

Engineering Study

2027 Interlachen Boulevard Roadway Reconstruction

City of Edina, Minnesota

City Project No. BA-468

EDINA 186203 | January 22, 2026 (revised November 16, 2026)

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Engineering Study

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City of Edina, MN

City Project No. BA-468
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January 22, 2026 (revised November 16, 2026)

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



William J. Bauer, PE

Date: 11/16/2026 License No.: 55680

Reviewed By: Kevin Manzke, PE Date: 11/11/2026

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Executive Summary

Executive Summary

This engineering study reviews the existing conditions and discusses in detail the proposed improvement options, costs, and funding for Interlachen Boulevard from approximately 400’ east of Blake Road to Mirror Lakes Drive.

The improvements were analyzed for water main, storm sewer, sanitary sewer, curb and gutter, street, and sidewalk construction for Interlachen Boulevard.

This report reviews existing conditions, identifies necessary improvements, and includes estimates of total project cost and financing methods to evaluate the feasibility of these proposed improvements.

The overall construction cost is estimated to be $7,960,669 (including 15% construction contingency and 22.5% for engineering and finance). This project will be funded using Municipal State Aid funds, local utility funds, taxes, PACS funds, and property owner assessments as well as additional funding from Interlachen Country Club.

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Engineering Study

2027 Interlachen Boulevard Roadway Reconstruction

Prepared for the City of Edina, Minnesota

Introduction

This engineering study analyzes the existing conditions, proposed street improvements, cost summary and financing, project schedule, and provides conclusions and recommendations for Interlachen Boulevard/Municipal State Aid Street (MSAS) 177 from approximately 400' east of Blake Road to Mirror Lakes Drive in the City of Edina.

This study presents improvement recommendations consisting of a full street reconstruction with proposed roadway alignment shift, addition of curb and gutter and on-street bicycle facilities to both sides of the roadway, addition of a sidewalk on the south side, retaining walls to minimize grading limits, replacement, extension, and upsizing of existing water main, sanitary sewer improvements, and storm sewer improvements.

Project financing will be funded from a combination of special assessments, taxes, the City's Pedestrian & Cyclist Safety (PACS) funds, Stormwater Utility, Sanitary Sewer, and Water Main Funds, Municipal State Aid Funds, and additional funding from Interlachen Country Club.

If the City decides to proceed with the proposed street and utility improvements described in this report, it is anticipated construction would begin in 2027 as shown in the project schedule found below.

Existing Conditions

Street/Sidewalk

Interlachen Boulevard is located near the northwesterly corner of Edina. The roadway varies from 29 feet to 32 feet wide (edge of pavement to edge of pavement) with no curb and gutter or pedestrian or transit facilities. An on-street bike lane is striped in both directions of travel.

According to MnDOT traffic volume data, Interlachen Boulevard carries approximately 7,260 vehicles each day, though this volume was taken west of Hankerson Drive, approximately 3,000 feet east of the project's eastern terminus. It is classified as a major collector and is designated as a Municipal State Aid (MSA) Roadway.

The corridor features single family residences while also bisecting Interlachen Country Club.



Photo 1 – Interlachen Boulevard at Interlachen Country Club Entrance facing west

Because the corridor crosses through the country club, it is crossed by two cart paths: one just east of 6201 Interlachen Boulevard, and the other approximately 550 feet east of the country club driveway. Both crossings are used primarily by golf course maintenance staff. The proposed design will maintain these established access points, with grading and pavement transitions adjusted to ensure safe and functional passage for low-clearance vehicles.

There is also an existing pedestrian/golf cart bridge that crosses over Interlachen Boulevard located approximately 150 feet west of the 5924 Interlachen Boulevard residence. The bridge is used by club members and will remain in place. It was replaced in 2023.

Wetlands

The project corridor is bordered by existing ponds and wetlands that provide important stormwater management and ecological functions. During preliminary design, care was taken to ensure proposed grading and construction activities remain outside of these sensitive areas to the extent practicable. Roadway profiles and side slopes were adjusted to maintain existing drainage patterns and minimize encroachment into wetland boundaries. Temporary and permanent erosion control measures will be implemented to protect adjacent water resources from sedimentation and runoff during and after construction. Coordination with regulatory agencies and watershed districts will continue through final design to ensure compliance with all applicable wetland protection and stormwater regulations.



Photo 2 – Wetland on south side of Interlachen Boulevard

Geotechnical Review

Geotechnical investigation was performed by Braun Intertec and consisted of 14 standard penetration test borings and eight hand-auger borings. The roadway borings encountered an average of approximately 8 inches of bituminous pavement, with individual boring locations ranging from approximately 4 to 14 inches. Apparent aggregate base ranged from approximately 3½ to 12 inches, with the combined bituminous pavement and apparent aggregate base section averaging approximately 17 inches and ranging from approximately 12 to 22 inches.

Subgrade soils along the project corridor consist primarily of cohesive clay soils, including sandy lean clay and lean clay associated with fill and native glacial deposits. Localized soft, organic, loose, and wet alluvial soils were also encountered within the project corridor.

Storm Sewer

No storm sewer system exists along Interlachen Boulevard. There are three existing culvert crossings underneath the roadway. The 15” culvert near 5924 Interlachen Boulevard was replaced in 2024 with HDPE. There is a catch basin in the northeast quadrant of Bywood West that flows to a natural low point in the northwest quadrant of the Interlachen Boulevard / Bywood West intersection. In addition, there are catch basins and storm sewer pipe along the north curb line east of Rolling Green Parkway.

Sanitary Sewer

The homes along Interlachen Boulevard are served by an existing sanitary sewer system consisting of 10” vitrified clay pipe (VCP). The system enters the corridor from the northwest near the country club driveway, flowing east, and collects flow at each cross street. The system exits the corridor at Mirror Lakes Drive, flowing south. The City televised the system in August 2025 and generally found minor issues, including circumferential and spiral cracking, grease deposits, and joint separation, which permit groundwater infiltration and for roots to grow into the main. No

flow or capacity issues were identified. The manholes are precast concrete and appear to be in generally good condition.

Water Main

The water main system on Interlachen Boulevard generally consists of 6-inch cast iron pipe constructed in the mid-1970's. There is a gap in the system from just east of 6212 Interlachen Boulevard to just west of 5920 Interlachen Boulevard. All homes with frontage to Interlachen Boulevard are served by individual water services, except for 5924, 5920, 5908, and 5904 Interlachen Boulevard, which are each served off a single 1.5" copper service fed from the Bywood West intersection.

Private Utilities

Private utilities along the corridor include CenterPoint Energy, Comcast, Forged Fiber, Lumen, US Internet, and Xcel Energy (electric). Conflicts with all private utilities will be reviewed in more detail during final design and arrangements for relocations coordinated.

Gas service is provided by CenterPoint Energy via a four-inch plastic main (from the western terminus to west of Bywood West) and six-inch plastic main (from west of Bywood West to the eastern terminus). The main is located along the north side of the roadway. CenterPoint also has an abandoned 3" steel gas main along the south side of the road. According to a discussion with a CenterPoint representative during a private utility coordination meeting on October 6, 2026, the abandoned main is not believed to be asbestos coated. The abandoned gas main will be removed if/when it is in conflict with proposed improvements.

Forged Fiber's and Comcast's facilities are located on Xcel Energy-owned power poles along the south side of the road. Facilities consist of both aerial fiber and coax cables. Lumen also has aerial facilities beginning at Mirror Lakes Drive and continuing east.

In addition, Lumen maintains a buried copper cable along the south side of Interlachen Blvd from approximately 6201 Interlachen Blvd continuing east through the eastern terminus of the project with four underground crossings of the roadway. The cable varies in size from 25-pair to 200-pair. Lumen proposes to abandon all facilities west of 5733 Interlachen Blvd in advance of construction beginning.

US Internet has an underground fiber line located along the north side of Interlachen Boulevard from just east of the country club to the eastern terminus. The fiber is expected to be exposed during roadway excavation.

Power is provided by Xcel Energy via overhead facilities located along the south side of the roadway as well as buried facilities west of Bywood West. Six streetlights exist on the Xcel Energy power poles at approximately equal intervals throughout the corridor. The buried power line is expected to be exposed during roadway excavation.

Proposed Improvements

Street/Sidewalk

The recommended typical section was developed with guidance from the 2018 Pedestrian and Bicycle Master Plan and 2015 Living Streets Policy.

2018 Pedestrian and Bicycle Master Plan: This plan was developed to guide the development of a robust pedestrian and bicycle network within the City. The exhibits in **Appendix A** show that both a shared-use path and off-street bicycle facility are proposed on this segment of Interlachen Boulevard.

2015 Living Streets Policy: This policy established a comprehensive framework for designing streets that balances the needs of all roadway users, including motorists, pedestrians, bicyclists, and transit users, while promoting roadway safety and sustainability. The plan prioritizes narrower roadway sections, enhanced pedestrian and bicycle facilities, traffic calming, improved stormwater management, and context-sensitive design to support active living and reduce environmental impacts.

Per direction from the City of Edina Engineering Department, the proposed roadway section will be 32-feet wide (measured from face of curb to face of curb) and include B660 concrete curb and gutter on both sides of the road with an 8-foot-wide concrete sidewalk adjacent to the back of curb on the south side. This section was selected to match the previously constructed improvements at the intersection of Blake Road and Interlachen Boulevard. It also aligns with current City standards for residential collector streets, while providing improved pedestrian and bicycle facilities. The wider sidewalk will accommodate pedestrian traffic, and the B660 curb and gutter will provide enhanced drainage control as well as an adequate path for bicycle traffic. The concrete of the gutter pan contrasting with the bituminous roadway pavement will serve as a visual cue to drivers that the gutter pan is a separate bicycle space. The wider gutter pan will also serve as the curb reaction distance required by MSA standards (1-foot minimum).

Plan sheets of the proposed improvements may be found in **Appendix B**.

With wetlands located along both sides of the roadway, and to avoid impacting large, mature trees, it is proposed that the roadway alignment be shifted throughout the corridor to minimize impacts to the extent possible. As a result, the alignment is proposed to meander slightly. All horizontal curves are designed to meet the minimum radius for a 30-mph design speed, so the variable alignment will be less noticeable to drivers.

