

**MINUTES
OF THE REGULAR METING OF THE
EDINA CITY COUNCIL
HELD AT CITY HALL
MAY 18,1998 - 7:00 P.M.**

ROLLCALL Answering rollcall were Members Hovland, Kelly, Maetzold, and Mayor Smith.

CONSENT AGENDA ITEMS APPROVED Motion made by Member Hovland and seconded by Member Maetzold to approve and adopt the Consent Agenda as presented with the exception of Agenda Item I. Approval of Minutes - Regular Meeting of May 4, 1998.

Rollcall:

Ayes: Hovland, Kelly, Maetzold, Smith

Motion carried.

MINUTES OF THE REGULAR MEETING OF MAY 4, 1998, APPROVED Member Kelly asked approval of the Minutes of May 4, 1998, be removed from the Consent Agenda for addition of a graph submitted by Planner Larsen during the meeting. **Motion made by Member Kelly and seconded by Member Maetzold approving the Minutes of the Regular Meeting of May 4, 1998, as amended.**

Ayes: Hovland, Kelly, Maetzold, Smith

Motion carried.

ORDINANCE NO. 850-A14 GRANTING FINAL REZONING AND OAKS LINCOLN TOWNHOMES FINAL PLAT APPROVED FOR NAMRON COMPANY, LLC, NORMAN BJORNNES, 51XX LINCOLN DRIVE, GENERALLY LOCATED EAST OF TH169 AND LINCOLN DRIVE Affidavits of Notice were presented, approved and ordered placed on file.

Presentation by Planner

Planner Larsen noted that Council granted Preliminary Rezoning and Plat approval to the request of Namron Co., LLC, allowing a 39-unit rental townhouse development on Lincoln Drive at their February 2, 1998 meeting. Namron has now requested Final Rezoning and Final Plat approval for the development known as Oaks Lincoln Townhomes.

Planner Larsen explained that the site plan continues to illustrate five units on the northerly 2/3 acre portion of the site that are not part of the Namron proposal at this time. If Namron is able to gain control of the site it will return to ask for approval for the five units separately. Density of the overall development would remain the same.

Planner Larsen stated the proposed plans are consistent with the plans given preliminary approval and meet Edina ordinance requirements for final approval. He added the landscaping as depicted is above the ordinance requirements in both quantity and style. Planner Larsen concluded stating the Planning Commission recommended Final Rezoning and Final Plat approval of Oaks Lincoln Townhomes conditioned upon

1. Executed Developer's Agreement; and
2. Landscaping Bond.

Member Hovland noted the Council's desire to protect the homes on Malibu Drive with landscaping. He recalled that the Council had requested the developer use coniferous trees of an appropriate size on the site's border with the Malibu Drive properties. However, in looking at the landscaping plan provided with the project submittals, it appeared to Member Hovland that the trees proposed for the Malibu Drive border were deciduous. He expressed concern regarding the type, size and number of trees. Member Hovland also asked if any subdivision dedication fee was due for the proposed development.

Mayor Smith shared Member Hovland's concern and requested clarification of the landscaping plan.

Planner Larsen explained the subdivision dedication fee had been satisfied with an earlier development through the dedication of land. He introduced Norm Bjornnes, Jr., proponent, to respond to the landscaping questions. Mr. Bjornnes brought forward a landscape board for examination. Upon Council's examination it was found that Mr. Bjornnes' board also depicted deciduous trees on the site border with Malibu Drive. Mr. Bjornnes explained that his landscape architect, Alan Hipps, will meet with each neighbor to discuss the siting and type of trees to be planted on their properties. This will allow the developer to satisfy the needs of each neighbor. Mr. Bjornnes offered his guarantee that the landscaping will be coniferous and of a mature size at the time of planting, to provide an adequate buffer to the Malibu Drive residents.

After a brief discussion of Council's concern regarding the landscaping of the proposed development, **Member Maetzold moved granting second reading to the following ordinance:**

ORDINANCE NO. 850-A14

**AN ORDINANCE AMENDING THE ZONING ORDINANCE (NO. 850)
BY REZONING PROPERTY TO PLANNED RESIDENCE DISTRICT (PRD-3)
FROM SINGLE DWELLING UNIT DISTRICT (R-1)**

THE CITY COUNCIL OF THE CITY OF EDINA, MINNESOTA, ORDAINS:

Section 1. Subsection 850.06 of Section 850 of the Edina City Code is amended by adding the following thereto:

"The extent of the Planned Residence District (PRD-3) is enlarged by the addition of the following property:

Outlot B, INTERLACHEN HILLS 3RD ADDITION, according to the plat thereof on file or of record in the office of the Registrar of Title in and for Hennepin County, Minnesota.

