhood.			1	Tower and surrounding streets (Woodland/concord Terrace etc)	We have a LOT of young children in the neighborhood and the slow down signs don't work very well. Kids can't freely ride bikes without the risk of getting hit by a car. Additionally, given the amount of new construction activity on our street entire sides of streets are occupied with large vehicles, which elevates the significance of this issue.
5704 Fairfax Ave			1		corner of Woodland and Fairfax/st Johns running stop sign	1								1		
4621 Tower st			1		Tower Street & concord ave near southview Cars driving too fast				1					1	Tower st and concord ave near southview intersection	Speeding in tower st... Unsafe roads for kids to walk from bus stop (no sidewalks) and speeding cars
Woodland Rd West			1		Woodland Rd West between Concord Drive and Wooddale People use Woodland Rd West as a "cut through" from the 3 schools (Concord, Southview, and Normdale) as well as Hwy 100. We have 40+ young kids on our street and cars come blazing down the street without regard for the speed limit or the kids. People use Woodland Rd W and Tower Street as a cut through, but Woodland Rd West is the worst, especially between 5-6pm. Cars fly down our street.				1	Woodland Rd West between Concord Drive and Wooddale Ave.	People use this as a cut through - especially when getting off Hwy 100 and crossing over into Minneapolis			1	Woodland Rd W	Speeding, Driving Aggressively around young children. Rolling through stop signs, etc.
4605 Woodland Rd W	1				Intersection of Woodland Rd W and Fairfax/St. John's Multiple cars a day speed right through the stop sign. Dozens of young children in the neighborhood as well as one of main streets to head to Wooddale from Southview/Concord/Normdale schools. Many (too many) close calls				1					1	Intersection of Woodland Rd W and Fairfax/St. John's	Running stop sign and high speeds in main school cut through street and lots of young children on blocks
Tower Street			1		Tower Street There is quite a bit of thru traffic that turns off or onto Wooddale and speeds down Tower Street.				1	Tower Street	We are experiencing a great increase in thru traffic, most of which simply speeds down the street without regard to children playing or people walking on the street.			1	Tower Street	We experience stop sign rolling (at Tower & St. Johns) along with thru traffic speeding down Tower Street. Many people don't reduce their speed if (or when) they notice children playing in the yards.
5629 St. John's			1						1					1		
4604 Woodland Rd West			1		4604 woodland road west It can be viewed as a cut thru street. Young drivers going too fast when school gets out and little kids are getting off the bus.				1	4604 woodland road west	Cut thru street for concord campus area			1		
4616 Tower Street			1		Tower Street between Concord and Wooddale Traffic is too fast. Lots of children playing and cars use Tower as thruway between Wooddale and HWY 100				1	Tower Street between Wooddale and Concord	Too many cars. People use Tower as a thruway between Wooddale and HWY 100			1	Tower Street between Wooddale and Concord	Traffic is too fast

**GOLF TERRACE B
NON-MOTORIZED TRANSPORTATION SURVEY**

Address	Speed Satisfaction				If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.	Volume Satisfaction				If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.	Motorist Behavior				If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.								
	Very Satisfied	Satisfied	Neutral	Dissatisfied		Very Dissatisfied	Very Satisfied	Satisfied	Neutral		Dissatisfied	Very Dissatisfied	Very Satisfied	Satisfied		Neutral	Dissatisfied	Very Dissatisfied					
4629 Tower Street	1									1	Tower and Concord	Tower Street has become a cut-through street before and after school M-F. There is also a high volume of construction vehicles that park on both sides of the street so it makes it even more dangerous.					1	corner of Tower and Concord	cars are going too fast!!! This is a residential street with no die walks and a high volume of kids.				
5512 Concord Ave				1						1	Concord & Lexington	Cars speed around turn - one care recently drove into a house						1	Concord & Lexington	excessive speed			
4605 Lakeview		1								1													
5713 Saint Johns Ave	1									1													
4524 56th		1										56th between Wooddale and Concord	During school year there are many buses, during winter the street is inadequately plowed. With kids walking to school it can be unsafe and congested.					1					
4524 Woodland Rd W				1							1	Corner of Woodland Rd W/St Johns	Stop sign at this corner for which no one stops					1	Corner of Woodland Rd W/St. Johns	People roll through the stop sign at high speed			
4539 Lakeview Drive	56			1							1	St Johns Ave	People run the stop signs at cross streets on St. Johns.					1	St Johns.	Don't like them running stop signs on St. Johns.			
4511 Lakeview Drive		1									1	56 st.	Too many construction vehicles.					1	St Johns.				
4508 Oak Drive		1									1												
4509 Golf Terrace			1								1												
4600 Concord Terrace		1									1												
4516 W. Woodland Rd.		1									1												
4607 Lakeview Drive			1								1												
5728 FAIRFAX AVENUE			1								1								1	rolling through stop signs	accident can happen		
5600 Wooddale			1								1								1				
5525 Concord		1										5525 concord ave	There is a lot of hi speed traffic around the corners as Concord Ave jogs to lexington and back. And it's a very active spot for kids to play						1	5525 Concord Ave	speeding and driving carelessly		
4615 Golf terrace				1							1	Golf Terrace	the street is used as a "cut through" and cars travel pretty fast-it is also used by many pedestrians and bikes. There needs to be a way to slow car traffic. Possibly an additional stop sign at Lake View and Golf Terrace? Speed bumps? European style "street furniture"... Anything would be an improvement!						1	Golf Terrace	A lot of "cut through"-non local traffic	as stated previously-speeding-rolling through the existing stop sign.	
4625 W 56th St				1							1	W 56th between Concord and Wooddale	People cut through on way to/from schools and go quite fast, plus there are no sidewalks for those walking to school.						1	W 56th between Concord and Wooddale	Lots of people use this route to drop off/pick up at Community Center, Normandale and Concord. Heavy traveled street, mainly with parents driving kids and now construction vehicles with all the tear-downs	Kids are out playing and there are no sidewalks and a lot of traffic - most of which is going too fast or not paying attention for kids and not noticing that St John does not have a stop sign	
4624 56th St W				1							1	56th street between concord and St. John	the cars go very fast, mostly younger drivers.						1	56th st between Concord and St. John	speedy		
4511 W 56th St		1									1												
4604 Oak Drive		1									1												
4600 Oak Drive				1							1	Oak & St. Johns	St. Johns has no stop signs and people use it as a quick cut through. High speeds are a problem.						1	Oak and St. Johns	E/W rolling stops and N/S speeders		
5724 Fairfax		1									1												
56th Street West				1							1	56th Street West	Busy thoroughfare from Wooddale to Southview/ECC. Need speed bumps.							1	56th Street West	same issue as above...major cut through for school / community center traffic	Speeding

**GOLF TERRACE B
NON-MOTORIZED TRANSPORTATION SURVEY**

Address	Speed Satisfaction				If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.	Volume Satisfaction				If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.	Motorist Behavior				If dissatisfied or very dissatisfied, please enter the location(s) and describe why you feel that way.
	Very Satisfied	Satisfied	Neutral	Dissatisfied		Very Dissatisfied	Very Satisfied	Satisfied	Neutral		Dissatisfied	Very Dissatisfied	Very Satisfied	Satisfied	
4616 West 56th Street				1	West 56th street between woodale and concord aves diving too fast. It is a busy street on the way to schools				1	west 56th street between woodale and concord				1	west 56th Street between woodale and concord driving too fast. not watching out for people pulling out of their driveways
4617 Tower				1	4600 block of tower Drivers speed down hill coming from south view middle school				1					1	
4629 Woodland Rd W				1	Woodland Rd W between Concord and Wooddale It is used as a through street while that is understandable, high traffic with high speeds considering the number of children and no sidewalks				1					1	
4601 TOWER ST.				1					1					1	
4516 Oak Drive				1					1					1	
4625 Woodland Road W				1	Woodland Road West This is a cut-through street to Wooddale. Lots of traffic, and speeding				1	Woodland Road West	Cut-through to Wooddale Ave from Concord or Southview Lane			1	Woodland Road/Fairfax stop Rolling stops, speeding
4605 woodland rd west				1					1					1	Woodland Rd west and st.johns 4 way stop Many cars do not stop or barely break - many kids play in this area
4501 Woodland Rd W				1					1					1	
4625 Woodland Rd W				1	Woodland Road W between Concord & Wooddale people treat it as a through street, heavy traffic going too fast				1	Woodland Rd W between Wooddale & Concord	people treat it as a through street, heavy volume going too fast			1	Woodland Rd W between Concord & Wooddale whipping around corner onto Woodland from Concord, rolling through stop sign
4506 Lakeview Dr				1					1					1	
4630 Concord Terrace				1	Concord Ave and Concord Terrace cars do not stop at 56th and concord in the morning or right after school is out.				1					1	Concord Ave Rolling through stop signs, why have them
5610 Concord Ave				1	5623 Concord Avenue Very few people stop at the stop signs.				1					1	only at school starts and ends time going too fast, in attentive, on the phone
5623 Concord Avenue				1					1					1	5623 Concord Avenue, Edina Failing to yield, rolling through stop signs especially in the morning!!!
4510 Lakeview Drive				1	Lakeview/St Johns and Golf Terrace/St Johns speeding and running stop signs				1	St Johns	too long a stretch of street with no stop signs so speeding and avoiding Wooddale			1	Lakeview/St Johns speeding and shooting stop sign
4528 W 56th St				1	56th st speeders/ cut thru				1					1	56th st race down street/ pause at stop sign on st. johns
5532 Concord Avenue				1					1	56th/ Concord	During School year the volume picks up			1	
4602 Lakeview Drive				1					1					1	
5524 Concord Ave				1	Lakeview drive to Lexington New curvy road around the lake seems to encourage speeding from Lakeview/Lexington to Concord Ave				1	Lakeview to Lexington	the new narrow road around other side of lake Harvey has increased traffic around Lakeview/Lexington			1	Concord Ave Many school kids walking and biking, cars drive carelessly down Concord Ave
4504 Golf Terr				1					1					1	
4624 Woodland Rd W				1					1					1	We don't need sidewalks.
4610 Golf Terr															No sidewalks. No assessments
4611 Golf Terr				1	Golf Terrace from service road to stop sign. Speeding.				1					1	
4512 Oak Drive				1	4512 Oak Dr Excessive speeds down street. There is a stop sign at St. Johns yet cars frequently speed.				1	4512 Oak Dr	Any given time there are 4-5 cars parked on my street near our house; in winter it really affects snowplowing in front of my house.			1	4512 Oak Dr Excessive speeds.
	11	16	11	20	3	3	14	24	12	7	3	14	12	23	7

**GOLF TERRACE B
NON-MOTORIZED TRANSPORTATION SURVEY**

Address	How frequently do you ride a bicycle in your neighborhood?				If you ride a bicycle in your neighborhood, what are your primary reasons for doing so? (select all that apply)				If you don't ride a bicycle in your neighborhood is often as you would like, what factors contribute to that? Please list all that you can think of.				How frequently do you or a member of your household park on the street?				How frequently do visitors to your household park on the street?				How satisfied are you with the availability of on-street parking in your neighborhood?				Name	Street No.	Street Name	Age	Presenting Gender	No. of people in household	No. age 65 and over	No. age 18 and under	No. in household w/physical disability impacting their ability to walk, ride a bicycle or drive.				
	Very Frequently	Frequently	Occasionally	Rarely	Never	Health/Exercise	Destination such as bike (recreation)	Destination (grocery, coffee, etc.)	Commuter (work)	Access Transit	Do not drive / do not own car	Other	Very Frequently	Frequently	Occasionally	Rarely	Never	Very Frequently	Frequently	Occasionally	Rarely	Never	Very Satisfied	Satisfied										Neutral	Dissatisfied	Very Dissatisfied	Other
4509 Golf Terrace					1																								Kate Kromer	4509	Golf Terrace	46-55	Female	3	0	1	0
4600 Concord Terrace					1																								Ted Davis	4600	Concord Terrace	56-65	Male	2	0	0	0
4515 W. Woodland Rd					1																								Dennis Hyles	4516	W. Woodland Rd	Over 65	Male	2	2	0	0
4507 Lakeview Drive					1																								Soup Pitches	4507	Lakeview Drive	46-55	Male	3	0	1	0
5728 FAIRFAX AVENUE					1																								JOSEPH A. WELLS	5728	FAIRFAX AVENUE	46-55	Male	1	0	0	0
4500 Woodside					1																								Rachel Letour	4500	Woodside	36-45	Female	5	0	3	0
5525 Concord					1																								Joel Sayles	5525	Concord	46-55	Male	5	0	3	0
4615 Golf terrace					1																								Laurie Fetterman	4615	Golf terrace	46-55	Female	2	0	0	0
4625 W 56th St					1						No sidewalks for kids to ride on																		Kristin Savell	4625	W 56th St	36-45	Female	4	0	2	0
4624 56th St W					1																								dennis berkowitz	4624	56th St W	56-65	Male	2	0	0	0
4511 W 56th St					1																								Scott Loving	4511	W 56th St	26-35	Male	3	0	1	0
4604 Oak Drive					1																								Eric Wetmann	4604	Oak Drive	36-45	Male	4	0	2	0
4600 Oak Drive					1						Children are on bikes constantly																		Scott Taylor	4600	Oak Drive	46-55	Male	5	0	3	0
5724 Fairfax					1																								Christa Siddy	5724	Fairfax	56-65	Female	3	0	0	0
56th Street West					1																									56th Street West	36-45	Male	5	0	3	0	
4616 West 56th Street					1																								Linda Pavic	4616	West 56th Street	46-55	Female	4	0	2	0
4617 Tower					1																								John Potter	4617	Tower	36-45	Male	5	0	3	0
4629 Woodland Rd W					1																								Alan Eastlund	4629	Woodland Rd W	36-45	Male	2	0	0	0
4601 TOWER ST.					1																								DAVID BRISCOE	4601	TOWER ST.	56-65	Male	2	0	0	0
4516 Oak Drive					1																								Elizabeth Wright	4516	Oak Drive	46-55	Female	5	0	1	0
4625 Woodland Road W					1																								Kate Smith	4625	Woodland Road West		Female	4	0	2	0
4605 woodland rd west					1						prefer to walk/run																		Steve Ierch	4605	woodland rd west	46-55	Male	4	0	2	0
4501 Woodland Rd W					1																								Eric Johnson	4501	Woodland Rd W	36-45	Male	4	0	2	0
4625 Woodland Rd W					1																								Brad Smith	4625	Woodland Rd W		Male	4	0	2	0
4506 Lakeview Dr					1																								Austin Weigel	4506	Lakeview Dr	26-35	Male	3	0	1	0
4630 Concord Terrace					1																								Tom Jensen	4630	Concord Terrace	56-65	Male	1	0	0	0
5610 Concord Ave					1						no bike lane																		Helena	5610	Concord Ave	46-55	Female	3	0	1	0
5623 Concord Avenue					1						Terrible bike paths, roads filled with potholes in this area and little driver knowledge about yielding to bikes																		Kimberly Macray	5623	Concord Avenue	56-65	Female	2	0	0	0
4510 Lakeview Drive					1																								David Frenkel	4510	Lakeview Drive	26-35	Male	5	0	3	0
4528 W 56th St					1																								Ann	4528	W 56th St	36-45	Female	4	0	0	0
5532 Concord Avenue					1						Nothing do not want a bike lane																		Andrew Cripps	5532	Concord Avenue	46-55	Male	2	0	0	0
4602 Lakeview Drive					1																								Dana O'Connor	4602	Lakeview Drive	56-65	Female	2	0	0	0
5524 Concord Ave					1						I don't trust the current bike lanes. Many motorists don't seem to understand the markings or obey the laws																		Susan Lebakken	5524	Concord Ave	46-55	Female	6	0	2	0
4504 Golf Ter					1																								Eileen Foley	4504	Golf Ter	56-65	Female	1	0	0	0

June 4, 2015

2016 Neighborhood Roadway Reconstruction Golf Terrace B 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 2016. See the attached map identifying your project area.

Please save the date of **Monday, July 27** to attend an informational meeting from 6 to 8 p.m. to learn about how projects are funded, a typical construction timeline, how you will be impacted and how you can prepare. A meeting reminder will be mailed to you approximately two weeks prior.

Recently, you completed the Multi-Modal Traffic Survey which will help us to design roadways to safely accommodate all users. The enclosed survey focuses on utilities. Please read the instructions, fill out the questionnaire and return it to us in the enclosed envelope by June 19. 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.