Retaining walls are proposed in up to three (3) locations throughout the corridor. These retaining walls are proposed to reduce construction limits, avoid wetlands, and limit the size of easements. These walls will be designed to meet current City and MnDOT standards for structural stability and aesthetics, providing long-term solutions that balance function with minimized impacts to private property and wetlands. It is anticipated that the two taller walls (greater than four feet tall) will consist of prefabricated modular blocks and sheet piling, respectively, while the third wall, if required, would consist of the City's typical Lannon stone and be less than four feet in height.

Traffic loading was evaluated using the State Aid 10-Ton ESAL Traffic Forecast Calculator. The analysis resulted in a 20-year flexible pavement traffic forecast of approximately 773,000 10-ton ESALs.

A flexible pavement section was evaluated using MnPAVE. The design section consists of 6 inches of hot-mix asphalt over 14 inches of Class 5 aggregate base, with clay subgrade soil having an R-value of 10 in the modeled section. Specific subgrade treatment is recommended in the vicinity of B-4, where the proposed roadway shifts outside the existing roadway footprint and places new loading over soft alluvial soils. These soft soils appear susceptible to settlement due to loading of the widened roadway. Therefore, a minimum 2-foot subcut below proposed roadway subgrade and replacement with lightweight aggregate are recommended between approximate STA 14+00 and STA 24+00 to alleviate potential long-term settlement concerns. A surcharge was also considered in this area but is not recommended due to the anticipated 3- to 6-month surcharge period. The surcharge would delay construction of the sanitary sewer and water service stubs to the Country Club (further discussion below) while introducing risk of not completing construction within the 2027 construction season.

Interlachen Country Club is proposing improvements to their main driveway off Interlachen Blvd and are expected to consist of widening, relocating approximately 50-feet east, and the construction of a new gate house. Further coordination during final design is required. Construction of driveway improvements is expected during the 2027 construction season.

As Metro Transit is preparing to open the Green Line Extension (Southwest Light Rail) in June 2027, they have undertaken efforts to strengthen the connecting bus networks that will operate when Green Line service begins. Associated with these efforts, Metro Transit proposes to extend bus service on Route 46 along Interlachen Blvd from Vernon Ave to Blake Rd, before continuing along Blake Rd to Excelsior Blvd. Within the project limits, new bus stops are proposed for both eastbound and westbound buses at both Interlachen Country Club and Mirror Lakes Drive. ADA accessible bus stop pads will be constructed with the roadway improvements to accommodate these new bus stop locations.

Storm Sewer

A separate stormwater design memorandum has been prepared to address proposed drainage and storm sewer improvements within the project corridor. The memo outlines the design intent, hydraulic and hydrologic analyses, and recommendations for conveyance and treatment systems to mitigate drainage. As the corridor is located within both Minnehaha Creek Watershed District (north of roadway centerline) and Nine Mile Creek Watershed District (south of roadway centerline), the memo also discusses proposed strategies for meeting the stormwater requirements for each watershed district.

The storm sewer system will be designed to meet MSA standards for roadway spreads and pipe capacity. Coordination with Interlachen Country Club is ongoing to ensure the roadway system is adequately designed to accommodate outflow from the new stormwater management systems associated with the recent Country Club’s improvements.

Most of the soils excavated from the storm sewer trenches are anticipated to consist of clay soils that may be too wet for immediate reuse as trench backfill. The clay soils may be reused if they can be adequately dried and moisture conditioned; however, roadway construction sites typically have limited space and time available to spread and dry excavated soils. Therefore, imported granular material should be anticipated where the excavated soils are too wet to achieve the required compaction.

Sanitary Sewer

It is recommended that new rings, casting, and I&I barrier be installed on all sanitary manholes within the project limits. It is also proposed that the existing main be lined with a cured-in-place pipe (CIPP) liner after select spot repairs are completed.

In addition, a new manhole, internal drop structure, and 8" PVC stub will be provided at the new Country Club driveway location for the new gate house referenced above.

Water Main

In reviewing the City's existing water main system model, it is recommended to upgrade the existing main within the project area to 12" ductile iron pipe (DIP) and extend water main through the gap from just east of 6212 Interlachen Boulevard to just west of 5920 Interlachen Boulevard. Doing so will provide system redundancy and improve pressure within the network.

Individual services will be replaced with copper pipe along with new corporation stops and curb stops. It is also recommended that the four homes at 5924, 5920, 5908, and 5904 Interlachen Boulevard be provided individual services.

Finally, a 6" DIP water service stub will be provided for the Country Club's new gate house.

Like the storm sewer, most of the soils excavated from water main trench are anticipated to consist of clay soils that may be too wet for immediate reuse as trench backfill. Therefore, imported granular material should be anticipated where the excavated soils are too wet to achieve the required compaction.

Private Utilities

Representatives from Interlachen Country Club and the private utility companies are discussing the possibility of burying all overhead facilities along Country Club property. These discussions are ongoing and will require coordination with project improvements during final design, including replacement of street lighting.

Right-of-Way/Easements

The right-of-way width is a consistent 66' throughout the corridor.

Temporary easements are anticipated from six properties throughout the corridor for grading needs or to reduce proposed driveway grades. In addition, one permanent easement is anticipated to be needed from Interlachen Country Club. These are largely the result of shifting the roadway alignment to avoid wetlands. Identified easement needs will be further coordinated with the City Staff, City Attorney, and identified property owners during final design.

Estimated Costs/Project Funding

Estimated construction costs are based on recent City and Metro area projects. These cost estimates are based upon public construction cost information. Since the consultant has no control over the cost of labor, materials, competitive bidding process, weather conditions, and other factors affecting the cost of construction, all cost estimates are opinions for general information of the client and no warranty or guarantee as to the accuracy of construction cost

estimates is made. It is recommended that costs for project financing should be based upon actual, competitive bid prices with reasonable contingencies.

Detailed estimated construction costs were prepared and are included in **Appendix C**. Total project costs include estimated construction costs, a 15 percent contingency, and 22.5 percent for Engineering and Finance.

The total estimated project costs and available funding sources for the project are summarized in Table 3 below.

Table 1 – Interlachen Boulevard Estimated Cost and Available Funding

	Streets	Water System	Sanitary Sewer	Storm Drainage	Estimated Total
Estimated Expenditures					
Estimated Construction Subtotal	$3,599,190	$1,084,505	$223,235	$743,944	$5,650,874
Contingencies (15%)	$539,878	$162,676	$33,485	$111,592	$847,631
Estimated Construction Total	$4,139,069	$1,247,181	$256,720	$855,535	$6,498,505
Engineering and Finance (22.5%)	$931,290	$280,616	$57,762	$192,496	$1,462,164
Total Estimated Project Costs	$5,070,359	$1,527,796	$314,482	$1,048,031	$7,960,669
Estimated Revenue					
Assessments	$480,200				
Utility Funds		$1,527,796	$314,482	$1,048,031	
PACS	$900,000				
MSA Fund	$2,750,000				
Taxes	$534,000				
Other (additional funding)	$415,000				
Total Estimated Revenue	$5,079,200	$1,527,796	$314,482	$1,048,031	$7,969,509

It is proposed that the project be funded from a combination of special assessments, local taxes, PACS funds, Stormwater Utility, Sanitary Sewer, and Water Main Funds, Municipal State Aid Funds, and additional funding from Interlachen Country Club. Municipal State Aid funds are proposed to pay for no more than 80% of the total street costs, while assessments will pay for 9.47% of the total street costs in accordance with the City's Special Assessment Policy (see

Appendix D), with taxes and additional funding from the country club accounting for the remainder of the street costs.

The improvements will be assessed per the City's Special Assessment Policy and Chapter 429 of the Minnesota State Statutes. Single-family home parcels that have frontage to Interlachen Boulevard are proposed to be assessed one residential equivalent unit (REU). Assessments of single-family home parcels that have frontage on multiple streets will be assessed 0.5 REU. Interlachen Country Club is proposed to be assessed 114.345 REU. This is based on a rate of 1.5 REU per 1,000 SF of all buildings, including maintenance buildings (76,230 SF) while excluding unimproved basement areas.

There is a total of 126.345 REU within the project area with an average assessment per REU of $3,800.41. Refer to Figure 1 below.

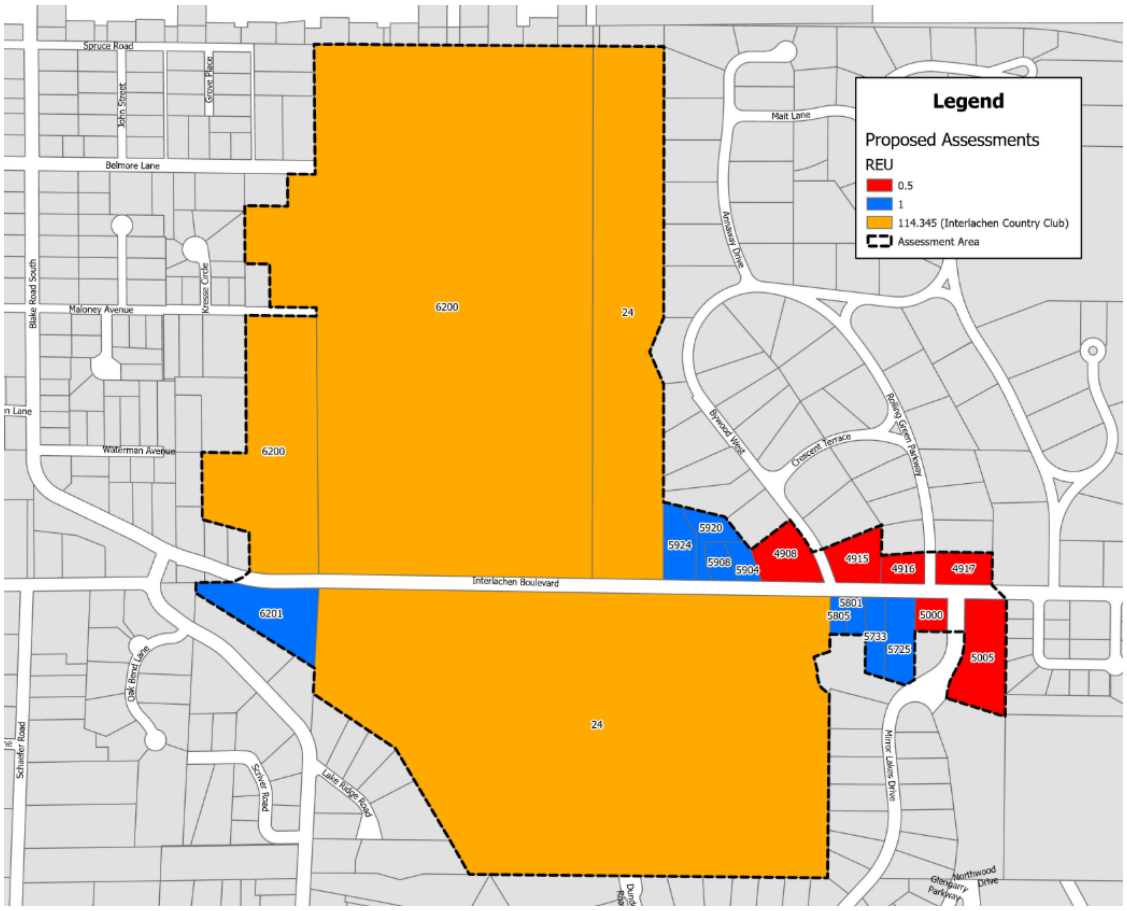


Figure 1 - Preliminary Assessment Map

Project Schedule

A schedule for completing this project during the 2027 construction season is shown below:

Receive Engineering Report..... December 2026
Conduct Public Hearing; Order Preparation of Plans and Specifications ..... December 2026

Receive Bids	February 2027
Award Contract	March 2027
Preconstruction Meeting	April 2027
Construction Begins (estimated)	May 2027
Construction Ends (estimated)	October 2027
Assessment Hearing	October 2028

Conclusion/Recommendation

The project is feasible, necessary, and cost-effective from an engineering standpoint and should be constructed as proposed in this report to improve the public infrastructure in this corridor. It can best be accomplished by letting competitive bids for the work under one contract to complete the work in an orderly and efficient manner. The City, its financial consultant, and the people assessed will have to determine the economic feasibility of the proposed improvements.

Appendix A

Pedestrian and Bicycle Master Plan

Proposed pedestrian network

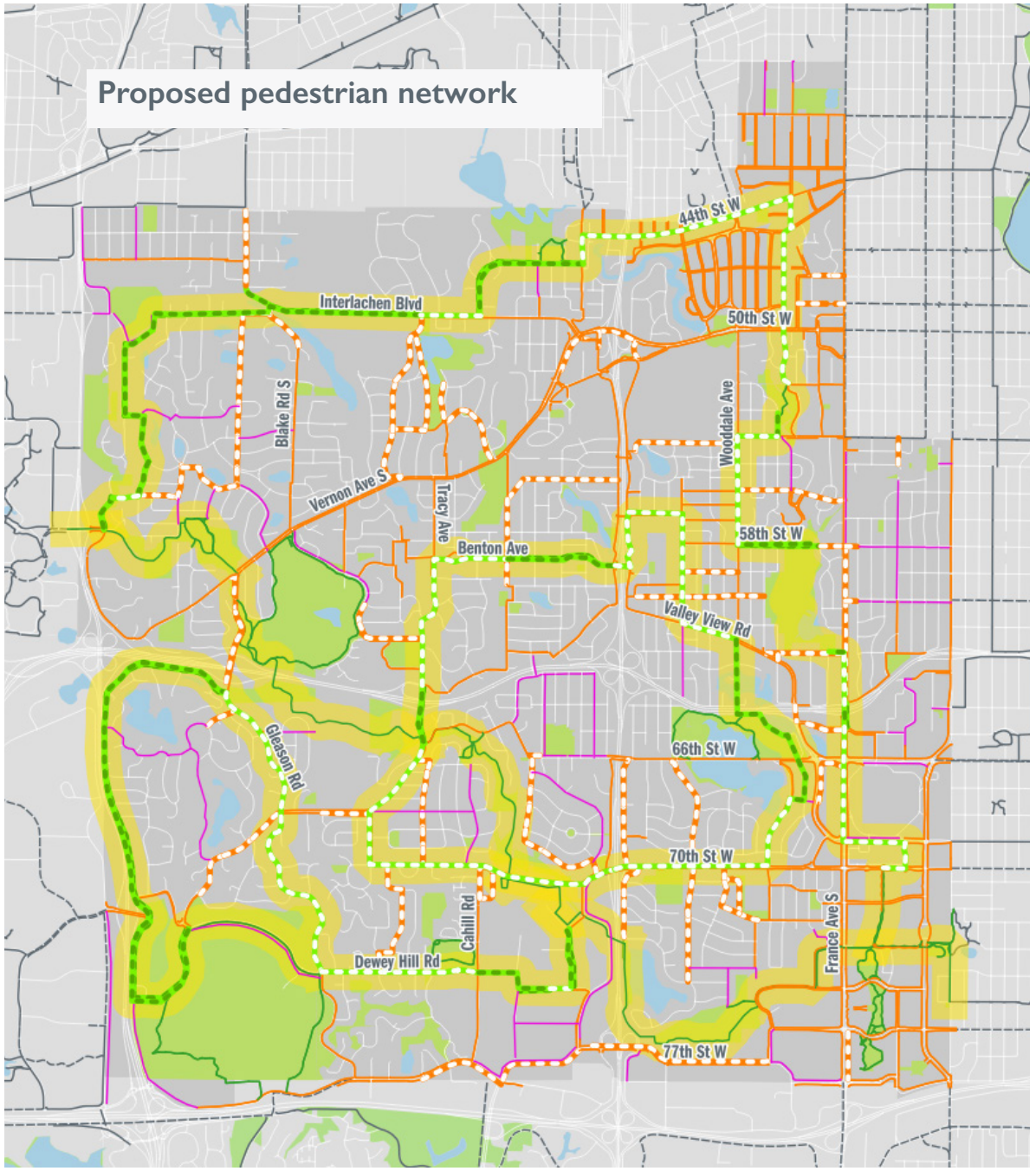
Sidewalks and trails connecting neighborhoods and destinations to Edina's Twin Loops are identified as Primary connections, while other pedestrian links are identified as Secondary.

Recommendations

- Edina Twin Loops - All Ages and Abilities Network
- New Primary sidewalk
- New shared-use path
- Upgrade existing sidewalk to shared-use path
- New Secondary sidewalk

Existing facilities

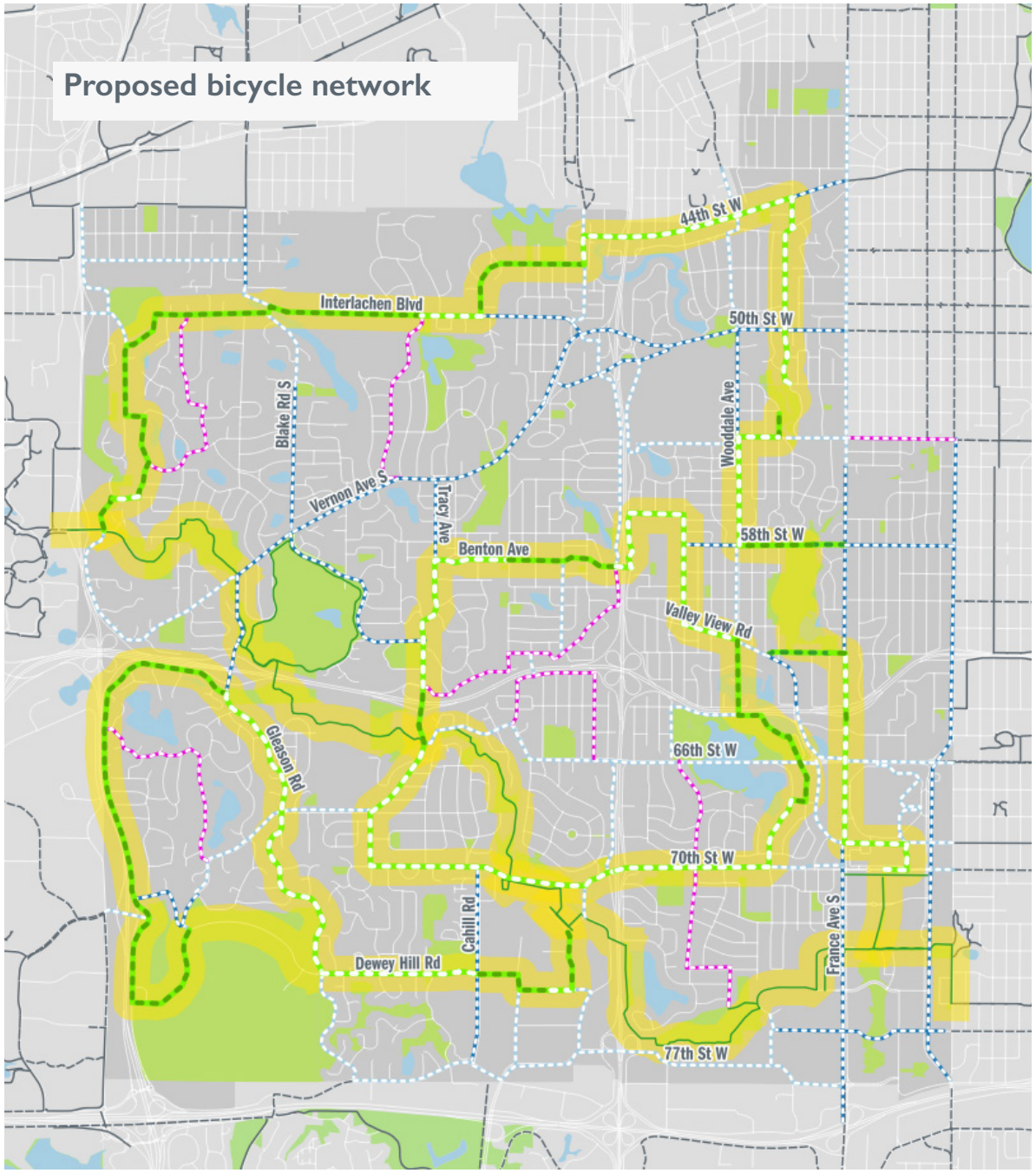
- Existing sidewalks
- Existing shared-use path/trail
- Existing network in neighboring community
- Planned network in neighboring community