The extent of the Single Dwelling Unit District (R-1) is reduced by removing the property described above from the Planned Office District.

Section 2. This ordinance shall be in full force and effect upon its passage and publication.

Passed and adopted this 18th day of May, 1998.

Attest: _____
City Clerk

Mayor

Member Hovland second the motion.

Rollcall:

Ayes: Hovland, Kelly, Maetzold, Smith

Ordinance 850-A14 granted second reading.

Member Maetzold introduced the following resolution and moved its approval conditioned upon 1) Execution of Developers Agreement, and 2) Submittal of Landscaping Bond:

**RESOLUTION APPROVING FINAL PLAT
FOR THE OAKS LINCOLN TOWNHOMES**

BE IT RESOLVED by the City Council of the City of Edina, Minnesota, that that certain plat entitled, "OAKS LINCOLN TOWNHOMES", platted by Namron Company, LLC, a Limited Liability Company, and presented at the regular meeting of the City Council on May, 18, 1998, be and is hereby granted final plat approval.

Member Hovland second the motion.

Rollcall:

Ayes: Hovland, Kelly, Maetzold, Smith

Resolution adopted.

***BID AWARDED FOR TWO DUMP TRUCK CABS AND CHASSIS** Motion made by Member Hovland and seconded by Member Maetzold for award of bid for two dump truck cabs and chassis to recommended bidder, Boyer Trucks, Inc., under State of Minnesota Contract #2007956, for \$114,203.00.

Motion carried on rollcall vote - four ayes.

***BID AWARDED FOR IBM AS400 COMPUTER FOR POLICE DEPARTMENT** Motion made by Member Hovland and seconded by Member Maetzold for award of bid for Police Department, IBM AS400 Computers to recommended low bidder, Total Solutions Group (TSG) at \$97,697.46.

Motion carried on rollcall vote - four ayes.

TRAFFIC SAFETY STAFF REPORT OF MAY 5, 1998, APPROVED Engineer Hoffman presented a 1997 traffic map depicting the average daily traffic for state highways, county roads and City state aid streets (major collectors and arterials). The purpose of attaching the map for review was to provide information that can be used in evaluating traffic safety requests. Staff receives traffic safety requests when volumes exceed 500 vehicles per day on City streets. When a request is received, it is evaluated with use of Council approved Traffic Safety policies.

Excluding the state highways and county roads, the map indicates traffic volumes on City designated state aid streets that serve as collector or arterial streets in Edina (40 miles). On occasion, other streets reach traffic volume levels that would place the street in the minor collector street category. Engineer Hoffman said these are usually neighborhood collector streets such as West Shore Drive, Cornelia Drive and West 72nd Street from Cornelia to France. The issue often arises as to the role of the minor collector street as compared to the City state aid streets (major collector and arterials) to the strictly local residential street.

Residents often view these streets as local residential streets that these streets cannot functionally be. This causes rise to the issue of pedestrian safety on those streets. Currently

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the City policy on state aid streets is to add sidewalks on at least one side with a street reconstruction project or as a stand alone project, if requested by residents on the state aid street system. These projects are funded by state aid funds. Currently the City policy on sidewalks for local streets and minor collectors (non-state aid) is to require a petition and special assessment to abutting property owners. Staff is reviewing guidelines for future policies on sidewalk installation.

Staff understands that STOP signs and other devices do not materially change how a street will operate given its position in the City hierarchy of street function.

Engineer Hoffman concluded the purpose of providing this data again, is to provide traffic information and to hopefully recognize that some streets operate functionally different than strictly local residential and become candidates for pedestrian sidewalks when volumes reach uncomfortable levels.

Member Maetzold asked clarification on walking distance to school. Engineer Hoffman said beyond a .7 mile radius to the school, students are bussed.

Member Kelly asked if the same concerns had been discussed at other Edina schools. Engineer Hoffman said the only school not heard from is Creek Valley and they have sidewalks. Member Kelly said 70th Street is very dangerous and it is next to a school.