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 preliminary engineering report is completed this fall. You will not be billed for the special assessment until fall 2017. 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 various 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 planning process. We will present the preliminary engineering report at the public hearing in December. Construction will begin in spring/early summer and end in late fall of 2016.

If you have any questions, please contact me at 952-826-0443 or pwrase@EdinaMN.gov or Engineering Specialist Sharon Allison at 952-826-0449 or sallison@EdinaMN.gov.

Sincerely,



Patrick Wrase, PE
Assistant City Engineer

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



Resident Questionnaire

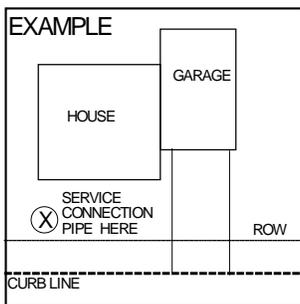
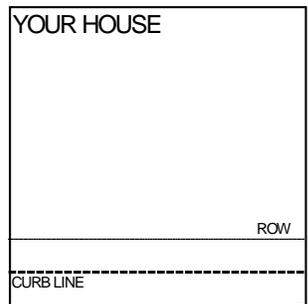
Golf Terrace B Neighborhood Roadway Reconstruction

Thank you in advance for your time. Your input is important to us. Please read the Questionnaire Instructions before completing this questionnaire.

I. Drainage Service Connection:

- A. Does your home have a drain tile/footing drain? Yes No Unknown
- B. Does your home have a sump pump? Yes No Unknown
- C. Would you be willing to connect your sump pump up to a City drain if provided (at your own cost)? Yes No
- D. Would you be willing to connect your roof drains up to a City drain if provided (at your own cost)? Yes No

Please sketch in the space to the right: your house, garage, driveway, sump pump discharge location and approximately where along the right-of-way (ROW) line you would like the service connection pipe located.



II. Local Drainage Problems

Please describe specific surface water drainage problems in your neighborhood:

III. Private Underground Utilities

- A. Do you have an underground lawn irrigation system in the City's right-of-way? (The right-of-way is typically 10' to 15' behind the roadway.)
 Yes No
- B. Do you have an underground electric pet containment system in the City's right-of-way?
 Yes No

IV. Residential Streetlights:

A. Residential streetlights are funded by special assessment. Is the existing streetlight system meeting the needs of the neighborhood?

Yes

No

B. Do you favor improving your streetlights?

Yes

No

C. Please describe your specific ideas for improving the streetlights.

V. 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 19.**

ADDRESS	Returned Survey	Drainage Service Connection									Local Drainage Problems Comments	Private Underground Utilities				Residential Street Lights					VII. Email Updates			
		Drain Tile/Footing Drain			Sump Pump		Connect to City Drain		Roof Drain Connect to City System?			Irrigation sys. in r/w		Pet system		Are Existing Lights Adequate?		Do you Favor Improving Lights?			Do you have access to email for City Extra?			
		Yes	No	Unkn	Yes	No	Yes	No	Yes	No		Yes	No	Yes	No	Yes	No	Yes	No	Describe	Yes	No		
5529 Concord Ave	1	1				1		1		1				1	1							1		
5614 Concord Ave	1			1		1								1				1					1	
5610 Concord Ave	1	1					1		1					1	1								1	
5623 Concord Ave	1	1				1		1		1				1			1	1					1	
5525 Concord Ave	1			1		1			1					1			1						1	
5616 Concord Ave	1			1			1		1					1			1							1
5608 Concord Ave	1	1		1		1		1	1					1			1						1	
5533 Concord Ave	1	1				1			1					1			1						1	
5512 Concord Ave	1	1				1			1					1			1						1	
5508 Concord Ave	1	1				1			1					1			1						1	
5528 Concord Ave	1			1		1								1			1							1
4616 Concord Terr	1	1				1			1					1			1	1					1	
4624 Concord Terr	1	1				1			1					1			1						1	
4617 Concord Terr	1	1				1			1					1			1						1	
4600 Concord Terr	1	1				1			1					1			1						1	
4604 Concord Terr	1	1				1			1					1			1							1
4630 Concord Terr	1			1		1			1					1			1						1	
4601 Concord Terr	1					1			1					1			1						1	
5724 Fairfax Ave	1	1				1			1					1			1						1	
5701 Fairfax Ave	1			1		1								1			1						1	
5725 Fairfax Ave	1			1		1								1			1						1	
5728 Fairfax Ave	1			1		1			1					1			1						1	
5712 Fairfax Ave	1	1				1								1			1							1
5704 Fairfax Ave	1	1				1								1			1						1	

ADDRESS	Returned Survey	Drainage Service Connection										Local Drainage Problems Comments	Private Underground Utilities				Residential Street Lights					VII. Email Updates						
		Drain Tile/Footing Drain			Sump Pump		Connect to City Drain		Roof Drain Connect to City System?				Irrigation sys. in r/w		Pet system		Are Existing Lights Adequate?		Do you Favor Improving Lights?			Do you have access to email for City Extra?						
		Yes	No	Unkn	Yes	No	Yes	No	Yes	No	Yes		No	Yes	No	Yes	No	Yes	No	Yes	No	Describe	Yes	No				
4525 Tower St	1	1				1		1			1					1										1		
4529 Tower St	1	1				1									1			1									1	
4512 Woodland Rd W	1			1		1					1				1			1									1	
4516 Woodland Rd W	1	1				1					1				1			1										1
4629 Woodland Rd W	1	1				1					1				1			1									1	
4520 Woodland Rd W	1	1				1					1				1			1									1	
4605 Woodland Rd W	1	1				1					1				1			1									1	
4616 Woodland Rd W	1			1		1					1				1			1									1	
4608 Woodland Rd W	1					1					1				1			1									1	
4625 Woodland Rd W	1	1				1					1				1			1									1	
4613 Woodland Rd W	1	1				1					1				1			1									1	
4617 Woodland Rd W	1			1		1					1				1			1									1	
4609 Woodland Rd W	1	1				1					1				1			1									1	
4604 Woodland Rd W	1			1		1					1				1			1									1	
4524 Woodland Rd W	1	1				1					1				1			1									1	
4624 Woodland Rd W	1	1				1					1				1			1									1	
5656 Wooddale Ave	1			1		1					1				1			1									1	
5532 Wooddale Ave	1	1				1					1				1			1									1	
4520 W. 56th St	1	1				1					1				1			1									1	
4616 W. 56th St	1			1		1					1				1			1									1	
4515 W. 56th St	1	1				1					1				1			1									1	
4605 W. 56th St	1			1		1					1				1			1									1	

ADDRESS	Returned Survey	Drainage Service Connection										Local Drainage Problems Comments	Private Underground Utilities				Residential Street Lights					VII. Email Updates																		
		Drain Tile/Footing Drain			Sump Pump		Connect to City Drain		Roof Drain Connect to City System?				Irrigation sys. in r/w		Pet system		Are Existing Lights Adequate?		Do you Favor Improving Lights?			Do you have access to email for City Extra?																		
		Yes	No	Unkn	Yes	No	Yes	No	Yes	No	Yes		No	Yes	No	Yes	No	Yes	No	Yes	No	Describe	Yes	No																
4524 W. 56th St	1	1				1		1			1									The street gutter doesn't drain well. The street is old and is in disrepair. Water pools two houses east of us as well as at intersection of 56th St and St. Johns St. There are few (not enough) drains in the street.	1		street lighting is okay but not great. I may be in favor of improving it depending on the plan and the cost. Street lighting should be paid for by the city. There are many new homes (all paying very high porperty tax bills) on our street. Improvements should be funded from capital expenses of the city not by special assessment.	1																
4621 W. 56th St	1		1																					attach cost for how much light poles cost.	1															
4625 W. 56th St	1	1				1			1																	1														
4516 W. 56th St	1	1				1				1										improper grade from property to property (water in one yard may drain into another causing issues)	1						extra street lights on Lexington.	1												
4612 W. 56th St	1	1				1				1																	1													
4613 W. 56th St	1		1			1				1																	1													
4528 W. 56th St	1	1				1				1										Water pools at the end of my driveway and curb.	1							1												
4535 W. 56th St	1	1				1				1																	1													
4511 W. 56th St	1	1				1				1																	1													
4624 W. 56th St	1		1																	56th & Fairfax water pools up. It comes from a house on the corner of Oak & Fairfax 4600 Oak Dr. It makes a huge puddle on our block!	1						1		It is in the interests of the other neighbors. I don't have small kids but they might benefit from more lights.	1										
4628 W. 56th St	1	1				1				1										Several sump pumps across the street from me drain directly to street and drain almost continuously producing street algae.		1					1		1											
4600 W. 58th St	1			1	1			1												Pools in street on St. Johns in front of our house.	1						1		1											
4633 W. 56th St	1	1				1				1										This is a new construction home with a sump pump. Please be aware when digging.	1						1	1	56th St seems to be a thru street and cars speed down our street. It would be great for at least one light in the middle of the street.	1										
TOTAL	117	77	11	28	96	22	41	47	28	74																				72	43	19	97	89	25	29	75		104	8

APPENDIX D

Neighborhood Informational Meeting Materials

 The CITY of EDINA

2016 Neighborhood Roadway Reconstruction

Informational Meeting July 27, 2015



 The CITY of EDINA

2016 Projects

- In-House Projects
 - Golf Terrace B – 230 properties
 - Strachauer Park A – 170 properties
- Consultant Projects
 - Tracy Avenue (Municipal State Aid) – 35 properties
 - Parklawn Avenue (Municipal State Aid) – 20 properties
 - Morningside A/White Oaks C – 106 properties

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Agenda

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



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Introductions

Engineering Technicians

 Andrew Scipioni
 Derek Northerscoid
 Mohamed Mohamed

Engineering Coordinator

 Sharon Allison

Environmental Engineer

 Ross Bittner

Transportation Planner

 Mark Nolan

Assistant City Engineer

 Carer Schulte

Director of Engineering

 Chad Millner

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Project Process



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Typical Project Timeline

July – September 2015	Eng. studies and estimates provided
December 2015	Public hearing
January – March 2016	Plan preparation and bidding
April – May 2016	Construction begins
October – November 2016	Construction concludes
Spring 2017	Warranty work
Fall 2017	Final assessment hearing

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Why My Street?



The CITY of EDINA

- Proactive Pavement Management Program
- Streets grouped into neighborhoods
 - Prolongs pavement life
 - Maximizes economics of scale
- Prioritized based on;
 - Pavement condition
 - Age of original construction
 - Utility issues

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Why Reconstruct?



The CITY of EDINA

- Streets originally constructed in 1940s – 1950s (60+ years old)
- Utility issues to address
 - Watermain breaks
 - Sanitary sewer deficiencies
 - Inflow & infiltration
 - Storm sewer/drainage issues
- More cost-effective than other maintenance strategies

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Project Details – Golf Terrace B



The CITY of EDINA

- 230 properties
- 2.7 miles of road
- 40,863 square yards of street pavement
- 16 fire hydrants
- 37 sanitary manholes

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Project Details – Strachauer Park A



The CITY of EDINA

- 170 properties
- 2.0 miles of road
- 31,282 square yards of street pavement
- 18 fire hydrants
- 45 sanitary manholes

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Existing Conditions




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- Most streets have curb and gutter
- Pavement reaching end of useful life

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Existing Conditions




The CITY of EDINA

- Varied driveway materials
- Most properties already have concrete driveway aprons

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Existing Conditions



The CITY of EDINA

- Storm water drainage issues
- Landscaping in right-of-way
- Irrigation systems & pet fences in right-of-way



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Proposed Improvements - Streets



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- All curb and gutter will be replaced
- New roadbed and pavement surface
- Parking – 1 or 2 sided



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Proposed Improvements - Driveways



The CITY of EDINA

- Entrance aprons will be replaced to comply with City standards



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Proposed Improvements - Utilities



The CITY of EDINA

- New fire hydrants and gate valves
 - Golf Terrace B – localized watermain replacement, all water services
- Localized sanitary sewer repairs and replacement
- Storm sewer upgrades
 - Sump pump drain pipe installed where feasible



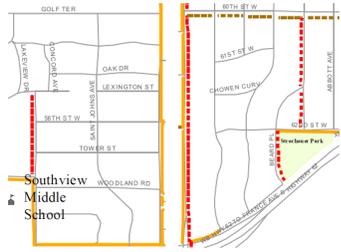
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Proposed Improvements - Sidewalks



The CITY of EDINA

- Based on Living Streets Sidewalk Facilities Plan
- Final design will be evaluated based on questionnaire responses and Engineering Report



- Existing Sidewalk
- - - Future City Sidewalk
- - - Future State-Aid Sidewalk

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Edina City Council – Project Approval



The CITY of EDINA

- December 2015 Council Meeting, engineering studies presented
- Public hearing for projects
 - Opportunity for residents to voice comments and concerns
- Vote on Reconstruction Projects (Assessed Projects)
 - 4-1 vote by Council required to approve
 - Required by MN Statute Chapter 429
- Vote on Sidewalk Projects (Non-Assessed Projects)
 - 3-2 vote by Council required to approve

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What You Can Expect



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- Dust, mud, noise, and vibrations
- Localized flooding during rainfall
- Occasional delays due to inclement weather
- Will be asked to limit water use occasionally
- Homes may be connected to temporary watermain



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What You Can Expect



The CITY of EDINA

- Driveways and neighborhood streets may be periodically inaccessible
- Driveways may be inaccessible for 3-5 days
- Irrigation and pet fence systems most likely will be damaged



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What You Can Expect



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- We will;
 - Provide opportunities for input
 - Keep you informed
 - Do our best to minimize inconveniences
- Our contractor will accommodate residents with special access needs



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Property Impacts



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- Items within the City's right-of-way may be damaged
 - You can remove plants and other landscape features before the project
 - Irrigation and pet fences will be repaired
 - Disturbed areas will be seeded



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Other Impacts



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

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Do Taxes Cover Street Projects?



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- ~20% of property taxes go to the City for expenses including Police, Fire, Parks, and Public Works
 - Snowplowing
 - Pothole repairs
 - Other street maintenance (sealcoating, overlays)
- Taxes **DO NOT** pay for street reconstruction

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Funding



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Roadway Costs	Sanitary Sewer Costs	Watermain Costs	Storm Sewer Costs	Sidewalks, Bike Lanes, etc.
Special Assessments	Utility Fund	Utility Fund	Utility Fund	PACS Fund

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Special Assessments



The CITY of EDINA

- Assigned to adjacent properties that stand to benefit from construction improvements
- Cover 100% of roadway costs
 - Subgrade materials
 - Asphalt pavement
 - Restoration



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City Utility Fund



The CITY of EDINA

- Collection of utility service charges paid to the City
- Covers 100% of:
 - Storm sewer (curb & gutter, driveway aprons, sump drain pipe)
 - Sanitary sewer
 - Watermain



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Pedestrian and Cyclist Safety (PACS) Fund



The CITY of EDINA

- Revenue from Xcel and CenterPoint Energy franchise fees
- Promotes non-motorized transportation throughout the City
- Covers 100% of:
 - Sidewalks
 - Crosswalks
 - Bike lanes
 - Associated signage and pavement markings



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Preliminary Assessments



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Neighborhood	Estimated Assessment Range per REU*	# of REUs	Square Yards of Paving	Square Yards of Paving per REU
Golf Terrace B	\$12,600 - \$16,800	247.96	40,863	165
Strachauer Park A	\$10,500 - \$14,000	175.33	31,282	178

*Residential equivalent unit (1 single-family home = 1 REU)

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Payment Options



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- Bill will be sent with final assessment amount one year after project completion
 - Pay entire amount upon receiving bill to avoid finance charges
 - Pay 25%; balance rolls to property taxes over 15 years
 - Roll entire amount to property taxes over 15 years
 - Defer payment if 65 years of age or older

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Providing Input

- Questionnaires mailed to your home, weigh in on;
 - Traffic/pedestrian issues
 - Street drainage issues
 - Streetlight upgrades
 - Sump pump connection options
- Public hearing in December 2015

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Questionnaire Results

Neighborhood	Multi-Modal Surveys Returned	Utility Surveys Returned
Golf Terrace B	26% (61 / 236)	47% (110 / 236)
Strachauer Park A	23% (41 / 175)	46% (81 / 175)
Total Responses To Date	25% (102 / 411)	46% (191 / 411)

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Communication Tools

- You will be notified of all meetings, hearings, and questionnaires via regular mail
- Door hangers and flyers are distributed when there is time-sensitive information (water shut-offs, paving, temporary inaccessibility)
- Final assessment notices are mailed one year after construction

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City Extra

- Free, weekly email updates on project progress and schedules
- Sign up on City website, www.EdinaMN.gov
 - Check box next to your project name
- Best way to stay informed
- If you cannot receive email, we will mail you City Extra updates upon request



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How To Prepare

- Sign up for City Extra
- Begin financial planning
- Complete project questionnaire
- Coordinate home and yard improvement projects around street reconstruction schedule
- Ask questions, stay informed

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The CITY of EDINA

Contact Us

Email: mail@edinamn.gov

Call: 952-826-0371

Visit: Engineering Department
7450 Metro Boulevard

Hours: 7:00 a.m. – 3:30 p.m.