Proposed bicycle network

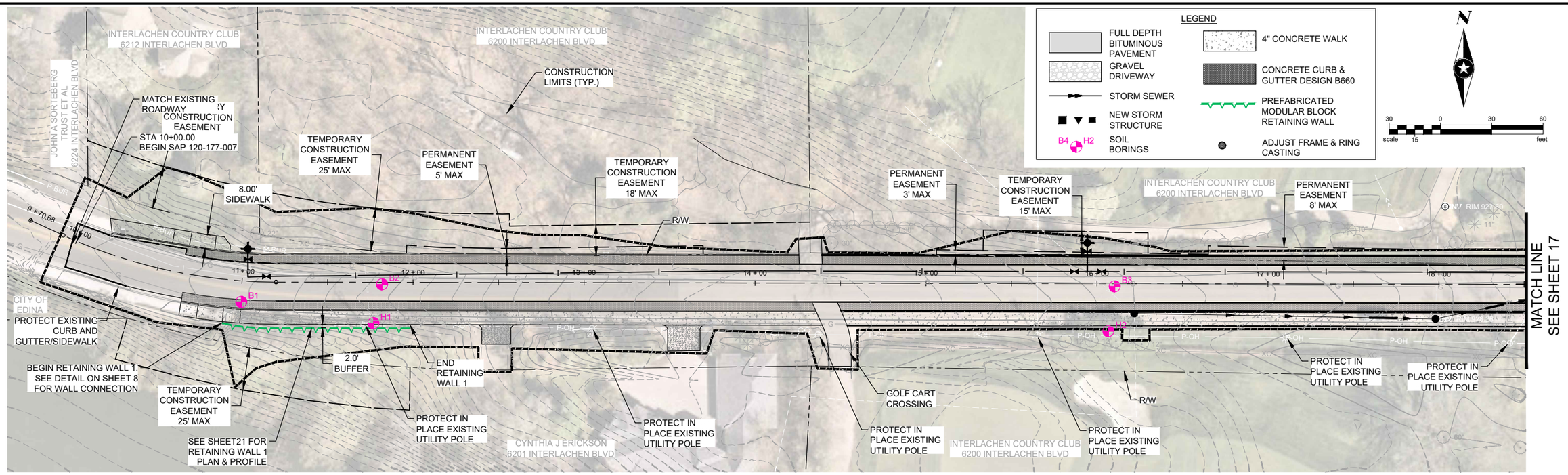
Recommendations

- Edina Twin Loops - All Ages and Abilities Network
- New separated / protected bicycle lane (long-term: shared-use path)
- New separated / protected lane or upgrade existing sidewalk to shared-use path (long-term)
- Neighborhood Slow Street / Bike boulevard
- Buffered bike lane
- Conventional bike lane
- Existing shared-use path/trail
- Existing network in neighboring community
- Planned network in neighboring community

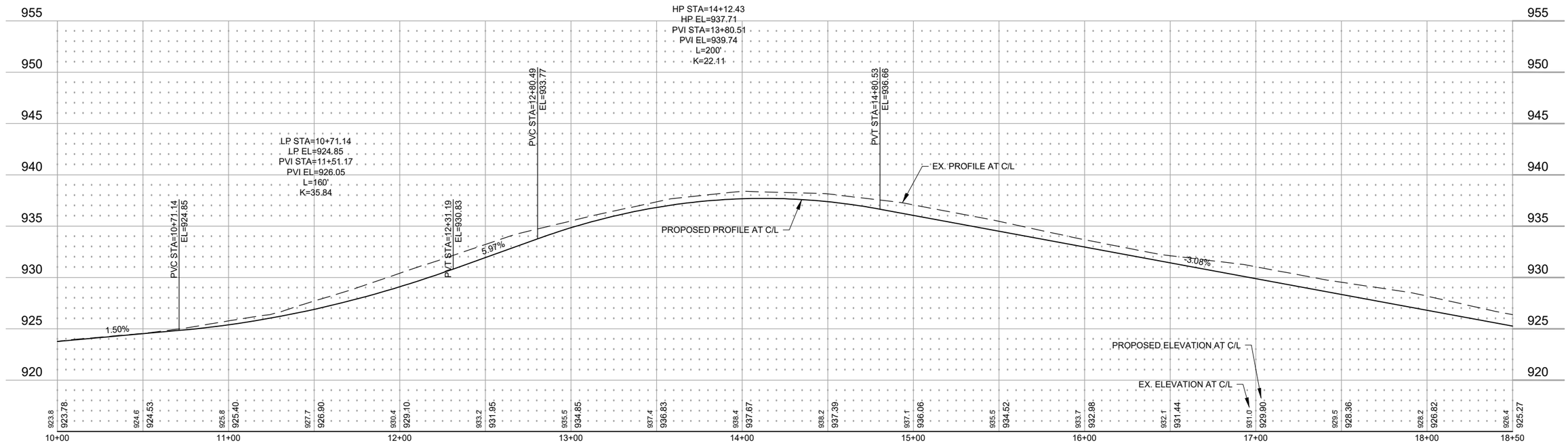


Appendix B

Interlachen Blvd Proposed Improvements



INTERLACHEN BLVD



SEH Project	186203	Rev.#	Plan Revision Issue Description	Date	Rev.#	Sheet Revision Issue Description	Date
Drawn By	RR						
Designed By	RR						
Checked By	WJB						