Mayor Smith asked if the school district has studied the area or if we could facilitate such a study. Engineer Hoffman noted that traffic counts are being taken by the schools on site and by the City off site with the ultimate goal for both creating a safe environment.

Member Hovland said the school district should be encouraged to move along rapidly on the study. Engineer Hoffman commented that when the traffic count map is published many people will come forward encouraging a quick response from the schools.

Traffic Coordinator Bongaarts said staff received a request, accompanied by a petition for all-way STOP signs at Dunberry Lane and West Shore Drive and Upper Terrace and West Shore Drive. Shortly after receiving the request, another resident in the same area requested that Laguna Drive and West Shore Drive also have all-way STOP signs installed.

Since 1991, the accident history of the area is "1" reported to the Police Department that occurred at Dunberry and West Shore Drive.

A traffic counter and speed analyzer were installed both in the 6700 block and the 6800 block of West Shore Drive for a one week period. Results were as follows:

- 6700 block of West Shore Drive had an average daily Monday through Friday traffic count of 758 vehicles with an average daily 85 percentile of speed at 33 MPH. There was an average of 9 vehicles per day exceeding 40 MPH.
- 6800 block of West Shore Drive had an average Monday through Friday daily traffic count of 1037 vehicles with an average daily 85 percentile speed at 34 MPH with an average of 13 vehicles per day exceeding 40 MPH.

Coordinator Bongaarts said he observed rush hour (4:30 P.M. - 6:00 P.M.) twice at each of three different intersections:

- West Shore Drive/Dunberry Lane intersections that have STOP signs already for eastbound and westbound Dunberry Lane have good sight lines. No congestion was observed. Traffic from Dunberry Lane had no problems exiting to West Shore Drive and had little or no wait at STOP signs. There were very few pedestrians or bike riders during this time. There was an average of 60 vehicles using Dunberry Lane during rush hour observations.
- West Shore Drive/Upper Terrace intersection is a “T” intersection with Upper Terrace to the west side of West Shore Drive. There was no congestion or waiting at the intersection. The majority of vehicles on Upper Terrace came to a stop before entering West Shore Drive. Sight lines were adequate and some pedestrians and bike travel was present. An average of 35 vehicles used Upper Terrace during the rush hour observation.
- West Shore Drive/Laguna Drive intersection is a “T” type intersection with Laguna Drive to the east of West Shore Drive. The intersection had the least amount of traffic of the three intersections with no problems of any type occurring during these observations. An average of 20 vehicles used Laguna Drive during rush hour observations.

Staff discussed the situation and the reference to Cornelia Drive and the new 3-way (all-way) STOP sign at 68th Street/Cornelia Drive. A traffic count/speed analyzer was placed at 6908 Cornelia Drive the week after the surveys on West Shore Drive, for comparison. The location of the counter/analyzer was approximately one block south of the 68th Street intersection. The survey was one week long. The average Monday through Friday daily traffic was 1023 vehicles. Prior to STOP sign placement, the average vehicle count was 1000. The average 85 percentile speed for south bound traffic coming from the STOP sign at West 68th Street, one block away, was 35 MPH. Prior to the STOP sign installation, it was 32 MPH.

Coordinator Bongaarts noted a daily average of 19 vehicles exceeding 40 MPH while southbound on Cornelia Drive from West 68th Street. Traffic northbound on Cornelia Drive that have no STOP from West 70th Street had an 85 percentile speed of 35 MPH also, but fewer cars on an average exceeding 40 MPH (15 at 40 MPH).

Staff, as they did with the Cornelia Drive situation, feel sidewalks would best serve the purpose as a solution to pedestrian safety.

After much deliberation, staff did not reach a consensus. Without consensus, it was recommended the STOP signs on West Shore Drive at Upper Terrace on the same basis and justification they were recommended for on West 68th Street and Cornelia Drive. The rationale being that the signs would serve as a traffic travel time delay. This may encourage through or non-local residential traffic to stay on the main collectors and stay off the local residential street because they did not want the obstruction or hindrance of a STOP sign.

No warrants or criteria exist per the City Residential STOP Sign Policy justifying STOP signs on West Shore Drive at Dunberry Lane or at Laguna Drive and West Shore Drive.