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Questions?



The CITY of
EDINA



Thanks for your time!



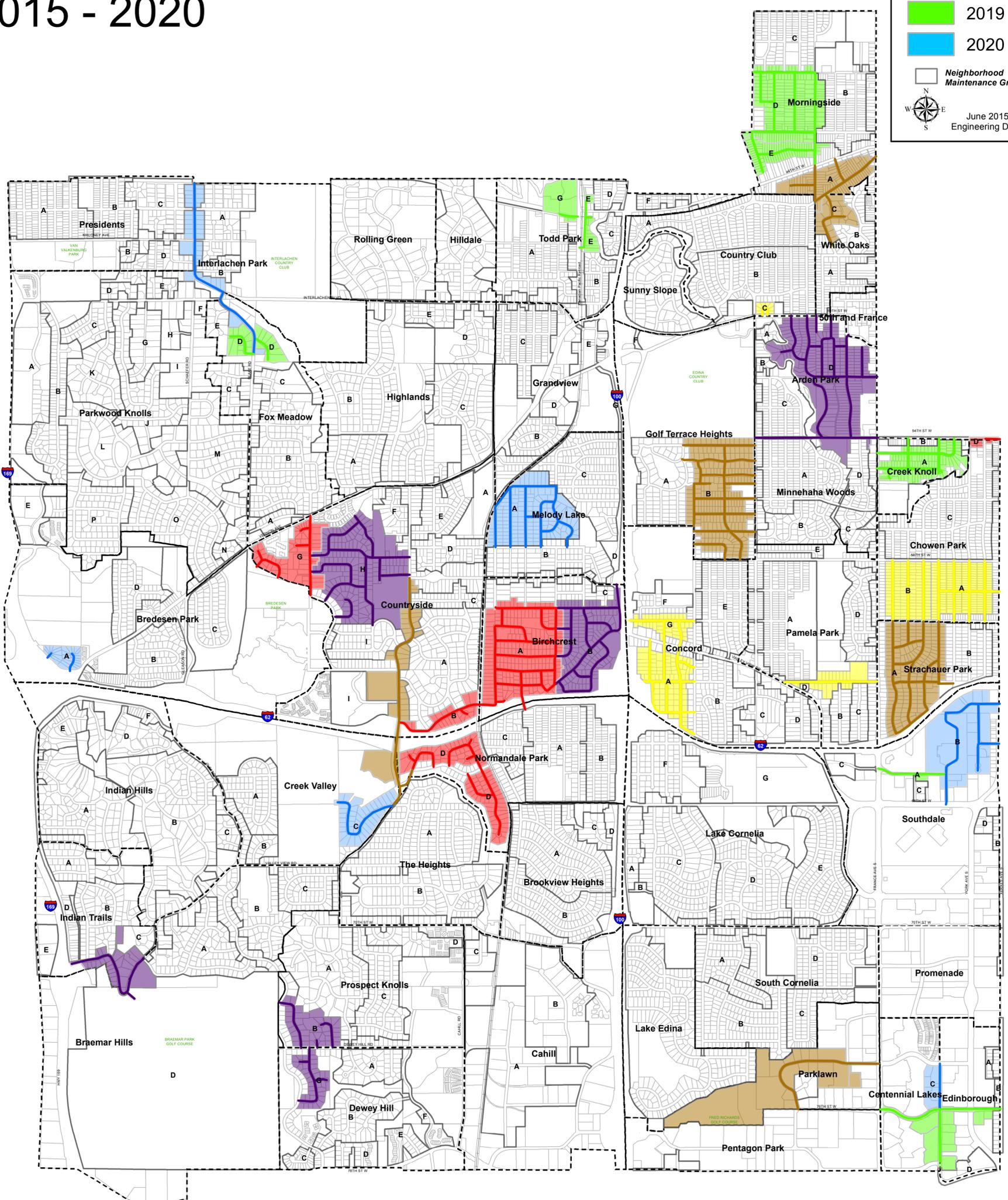
City of Edina Anticipated Street Reconstruction 2015 - 2020

Legend
Anticipated Year

- 2015
- 2016
- 2017
- 2018
- 2019
- 2020

Neighborhood Maintenance Groups

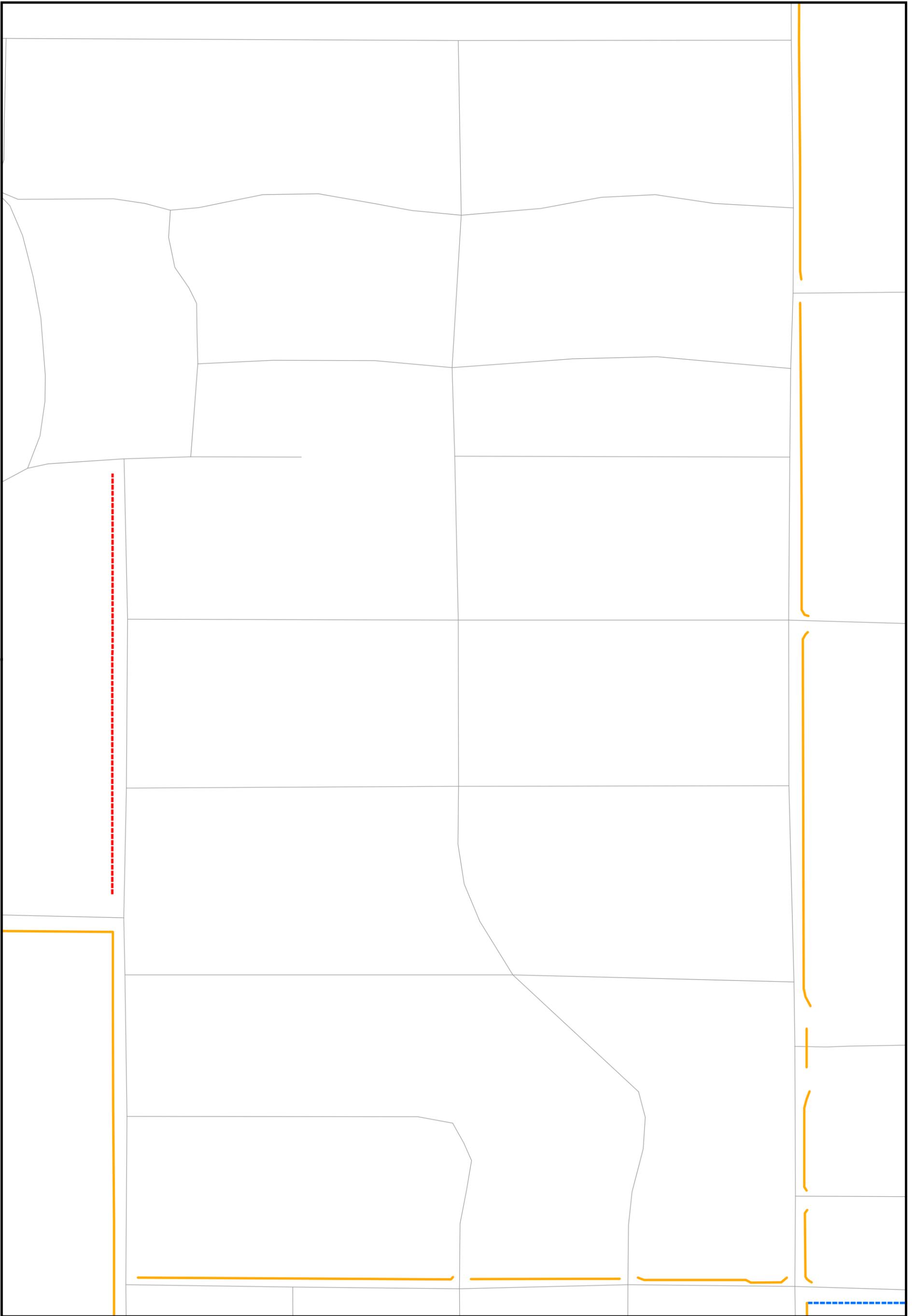

 June 2015
 Engineering Dept.



Note/Disclaimer

The dates shown on the map represent the anticipated years of construction and are subject to change based on budgetary issues, adjacent projects, resident input and other factors. Not all bituminous roadways within the City are shown. If a road is not highlighted then the potential reconstruction date is beyond the City's long term planning process.

The City of Edina's street improvement policy is to assess residents for a portion of the roadway reconstruction costs. Public utility improvements are paid for from the City's utility fund. Extensive evaluation regarding the condition of the bituminous pavement, sanitary sewer, storm sewer and water main were used to set the priority of roadway improvements.



**City of Edina
BA-420 Golf Terrace B
Sidewalk Facilities**

Legend

- Existing Sidewalk
- Future City Sidewalk
- Future State-Aid Sidewalk



Engineering Dept
July 2015

**2016 ROADWAY RECONSTRUCTION
NEIGHBORHOOD MEETING
JULY 27th, 2015**

	NAME	ADDRESS
1	RICHARD C JONES	6105 EWING AVE SO
2	Beverly Bergman	6112 Chouen Ave S
3	John Hamilton	6125 Beard Ave S.
4	Robert K Glass	Cross 24 Ewing Aves.
5	Erik Hays	5532 Woodlake Ave
6	J. Witzke	4572 OAK DR.
7	DAN + LARRY POWELL	6005 CHOWEN S.
8	Michael Korman	6113 Beard Ave S
9	Andrew Stenkiwicz	6109 Beard Ave S
10	Linda Tedford	6017 Drew Ave S
11	Carole + Les Anderson	6200 Beard Place
12	Deann Dunn	6012 Beard Ave.
13	J BEZANSON	6013 Drew Ave S.
14	E. Chakran	6020 New
15	Elizabeth Bullas	6016 Beard Ave S
16	ANITA ANDERSON	6312 EWING S
17	Paul + Virginia Hayek	4616 W. Woodland Rd
18	Mary Nelson	6117 Beard A.
19	Cheryl Lamy	6100 Ewing Av. S
20	Shirley & Allen	5717 St. Jakes Av So
21	Dan Sullen	" " " "
22	E. Squires	6000 Chouen Ave. S.
23	Greg JPKang	6125 Beard
24	David Staffer	3701 West 61st Street
25	Bruce + Barb Johnson	4601 W. 510th St.
26	Mitzi Litman	6208 Chouen Av
27	BRISCOE / HORVATH	4601 Tower St.
28	Rick Hausman	6025 Beard Ave S
29	IF SQUIRES III	6000 CHOWEN Ave So.
30	Monica Gruber	" " " "

**2016 ROADWAY RECONSTRUCTION
NEIGHBORHOOD MEETING
JULY 27th, 2015**

	NAME	ADDRESS
1	Deb Drewel	6000 Ewing Ave S
2	STEVE SABLES	6004 CHOWEN AVE S
3	Mena Hunninghake	4617 Concord Terrace.
4	Sam Courman	5512 Concord Av.
5	Martin Drets	4524 Woodland Rd W
6	Kyle Robinson	5512 ⁵⁵³⁴ Woodlake Ave.
7	Doug Hekensir-Seim	4514 Oak Dr
8	Lynn Barber + Karry Anderson	3709 Chowen Curve
9	John + Jennifer Roale	4608 Tower St.
10	David + Frenkel	4510 Lakeview Dr
11	Jan Bartholomew	6209 Chowen Ave S
12	Radia Christensen	6133 Chowen Av. S.
13	DAVE WRIGHT	4516 OAK DRIVE
14	EVAN REIDEL	5536 ST JOHNS
15	Brian MacDonald	4604 Lakeview Drive
16	TED DAVIS	4600 CONCORD TERRACE
17	Chene Little	4502 Lakeview
18	Brad + Katie Smith	4625 Woodland Rd
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**2016 ROADWAY RECONSTRUCTION
NEIGHBORHOOD MEETING
JULY 27th, 2015**

	NAME	ADDRESS
1	Rang Bayum	5525 St. Johns Ave
2	Tanley DORR	6112 Beard Ave. South
3	Jeff Dopf	6009 Beard Ave S.
4	Ran Haen	6013 Ewing Ave S (MX Roads)
5	Mary + Ernie Don	4611 Golf Terrace
6	Cory Kalkem	4507 W. 56th St.
7	Jam Lehar	6204 Beard Pl.
8	Austin Weigel	4506 Lakewood Dr
9	Robert W. Kstra	6109 Chover Aves
10	Jake G... ..	6000 Chover Ave S.
11	EDDY Heidi NELSON	5606 Cowford Ave
12	Andrew CRIPPS	5532 COWFORD AVE
13	Chris Bromer	6001 Ewing
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APPENDIX E

**Correspondence from
Residents**

Andrew Scipioni

From: Chad Millner
Sent: Thursday, August 29, 2013 2:42 PM
To: 'David Frenkel'
Subject: RE: Road reconstruction

David,

Thanks for your questions and comments. First, if you have immediate concerns about a residential redevelopment project, do not hesitate to call 952.826.0400.

Second, you are correct, redevelopment does create temporary increases in traffic from construction vehicles and some of those are large vehicles. The City developed a construction management plan that the contractors are required to follow. Of course we can't monitor all things at all times so if you have a concern let the us know. Different roadways have different weight requirements. Commercial vehicles are monitored across the metro area by various departments. Commercial vehicle inspections have been done in town but the Edina PD does not weigh trucks. Construction traffic only accounts for a small percentage of truck trips experienced over the life of a pavement. Most loads are generated by garbage trucks. Approximately 97% are from garbage trucks.

Third, the timing of street reconstruction projects versus the redevelopment. If we could predict where redevelopment is going to occur and for how long, we could potentially plan neighborhood reconstruction projects around that. As you know we cannot. Redevelopment happens all over town and at various amounts. If don't continue to address infrastructure in the City that needs repair, service levels to residents will suffer.

Thanks again for your comments and concerns,
Chad



Chad Millner, Assistant City Engineer

952-826-0318 | Fax 952-826-0392

cmillner@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business

From: David Frenkel [<mailto:frenkel@att.net>]
Sent: Wednesday, August 28, 2013 6:04 PM
To: Chad Millner
Subject: Road reconstruction

Chad,

I received the letter about road reconstruction for the Golf Terrace B Neighborhood. My concern for repaving is as you know Edina is going through a boom in tear downs and redevelopment of residential houses. The construction contractors show little concern about damaging the streets and curbs where redevelopment is happening. Does the city have any plan to more closely monitor construction sites where there are new streets? I routinely see damage to old and more recently paved streets (Golf Terrace) where heavy off road equipment sometimes with steel treads are driven on roads and heavy construction materials are dropped on streets. The house next to me that was just completed left damage to the curb in 3 different places. Not sure why the construction permit talks about

an access pad for a property yet construction vehicles jump curbs to access the property where there is no access pad. Much of the permit process appears to be a check list process with no ongoing enforcement.

I know the city hired a person to monitor construction sites but I don't see any concern regarding street and curb damage from her or the Edina Police. Does the city of Edina ever weigh some of the bigger dump trucks that might be over weight?

My suggestion is the City of Edina stop or slow street repaving in areas where there is heavy redevelopment until the brunt of this wave of reconstruction slows down.

Thank you.

Regards,

David Frenkel
4510 Lakeview Drive
Edina 55424
612-237-1966

Andrew Scipioni

From: csiddy1@gmail.com on behalf of Christa Sidy <csiddy@me.com>
Sent: Monday, September 30, 2013 8:28 AM
To: Chad Millner
Subject: Re: Road Reconstruction Golf Terrace B

Thank you so much for your prompt reply. I have signed up for the Edina email program - I was not aware of it!