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

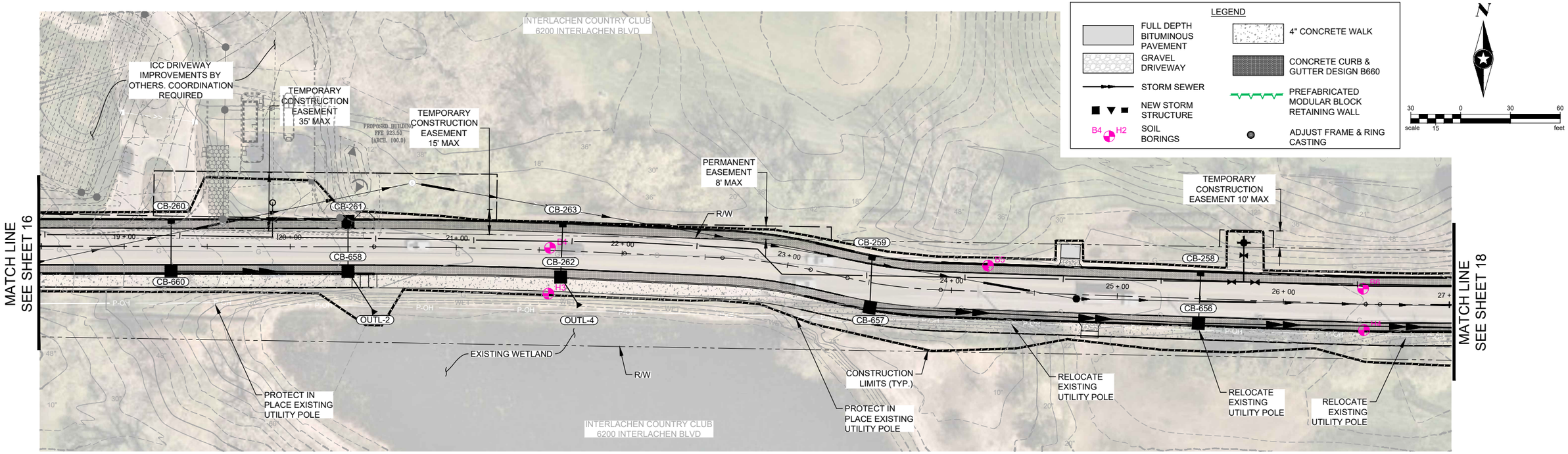
PRELIMINARY

WILLIAM J. BAUER, PE
DATE 04-DD-2024 LICENSE NO. 55680

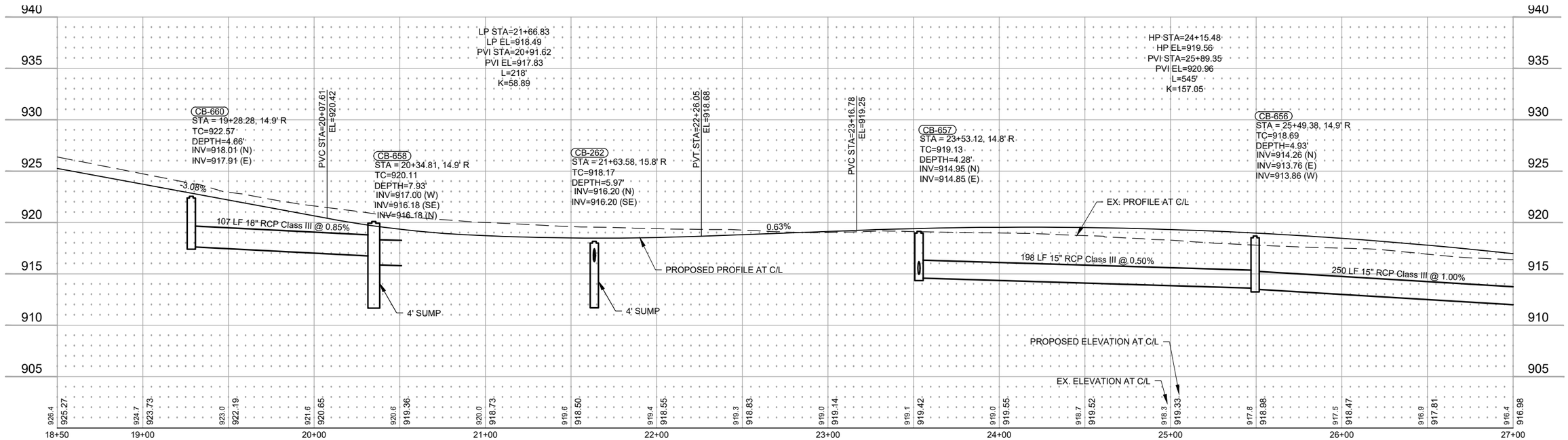
INTERLACHEN BOULEVARD RECONSTRUCTION
EDINA, MINNESOTA
S.A.P. 120-177-007

STREET AND STORM SEWER PLAN AND PROFILE

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INTERLACHEN BLVD



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Drawn By	RR							
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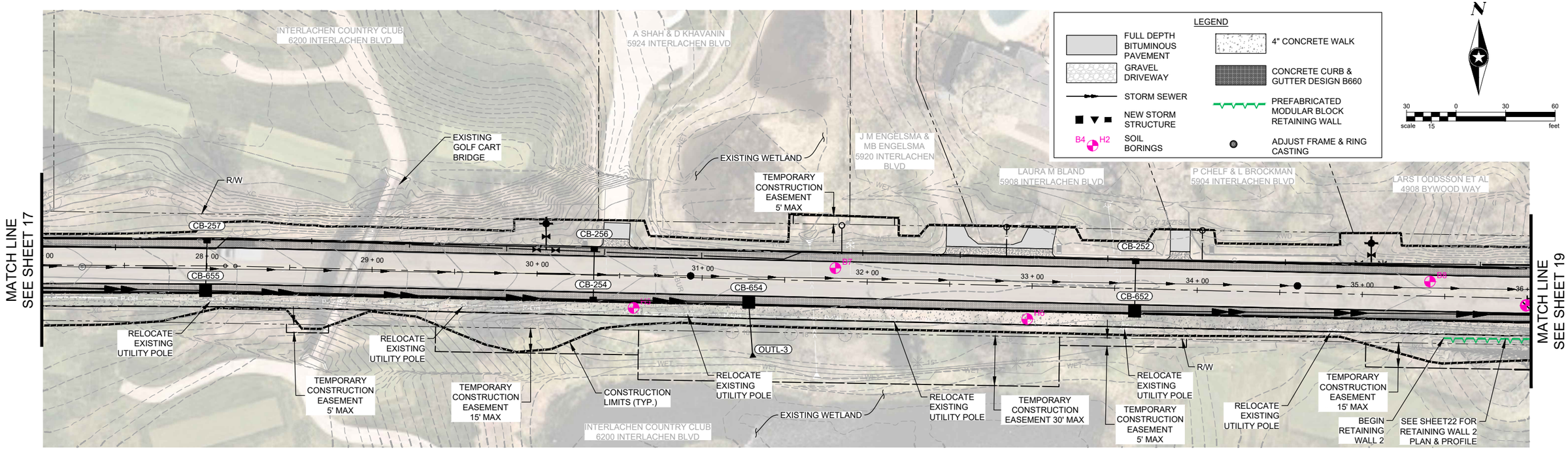
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WILLIAM J. BAUER, PE
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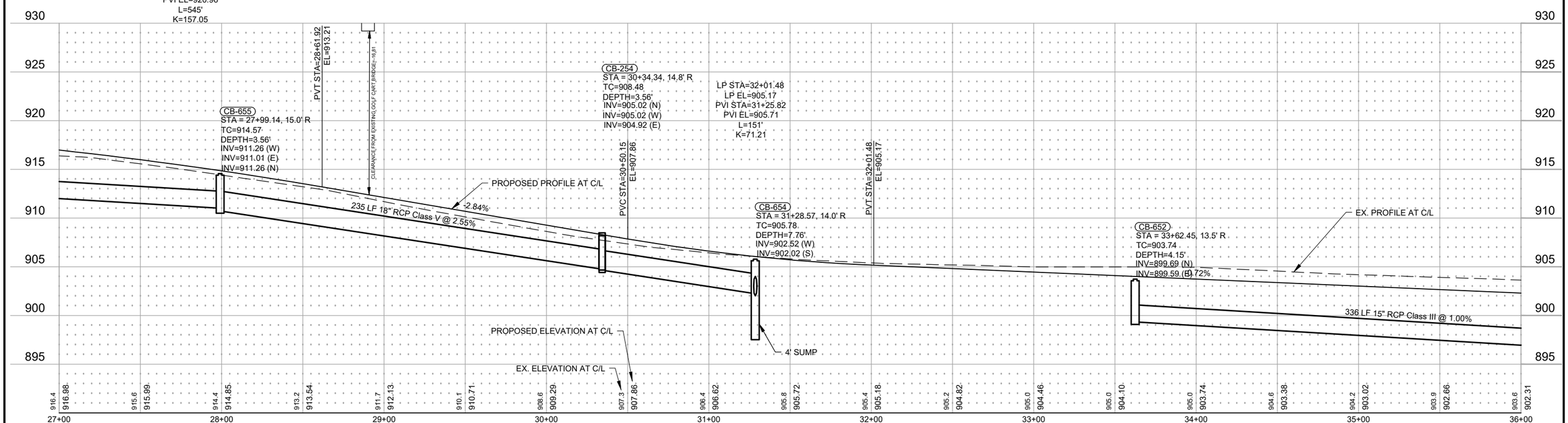
INTERLACHEN BOULEVARD RECONSTRUCTION
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STREET AND STORM SEWER PLAN AND PROFILE

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INTERLACHEN BLVD



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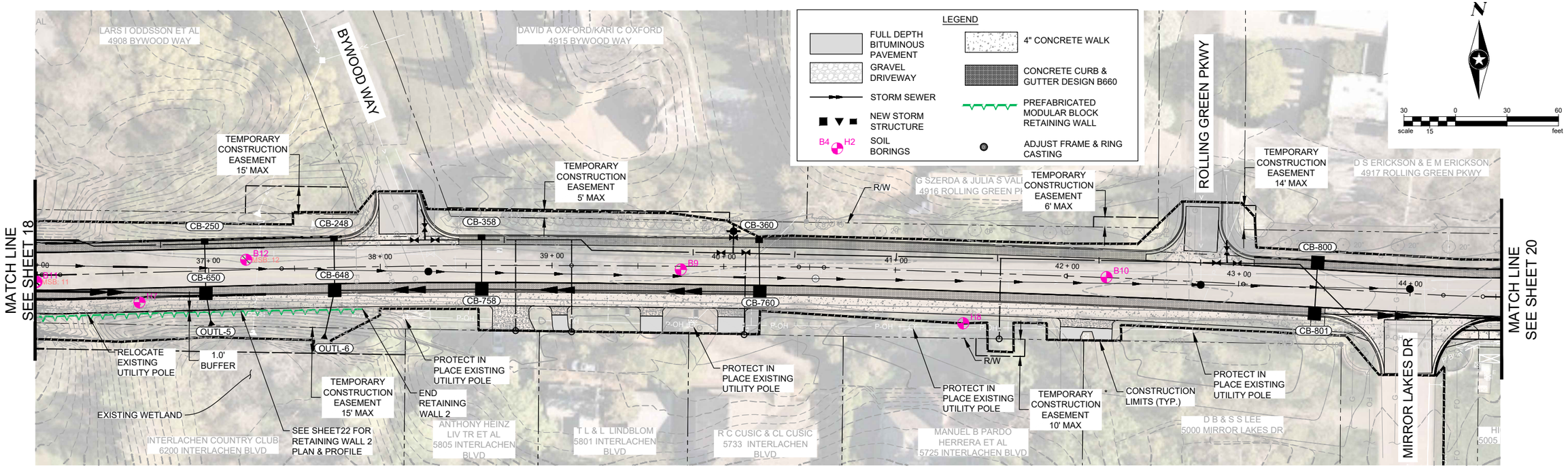
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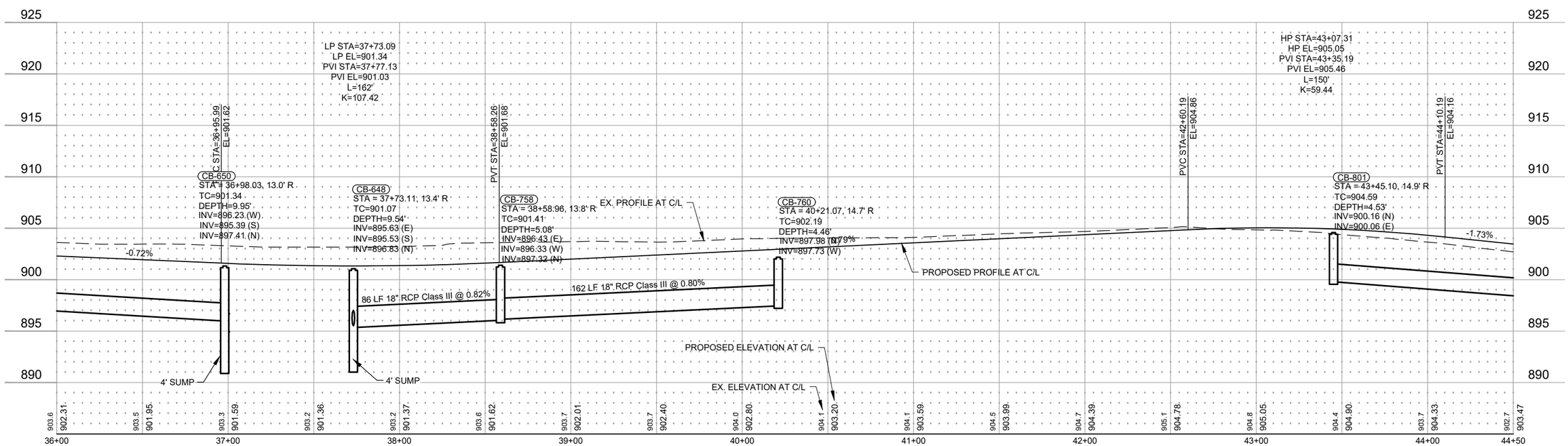
INTERLACHEN BOULEVARD RECONSTRUCTION
EDINA, MINNESOTA
S.A.P. 120-177-007

STREET AND STORM SEWER PLAN AND PROFILE

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INTERLACHEN BLVD



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Drawn By	RR							
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Checked By	WJB							

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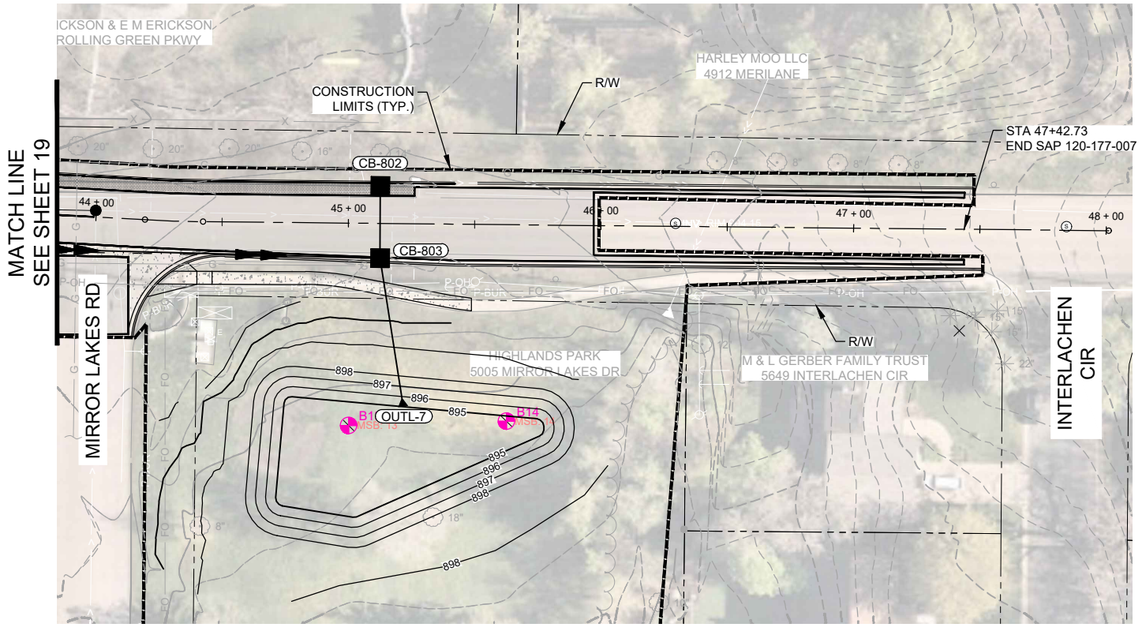
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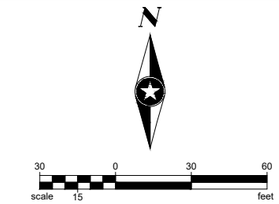
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INTERLACHEN BOULEVARD RECONSTRUCTION
EDINA, MINNESOTA
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STREET AND STORM SEWER PLAN AND PROFILE