Without consensus, staff recommended all-way, 3-way STOP signs at West Shore Drive and Upper Terrace. With consensus, staff recommended denial of STOP signs at Laguna Drive and West Shore and along on West Shore Drive at Dunberry Lane.

Member Kelly inquired whether there are other studies available on STOP signs validity regarding speed reduction. Coordinator Bongaarts noted after an extensive search on the Internet, he found information about noise and pollution, but nothing related to speed. He said he is relying on his personal experience as a member of the police department. Upon Member Kelly's suggestion, Coordinator Bongaarts explained the hilly grade of the area and commented that site lines, upon observation, seem adequate.

Member Maetzold said in his heart he has always felt STOP signs slow traffic, but the Cornelia study is interesting. He asked if STOPs placed close to one another slows traffic. Coordinator Bongaarts has been requested to observe traffic in the Country Club area because people blow the STOP signs. STOP signs similar to the every-other-block installation of Minneapolis could be installed, but Edina does not have the staff to enforce them. He concluded that installation of numerous STOP signs, give a false sense of security.

Member Hovland commented people may be speeding on Cornelia because from the STOP at Cornelia and 68th to Dunberry there is a good distance between STOP signs and residents can make up for lost time. He believes STOP signs serve a purpose and at least a rolling STOP through a STOP sign helps reduce speeds similar to those in the Country Club area. He suggested installation of 4-way STOPs at Dunberry. Coordinator Bongaarts said he hesitates to compare West Shore with the Country Club area because Country Club has sidewalks. He attended a traffic meeting in Minneapolis where Edina residents were singled out as traveling through their town. Consultants set the record straight that Edina residents were not the problem and the majority of the traffic is west bound. The whole metro area has a real problem with traffic and Edina is only a part. He added the schools have more self-generated traffic than ever before with parents driving/dropping off children at the schools. Children that should be walking to school are being driven and reminded us not to forget school bus traffic. Member Hovland inquired what, if any public education has been done about safety and suggested we may need to create such a program. Coordinator Bongaarts said programs exist, but he has not pursued them.

Member Kelly asked how much it costs to install a STOP sign. Coordinator Bongaarts responded installation cost is minimal. Member Kelly said he believes pool traffic on Chapel Drive and West 70th in the summer is much more than the study portrays since the study was done in April.

Member Maetzold inquired if a danger is created when a STOP sign is removed. Coordinator Bongaarts said to his knowledge none have been removed. Member Maetzold asked whether it is easier to enforce a speed limit of a STOP sign. Coordinator Bongaarts responded that in his opinion it is easier to go into court with radar data. Officers must be prove to the judge that the car did not just roll through a STOP sign, but with radar they have empirical data.

Mayor Smith asked where sidewalks should be placed. Coordinator Bongaarts said that is generally what the Assistant Engineer studies and recommends, but he would personally put them on both sides of the street from 66th Street to 70th Street. Mayor Smith noted we need more proactivity from neighborhoods regarding sidewalk installation. He challenged the neighborhood to be willing to invest in sidewalks along West Shore that could be paid for by a area assessment. He further challenged neighbors to come up with a more comprehensive plan. Additionally, he felt the City should continue monitoring the area.

Member Hovland noted that development of a City policy on sidewalks, similar to the policy on traffic volumes on City streets, would be helpful.

Mayor Smith said the neighborhood needs to tell the Council what they would like through a comprehensive plan. The Council would then consider the plan and make recommendations.

Member Maetzold would agree but the focus needs to be on speeding on residential streets.

Member Kelly said a partnership needs to be established with the schools, because walking on West Shore is scary.

Mayor Smith summarized the consensus of the Council as a need for more, 1) safety training, 2) a neighborhood comprehensive plan, and 3) additional monitoring of traffic.

Manager Rosland explained he completed a sidewalk study in 1972 where the Council said they did not need anything like that. He is glad a study is going to be completed. A policy on sidewalks is being developed and will be before the Council soon. The study would contain approximate costs, participation, neighborhood assessments, etc. Traffic control people are out monitoring daily traffic on the streets and the traffic trailer is being placed in various locations in the City.