Hope you have a great week, Christa

On Mon, Sep 30, 2013 at 7:30 AM, Chad Millner <cmillner@edinamn.gov> wrote:

Christa,

Sorry you were unable to attend and that the link is not working. All our projects can be found on the website under the Engineering Department page under construction projects then future projects. The long link below is to the presentation you're asking about.

Thanks

Chad

http://edinamn.gov/edinfiles/files/City_Offices/Engineering/Construction_Projects/20130909%20Open%20House%20Mtg_2015&16%20Projects%20Final.pdf

Chad Millner, Assistant City Engineer



952-826-0318 | Fax [952-826-0392](tel:952-826-0392)

cmillner@EdinaMN.gov | www.EdinaMN.gov

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From: csiddy1@gmail.com [mailto:csiddy1@gmail.com] **On Behalf Of** Christa Sidy
Sent: Saturday, September 28, 2013 3:41 PM
To: Chad Millner
Subject: Road Reconstruction Golf Terrace B

Hi,

I was not able to attend the meeting on 9/9. Your letter of 8/23 says I should be able to see the information presented at the meeting at: www.EdinaMN.gov/FutureProjects

Well, when I attempt to go to that address, it tells me the page is not found. Could you please tell me where I can find the information from the 9/9 meeting.

Thank you,

Christa Siddy

5724 Fairfax Ave

[612-840-8185](tel:612-840-8185)

csiddy@me.ocom

Andrew Scipioni

From: Chad Millner
Sent: Monday, August 04, 2014 6:28 PM
To: 'David Frenkel'
Cc: Patrick Wrase
Subject: 20140804 Golf Terrace RE: Street markings on the intersection of Normandale and Eden Ave next to city hall.

David,

When your street is up for reconstruction, we welcome input on ideas to improve the neighborhood. I see your neighborhood is scheduled for 2016. We will be having another neighborhood meeting this fall. You can submit that idea at that time or submit it with the questionnaires we will send out in the spring/summer of 2015 when we begin preliminary design.

Do you have a specific location in mind? If so, we can begin collecting traffic data to support our analysis next year.

Thanks again for your interest in improving the City,
Chad



Chad Millner, Director of Engineering

952-826-0318 | Fax 952-826-0392

cmillner@EdinaMN.gov | www.EdinaMN.gov

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From: David Frenkel [<mailto:frenkel@att.net>]
Sent: Monday, August 04, 2014 11:06 AM
To: Chad Millner
Subject: Re: Street markings on the intersection of Normandale and Eden Ave next to city hall.

Chad,
is there also a process to request residential traffic circles when road reconstruction is done? Thanks
Regards,

David Frenkel
612-237-1966

From: Chad Millner <cmillner@EdinaMN.gov>
To: 'David Frenkel' <frenkel@att.net>
Cc: Joseph Totten <jtotten@EdinaMN.gov>; Mark K. Nolan <MNolan@EdinaMN.gov>
Sent: Monday, August 4, 2014 10:43 AM
Subject: RE: Street markings on the intersection of Normandale and Eden Ave next to city hall.

David,

Thanks for the information. We have the traffic safety committee that meets monthly on requests such as these. We got a very similar request earlier this year. I am copying Joe Totten, our Traffic Safety Coordinator, to add this to our requests.

Joe will contact you and explain the process as we work through this request.

Thanks,
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

From: David Frenkel [<mailto:frenkel@att.net>]

Sent: Saturday, August 02, 2014 11:41 PM

To: Chad Millner

Subject: Street markings on the intersection of Normandale and Eden Ave next to city hall.

Chad,

I have a question about the intersection between the Edina City hall and the Perkins Restaurant which has several street names but primarily Normandale and Eden Ave. This is a pretty busy intersection of cars, bikes and pedestrians. Would it be possible to have the intersection marked with crosswalks, correct the street center lines so they more closely match up on each side of the intersection and stop lines for cars. I run and drive through that intersection daily and it is a little chaotic at times. Thanks

Regards,

David Frenkel
4510 Lakeview Drive
Edina
612-237-1966

Andrew Scipioni

From: Chad Millner
Sent: Friday, August 15, 2014 4:18 PM
To: 'Sue Ressemann'
Cc: Tom Ressemann
Subject: RE: Road improvement project

Sue,

4600 58th Street was assessed as part of the 58th Street project in 2005/2006. It was done under a different assessment policy. In reviewing our current policy with our past one, we are interrupting as part of the Golf Terrace B project scheduled for 2016, the property would be assessed a 1/3 REU amount of the assessments. As we've discussed that assessment amount will not be known until late 2015. As I mentioned our assessments have ranged from \$2000 - \$24,000 with typical ones running \$7000 - \$15000. So it would most likely be a 1/3 of one of those estimates.

Hope this helps. Thanks,
Chad



Chad Millner, Director of Engineering

952-826-0318 | Fax 952-826-0392

cmillner@EdinaMN.gov | www.EdinaMN.gov

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From: Sue Ressemann [<mailto:s.ressemann@gmail.com>]
Sent: Tuesday, August 12, 2014 4:14 PM
To: Chad Millner
Cc: Tom Ressemann
Subject: Re: Road improvement project

Hello Chad,

We have another question pertaining to the road improvement slated for St. John in 2016. Since our home sits on a corner lot (4600 W 58th St), we were advised to ask if the city assesses a corner property for both sides? One side of our property, 58th St W, was improved several years ago.

Thank you.
Suzanne Ressemann

Sent from my iPad

On Aug 1, 2014, at 10:18 AM, Sue Ressemann <s.ressemann@gmail.com> wrote:

Hello Chad,

We spoke last week regarding some road improvements which, in 2016, will occur on the side street of our newly purchased home at: 4600 W 58th St, Edina, MN 55424.

During the purchase process, the sellers did not disclosed the road improvement letters and information they had previous received from the City; therefore, we will be entering into a compensation negotiation to recover some of the costs.

We need closure on this situation in the next few weeks and would like to have a close estimate from the City of Edina on what the assessment values might look like based on what will be done along our property.

Please let me know what assessment information is possible at this stage of the road improvement process and what kind of timing we can expect for an estimate number. Thank you very much.

Suzanne Ressemann

Sent from my iPad

Begin forwarded message:

From: Suzanne <s.ressemann@gmail.com>
Date: July 25, 2014 at 11:08:44 AM CDT
To: "cmillner@EdinaMN.gov" <cmillner@EdinaMN.gov>
Cc: Tom Ressemann <tresseman@willowcreekbay.com>
Subject: Road improvement project

Hello Chad,

If you are not the person I need to speak with, would you please forward my email?

We live on the corner of St. John St and West 58th St. In Edina. Yesterday two gentlemen in a City of Edina vehicle were parked across the street from our home; taking some readings of some sort. I took the opportunity to ask what they were doing and they informed me that St John is scheduled for some improvements and assessments in the coming year.

Could you tell me if notification letters regarding this work have been sent to the area residents and if so when? Also if there has been a letter, would you forward me a copy as well please?

Thank you for your help and please call me if you need.

Suzanne Ressemann
320-267-3985 m

Sent from my iPhone

Andrew Scipioni

From: Chad Millner
Sent: Friday, August 29, 2014 10:59 AM
To: 'David Frenkel'
Cc: Patrick Wrase; Mark K. Nolan; Joseph Totten
Subject: RE: 20140804 Golf Terrace RE: Street markings on the intersection of Normandale and Eden Ave next to city hall.

David,

Thanks again for the information. There are industry standards developed to determine if a traffic circle is warranted. Since we have not started any design of that project yet, I don't know if there is room or if it meets the warrants. We will consider this as we move through the process.

Thanks again for the suggestions,
Chad



Chad Millner, Director of Engineering

952-826-0318 | Fax 952-826-0392

cmillner@EdinaMN.gov | www.EdinaMN.gov

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From: David Frenkel [<mailto:frenkel@att.net>]
Sent: Tuesday, August 05, 2014 3:56 PM
To: Chad Millner
Subject: Re: 20140804 Golf Terrace RE: Street markings on the intersection of Normandale and Eden Ave next to city hall.

Chad, the intersection I had in mind is St John's Ave and Lakeview Drive. Is there a minimum intersection size in order to consider a traffic circle? Thanks.

David Frenkel
612-237-1966

From: Chad Millner <cmillner@EdinaMN.gov>
To: 'David Frenkel' <frenkel@att.net>
Cc: Patrick Wrase <PWrase@EdinaMN.gov>
Sent: Monday, August 4, 2014 6:27 PM
Subject: 20140804 Golf Terrace RE: Street markings on the intersection of Normandale and Eden Ave next to city hall.

David,

When your street is up for reconstruction, we welcome input on ideas to improve the neighborhood. I see your neighborhood is scheduled for 2016. We will be having another neighborhood meeting this fall. You can submit that idea at that time or submit it with the questionnaires we will send out in the spring/summer of 2015 when we begin preliminary design.

Do you have a specific location in mind? If so, we can begin collecting traffic data to support our analysis next year.

Thanks again for your interest in improving the City,
Chad



Chad Millner, Director of Engineering

952-826-0318 | Fax 952-826-0392

cmillner@EdinaMN.gov | www.EdinaMN.gov

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From: David Frenkel [<mailto:frenkel@att.net>]

Sent: Monday, August 04, 2014 11:06 AM

To: Chad Millner

Subject: Re: Street markings on the intersection of Normandale and Eden Ave next to city hall.

Chad,
is there also a process to request residential traffic circles when road reconstruction is done? Thanks
Regards,

David Frenkel
612-237-1966

From: Chad Millner <cmillner@EdinaMN.gov>

To: 'David Frenkel' <frenkel@att.net>

Cc: Joseph Totten <jtotten@EdinaMN.gov>; Mark K. Nolan <MNolan@EdinaMN.gov>

Sent: Monday, August 4, 2014 10:43 AM

Subject: RE: Street markings on the intersection of Normandale and Eden Ave next to city hall.

David,

Thanks for the information. We have the traffic safety committee that meets monthly on requests such as these. We got a very similar request earlier this year. I am copying Joe Totten, our Traffic Safety Coordinator, to add this to our requests.

Joe will contact you and explain the process as we work through this request.

Thanks,
Chad



Chad Millner, Director of Engineering

952-826-0318 | Fax 952-826-0392

cmillner@EdinaMN.gov | www.EdinaMN.gov

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From: David Frenkel [<mailto:frenkel@att.net>]

Sent: Saturday, August 02, 2014 11:41 PM

To: Chad Millner

Subject: Street markings on the intersection of Normandale and Eden Ave next to city hall.

Chad,

I have a question about the intersection between the Edina City hall and the Perkins Restaurant which has several street names but primarily Normandale and Eden Ave. This is a pretty busy intersection of cars, bikes and pedestrians. Would it be possible to have the intersection marked with crosswalks, correct the street center lines so they more closely match up on each side of the intersection and stop lines for cars. I run and drive through that intersection daily and it is a little chaotic at times. Thanks

Regards,

David Frenkel
4510 Lakeview Drive
Edina
612-237-1966

Andrew Scipioni

From: Taylor, Scott <Scott.Taylor@merrillcorp.com>
Sent: Wednesday, September 10, 2014 3:50 PM
To: Patrick Wrase
Cc: Katey & Scott Taylor
Subject: 2016 Neighborhood Roadway Construction
Attachments: photo 1.JPG; photo 2.JPG; photo 3.JPG

Importance: High

Atten: Patrick Wrase
Assistant City Engineer
City of Edina

I am writing to you in response to your letter dated 9/5/14. Since I will be unable to attend the open house on Monday Sept 29, 2014, I thought I would share some information ahead of that meeting.

As you can see from the attached pictures, our corner has a very low spot that collects water on a regular basis. These It is accurate to say the even during the hottest driest months, this corner is NEVER dry and it rains, it becomes quite a lake. Due to the standing water, the corner has severe damage to the curb and created potholes which need to be fixed every year. It is also a breeding ground for mosquito's and mold growth, which has caused several scraped knees and elbows with the local neighborhood kids including my own.

I hope you will consider addressing this problem with a drain on this corner (north of Oak Drive and on the West side of St. Johns Ave.)

Scott & Katey Taylor
Edina Resident(s)
4600 Oak Drive
Edina MN 55424
952.926.8828
taylor-smnhome@comcast.net

Scott F. Taylor
Senior Vice President - Sales

612.752.2935 office
612.710.2060 cell
612.333.0403 fax



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Andrew Scipioni

From: Chad Millner
Sent: Wednesday, October 01, 2014 9:16 AM
To: 'David Frenkel'
Cc: Patrick Wrase; Charlie Gerke
Subject: RE: Road reconstruction meeting

David,

Thanks for the comments. The right-of-way (ROW) varies by street and also where the street is located within the ROW. Typically it's 10-15 feet behind the edge of the road.

Street drainage is looked at as part of street reconstruction projects. We welcome comments on the questionnaire to determine where those issues exist. We try to install sump drain pipe during our projects. In some cases it's not possible. Who enforces sump pump outlet locations? We don't have enough staff to police this issue. It is usually addressed on a complaint basis. If there is an issue during a street recon project, we will address it during that also.

Traffic circles: We again welcome comments about traffic concerns. I would like to know why a traffic circle. Is there a speed, volume or other issue we are trying to address with a traffic circle. If we know the issue then we can determine the best way to address it.

We can widen driveways a few feet in most cases. We can review your driveway during the construction project to determine if we can improve that. It will be related to the existing condition of the apron, utility work in the area, and other factors but we can review it for you.

There has been some damage to public infrastructure during residential redevelopment. During the past 6 months we have made some improvements to the overall process and how things are initially approved and how the final approval is handled. Those changes have improved the process and is protecting our public infrastructure better. I can't require a past developer to address something that is already complete but I can tell the we are at a better place in regards to residential redevelopment than we were 6-months ago.

Thanks for your participation in our street reconstruction 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

From: David Frenkel [<mailto:frenkel@att.net>]
Sent: Tuesday, September 30, 2014 3:23 PM
To: Chad Millner
Subject: Road reconstruction meeting

Chad,
at the meeting last night it was mentioned the city right of way/easement was 8 to 10 ft. I thought it was 8 ft.

When the roads are rebuilt will street drainage be looked at? I have storm water coming from Golf Terrace south onto St John's then east to a storm drain in the middle of the block on Lakeview Drive. The storm water also comes down Lakeview and crosses St John's to the same storm drain. Much of the water on coming down Lakeview is

from sump pumps which run all year. In the meeting you mentioned sump pump drain pipes have to be 15 ft from the road. Who enforces this because it is certainly not enforced now with many of the new houses that have deep basements and very active sumps draining directly into the street.

Is there a process to see about traffic circles in residential areas like Lakeview Drive and St John's?

I have a teardrop shaped driveway. Is there a process to see if I can make it a straight driveway when the roads are reconstructed. It is a matter of widening one end a few feet at the curb.

At almost all residential new construction and major remodeling construction sites construction vehicles drive over curbs which in theory is illegal since construction sites are required to have access pads. I was told by city inspections when the new development next to me was completed the city would have all damaged road and curbs fixed by the developer, this never happened. What is the process to get city code enforced and have developers responsible for not only following code but fixing sidewalks, roads and curbs they break in a timely manner? A sidewalk was broken on Concord near Concord Elementary last summer and the hazard seemed to be of no concern to the city of Edina even after several complaints.

I would like to see city code get enforced not only because it is the law but it can create safety hazards. Thank you.

Regards,

David Frenkel
4510 Lakeview Drive
612-237-1966

Andrew Scipioni

From: Patrick Wrase
Sent: Tuesday, January 27, 2015 8:07 AM
To: 'Thomas Ressemann'
Subject: RE: Golf Terrace B Neighborhood Roadway Reconstruction

Good Morning Tom,

Thank you for your email and bringing to my attention that the September 29, 2014 presentation is not linked on the Golf Terrace B Neighborhood Reconstruction project website. The PowerPoint presentation is linked on the 2017 project pages and I have included the link to the presentation from the 2017 Birchcrest A project website:

http://edinamn.gov/edinfiles/files/City_Offices/Engineering/Construction_Projects/2017/Birchcrest%20%20A/Sept%2029%20Presentation.pdf

The presentation from September 29, 2014 was given to all 2016 and 2017 project area residents so the link to the presentation above is identical to that for the Golf Terrace B Neighborhood. I will have our IT department add the link for the Golf Terrace B Neighborhood as well.