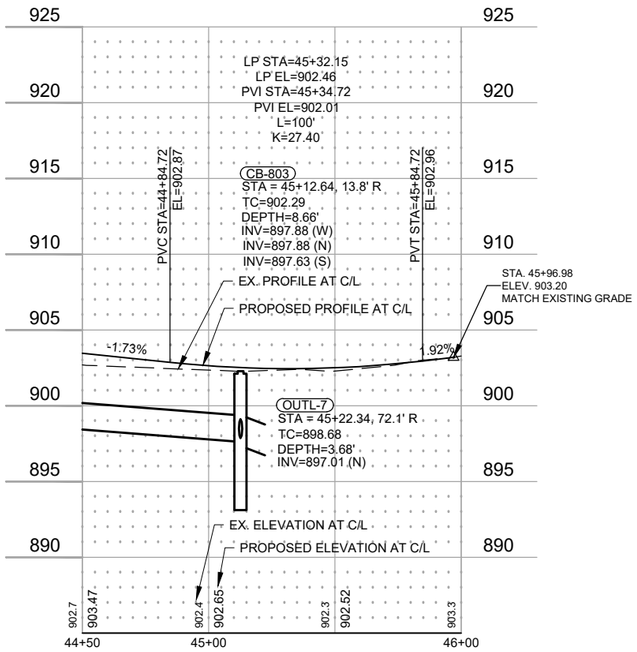
FINAL DESIGN OF BASIN TO BE PROVIDED AFTER RECEIVING SOIL BORINGS SCHEDULED FOR DRILLING SEPTEMBER 18.





LEGEND

- FULL DEPTH BITUMINOUS PAVEMENT
- GRAVEL DRIVEWAY
- STORM SEWER
- NEW STORM STRUCTURE
- B4 H2 SOIL BORINGS
- 4" CONCRETE WALK
- CONCRETE CURB & GUTTER DESIGN B660
- PREFABRICATED MODULAR BLOCK RETAINING WALL
- ADJUST FRAME & RING CASTING



SEH Project	186203	Rev.#	Plan Revision Issue Description	Date	Rev.#	Sheet Revision Issue Description	Date
Drawn By	RR						
Designed By	RR						
Checked By	WJB						

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRELIMINARY

WILLIAM J. BAUER, PE
DATE 04-DD-2024
LICENSE NO. 55680

INTERLACHEN BOULEVARD RECONSTRUCTION
EDINA, MINNESOTA
S.A.P. 120-177-007

STREET AND STORM SEWER PLAN AND PROFILE

Appendix C

Opinion of Probable Cost

CITY OF EDINA
186203 INTERLACHEN BLVD STREET RECONSTRUCTION
60% ENGINEER'S OPINION OF PROBABLE COST
Date: November 10, 2026
Revised:

			CONTRACT AMOUNT					STREET		WATER		SEWER		STORM	
ITEM NO.	MNDOT SPEC NO.	ITEM DESCRIPTION	UNIT	ESTIMATED PROJECT TOTALS	UNIT COST	ESTIMATED TOTAL COST	NOTES	ESTIMATED QUANTITY	ESTIMATED COST	ESTIMATED QUANTITY	ESTIMATED COST	ESTIMATED QUANTITY	ESTIMATED COST	ESTIMATED QUANTITY	ESTIMATED COST
1	2021.501	MOBILIZATION	LS	1	$267,000.00	$267,000.00		0.71	$189,570.00	0.13	$34,710.00	0.03	$8,010.00	0.13	$34,710.00
2	2101.502	CLEARING	EA	15	$500.00	$7,500.00		15	$7,500.00						
3	2101.502	GRUBBING	EA	15	$500.00	$7,500.00		15	$7,500.00						
4	2101.505	CLEARING	ACRE	0.25	$13,000.00	$3,250.00		0.25	$3,250.00						
5	2101.505	GRUBBING	ACRE	0.25	$8,500.00	$2,125.00		0.25	$2,125.00						
6	2104.502	REMOVE CASTING	EA	13	$200.00	$2,600.00		13	$2,600.00						
7	2104.502	REMOVE LIGHT POLE	EA	11	$2,500.00	$27,500.00		11	$27,500.00						
8	2104.502	REMOVE HYDRANT	EA	2	$1,000.00	$2,000.00				2	$2,000.00				
9	2104.502	REMOVE GATE VALVE & BOX	EA	6	$500.00	$3,000.00				6	$3,000.00				
10	2104.503	SAWING BITUMINOUS PAVEMENT	LF	427	$6.00	$2,562.00		427	$2,562.00						
11	2104.503	REMOVE CURB & GUTTER	LF	858	$5.00	$4,290.00		858	$4,290.00						
12	2104.503	REMOVE EXISTING WATER MAIN	LF	1279	$30.00	$38,370.00				1279	$38,370.00				
13	2104.503	REMOVE WATER SERVICE	LF	871	$30.00	$26,130.00				871	$26,130.00				
14	2104.503	REMOVE PIPE CULVERTS	LF	108	$40.00	$4,320.00		108	$4,320.00						
15	2104.503	REMOVE FENCE	LF	1085	$10.00	$10,850.00		1085	$10,850.00						
16	2104.504	REMOVE BITUMINOUS PAVEMENT	SY	1238	$10.00	$12,380.00		1238	$12,380.00						
17	2104.504	REMOVE BITUMINOUS DRIVEWAY	SY	524	$10.00	$5,240.00		524	$5,240.00						
18	2104.504	REMOVE CONCRETE DRIVEWAY	SY	84	$10.00	$840.00		84	$840.00						
19	2104.518	REMOVE BITUMINOUS WALK	SY	75	$10.00	$750.00		75	$750.00						
20	2104.518	REMOVE CONCRETE WALK	SY	83	$10.00	$830.00		83	$830.00						
21	2105.607	SUBGRADE EXCAVATION	CY	1569	$30.00	$47,070.00		1569	$47,070.00						
22	2106.507	COMMON EMBANKMENT (CV)	CY	5855	$20.00	$117,100.00		5855	$117,100.00						
23	2106.507	EXCAVATION - COMMON (EV)	CY	15177	$30.00	$455,310.00		12733	$381,990.00					2444	$73,320.00
24	2106.507	SELECT GRANULAR EMBANKMENT (CV)	CY	1569	$34.00	$53,346.00		1569	$53,346.00						
25	2106.609	REPLACEMENT BACKFILL - UTILITY TRENCH	TON	15960.69	$35.00	$558,624.15				14123	$494,305.00	900	$31,500.00	937.69	$32,819.15
26	2106.609	REPLACEMENT BEDDING - UTILITY TRENCH	TON	1147.14	$35.00	$40,149.90				880	$30,800.00	16	$560.00	251.14	$8,789.90
27	2108.504	GEOTEXTILE FABRIC, TYPE 9	SY	3483	$3.95	$13,757.85		3483	$13,757.85						
28	2108.604	SOIL STABILIZATION GEOGRID	SY	4667	$8.90	$41,536.30		4667	$41,536.30						
29	2211.509	AGGREGATE BASE, CLASS 5 (CV) (P)	CY	8831	$40.00	$353,240.00		8831	$353,240.00						
30	2357.506	BITUMINOUS MATERIAL FOR TACK COAT	GAL	3419	$4.00	$13,676.00		3419	$13,676.00						
31	2360.509	TYPE SP 9.5 WEARING COURSE MIX (2;C)	TON	1358	$100.00	$135,800.00		1358	$135,800.00						
32	2360.509	TYPE SP 12.5 NONWEARING COURSE MIXTURE (3;B)	TON	2621	$100.00	$262,100.00		2621	$262,100.00						
33	2411.618	SHEET PILE WALL	SF	1375	$55.00	$75,625.00		1375	$75,625.00						
34	2411.618	PREFABRICATED MODULAR BLOCK WALL	SF	1016	$115.00	$116,840.00		1016	$116,840.00						
35	2411.618	STONE MASONRY VENEER	SF	458	$125.00	$57,250.00		458	$57,250.00						
36	2501.502	36" SPAN RC PIPE-ARCH	LF	60	$100.00	$6,000.00								60	$6,000.00
37	2503.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48-4020	EA	15	$5,239.15	$78,587.19								15	$78,587.19
38	2503.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN 60-4020	EA	1	$7,722.79	$7,722.79								1	$7,722.79
39	2503.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN 72-4020	EA	1	$11,583.79	$11,583.79								1	$11,583.79
40	2503.502	CONSTRUCT DRAINAGE STRUCTURE 2'X3'	EA	12	$4,000.00	$48,000.00								12	$48,000.00
41	2503.502	6" PVC PIPE DRAIN CLEAN OUT	EA	7	$330.00	$2,310.00								7	$2,310.00
42	2503.502	15" RC PIPE APRON	EA	2	$1,589.50	$3,179.00								2	$3,179.00
43	2503.502	18" RC PIPE APRON	EA	4	$1,787.50	$7,150.00								4	$7,150.00
44	2503.503	6" PERF PVC DRAIN TILE, SCHEDULE SDR 26	LF	360	$24.20	$8,712.00								360	$8,712.00
45	2503.503	12" RC PIPE SEWER DESIGN 3006 CLASS III	LF	21	$71.62	$1,504.04								21	$1,504.04
46	2503.503	15" RC PIPE SEWER DESIGN 3006 CLASS III	LF	1363	$99.19	$135,191.88								1363	$135,191.88
47	2503.503	18" RC PIPE SEWER DESIGN 3006 CLASS III	LF	772	$105.71	$81,608.12								772	$81,608.12
48	2503.503	24" RC PIPE SEWER DESIGN 3006 CLASS III	LF	34	$110.00	$3,740.00								34	$3,740.00
49	2503.601	MC-3500 UNDERGROUND CHAMBERS	LS	1	$55,000.00	$55,000.00								1	$55,000.00
50	2503.601	TEMPORARY CONVEYANCE OF WASTEWATER	LS	1	$15,000.00	$15,000.00						1	$15,000.00		
51	2503.602	48" SANITARY SEWER MANHOLE	LF	22	$1,000.00	$22,000.00						22	$22,000.00		
52	2503.602	SAFL BAFFLE STRUCTURE	EA	8	$11,000.00	$88,000.00								8	$88,000.00
53	2503.603	INTERNAL DROP BOWL SYSTEM	LF	13	$775.00	$10,075.00						13	$10,075.00		
54	2503.603	SANITARY SEWER CIPP LINING	LF	2600	$50.00	$130,000.00						2600	$130,000.00		
55	2503.603	10" VCP PIPE SEWER	LF	60	$75.00	$4,500.00						60	$4,500.00		
56	2503.604	IMPERMEABLE LINER	SY	957	$22.00	$21,054.00								957	$21,054.00
57	2503.607	FILTER MEDIA (CV)	CY	638	$44.00	$28,072.00								638	$28,072.00
58	2504.602	HYDRANT	EA	6	$8,000.00	$48,000.00				6	$48,000.00				
59	2504.602	INSTALL GATE VALVE & BOX	EA	3	$4,000.00	$12,000.00				3	$12,000.00				
60	2504.602	CONNECT TO EXISTING WATERMAIN	EA	5	$2,000.00	$10,000.00				5	$10,000.00				
61	2504.602	1-INCH CURB STOP & BOX	EA	9	$1,000.00	$9,000.00				9	$9,000.00				
62	2504.602	1-INCH CORPORATION STOP	EA	9	$800.00	$7,200.00				9	$7,200.00				
63	2504.603	INSTALL 12" DIP WATERMAIN	LF	3331	$100.00	$333,100.00				3331	$333,100.00				
64	2504.603	1-INCH TYPE K COPPER PIPE	LF	290	$100.00	$29,000.00				290	$29,000.00				
65	2504.607	LIGHTWEIGHT FILL	CY	815	$150.00	$122,250.00		815	$122,250.00						
66	2506.502	CASTING ASSEMBLY R-1733	EA	14	$200.00	$2,800.00		14	$2,800.00						
67	2511.507	RANDOM RIPRAP CLASS III	CY	12	$170.00	$2,040.00		12	$2,040.00						
68	2521.518	4" CONCRETE WALK	SF	26937	$8.00	$215,496.00		26937	$215,496.00						
69	2521.518	6" CONCRETE WALK	SF	500	$10.00	$5,000.00		500	$5,000.00						
70	2531.503	CONCRETE CURB & GUTTER DESIGN B660	LF	6585	$65.00	$428,025.00		6585	$428,025.00						
71	2531.503	CONCRETE CURB & GUTTER DESIGN B618	LF	812	$60.00	$48,720.00		812	$48,720.00						
72	2531.504	6" CONCRETE DRIVEWAY PAVEMENT	SF	769	$50.00	$38,450.00		769	$38,450.00						
73	2531.604	6" CONCRETE VALLEY GUTTER	SY	215	$30.00	$6,450.00		215	$6,450.00						
74	2531.618	TRUNCATED DOMES	SF	115	$65.00	$7,475.00		115	$7,475.00						
75	2550.602	RELOCATE SIGN	EA	12	$500.00	$6,000.00		12	$6,000.00						
76	2563.601	TRAFFIC CONTROL	LS	1	$53,000.00	$53,000.00		0.71	$37,630.00	0.13	$6,890.00	0.03	$1,590.00	0.13	$6,890.00
77	2573.501	STORM DRAIN INLET PROTECTION	EA	30	$200.00	$6,000.00		30	$6,000.00						
78	2573.503	SILT FENCE; TYPE MS	LF	1991	$8.00	$15,928.00		1991	$15,928.00						
79	2573.503	SEDIMENT CONTROL LOG TYPE COMPOST	LF	1330	$5.00	$6,650.00		1330	$6,650.00						
80	2573.602	CONSTRUCTION ENTRANCE	EA	2	$1,500.00	$3,000.00		2	$3,000.00						
81	2574.508	FERTILIZER TYPE 3	LB	1681	$2.00	$3,362.00		1681	$3,362.00						
82	2574.607	ORGANIC TOPSOIL BORROW (EDINA MODIFIED) (CV)	CY	1721	$65.00	$111,865.00		1721	$111,865.00						
83	2575.504	SODDING TYPE LAWN	SY	10328	$15.00	$154,920.00		10328	$154,920.00						
84	2575.504	ROLLED EROSION PREVENTION CATEGORY 30	SY	22823	$5.00	$114,115.00		22823	$114,115.00						
85	2575.504	HYDRAULIC REINFORCED FIBER MATRIX	LB	11200	$10.00	$112,000.00		11200	$112,000.00						
86	2575.505	SEEDING	ACRE	5.6	$2,000.00	$11,200.00		5.6	$11,200.00						
87	2575.508	SEED MIXTURE 25-131	LB	1172	$8.00	$9,376.00		1172	$9,376.00						
88	2582.503	4-INCH DOUBLE SOLID LINE MULTI COMP GR IN (WR)	LF	7200	$15.00	$108,000.00		7200	$108,000.00						
89	2582.503	4-INCH SOLID LINE MULTI COMP GR IN (WR)	LF	7000	$10.00	$70,000.00		7000	$70,000.00						
90	2582.503	24-INCH SOLID LINE MULTI COMP GR IN (WR)	LF	30	$20.00	$600.00		30	$600.00						
91	2582.601	PAVEMENT MARKING SYMBOL PREFORM THERMOPLASTIC GR-IN -BIK	EA	10	$40.00	$400.00		10	$400.00						