Resident Comments

Jane Sundin, 4700 Dunberry Lane, quoted information she was given by an employee of the Police Department showing that there had been " 2" accidents at West Shore and Dunberry since 1992. Neighbors previously requested STOP signs, but a "Pedestrian Crossing" sign was installed along West Shore, north of Dunberry in an attempt to control traffic. She asked for Council support and reiterated this is a neighborhood effort. Of the 67 people she spoke with, 64 support the request. The area has 1) many young families who walk and wait at bus stops 2) is heavily traveled, 3) has much foot and bike traffic, 4) many different family configurations, and 5) has a hilly curvy path. She presented another petition with names of Dunberry Lane neighbors who believe the City is waiting for a significant accident to act on STOP signs. She concluded if the studies and petitions are not enough to convince the Council that the 5 STOP signs are necessary and she asked for help to understand what more they need to do. They have to live with speeding drivers daily. They want a quiet street. What is the harm in putting in two more STOP signs than are recommended for approval.

Carol Schneider, 6905 West Shore Drive, a five year resident, said traffic has been bad from the day they moved in. Residents in the area take pride in their homes and maintain them. This, unfortunately exacerbates traffic with the constant maintenance vehicles coming in and

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out of the area. She reminded the Council that West Shore is hilly and has very different terrain than Cornelia. Whoever is the culprit she 1) requested slower speeds, 2) would consider speed bumps, 3) is a proponent of sidewalks and 4) said they need help.

Diane Martens, Committee Chairperson for the Child Safety Committee at Cornelia School told they have made recommendations to the School District and have met with Mr. Bongaarts. Mr. Bongaarts told the Committee that staff believes for elementary schools, the recommendations should come from the school district, not individual schools. The Committee has made recommendations regarding street issues and reduction in speed limits. She inquired what the process would be to acquire sidewalks. Mayor Smith said there is no report on sidewalks yet but one is being developed. The process for sidewalk installation would be by petition, as usual. He added the School Board should be listening to parents. Ms. Martens pointed out the Committee has developed a model the School District could use to identify hazardous roads and presented it to them. They also recommended a network of sidewalks and on which street they feel the District should encourage sidewalks. Ms. Martens asked if the petitions were presented with signatures of both residents objecting and approving sidewalks, would the denials be outweighed by the strength of the neighborhood request. Mayor Smith said previously this did not happen and ultimately it would be the decision of the Council.

James Kakalios, 6825 West Shore Drive, has lived in the area for eight years and noted that most homes have changed from long time residents to residents with younger families. Five years ago he asked the Council for a STOP sign at West Shore Drive and Dunberry. What the neighborhood received was the Slow Pedestrian sign. The neighborhood was told if the pedestrian sign did not work, the neighborhood should ask for a STOP sign to be installed. Mr. Kakalios said he believes in sidewalks. He suggested an experiment: if STOP signs were installed at Upper Terrace and Dunberry and if sidewalks were installed, a perfect opportunity would exist to see if STOP signs led to an increase of speed and be unsafe. The issue could then be re-examined. Mr. Kakalios said STOP signs are an inexpensive option.

Mayor Smith said the crux of the issue is 3 versus 5 signs and he would proceed with their installation. He asked for continued enforcement and observation of the area and that a re-examination be done after the summer.

Member Kelly expressed concern that traffic speed on Cornelia Drive has increased greatly and with STOP signs giving kids a false sense of confidence. Installation of signs is a minimal cost. He suggested that possibly fees for sidewalks could be collected from developers much as park dedication fees. Large developments are large traffic generators and the charge seems like a logical way to recapture dollars.

Member Maetzold said he would support three STOP signs and could support five, but he would not introduce them. He believes five would control the area better because of their being close together. He suggested an increase in enforcement and would support the four part program.

Member Hovland concurred with other comments and supports the three STOPs on Upper Terrace and West Shore Drive but he is uncertain about Dunberry. He would further support the four part program. He believes Christ Presbyterian Church should change their internal traffic control on Tuesday mornings perhaps using the frontage road to help alleviate traffic in the neighborhoods.

Mayor Smith asked when the STOP signs would go up. Engineer Hoffman said one to two weeks. After a brief discussion, Mayor Smith directed staff to be back August 3, 1998, with a study and policy/program on sidewalks in Edina.

Diane Martens, asked if the neighbors could be kept informed. Mayor Smith said yes.

Member Kelly further suggested that the Woodhill Association or Steve Brown be contacted and encouraged the neighbors to utilize the Association's expertise as a vehicle to help their concerns.