Again, thank you for bringing this to my attention and please let me know if you have any questions regarding the upcoming 2016 Golf Terrace B Neighborhood Reconstruction project.



Patrick Wrase, Assistant City Engineer

952-826-0443 | Fax 952-826-0392

PWrase@EdinaMN.gov | www.EdinaMN.gov

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From: Thomas Ressemann [<mailto:tresseman@willowcreekbay.com>]
Sent: Monday, January 26, 2015 6:46 PM
To: Patrick Wrase
Subject: Golf Terrace B Neighborhood Roadway Reconstruction

Patrick,

I was reviewing the letter you sent me back on September 5, 2014 regarding the project referenced in the Subject line above.

The website does not list a presentation from the September 29, 2014.

Is there a presentation available that you can send me along with any materials distributed at the meeting that we were unable to attend.

Thank you,

Tom

Thomas Ressemann

Mobile: 320-267-7266

Andrew Scipioni

From: Chad Millner
Sent: Thursday, March 12, 2015 3:55 PM
To: 'Laura Soderling'
Cc: Steve Soderling; Patrick Wrase
Subject: Golf Terrace Neighborhood RE: sump pump connection

Laura,

Thanks for the comments. Tower Street is part of the Golf Terrace Neighborhood Project planned for 2016. You will begin to receive notices to provide input and attend meetings in the next few months. We would appreciate any input you have about your neighborhood.

With all of our street reconstruction projects, we try to install sump drain pipe so residents can connect their sump pump lines to it. In some areas due to the grade of the street or the location of the storm sewer system, we are unable to provide that pipe. Until we begin detailed investigations of the infrastructure, I can't give you an answer on whether or not we can install that pipe in your area. We will know much more later this year.

As we work through the process, you will get much more information on how to coordinate some of the work you mentioned below.

Thanks again,
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: Laura Soderling [<mailto:laura.soderling@me.com>]

Sent: Thursday, March 12, 2015 9:11 AM

To: Chad Millner

Cc: Steve Soderling

Subject: sump pump connection

Hi Chad -

We live at 4525 Tower Street - I think our neighborhood streets are scheduled to be redone (maybe this summer?) and I'm wondering when this work gets done if we would be allowed to connect our sump pump drain to a city sump pump drainage line?

We have constant standing water March-November in front of our house both from our sump pump drain and from our neighbors - standing water / mud / algae growth on the curb has been an issue on our street for several years now.

Hoping to get timing from you regarding the work on the street, as well as information on what we would need to do to hook up to a city drainage line. I'm hoping also to share this information with my neighbors as I think there are several of us who would be interested in connecting to a city line.

Thanks much,
Laura Soderling
4525 Tower Street

Andrew Scipioni

From: Patrick Wrase
Sent: Wednesday, May 06, 2015 11:42 AM
To: 'David Frenkel'
Subject: RE: Golf Terrace B neighborhood roadway reconstruction

Hello David,

I believe that the devices you are referring to in Minneapolis east of France on 54th are mini-roundabouts or traffic circles. Roundabouts are used to help manage traffic movements at high volume intersections whereas traffic circles/mini-roundabouts are used as a traffic calming device (i.e. reduce speed). A full scale roundabout would likely require significant additional right of way. The mini-roundabouts may fit in the existing street right of way and within the existing curb lines. However, since the devices are installed to solve a traffic related problem, there would have to be evidence of such a problem prior to designing the installation. If you are aware of such an issue, please inform us of the location during the current "multi-modal traffic survey" currently being conducted for Golf Terrace B and the other 2016 Neighborhood Roadway Reconstruction project areas (<https://www.surveymonkey.com/s/2016streets>). Additionally, we will conduct traffic volume and speed counts throughout the project areas this summer in preparation for the project which will help to identify traffic related issues.

As related to your teardrop driveway, if the curb is to be removed adjacent to your driveway as a part of the project, we can alter the width of the new driveway apron (portion of driveway from street to 3 feet behind curb) to match the width that you desire, so long as the width is in conformance with city of Edina Driveway Policy. At this point, it is uncertain whether the curb adjacent to your drive way will be removed. That will be determined later this summer as detailed condition surveys of the project area are conducted. Here is a link to the city of Edina Curb Cut/Driveway Entrance application: http://edinamn.gov/edinafiles/files/City_Offices/Engineering/Curb%20Cut%20Permit%202015.pdf. You will not need to fill this out, I have included it so that you can review it to be sure your desired driveway will be in compliance with the requirements contained in the document. If the curb is to come out, we will coordinate you at the time of construction next year to build your new driveway apron to your desired width. We will ask that you have a sketch plan and estimate from a contractor to build your private driveway to match the new apron. This is required because in the past, residents have requested a widened apron but then not proceed with building their driveway to match the new opening.

Please let me know if you have any other questions.

Thank You



Patrick Wrase, Assistant City Engineer

952-826-0443 | Fax 952-826-0392

PWrase@EdinaMN.gov | www.EdinaMN.gov

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From: David Frenkel [<mailto:frenkel@att.net>]
Sent: Tuesday, May 05, 2015 4:09 PM
To: Patrick Wrase
Subject: Golf Terrace B neighborhood roadway reconstruction

Patrick,

Is there a process to see if it is feasible to put a round about in a residential street? I have asked before and I was told the streets are not wide enough but Minneapolis has roundabouts on similar streets (54th St near France Ave). Also I have a teardrop driveway I would like to make it straight out to the street. Is there a process to request this? Thanks.

Regards,

David Frenkel
612-237-1966

Andrew Scipioni

From: Patrick Wrase
Sent: Tuesday, May 12, 2015 6:43 AM
To: 'Taylor, Scott'
Subject: RE: Road construction for Golf Terrace B Neighborhood in 2016

Good Morning Scott,

Thank you for your comments. The purpose of the multi-modal traffic survey is to identify traffic related issues that will require a bit of research and possibly field data to resolve, thereby taking additional time. By collecting this data early, we can adequately address such issues with the project plans. Your comments are important and I will discuss the traffic concerns with our Traffic Safety Committee to see if stop signs may be justified for this intersection.

I recall our conversation about the drainage from last fall and will add your latest comments in this email to our list of issues to be addressed with the project. Also, there will be a formal survey distributed to the project area in the next few weeks. Please record your comments related to the drainage and traffic issues on that survey as well.

Thanks again for taking the time to supply us with vital information about the upcoming Golf Terrace B project. I look forward to working with you to improve the infrastructure within your neighborhood.

Pat



Patrick Wrase, Assistant City Engineer

952-826-0443 | Fax 952-826-0392

PWrase@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business

From: Taylor, Scott [<mailto:Scott.Taylor@merrillcorp.com>]
Sent: Friday, May 08, 2015 11:30 AM
To: Patrick Wrase
Cc: Katey Taylor (HOME)
Subject: Road construction for Golf Terrace B Neighborhood in 2016
Importance: High

Patrick

I took the survey this morning and made comments about the speedy traffic on St. Johns at the corner of Oak Drive. Since St. Johns has limited stop signs, it is used as a quicker cut through by kids and adults alike. I would encourage you to look at adding stop signs or something to slow them down.

My bigger concern however continues to be the drainage on the same corner. Water/leaves and debris continue to pile up on the NW corner of Oak Drive and St John's Ave., causing puddles, slippery & smelly conditions, mosquito breeding grounds and as you can see with a visit, pot hole damage. I would like to see a design that takes that into account and either steers the water further down (south) on St. Johns or more realistically adds a curbside storm drain along that corner somewhere. This has been an issue 12 months of the year and is really dangerous in the winter and spring. I would ask you to come look at the corner yourself on wet or dry days and you will plainly see what I am talking about. I sent you pictures a couple months back but please let me know if you need any new pictures to document the issues.

Thank you for accepting input, I hope you will consider this a valid concern and will take the steps to remedy the issue when the streets are being redone next year.

Scott Taylor
4600 Oak Drive
Edina, MN 55424

Scott F. Taylor

Senior Vice President - Sales

Scott.taylor@merrillcorp.com

www.merrillcorp.com

612.752.2935 office

612.710.2060 cell

612.333.0403 fax



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MERRILL CORPORATION

This email communication may contain CONFIDENTIAL or LEGALLY PRIVILEGED information. If you are not the intended recipient, please notify me at the telephone number shown above or by return email and delete this communication and any copy immediately. Thank you.

Andrew Scipioni

From: Taylor, Scott <Scott.Taylor@merrillcorp.com>
Sent: Tuesday, May 19, 2015 2:04 PM
To: Joseph Totten
Cc: Patrick Wrase
Subject: RE: Road construction for Golf Terrace B Neighborhood in 2016

Importance: High

Joe,

There are really two concerns that I have.

1. It seems to me; having St. Johns be unencumbered all the way from Golf Terrace to 56th or Tower seems crazy. Most other streets are stopped every block or two to slow people down. This, in my opinion, is the main reason people fly up and down St. Johns. No stop signs. To be clear, I think a 4 way stop at Oak/St John's would be overkill (although I would be in favor). Perhaps just an adjustment or realignment of the stop signs. I also realize it took our neighbors a long time to get that stop sign put in there and it is a big help, but I just feel there should be a better way to slow people on St. Johns. Of course, if we changed the signs on Oak/StJ to N-S instead of E-W, I am sure people would just change their cut through and turn off of Wooddale onto Oak and use that. No matter what, someone is going to be unhappy. I just felt the need to point it out. So, in the end, I hope you leave the stop sign where it is, and do something just North or South of us to slow traffic down.
2. I am more concerned with the standing water and constant damage to the NW corner of Oak & St. Johns. It smells, it causes road damage and frankly is an eye sore. Every single one of my kids and several neighbor kids have hit that pothole/puddle with their bike and wiped out. So far, nothing but bumps, bruises and scrapes. I would hate for someone to get really hurt when we had a chance to fix this problem correctly.

In the end, the 2nd bullet point is more important I think and less your responsibility than Pat's. I have never really written to the city about this stuff because I generally think you guys know what you are doing and are getting paid to do it well. Since this is a big huge undertaking for our neighborhood next year, I felt like I needed to make you aware of some of the local pain points that may be missed on aerial photos, Maps, drawings or spreadsheets.

Thank you for listening.

Scott F. Taylor
Senior Vice President - Sales
Merrill Corporation
Direct: 612-752-2935
Mobile: 612-710-2060
scott.taylor@merrillcorp.com

From: Joseph Totten [<mailto:jtotten@EdinaMN.gov>]
Sent: Tuesday, May 12, 2015 3:18 PM
To: Taylor, Scott
Subject: RE: Road construction for Golf Terrace B Neighborhood in 2016

Mr. Taylor,

I did a quick investigation into the site today, and I don't think the site will be eligible for getting stop signs on St. John's, as there are already stop signs in place on Oak Grove. Placing a 4-way stop is incredibly specific, and requires a great deal of traffic (Blake and Interlachen is an intersection which does not meet warrants for 4-way stop, these same warrants would be applied here).

We can still look into traffic speeds on St. John's and see if there is anything we can do to slow traffic, with the reconstruction coming up, now is the perfect time to investigate these issues and start designing changes.

Regards,
Joe Totten



Joseph Totten, Traffic Safety Coordinator

952-826-0349 | Fax 952-826-0392

jtotten@EdinaMN.gov | www.EdinaMN.gov

...For Living, Learning, Raising Families & Doing Business

From: Joseph Totten
Sent: Tuesday, May 12, 2015 8:59 AM
To: 'Scott.Taylor@merrillcorp.com'
Subject: Road construction for Golf Terrace B Neighborhood in 2016

Mr. Taylor,

My name is Joe Totten, I am the City of Edina's Traffic Safety Coordinator, Pat Wrasse forwarded me your email requesting stop signs be placed on St. John's at Oak Drive. We can investigate stop signs for the intersection, but the City of Edina follows the Minnesota Manual on Uniform Traffic Control Devices which would mean that a certain amount of traffic is needed to be entering the intersection for the city to consider stop signs at the intersection (or have very limited sight distances). Engineering research shows that stop signs used for speed or volume control are ineffective, they are used only to control the intersection, and will be placed on the road with the least entering traffic. I can put down traffic counters and we can determine if these signs meet engineering warrants if you would like. Otherwise, if speed is the main issue, we can place a counter and if more than 15 percent of people are speeding we can try and get the road redesigned to add traffic calming measures.

Regards,
Joe Totten



Joseph Totten, Traffic Safety Coordinator

952-826-0349 | Fax 952-826-0392

jtotten@EdinaMN.gov | www.EdinaMN.gov

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Andrew Scipioni

From: Chad Millner
Sent: Monday, June 01, 2015 8:42 AM
To: 'Ted H Davis'
Cc: Tom Haataja
Subject: RE: Street Marking

Ted,

Thanks for the comments. In preparation for the potential street reconstruction project for next year, our surveyors are taking measurements. In order to know where those measurements are located in regards to the Hennepin County coordinate system, we need control points of known location. They placed CP II or control point #2 at a spot where they can see much of the roadway to take those measurements. The measurements will be based off that known point.

We will need those markers for a few weeks so please assist in protecting those. After we complete our measurements, they can be removed.

Thanks,
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: Ted H Davis [<mailto:tedhdavis@icloud.com>]
Sent: Monday, June 01, 2015 8:33 AM
To: Chad Millner
Subject: Street Marking

Chad,

Last week, a metal marker was installed in my yard, with an orange circle. At the street, the marking is "CP II". I'm just curious what this is for and what it means?

Thanks,

Ted Davis
4600 Concord Terrace

Andrew Scipioni

From: JOE ROACH <jroach81@msn.com>
Sent: Thursday, July 23, 2015 3:55 PM
To: Chad Millner
Cc: Scott H. Neal; James Hovland (jhovland@hovlandrasmus.com); David Fisher; Brian Olson; Carter Schulze
Subject: Re: 4612 Tower Street

Chad,

You are aware that there are Two (2) discharge points at issue here. The one with the pop up head and the other, which is just a foot or two off our property line, which does not have a pop up head.

It's our understanding that this second is in violation of the City's Ordinance and must be completely removed. It's appears that this homeowner/builder are just playing games with you.

In fact, the pipe with the pop up head was only installed by the homeowner/builder a few weeks ago after they were told by the City to remove the original on (that being the pipe without the pop up head). Additionally, it was only after the City said they had to comply that the tree, grass, and other landscaping hurriedly was installed.

I am sure you are tired of me just as I am tired of the tail chasing that seems to be going on and the appear any deer in the headlights responses we are getting.

If the ordinances mean nothing just let me know and we will likewise cess to comply as will most other people I would guess.

Just trying to understand whether the ordinances are going to be unforced.

I know we have been held to strict compliance when we have done work on our property.

Again, thanks for you assistance and best regards.

Joe

On Jul 23, 2015, at 10:42 AM, JOE ROACH <jroach81@msn.com> wrote:

Chad,

Thanks for the update. I woul be happy to discuss this further with you and will plan on attending the meeting on Monday.

Thanks and best regards.

Joe

On Jul 23, 2015, at 10:37 AM, Chad Millner <cmillner@EdinaMN.gov> wrote:

Mr. Roach,

I was forwarded the email string below for consideration. I cannot address issues that occurred or were discussed during the redevelopment of the home next to you. You were working with other City staff on those issues. I can address sump pump water discharge.

Last fall, I had a conversation with Charlie Gerk about sump pump discharge near your property. It is my understanding Charlie had a conversation with you about the scheduled reconstruction of the streets in your neighborhood in 2016. During street reconstruction, where feasible, we extend sump drain pipe behind the curb and 3-ft below grade. This pipe is available for residents to connect their sump drain pipe into. This provides a conduit for water versus what you're seeing today with water either draining out across the end of your driveway or over the curb into the gutter and eventually into the storm sewer system.

I understand the new pop up drain was discharging at the back of curb and the curb was pushing the water out across the end of your driveway. Public works recently cut a small v-section of the curb out to allow the water to enter the gutter immediately. Our hope is that this is a temporary solution until the street reconstruction project in 2016. We have not looked at the elevations of the storm sewer system yet to determine that. In most cases it is feasible to install that pipe.

If you would like to discuss the 2016 project in more detail, you should have received an invite for a neighborhood meeting for this Monday night starting at 6 pm at the PW Facility at 7450 Metro Blvd.