CONSTRUCTION SUBTOTAL	$5,650,874.02		$3,599,190.15		$1,084,505.00		$223,235.00		$743,943.87
15% CONTINGENCY	$847,631.10		$539,878.52		$162,675.75		$33,485.25		$111,591.58
CONSTRUCTION TOTAL (WITH CONTINGENCY)	$6,498,505.12		$4,139,068.67		$1,247,180.75		$256,720.25		$855,535.45
22.5% ENGINEERING AND FINANCE	$1,462,163.65		$931,290.45		$280,615.67		$57,762.06		$192,495.48
ESTIMATED TOTAL PROJECT COST	$7,960,668.77		$5,070,359.12		$1,527,796.42		$314,482.31		$1,048,030.92

Appendix D

City of Edina Special Assessments Policy

CITY OF EDINA
SPECIAL ASSESSMENT POLICY
July 21, 2021

POLICY PURPOSE:
Establish a special assessment policy for public improvements for local and MSA roadways, alleys, sound walls, water service utility lines, sanitary sewer service utility lines, street lights, sump pump removal or redirection, garbage and debris removal, aquatic weeds, weed mowing, tree removals, and maintenance districts.

DEFINITIONS:
1. Municipal State Aid Roadway (MSA): MSA refers to roadways that are enrolled in the MSA system and is eligible for State Aid funding.
2. Local Roadway: All other roadways without an MSA designation.
3. Public Retaining Walls: Retaining walls installed by the City to support streets, alleys or sidewalks.
4. Subcut: Excavation and replacement of unsuitable subgrade soils under the proposed roadway pavement and aggregate base section with suitable load bearing soils.

POLICY:
Assessable Costs: Assessable costs shall be assessed to the benefitting properties of the public improvement, based on a Residential Equivalent Unit formula or an alternate methodology described below. Assessable costs include all project costs not allocated to other funding sources or otherwise excluded by this policy. Assessable costs include the following: mobilization, direct construction costs, construction finance costs, City and contracted engineering costs, scientific and technical consulting costs, printing and mailing, legal and other project related costs. Assessable costs do not include subcut or public retaining walls. Construction finance costs are the cost of funds used to finance the project construction until the adoption of the resolution imposing the special assessment. Costs are assessed as follows:

- A percentage of the costs for MSA roadways based on Table 1.
- A percentage of the costs for local roadways and alleys based on Table 2.
- 100% of the costs specific to a single benefitting property, elected to be assessed by the property owner for the following:
    - Sanitary Sewer Service Utility Line
    - Water Service Utility Line
    - Sump Pump Removal or Redirection
    - Tree Removal
- 100% of the costs for streetlights.
- 100% of the costs for sound walls unless partially financed by another agency.
- 100% of the costs for designated Maintenance Districts.
- 100% of the costs for garbage and debris removal, aquatic weeds, and weed mowing.

Residential Equivalent Unit (REU): REU is an equivalency factor used to determine assessment amounts for MSA, local roadway and alley improvements. REU is based on traffic generation of one residential lot,

regardless of lot size or amount of street frontage. REU's shall be calculated according to the following table:

Scenario	Land Use Class	REU Factor	Notes
A	Single Family Residential – Single Family Detached	1.0	1
B	Multi-Family Residential – Single Family Attached	0.8	1
C	Multi-Family Residential – Multi-Family	0.5	1,4
D	Industrial and Utility	0.5	2,3
E	Commercial – Office and Retail	1.5	2,4
F	Institutional – City Owned Buildings	0.9	2,5
G	Institutional – City Owned Open Space	See Note	2,6
H	Institutional – Schools – Public and Private	0.2	2
I	Institutional – Places of Worship	0.2	2
J	Mixed Use	See Note	4

Notes:
1. Per Unit
2. Per 1000 SF Gross Floor Area from the Assessing Department
3. All uses allowed in Planned Industrial Development (PID) except offices and retail.
4. Mixed Use Properties – A combination calculation by Land Use Class (generally mixes of C and E from data held in the Assessing Department).
5. Facilities associated with the production or distribution of water, sanitary, or storm water shall not be assessed. These include, but are not limited to: parcels with well houses, lift stations, water towers, water treatment facilities.
6. REU calculations shall be based on the placement of like-sized lot lines of nearby properties on developable space. These are for only the first layer of potential properties directly adjacent to the open space. Areas of wetlands, floodway, or other non-developable space will not be considered in the calculation.