Member Kelly made a motion approving the following actions as recommended in Section A.1. of the May 5, 1998, Traffic Safety Staff Review:

- 1. Installation of 3-way STOP signs at West Shore Drive and Upper Terrace and denial of STOP signs at Laguna Drive and West Shore and also on West Shore Drive at Dunberry Lane and to including, A) development of an individual safety training program with the schools, B) development of a City wide policy on sidewalks, and C) a report to be presented at the regular Council meeting August 3, 1998.**

Motion was seconded by Member Hovland.

Ayes: Hovland, Kelly, Maetzold, Smith

Motion carried.

Member Kelly made a motion to approve Section A. 2 of the Traffic Safety Staff Report of May 5, 1998, to

- 2. Work with the City of Minneapolis to improve traffic flow through West 50th Street/Halifax and West 50th Street/France Avenue; and**

to acknowledge Sections B and C. Motion was seconded by Member Hovland.

Ayes: Hovland, Kelly, Maetzold, Smith

Motion carried.

***RESOLUTION REQUESTING THE MINNEHAHA WATERSHED DISTRICT APPROVE THE TASK FORCE RECOMMENDATION FOR REVISION TO RULE B - STORMWATER MANAGEMENT APPROVED** Member Hovland introduced the following resolution, seconded by Member Maetzold:

RESOLUTION

WHEREAS, the City of Edina has participated in the revision and Rule B - Stormwater Management; and

WHEREAS, the revised rule B now appears to more clearly define several water management issues; and

WHEREAS, the many agencies and individuals involved provided a wide scope viewpoint to develop a more user friendly document or rule; and

WHEREAS, the City of Edina is aware of the hearings' requirements of instituting a rule change in terms of time.

NOW, THEREFORE, BE IT RESOLVED, that the City of Edina requests that the Minnehaha Creek Watershed District accept the Task Force's recommendation for revision to Rule B and initiate the public hearing or comment period as soon as possible.

Motion carried on rollcall vote - four ayes.

*DONATION OF DUMP TRUCK TO INDEPENDENT SCHOOL DISTRICT #273 APPROVED Motion made by Member Hovland and seconded by Member Maetzold approving the donation of a used dump truck to School District #273.

Motion carried on rollcall vote - four ayes.

*RESOLUTION APPROVING FINAL PLANS AND ADVERTISEMENT FOR BIDS - SANITARY SEWER IMPROVEMENTS - SS-391 (TOWER STREET TO MINNEHAHA CREEK) AND NO. SS-392 (ST. JOHN'S/ASHCROFT TO BROOKVIEW AVENUE) Member Hovland introduced the following resolution, seconded by Member Maetzold:

RESOLUTION APPROVING
SANITARY SEWER IMPROVEMENT SS-391
(TOWER STREET TO MINNEHAHA CREEK) AND
SS-392 (ST. JOHN'S/ASHCROFT TO BROOKVIEW AVENUE)

BE IT RESOLVED by the Edina City Council that the final plans and specifications for Sanitary Sewer Improvement Nos. SS-391 (Tower Street to Minnehaha Creek) and SS-392 (St. John's/Ashcroft to Brookview Avenue) are hereby approved.

BE IT FURTHER RESOLVED, that the City Engineer is authorized to advertise for bids for the aforementioned projects.

Adopted this 18th day of May, 1998.

Motion carried on rollcall vote - four ayes.

*PUBLIC HEARING DATE SET OF JUNE 15, 1998, FOR VACATION OF PORTION OF WEST 41ST STREET Member Hovland introduced the following resolution, seconded by Member Maetzold:

RESOLUTION CALLING PUBLIC HEARING ON
VACATION OF A PORTION OF WEST 41ST STREET

BE IT RESOLVED, by the City Council of the City of Edina, as follows:

1. It is hereby found and determined (after receipt of the petition of the land affected thereby) that the following described property should be considered for vacation, in accordance with the provisions of Minnesota Statutes, Section 160.29 and 462.358, Subd. 7:

The southerly twenty (20) feet of the unimproved portion of West 41st Street as platted in MORNINGSIDE OAKS ADDITION, adjacent to Lot 1, Block 3, MORNINGSIDE OAKS ADDITION.