Thanks,
Chad



Chad Millner, Director of Engineering

952-826-0318 | Fax 952-826-0392

cmillner@EdinaMN.gov | www.EdinaMN.gov

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From: JOE ROACH [<mailto:jroach81@msn.com>]

Sent: Tuesday, July 21, 2015 3:19 PM

To: James Hovland

Subject: Fwd: 4612 Tower Street

Jim,

We thought we would reach out to you to see if you can intervene in this matter before it escalates any further.

Long story short, as a result of a new home built next door to us we now have water running across our driveway and have since late Oct/early Nov 2014. We contacted the City as instructed by the signage in front of the home to get this resolved. We have been promised and assured numerous times that the City would require that this be corrected. Unfortunately, nothing has been done. Nothing for almost a year.

If you could let me know when we could meet to discuss this we would appreciate it. You can email me or call me at 612-819-0209.

Thanks and best regards.

Jennifer and Joe Roach

Begin forwarded message:

From: JOE ROACH <jroach81@msn.com>
Date: July 21, 2015 at 3:09:51 PM CDT
To: David Fisher <DFisher@EdinaMN.gov>
Subject: Re: 4612 Tower Street

David,

We appreciate everything the City has done and tried to do. The solution is simple - require compliance. It's completely within the City's authority. I don't think it's within the City's authority to disregard its own rules. If it were then why have them. We assume that is why the City put the ordinances in place.

Unfortunately, we have been told numerous times over nearly a year now that compliance was required or the City would do the work and charge the cost against some bond it had from these home owners. Let's get it done. Our property should be protected just as much as any others.

As you are aware and we have discussed, with the soil under our driveway and adjacent to it soaked, as it is, it give the concrete in our drive no support and causes it to break.

We would be interested in more details as to why requiring compliance with the City's Building Code is so difficult. This seems very simple, yet nothing seems to get done except we get more Heisman Trophy posses.

For whatever reason, reasons we are interested in hearing, the City has let this builder and homeowner damage our property in an unabated manner. Again, we are interested in knowing why.

We have done everything asked and in accordance with the City's Code and direction, where has it got is - our family and guests have to wade through muck to get to our house. Again, why.

We are completely perplexed by the events and lack of follow through over nearly a year - a year - a year!

We do know we have options - litigation and/or talk to the local media - but that is not what we really want, we want compliance, just like we and everyone else in Edina is required to do.

I don't care that a pipe may go in a few years. The problem and compliance are here today.

Your prompt action is required

Again, thanks and best regards.

Joe

On Jul 21, 2015, at 2:44 PM, David Fisher <DFisher@EdinaMN.gov> wrote:

Mr. Roach,

We are work towards a solution.

When the sod was installed and pop up drain was moved it helped.

 **David Fisher, Chief Building Official**
952-826-0450 | Fax 952-826-0389
DFisher@EdinaMN.gov | www.EdinaMN.gov
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Tell us how we're doing! Take our customer satisfaction [survey](#).

From: JOE ROACH [<mailto:jroach81@msn.com>]

Sent: Tuesday, July 21, 2015 9:47 AM

To: David Fisher

Subject: Fwd: 4612 Tower Street

Begin forwarded message:

From: Charlie Gerk <cgerk@EdinaMN.gov>

Date: July 21, 2015 at 8:53:04 AM CDT

To: 'JOE ROACH' <jroach81@msn.com>

Subject: RE: 4612 Tower Street

Joe,

David's email is DFisher@EdinaMN.gov

Charlie Gerk, EIT, Engineering Technician - Water Resources

952-826-0321 | Fax 952-826-0392

cgerk@edinamn.gov | www.EdinaMN.gov

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From: JOE ROACH [<mailto:jroach81@msn.com>]

Sent: Monday, July 20, 2015 9:22 PM

To: Charlie Gerk

Subject: Fwd: 4612 Tower Street

Charlie,

Would you be so kind as to forward to Dave Fischer. I used the email address he gave me but it bounced back.

Thanks and best regards.

Joe

Begin forwarded message:

From: JOE ROACH <jroach81@msn.com>
Date: July 20, 2015 at 9:19:16 PM CDT
To: Fischer David <dfischer@edinamn.gov>
Subject: 4612 Tower Street

Dave,

I hope all is well with you and you are getting time to enjoy your summer.

I thought I would check in with you as it's been 2 or 3 weeks since we last spoke. We continue to forge the water being dumped on our driveway from next door. Interestingly there is now a large build up of green slug/slime also building up on not only the driveway but also the yard. So, can you tell me when we can expect compliance with the City's Ordinances.

Your prompt attention to this matter is appreciated.

Thanks and best regards

Joe

<V-cut curb.jpg>

Andrew Scipioni

From: Chad Millner
Sent: Tuesday, July 28, 2015 7:32 AM
To: 'Evan Reidell'
Subject: RE: Presentation for Golf Terrace B Reconstruction Project

Thanks for the comments. We will have them on the website in about a week.

They will be located here.

http://edinamn.gov/index.php?section=golf_terrace_b

Thanks,
Chad



Chad Millner, Director of Engineering

952-826-0318 | Fax 952-826-0392

cmillner@EdinaMN.gov | www.EdinaMN.gov

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From: Evan Reidell [<mailto:evstar@gmail.com>]
Sent: Monday, July 27, 2015 8:10 PM
To: Chad Millner
Subject: Presentation for Golf Terrace B Reconstruction Project

Is that PDF available online anywhere? The slides, from your talk, and the images from the back of the room?

Where's the website which perhaps has a repository of these documents and images?

Thank you... ..

====

--Evan Reidell, 5536 Saint Johns Avenue

Andrew Scipioni

From: Erik Hays <Erik.Hays@Wooddale.org>
Sent: Tuesday, July 28, 2015 10:42 AM
To: Chad Millner
Subject: Wooddale Church/Golf Terrace project 2016

Chad,

Nice to meet you last night and thank you for taking the time to speak with me for a few minutes as well.

Erik Hays
erik.hays@wooddale.org
Facilities Manager
Fax 952-345-6131
Phone 952-944-6300 ext. 236

APPENDIX F

Edina Transportation Commission Meeting Minutes



Minutes
City Of Edina, Minnesota
Transportation Commission
Council Chambers
October 22, 2015, 6:00 p.m.

I. Reports/Recommendations

VII.A. 2016 Neighborhood Reconstruction Project Draft Engineering Studies

City engineer Chad Millner presented the following draft engineering studies:

Golf Terrace B and Strachauer Park A

Mr. Millner said both neighborhoods are similar – one is 2.7 miles, the other is 2.0 miles. Improvements will include utilities, new curb and gutter, sidewalks, one-sided parking only and intersection realignment in Strachauer Park.

Mr. Millner answered questions related to residents' feedback on one-sided parking (*Strachauer residents are in favor and only few have commented from Golf Terrace*); which side of street to place sidewalk (*follow existing pattern or look for side with least impacts*).

APPENDIX G

Traffic and Crash Data

Golf Terrace B Traffic and Crash Data



Traffic Data

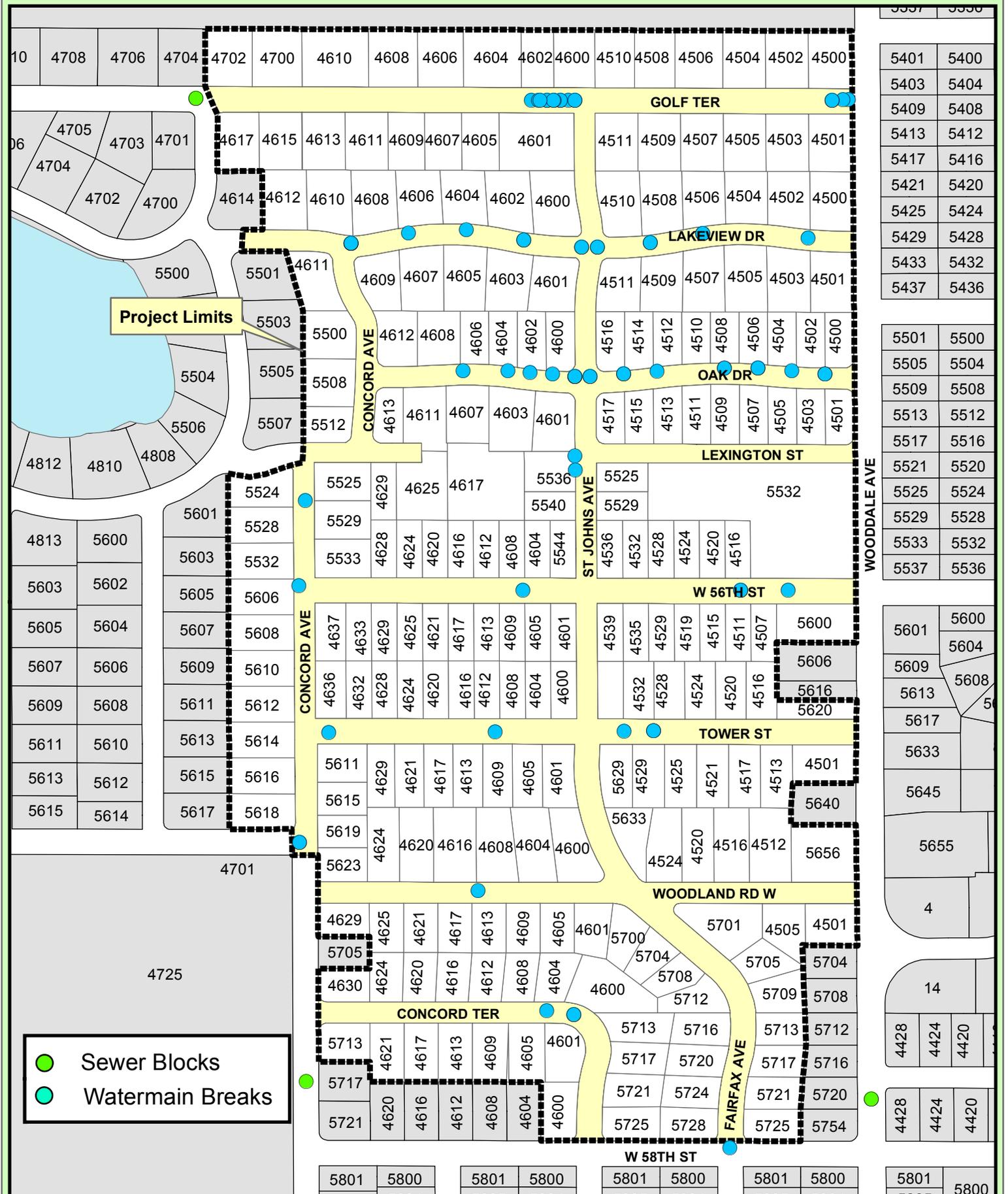
Location	Description	Year	Average Daily Traffic	85th % Speed, mph
1	St Johns Avenue	2015	150	25
2	Concord Avenue	2015	525	26.9
3	Golf Terrace	2015	550	27.7
4	Concord Avenue	2012	399	26.3
5	Lexington Avenue	2012	267	16.8
6	Woodland Road West	2004	393	31.5
7	Oak Drive	2004	576	32.2
8	Oak Drive	2003	334	26
9	Lakeview Drive	2003	430	28.9

Crash Data

Location	Severity	Year	Month	Time
A	Property Damage - Collision with Building/Wall	2015	April	8:01 p.m.
B	Property Damage - Collision with Motor Vehicle	2014	January	3:37 p.m.
C	Property Damage - Collision with Motor Vehicle	2011	November	8:02 p.m.

APPENDIX H

Sewer Blocks and Watermain Breaks



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● Sewer Blocks
● Watermain Breaks



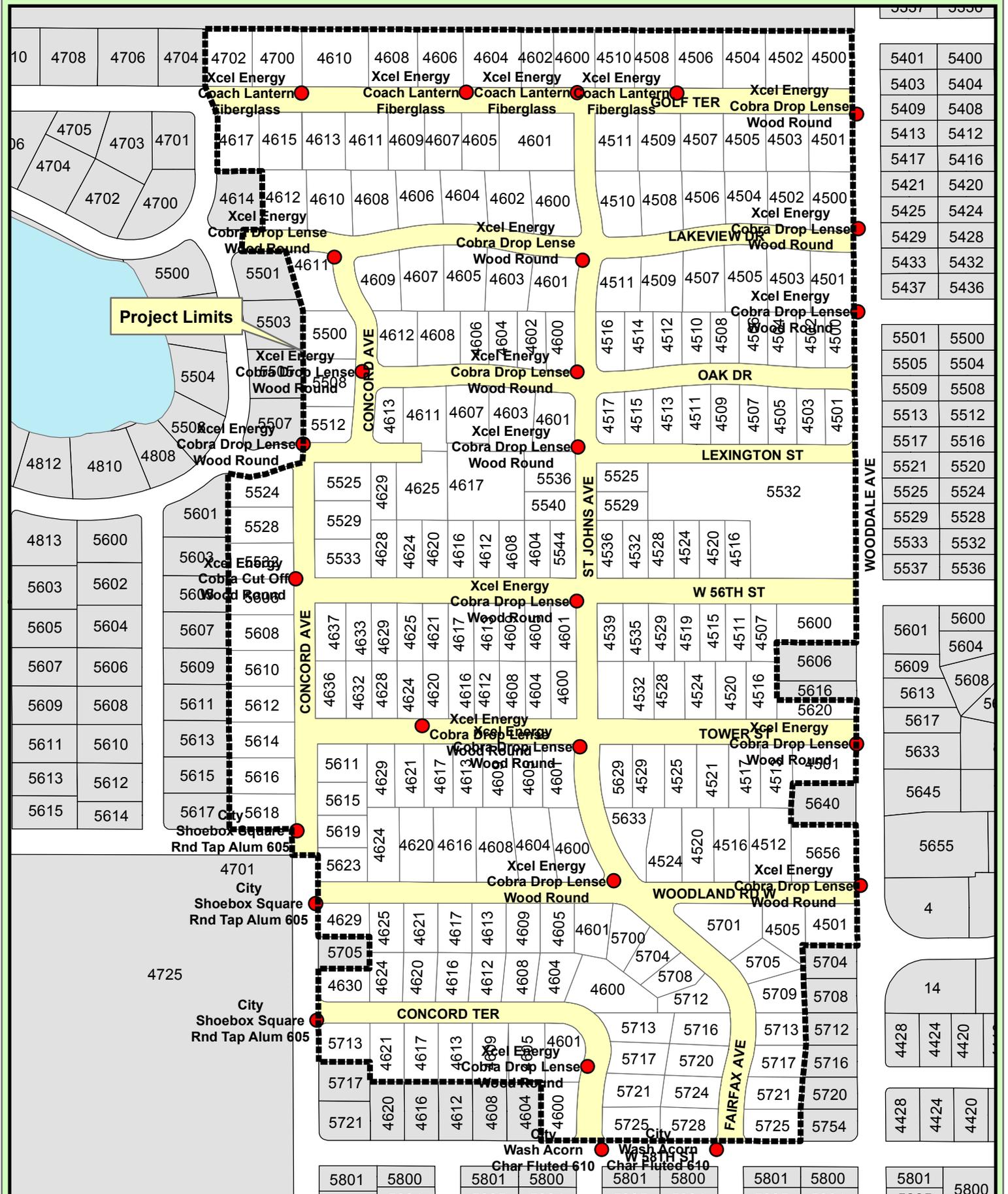
Sewer Block and Watermain Breaks
Golf Terrace B Neighborhood
Roadway Reconstruction
Improvement No: BA-420