2. This Council shall meet at 7:00 p.m. on the 15th day of June, 1998, for the purpose of holding a public hearing on whether such vacation shall be made in the interest of the public.
3. The City Clerk is authorized and directed to cause notice of said hearing to be published once a week for two weeks, in the Edina Sun, the official newspaper of the City, to post such notice, in at least three public and conspicuous place,

as provided in Minnesota Statutes. Such notice shall be in substantially the following form:

(Official Publication)
CITY OF EDINA
4801 WEST 50TH STREET
EDINA MINNESOTA 55424
NOTICE OF PUBLIC HEARING ON
VACATION OF PORTION OF PUBLIC STREET
IN THE CITY OF EDINA
HENNEPIN COUNTY, MINNESOTA

NOTICE IS HEREBY GIVEN that the City Council of the City of Edina, Minnesota will meet on June 15, 1998 in the Council Chambers at 4801 West 50th Street for a public hearing for the proposed vacation of the following public street:

The southerly twenty (20) feet of the unimproved portion of West 41st Street as platted in MORNINGSIDE OAKS ADDITION, adjacent to Lot 1, Block 3, MORNINGSIDE OAKS ADDITION.

All persons who desire to be heard with respect to the question of whether or not the above proposed street vacation is in the public interest and should be made shall be heard at said time and place. The Council shall consider the extent to which such proposed street vacation affects existing easements within the area of the proposed vacation and the extent to which the vacation affects the authority of any person, corporation, or municipality owning or controlling electric, telephone or cable television poles and lines, gas and sewer lines, or water pipes, mains, and hydrants on or under the area of the proposed vacation, to continue maintaining the same or to enter upon such easement area or portion thereof vacated to maintain, repair, replace, remove, or otherwise attend thereto, for the purpose of specifying, in any such vacation resolution, the extent to which any or all of such easement, and such authority to maintain, and to enter upon the area of the proposed vacation, shall continue.

BY ORDER OF THE EDINA CITY COUNCIL

Debra Mangen, City Clerk

Adopted this 18th day of May, 1998.

Motion carried on rollcall vote - four ayes.

1999 BUDGET CALENDAR SET Manager Rosland presented a tentative calendar of events for the 1999 budget process. Dates for the Council meetings on the 1999 budget would be as follows:

<u>DATE</u>	<u>TIME</u>	<u>AGENDA</u>
June 15	5:00 P.M.	Staff to present budget assumptions
July 6	5:00 P.M.	Final budget assumption presentation. If another meeting is expected, a 5:00 meeting could be scheduled for July 13
August 12 & 19	5:00 P.M.	Budget hearings with full detail budget for departments, boards, commissions and the public
September 8	7:00 P.M.	Council to adopt resolution approving preliminary budget and levy
November 30 to December 19	5:00 P.M.	Hold Truth in Taxation hearings. Actual hearing dates cannot be determined until after August 15

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Following a brief Council discussion, approval was given to the dates as presented.

CLAIMS PAID Member Maetzold made a motion to approve payment of the following claims as shown in detail on the Check Register dated May 14, 1998, and consisting of 34 pages: General Fund \$178,197.91; C.D.B.G. \$11,330.00; Communications \$18,284.34; Working Capital \$14,864.80; Art Center \$7,301.27; Golf Dome Fund \$6,297.06; Swimming Pool Fund \$4,373.79; Golf Course Fund \$57,177.55; Ice Arena Fund \$21,293.66; Edinborough/Centennial Lakes \$25,967.36; Utility Fund \$416,588.11; Storm Sewer Utility Fund \$164.78; Recycling Program \$34,101.17; Liquor Dispensary Fund \$209,081.80; Construction Fund \$70,819.84; Park Bond Fund \$25,379.92; I-494 Commission \$423.71; TOTAL \$1,101,647.07; and for confirmation of the following claims as shown in detail on the Check Register dated May 8, 1998, and consisting of 3 pages: General Fund \$203,653.10; Working Capital \$1,063.06; Art Center \$86.31; Golf Course Fund \$400.00; Ice Arena Fund \$463.28; Edinborough/Centennial Lakes \$151.20; Utility Fund \$2,623.20; Liquor Dispensary Fund \$76,099.21; I-494 Commission \$14,082.88; TOTAL \$298,622.24. Member Kelly seconded the motion.

Rollcall:

Ayes: Hovland, Kelly, Maetzold, Smith

Motion carried.

There being no further business on the Council Agenda, Mayor Smith declared the meeting adjourned at 10:04 P.M.

City Clerk