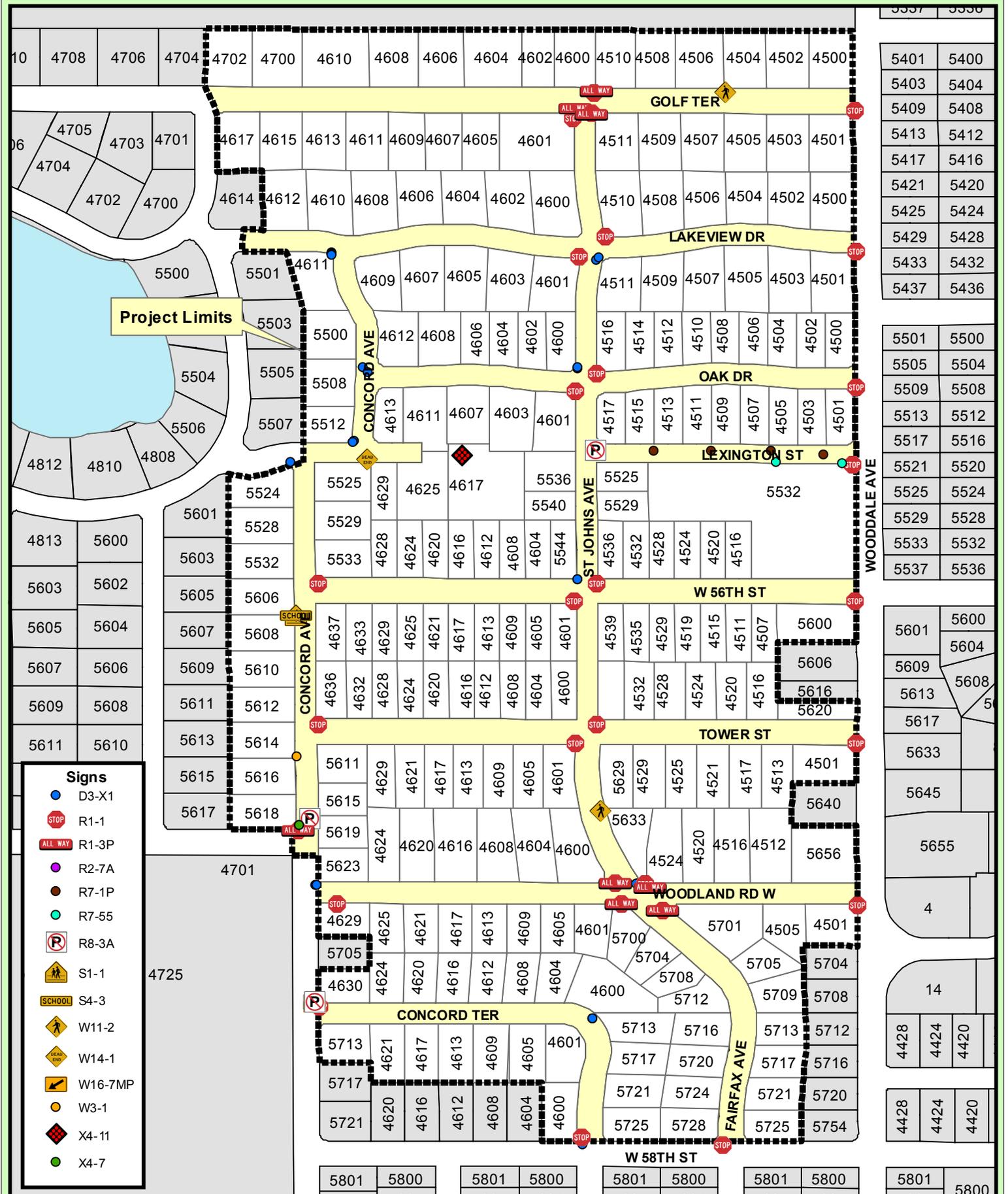
Engineering Dept
October, 2015

APPENDIX I

Street Lights and Signs



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Signs
Golf Terrace B Neighborhood
Roadway Reconstruction
Improvement No: BA-420



APPENDIX J

Preliminary Assessment Roll

**GOLF TERRACE B NEIGHBORHOOD ROADWAY IMPROVEMENTS
IMPROVEMENT NO. BA-420
PRELIMINARY ASSESSMENT ROLL**

	PID	Owner	House No.	Street	Assessable REU	Assessable Amount
1	19-028-24-24-0131	Jarod W Allerheiligen	4507	56th St W	1	\$ 15,782.95
2	19-028-24-24-0130	Scott Loving & Christine E Loving	4511	56th St W	1	\$ 15,782.95
3	19-028-24-24-0129	Paula P Gulliford	4515	56th St W	1	\$ 15,782.95
4	19-028-24-21-0082	Wooddale Church	4516	56th St W	1	\$ 15,782.95
5	19-028-24-24-0128	William A Marvin & Bobbie S Marvin	4519	56th St W	1	\$ 15,782.95
6	19-028-24-21-0083	Owen H Michaelson Et Al	4520	56th St W	1	\$ 15,782.95
7	19-028-24-21-0084	Christopher Vogt & Ann S Vogt	4524	56th St W	1	\$ 15,782.95
8	19-028-24-21-0085	Scott Flaherty & Ann Flaherty	4528	56th St W	1	\$ 15,782.95
9	19-028-24-24-0127	Aaron J Velick & Meredith S Velick	4529	56th St W	1	\$ 15,782.95
10	19-028-24-21-0086	Charles B Dunn & Deborah A Dunn	4532	56th St W	1	\$ 15,782.95
11	19-028-24-24-0126	Nathan R Podratz & Molly H Podratz	4535	56th St W	1	\$ 15,782.95
12	19-028-24-21-0087	Gregory T Roberts & Jodi P Roberts	4536	56th St W	1	\$ 15,782.95
13	19-028-24-24-0125	Cynthia P Conner	4539	56th St W	1	\$ 15,782.95
14	19-028-24-24-0098	Bruce D Johnson & Barbara R Johnson	4601	56th St W	1	\$ 15,782.95
15	19-028-24-21-0104	Refined Real Estate Holdings, LLC	4604	56th St W	1	\$ 15,782.95
16	19-028-24-24-0099	Wanda J Matteson	4605	56th St W	1	\$ 15,782.95
17	19-028-24-21-0103	Beverly L Geyer & Annie Geyer	4608	56th St W	1	\$ 15,782.95
18	19-028-24-24-0100	Ryan Tlutosch & Rebecca Tlutosch	4609	56th St W	1	\$ 15,782.95
19	19-028-24-21-0102	Lori B Tate	4612	56th St W	1	\$ 15,782.95
20	19-028-24-24-0101	Bradley K Anderson Et Al, Rev Trust	4613	56th St W	1	\$ 15,782.95
21	19-028-24-21-0101	Seikei Hibino & Linda M Pavic	4616	56th St W	1	\$ 15,782.95
22	19-028-24-24-0102	Miguel Fiol & Angela Fiol	4617	56th St W	1	\$ 15,782.95
23	19-028-24-21-0100	Robert E Ballintine & Mary R Ballintine	4620	56th St W	1	\$ 15,782.95
24	19-028-24-24-0103	Noren C Nelson Et Al	4621	56th St W	1	\$ 15,782.95
25	19-028-24-21-0099	Dennis D Berkowitz & Judy A Berkowitz	4624	56th St W	1	\$ 15,782.95
26	19-028-24-24-0104	Ryan Savell & Kristin Savell	4625	56th St W	1	\$ 15,782.95
27	19-028-24-21-0098	Janet W Chen	4628	56th St W	1	\$ 15,782.95
28	19-028-24-24-0105	Refined RE Holdings, LLC	4629	56th St W	1	\$ 15,782.95
29	19-028-24-24-0106	Taying Yang	4633	56th St W	1	\$ 15,782.95
30	19-028-24-24-0107	Michael A Hamilton & Janet K Hamilton	4637	56th St W	1	\$ 15,782.95
31	19-028-24-24-0016	Thomas V Ressemann Et Al	4600	58th St W	0.33	\$ 5,208.37
32	19-028-24-21-0040	Oswald S Wyatt III & Jane M Wyatt	5500	Concord Ave	1	\$ 15,782.95
33	19-028-24-21-0041	Matthew C Frederick & Meighan V Frederick	5508	Concord Ave	1	\$ 15,782.95
34	19-028-24-21-0042	Samuel G Rouman & Georgia P Rouman	5512	Concord Ave	1	\$ 15,782.95
35	19-028-24-22-0068	Craig A Lebakken & Susan M Lebakken	5524	Concord Ave	1	\$ 15,782.95
36	19-028-24-21-0095	Joel M Sayles & Tanja T Sayles	5525	Concord Ave	1	\$ 15,782.95
37	19-028-24-22-0067	Jill H Jertson	5528	Concord Ave	1	\$ 15,782.95
38	19-028-24-21-0096	David M Santoni & Hilary M Santoni	5529	Concord Ave	1	\$ 15,782.95
39	19-028-24-22-0066	Andrew Cripps & Susan Racine Cripps	5532	Concord Ave	1	\$ 15,782.95
40	19-028-24-21-0097	Steven W Abbott & Gina M Abbott	5533	Concord Ave	1	\$ 15,782.95
41	19-028-24-23-0047	Edward Nelson III & Heidi Nelson	5606	Concord Ave	1	\$ 15,782.95
42	19-028-24-23-0046	Scott A Weicht & Martha M Weicht	5608	Concord Ave	1	\$ 15,782.95
43	19-028-24-23-0045	Douglas W Gates & Helena H Gates	5610	Concord Ave	1	\$ 15,782.95
44	19-028-24-24-0005	Paul H Jung	5611	Concord Ave	1	\$ 15,782.95
45	19-028-24-23-0044	Michael Hughey & Rachel Hughey	5612	Concord Ave	1	\$ 15,782.95
46	19-028-24-23-0043	Gerald S Eneberg & Carol M Eneberg	5614	Concord Ave	1	\$ 15,782.95
47	19-028-24-24-0006	Michele V Best & John S Best	5615	Concord Ave	1	\$ 15,782.95
48	19-028-24-23-0042	Mark Q Elli & Kathleen S Elli	5616	Concord Ave	1	\$ 15,782.95
49	19-028-24-23-0041	Trevor L Bynum & Tala L Bynum	5618	Concord Ave	1	\$ 15,782.95
50	19-028-24-24-0007	Kristen C Abdo & Paul M Abdo	5619	Concord Ave	0	\$ -
51	19-028-24-24-0008	Kimberly A Hahneman & Robert J Macey	5623	Concord Ave	0	\$ -
52	19-028-24-24-0024	Maria Therese Fesenmaier	5713	Concord Ave	0	\$ -
53	19-028-24-24-0084	Ted H Davis & Lana M Davis	4600	Concord Ter	1	\$ 15,782.95
54	19-028-24-24-0015	Jeanne A Sedoff	4601	Concord Ter	1	\$ 15,782.95
55	19-028-24-24-0085	Mary L Rossi	4604	Concord Ter	1	\$ 15,782.95
56	19-028-24-24-0014	Kenyatta Bolden & Sara J Bolden	4605	Concord Ter	1	\$ 15,782.95
57	19-028-24-24-0086	Heather I Succio & Stephen A Succio	4608	Concord Ter	1	\$ 15,782.95
58	19-028-24-24-0012	Marit M Swanson & Gregory A Corniea	4609	Concord Ter	1	\$ 15,782.95
59	19-028-24-24-0087	Laurel A Fischbach & John W Fischbach	4612	Concord Ter	1	\$ 15,782.95
60	19-028-24-24-0011	Barbara M Erickson	4613	Concord Ter	1	\$ 15,782.95
61	19-028-24-24-0088	Timothy J DeAngelo & Katherine D DeAngelo	4616	Concord Ter	1	\$ 15,782.95
62	19-028-24-24-0010	Hermina B Hunninghake	4617	Concord Ter	1	\$ 15,782.95
63	19-028-24-24-0089	Bruce J Fine	4620	Concord Ter	1	\$ 15,782.95
64	19-028-24-24-0009	Everwood Company LLC	4621	Concord Ter	1	\$ 15,782.95

**GOLF TERRACE B NEIGHBORHOOD ROADWAY IMPROVEMENTS
IMPROVEMENT NO. BA-420
PRELIMINARY ASSESSMENT ROLL**

65	19-028-24-24-0090	Sara Ann Valentine	4624	Concord Ter	1	\$	15,782.95
66	19-028-24-24-0069	Thomas W Jenson	4630	Concord Ter	0.66	\$	10,416.75
67	19-028-24-24-0079	Dustin Heigl & Kathryn Heigl	5700	Fairfax Ave	1	\$	15,782.95
68	19-028-24-24-0091	Kim Mansky & Louis Mansky	5701	Fairfax Ave	1	\$	15,782.95
69	19-028-24-24-0080	Thomas P Kouchoukos Et Al	5704	Fairfax Ave	1	\$	15,782.95
70	19-028-24-24-0097	Travis Anderson	5705	Fairfax Ave	1	\$	15,782.95
71	19-028-24-24-0082	Jane A Nilsen & John A Nilsen	5708	Fairfax Ave	1	\$	15,782.95
72	19-028-24-24-0096	William J Levoir & Holly Z Levoir	5709	Fairfax Ave	1	\$	15,782.95
73	19-028-24-24-0134	Mark R Traun & Lynn M Traun	5712	Fairfax Ave	1	\$	15,782.95
74	19-028-24-24-0040	Ian L Nemerov	5713	Fairfax Ave	1	\$	15,782.95
75	19-028-24-24-0025	Nicole K Dypwick Et Al	5716	Fairfax Ave	1	\$	15,782.95
76	19-028-24-24-0039	Joseph J Plese & Mary F Plese	5717	Fairfax Ave	1	\$	15,782.95
77	19-028-24-24-0026	Heather M Burns & William A Burns	5720	Fairfax Ave	1	\$	15,782.95
78	19-028-24-24-0038	Aaron A Byhre & Verity J Byhre	5721	Fairfax Ave	1	\$	15,782.95
79	19-028-24-24-0027	Christa Siddy & Steven Siddy	5724	Fairfax Ave	1	\$	15,782.95
80	19-028-24-24-0037	Angela C Bailey-Aldrich Et Al	5725	Fairfax Ave	0.66	\$	10,416.75
81	19-028-24-24-0028	Joseph A Wels	5728	Fairfax Ave	0.66	\$	10,416.75
82	19-028-24-21-0057	Gerald R Weber & Jerilyn L Weber	4500	Golf Ter	1	\$	15,782.95
83	19-028-24-21-0063	Mary T Russell	4501	Golf Ter	1	\$	15,782.95
84	19-028-24-21-0058	Jay S Simonson & Ann Jenny Simonson	4502	Golf Ter	1	\$	15,782.95
85	19-028-24-21-0064	Judy L Hallett	4503	Golf Ter	1	\$	15,782.95
86	19-028-24-21-0059	Eileen H Foley	4504	Golf Ter	1	\$	15,782.95
87	19-028-24-21-0065	Jack C Emmer & Molly E Emmer	4505	Golf Ter	1	\$	15,782.95
88	19-028-24-21-0060	Patrick L Flanagan & Amy P Flanagan	4506	Golf Ter	1	\$	15,782.95
89	19-028-24-21-0066	Paul D Reppenhagen Et Al	4507	Golf Ter	1	\$	15,782.95
90	19-028-24-21-0061	Joan K Richards Et Al Trustees	4508	Golf Ter	1	\$	15,782.95
91	19-028-24-21-0067	Michael Kromer & Catherine S Kromer	4509	Golf Ter	1	\$	15,782.95
92	19-028-24-21-0062	Thomas I Mueller	4510	Golf Ter	1	\$	15,782.95
93	19-028-24-21-0068	Ranjit S Ahluwalia & Sara H Ahluwalia	4511	Golf Ter	1	\$	15,782.95
94	19-028-24-21-0069	Sandra C Chen Trustee	4600	Golf Ter	1	\$	15,782.95
95	19-028-24-21-0075	John P Madgett III	4601	Golf Ter	1	\$	15,782.95
96	19-028-24-21-0070	Gregory P Lewis & Barbara J Lewis	4602	Golf Ter	1	\$	15,782.95
97	19-028-24-21-0071	Cherie F Stofer	4604	Golf Ter	1	\$	15,782.95
98	19-028-24-21-0076	L N Lundstrom & Donna Lundstrom	4605	Golf Ter	1	\$	15,782.95
99	19-028-24-21-0072	Kay E Wangard	4606	Golf Ter	1	\$	15,782.95
100	19-028-24-21-0077	Charles J Mcgoldrick & Nancy M Mcgoldrick	4607	Golf Ter	1	\$	15,782.95
101	19-028-24-21-0073	David R Kelly & Patricia A Kelly	4608	Golf Ter	1	\$	15,782.95
102	19-028-24-21-0078	Patrick J Rooney & Laura M Moret	4609	Golf Ter	1	\$	15,782.95
103	19-028-24-21-0074	Nancy M Nagib & Mahmoud Nagib	4610	Golf Ter	1	\$	15,782.95
104	19-028-24-21-0079	Ernest Dorn III & Mary L Dorn	4611	Golf Ter	1	\$	15,782.95
105	19-028-24-21-0080	Richard J Merriam & Kimberly J Merriam	4613	Golf Ter	1	\$	15,782.95
106	19-028-24-22-0023	Laurie Fetterman & Jeffrey S Fetterman	4615	Golf Ter	1	\$	15,782.95
107	19-028-24-22-0024	Bryan Foe	4617	Golf Ter	0	\$	-
108	19-028-24-22-0021	Michael P Eckert & Lisa H Eckert	4700	Golf Ter	1	\$	15,782.95
109	19-028-24-22-0020	Mark Kaiser & Pamela Kaiser	4702	Golf Ter	1	\$	15,782.95
110	19-028-24-21-0012	Manojeeet Bhattacharya & Mallika Roy	4500	Lakeview Dr	1	\$	15,782.95
111	19-028-24-21-0018	Jeremy Mayberg & Amy-Ann Mayberg	4501	Lakeview Dr	1	\$	15,782.95
112	19-028-24-21-0011	Harold G Little II & Cherie H Little	4502	Lakeview Dr	1	\$	15,782.95
113	19-028-24-21-0017	Michael D Scriver & Cindy M Scriver	4503	Lakeview Dr	1	\$	15,782.95
114	19-028-24-21-0010	Dwight W Johnson & Kate L Johnson	4504	Lakeview Dr	1	\$	15,782.95
115	19-028-24-21-0016	John Budenske & Sarah B Budenske	4505	Lakeview Dr	1	\$	15,782.95
116	19-028-24-21-0009	Austin J Weigel & Sarah E Weigel Prebil	4506	Lakeview Dr	1	\$	15,782.95
117	19-028-24-21-0015	Randy Milbert & Yasmin Khan	4507	Lakeview Dr	1	\$	15,782.95
118	19-028-24-21-0008	Janice S Hammer Trustee	4508	Lakeview Dr	1	\$	15,782.95
119	19-028-24-21-0014	Ryan P Garry & Teresa L Garry	4509	Lakeview Dr	1	\$	15,782.95
120	19-028-24-21-0007	David A Frenkel & Ellen Frenkel	4510	Lakeview Dr	1	\$	15,782.95
121	19-028-24-21-0013	Keith A Kostuch & Erna B Kostuch	4511	Lakeview Dr	1	\$	15,782.95
122	19-028-24-21-0006	David G Rustad & Patricia L Rustad	4600	Lakeview Dr	1	\$	15,782.95
123	19-028-24-21-0023	Gregory J Hoffman Jr & Kristine M Hoffman	4601	Lakeview Dr	1	\$	15,782.95
124	19-028-24-21-0005	Timothy O'Connor & Dana O'Connor	4602	Lakeview Dr	1	\$	15,782.95
125	19-028-24-21-0022	John B Belbas & Susan C Belbas	4603	Lakeview Dr	1	\$	15,782.95
126	19-028-24-21-0004	Brian C Macdonald & Karen E Macdonald	4604	Lakeview Dr	1	\$	15,782.95
127	19-028-24-21-0021	Kristi L Clarkowski & Gordon W Goss	4605	Lakeview Dr	1	\$	15,782.95
128	19-028-24-21-0003	Karen C Parrin	4606	Lakeview Dr	1	\$	15,782.95
129	19-028-24-21-0020	Douglas A Pletcher & Judith A Pletcher	4607	Lakeview Dr	1	\$	15,782.95
130	19-028-24-21-0002	Shadow Properties, LLC	4608	Lakeview Dr	1	\$	15,782.95

GOLF TERRACE B NEIGHBORHOOD ROADWAY IMPROVEMENTS
IMPROVEMENT NO. BA-420
PRELIMINARY ASSESSMENT ROLL

131	19-028-24-21-0019	John T Lawlor & Nancy C Lawlor	4609	Lakeview Dr	1	\$	15,782.95
132	19-028-24-21-0001	Kristen N Anderson Holovnia	4610	Lakeview Dr	1	\$	15,782.95
133	19-028-24-21-0024	Margaret A Shaw	4611	Lakeview Dr	1	\$	15,782.95
134	19-028-24-22-0026	Daniel J Moran Jr & Sheryl L Moran	4612	Lakeview Dr	1	\$	15,782.95
135	19-028-24-21-0092	Ronald A Olsonoski & Marcia W Olsonoski	4617	Lexington Ave	1	\$	15,782.95
136	19-028-24-21-0093	David M Lindberg & Jessica W Lindberg	4625	Lexington Ave	1	\$	15,782.95
137	19-028-24-21-0094	Susan P Field	4629	Lexington Ave	1	\$	15,782.95
138	19-028-24-21-0025	Morgan C Clawson & Kerri E Clawson	4500	Oak Dr	1	\$	15,782.95
139	19-028-24-21-0048	Michael P O'Neill & Alisa E O'Neill	4501	Oak Dr	1	\$	15,782.95
140	19-028-24-21-0026	Jeffrey Glenn Siemon Jr Trustee	4502	Oak Dr	1	\$	15,782.95
141	19-028-24-21-0049	John R Wald & Marianne T Remedios	4503	Oak Dr	1	\$	15,782.95
142	19-028-24-21-0027	Elizabeth H Nash	4504	Oak Dr	1	\$	15,782.95
143	19-028-24-21-0050	James P Gratzek Et Al	4505	Oak Dr	1	\$	15,782.95
144	19-028-24-21-0028	Steven Aronson & Kathryn F Aronson	4506	Oak Dr	1	\$	15,782.95
145	19-028-24-21-0051	Carolyn L Hartwigsen Trustee	4507	Oak Dr	1	\$	15,782.95
146	19-028-24-21-0029	Joshua M Howard & Sarah K Howard	4508	Oak Dr	1	\$	15,782.95
147	19-028-24-21-0052	Great Neighborhood Homes	4509	Oak Dr	1	\$	15,782.95
148	19-028-24-21-0030	Jeffrey R Ansel & Beth Q Ansel	4510	Oak Dr	1	\$	15,782.95
149	19-028-24-21-0053	Stacey R Thiele & Johan Bjorn Rosenberg	4511	Oak Dr	1	\$	15,782.95
150	19-028-24-21-0031	Jonathan Witzke & Sari Witzke	4512	Oak Dr	1	\$	15,782.95
151	19-028-24-21-0054	John S Mendesh & Judith K Mendesh	4513	Oak Dr	1	\$	15,782.95
152	19-028-24-21-0032	Kathleen M Hokemeir-Seim & Douglas T Hokemeir-Seim	4514	Oak Dr	1	\$	15,782.95
153	19-028-24-21-0055	Marlene H Bixby Trustee	4515	Oak Dr	1	\$	15,782.95
154	19-028-24-21-0033	David H Wright & Elizabeth J Wright	4516	Oak Dr	1	\$	15,782.95
155	19-028-24-21-0056	John M Bishop & Jamie Bishop	4517	Oak Dr	1	\$	15,782.95
156	19-028-24-21-0034	Scott F Taylor & Kathryn P Taylor	4600	Oak Dr	1	\$	15,782.95
157	19-028-24-21-0043	Thomas J Sullivan & Carolyn M Sullivan	4601	Oak Dr	1	\$	15,782.95
158	19-028-24-21-0035	Jake Tyshow & Margaret Buchanan	4602	Oak Dr	1	\$	15,782.95
159	19-028-24-21-0044	Tammy J Mcgarvey & Scott R Mcgarvey	4603	Oak Dr	1	\$	15,782.95
160	19-028-24-21-0036	Julie N Wellmann & Eric Wellmann	4604	Oak Dr	1	\$	15,782.95
161	19-028-24-21-0037	David A Myhre & Constance W Myhre	4606	Oak Dr	1	\$	15,782.95
162	19-028-24-21-0045	Roger C Sweet & Gail J Sweet	4607	Oak Dr	1	\$	15,782.95
163	19-028-24-21-0038	Robert Brzezinski & Leah Brzezinski	4608	Oak Dr	1	\$	15,782.95
164	19-028-24-21-0046	Karl Hauschild Jr & Davina Hauschild	4611	Oak Dr	1	\$	15,782.95
165	19-028-24-21-0039	Faisal M Choudhry & Melisa R Choudhry	4612	Oak Dr	1	\$	15,782.95
166	19-028-24-21-0047	Troy Johnson & Dawn Johnson	4613	Oak Dr	1	\$	15,782.95
167	19-028-24-21-0088	Douglas G Boyum & Karen J Boyum	5525	St Johns Ave	1	\$	15,782.95
168	19-028-24-21-0089	David Prince & Sheryl Caspers-Prince	5529	St Johns Ave	1	\$	15,782.95
169	19-028-24-21-0090	Sara L Dornacker & L Heidi Reidell	5536	St Johns Ave	1	\$	15,782.95
170	19-028-24-21-0091	Kelly H Basgen & Nicholas J Basgen	5540	St Johns Ave	1	\$	15,782.95
171	19-028-24-21-0105	Joseph Febel	5544	St Johns Ave	1	\$	15,782.95
172	19-028-24-24-0052	James J Vedder & Katie L Hammond	5629	St Johns Ave	1	\$	15,782.95
173	19-028-24-24-0053	Reno Backus/Trustee & Elizabeth M Backus/Trustee	5633	St Johns Ave	1	\$	15,782.95
174	19-028-24-24-0032	Todd G Weber & Amy S Weber	5713	St Johns Ave	1	\$	15,782.95
175	19-028-24-24-0031	Donald A Sallen Et Al	5717	St Johns Ave	1	\$	15,782.95
176	19-028-24-24-0030	Thomas Scott & Ruth C Scott	5721	St Johns Ave	1	\$	15,782.95
177	19-028-24-24-0029	Melissa M Haugen & Gregory M Haugen	5725	St Johns Ave	0.66	\$	10,416.75
178	19-028-24-24-0046	Hans Senn & Kimberly S Senn	4501	Tower St	0.66	\$	10,416.75
179	19-028-24-24-0047	Carl E Schneider & Stephanie A Schneider	4513	Tower St	1	\$	15,782.95
180	19-028-24-24-0041	Gerald B Schwandt & Ellen M Schwandt	4516	Tower St	1	\$	15,782.95
181	19-028-24-24-0048	Richard B Naymark & Joan E G Naymark	4517	Tower St	1	\$	15,782.95
182	19-028-24-24-0042	Steven Elie & Lisa Elie	4520	Tower St	1	\$	15,782.95
183	19-028-24-24-0049	Douglas E Kinneberg & Elizabeth M Kinneberg	4521	Tower St	1	\$	15,782.95
184	19-028-24-24-0043	Mary F Viereck	4524	Tower St	1	\$	15,782.95
185	19-028-24-24-0050	Stephen B Soderling & Laura A Soderling	4525	Tower St	1	\$	15,782.95
186	19-028-24-24-0044	Mark D Churchill & Robyn K Churchill	4528	Tower St	1	\$	15,782.95
187	19-028-24-24-0051	Marc Olin & Kellogg Olin	4529	Tower St	1	\$	15,782.95
188	19-028-24-24-0045	Peter H Hodne & Barbara A Hodne	4532	Tower St	1	\$	15,782.95
189	19-028-24-24-0124	Andrew J Finsness & Lisa S Finsness	4536	Tower St	1	\$	15,782.95
190	19-028-24-24-0117	Mellanie M Pusateri & Ryan E Clausman	4600	Tower St	1	\$	15,782.95
191	19-028-24-24-0056	David L Briscoe & Sue M Horvath	4601	Tower St	1	\$	15,782.95
192	19-028-24-24-0116	John J Keppeler Cristi W Lodge	4604	Tower St	1	\$	15,782.95
193	19-028-24-24-0057	Meredith J Murphy & Patrick E Murphy	4605	Tower St	1	\$	15,782.95
194	19-028-24-24-0115	Joseph D Roach & Jennifer M Roach	4608	Tower St	1	\$	15,782.95
195	19-028-24-24-0058	4609 Tower Properties, LLC	4609	Tower St	1	\$	15,782.95

GOLF TERRACE B NEIGHBORHOOD ROADWAY IMPROVEMENTS
IMPROVEMENT NO. BA-420
PRELIMINARY ASSESSMENT ROLL

196	19-028-24-24-0114	Mark T Reilly & Tamara L Kyhos	4612	Tower St	1	\$	15,782.95
197	19-028-24-24-0001	4613 Tower Properties, LLC	4613	Tower St	1	\$	15,782.95
198	19-028-24-24-0113	Nicholas A Dolejsi & Meghan M Dolejsi	4616	Tower St	1	\$	15,782.95
199	19-028-24-24-0002	John D Potter & Stephanie M Potter	4617	Tower St	1	\$	15,782.95
200	19-028-24-24-0112	Carl Chang & Jill M Thompson	4620	Tower St	1	\$	15,782.95
201	19-028-24-24-0003	Jennifer A Vandenburgt	4621	Tower St	1	\$	15,782.95
202	19-028-24-24-0111	Anthony R Serapilio	4624	Tower St	1	\$	15,782.95
203	19-028-24-24-0110	Patricia A Moore	4628	Tower St	1	\$	15,782.95
204	19-028-24-24-0004	Adam Gunther & Amy B Gunther	4629	Tower St	1	\$	15,782.95
205	19-028-24-24-0109	Jonathan P Braman & Stephanie R Braman	4632	Tower St	1	\$	15,782.95
206	19-028-24-24-0108	Mary J Schunn	4636	Tower St	1	\$	15,782.95
207	19-028-24-21-0081	Wooddale Church	5532	Wooddale Ave	8.9	\$	140,468.24
208	19-028-24-24-0133	Rachel E Latour & Chad D Latour	5600	Wooddale Ave	0.66	\$	10,416.75
209	19-028-24-24-0123	Anne K Hoedeman & Daniel P Hoedeman	5620	Wooddale Ave	0.66	\$	10,416.75
210	19-028-24-24-0066	Ordell O'Neill & B O'Neill	5656	Wooddale Ave	0.66	\$	10,416.75
211	19-028-24-24-0093	Eric W Johnson Trustee	4501	Woodland Rd W	0.66	\$	10,416.75
212	19-028-24-24-0092	Pamela J Cavanagh & Jeffrey K Berg	4505	Woodland Rd W	1	\$	15,782.95
213	19-028-24-24-0067	Jacqueline J Obst Bell	4512	Woodland Rd W	1	\$	15,782.95
214	19-028-24-24-0068	Dennis R Hykes & Myra H Hykes	4516	Woodland Rd W	1	\$	15,782.95
215	19-028-24-24-0055	John P Mrachek & Kirsten E Mrachek	4520	Woodland Rd W	1	\$	15,782.95
216	19-028-24-24-0054	Martin J Drefs & Kara S Drefs	4524	Woodland Rd W	1	\$	15,782.95
217	19-028-24-24-0064	Scott E Sanderson & Kelly S Furda	4600	Woodland Rd W	1	\$	15,782.95
218	19-028-24-24-0078	Judd T Stattine Et Al	4601	Woodland Rd W	1	\$	15,782.95
219	19-028-24-24-0063	Noelle Peterson Varecka & Patrick Varecka	4604	Woodland Rd W	1	\$	15,782.95
220	19-028-24-24-0077	Steven J Lerch & Janet M Lerch	4605	Woodland Rd W	1	\$	15,782.95
221	19-028-24-24-0062	Douglas Hage & Sarah Hage	4608	Woodland Rd W	1	\$	15,782.95
222	19-028-24-24-0076	Traci Kae Mercado & Roger Mercado	4609	Woodland Rd W	1	\$	15,782.95
223	19-028-24-24-0075	Kevin C Stout & Noriko Stout	4613	Woodland Rd W	1	\$	15,782.95
224	19-028-24-24-0061	Paul J Hayek & Virginia M Hayek	4616	Woodland Rd W	1	\$	15,782.95
225	19-028-24-24-0074	Joseph P Schmidt	4617	Woodland Rd W	1	\$	15,782.95
226	19-028-24-24-0060	Geoffrey R Olson & Jacqueline H Olson	4620	Woodland Rd W	1	\$	15,782.95
227	19-028-24-24-0073	Alan D Schelin & Leah S Schelin	4621	Woodland Rd W	1	\$	15,782.95
228	19-028-24-24-0059	Jerome M Madsen Et Al	4624	Woodland Rd W	1	\$	15,782.95
229	19-028-24-24-0072	Bradley R Smith & Mary C Smith	4625	Woodland Rd W	1	\$	15,782.95
230	19-028-24-24-0071	Tamara A Eastlund & Alan D Eastlund	4629	Woodland Rd W	0.66	\$	10,416.75
Total					229.83	\$	3,627,395.00