REU for Corner Lots: If a corner lot is subject to multiple roadway assessments on adjacent streets, the total assessable cost shall be equal to one (1) REU after all streets are improved. A partial REU shall be determined by dividing the number of improved streets by the number of adjacent streets.

In a typical corner lot on the boundary of an improvement project, this will result in a 0.5 REU per street assessed in two separate projects, totaling 1 REU. Corner lots subject to a previous street reconstruction assessment under the previous corner lot methodology that paid a 2/3 REU will be assessed 1/3 REU.

Other Costs: Other costs are improvement costs paid for by other funding sources such as the Utility Fund, Pedestrian and Cyclist Safety Fund (PACS), MSA, taxes or other funding sources described in an agreement. Other costs include the following public improvements:

- A percentage of the costs for MSA roadway based on Table 1.
- A percentage of costs for local roadways and alleys based on Table 2.
- The costs of curbs, gutters and other storm water management improvements are paid from the Utility Fund.
- The costs of the publicly-owned portions of underground water, sanitary sewer, or storm sewer utility lines are paid from the Utility Fund.

- The costs of sidewalks, trails, and pedestrian/cyclist related safety improvements are paid from PACS.

Payment and Interest: Assessment methodology, repayment, and interest are described in the table below, and are subject to the following provisions:

Project Type	**Assessment Methodology**	**Payment Period**	**Interest Rate**
MSA or Local Roadway	REU	15 years	Net Interest +1%
Sanitary Sewer Service Utility Line	Direct Costs	15 years	Net Interest +1% or 6.5%*
Water Service Utility Line	Direct Costs	15 years	Net Interest +1% or 6.5%*
Street Lighting	REU	5 years	Net Interest +1%
Alleys	REU	5 years	Net Interest +1%
Sound Wall	Benefit Determination	15 years	Net Interest +1%
Sump Pump Removal and Redirection	Direct Costs	5 years	6.5%
Maintenance District	Direct Costs	1 Year	6.5%
Garbage and Debris Removal	Direct Costs	1 Year	6.5%
Tree Removal under $500	Direct Costs	1 Year	6.5%
Tree Removal $500-$1000	Direct Costs	2 Year	6.5%
Tree Removal over $1000	Direct Costs	3 Year	6.5%

*6.5% if not done with roadway improvements.

1. Assessment Interest Rate – The interest rate for a special assessment shall be paid based on the "net interest" rate of the bonds to be issued for the project, plus an interest rate premium described in the table above. If a bond is not issued for a project then the net-interest rate shall be the net interest rate of the most recent bonds sold by the City prior to ordering the public improvement.

2. Senior Deferral Program: The City makes available an option for residents over age 65 or who have a permanent disability and meet eligibility standards to defer special assessment. The Senior Deferral Program is described in Resolution 2005-78 (Appendix 3).

3. Prepayment: The City will accept both partial pre-payments and full pre-payments on assessments before certifying the assessment to Hennepin County. A minimum of 25% of the assessable cost must be paid as a partial prepayment.

4. Payment Periods: Payment period vary depending on the purpose for which the assessment was levied. Payment periods and terms shall be amortized using a level annual payment schedule.

Background:

A. Special Assessment Policy dated April 6, 2021
B. Special Assessment Policy dated December 4, 2018
C. Special Assessment Policy dated June 7, 2016
D. Special Assessment Policy dated August 6, 2012
E. Special Assessment Policy Background dated September 7, 2010
F. Special Assessment Policy Proposal dated August 16, 2005

G. Municipal State Aid Special Assessment Policy dated December 5, 2006
H. Municipal State Aid Special Assessment Policy dated December 21, 2010

Appendix:

1. Table 1: Municipal State Aid (MSA) Roadway Assessment Amount per Year
2. Table 2: Local Roadway and Alley Assessment Amount per Year
3. Senior Deferral Program Resolution 2005-78

Appendix

Table 1. Municipal State Aid (MSA) Roadway Assessment Amount per Year

			Percentages			Sample Assessments During Transition		
Year	Construction Year	Assessment Year	Reduction in Assessments per Year	Cumulative Reduction in Assessment per Year	Assessment per Year	$5,000	$7,500	$10,000
0	2020	2021			20.00%	$5,000	$7,500	$10,000
1	2021	2022	21.10%	21.10%	15.78%	$3,945	$5,918	$7,890
2	2022	2023	5.26%	26.36%	14.73%	$3,682	$5,523	$7,364
3	2023	2024	5.26%	31.62%	13.68%	$3,419	$5,129	$6,838
4	2024	2025	5.26%	36.88%	12.62%	$3,156	$4,734	$6,312
5	2025	2026	5.26%	42.14%	11.57%	$2,893	$4,340	$5,786
6	2026	2027	5.26%	47.40%	10.52%	$2,630	$3,945	$5,260
7	2027	2028	5.26%	52.66%	9.47%	$2,367	$3,551	$4,734
8	2028	2029	5.26%	57.92%	8.42%	$2,104	$3,156	$4,208
9	2029	2030	5.26%	63.18%	7.36%	$1,841	$2,762	$3,682
10	2030	2031	5.26%	68.44%	6.31%	$1,578	$2,367	$3,156
11	2031	2032	5.26%	73.70%	5.26%	$1,315	$1,973	$2,630
12	2032	2033	5.26%	78.96%	4.21%	$1,052	$1,578	$2,104
13	2033	2034	5.26%	84.22%	3.16%	$789	$1,184	$1,578
14	2034	2035	5.26%	89.48%	2.10%	$526	$789	$1,052
15	2035	2036	5.26%	94.74%	1.05%	$263	$395	$526
16	2036	2037	5.26%	100.00%	0.00%	$0	$0	$0

Table 2. Local Roadway and Alley Assessment Amount per Year

			Percentages			Sample Assessments During Transition		
Year	Construction Year	Assessment Year	Reduction in Assessments per Year	Cumulative Reduction in Assessment per Year	Assessment per Year	$10,000	$15,000	$20,000
0	2020	2021				$10,000	$15,000	$20,000
1	2021	2022	21.10%	21.10%	78.90%	$7,890	$11,835	$15,780
2	2022	2023	5.26%	26.36%	73.64%	$7,364	$11,046	$14,728
3	2023	2024	5.26%	31.62%	68.38%	$6,838	$10,257	$13,676
4	2024	2025	5.26%	36.88%	63.12%	$6,312	$9,468	$12,624
5	2025	2026	5.26%	42.14%	57.86%	$5,786	$8,679	$11,572
6	2026	2027	5.26%	47.40%	52.60%	$5,260	$7,890	$10,520
7	2027	2028	5.26%	52.66%	47.34%	$4,734	$7,101	$9,468
8	2028	2029	5.26%	57.92%	42.08%	$4,208	$6,312	$8,416
9	2029	2030	5.26%	63.18%	36.82%	$3,682	$5,523	$7,364
10	2030	2031	5.26%	68.44%	31.56%	$3,156	$4,734	$6,312
11	2031	2032	5.26%	73.70%	26.30%	$2,630	$3,945	$5,260
12	2032	2033	5.26%	78.96%	21.04%	$2,104	$3,156	$4,208
13	2033	2034	5.26%	84.22%	15.78%	$1,578	$2,367	$3,156
14	2034	2035	5.26%	89.48%	10.52%	$1,052	$1,578	$2,104
15	2035	2036	5.26%	94.74%	5.26%	$526	$789	$1,052
16	2036	2037	5.26%	100.00%	0.00%	$0	$0	$0

RESOLUTION NO. 2005-78

AUTHORIZING SPECIAL ASSESSMENT
SENIOR DEFERRAL PROGRAM

City of Edina

WHEREAS, by Minnesota Statutes, Sections 435.193 through 435.195, the City is authorized and empowered to defer the payment of special assessments against homestead property owned by a person 65 years of age or older or retired by virtue of a permanent and total disability for whom payment of such special assessment would be a hardship; and

WHEREAS, the City Council of the City of Edina deems it desirable and in the best interests of the City of Edina and its citizens to implement such authority and power by establishing standards, guidelines and procedures for the granting and processing of such deferments;

NOW, THEREFORE BE IT RESOLVED, that the following standards, guidelines and procedures are hereby established and adopted:

ELIGIBILITY STANDARDS

- The applicant must be 65 years of age or older or retired by virtue of a permanent and total disability, and
- The applicant must be the fee simple owner of the property or must be a contract vendee for fee simple ownership, and
- The property for which deferment is requested must be classified and taxed as homestead property by the City Assessor as of the date the application for deferment is made, and
- The first year's installment of the proposed special assessment must, either alone or in the aggregate with installments of other special assessments due against the property and payable in the first year of the proposed assessment, total more than two percent of the applicant's total household income as defined by Minnesota Statutes, Chapter 290A.

INTEREST RATE

- Any special assessment deferred pursuant to this policy shall bear interest at the prevailing interest rate applicable at the time the assessment was originally levied.

TERMINATION

- Special Assessment payments deferred pursuant to the eligibility requirements set forth by this policy shall become payable effective upon the occurrence of one of the following events:

- The subject property is sold, transferred, subdivided, or in any way conveyed to another by the fee owner qualified for deferral status.

- The death of the fee owner qualified for deferral status unless a surviving joint tenant, tenant in common, or contract vendee is eligible for the deferral benefit provided hereunder.

- The property loses its homestead status for any reason.

- The City council determines that there would be no hardship to require an immediate or partial payment of the deferred special assessment.

PROCEDURES

- The applicant for deferment must file a completed application and affidavit with the City Assessor on or before November 15th of the year preceding the year for which deferral status is requested in order to implement the deferral program for said year.

- All applications for deferment shall be made on forms prepared and supplied by Hennepin County and the City of Edina.

- The City Assessor shall include in any and all mailed notices of public hearings with respect to special assessments, a statement explaining the deferment policy hereby adopted.

- The City Assessor shall transmit all deferments granted pursuant to this policy to the Hennepin County Auditor for recording with the Office of the County Recorder, Hennepin County, Minnesota, so as to give notice of such deferment to all future owners and encumbrancers of the property for which a deferment has been granted.

BE IT FURTHER RESOLVED, that the City Council shall not be prohibited from determining that a hardship exists, and that a deferment should be granted on the above terms and conditions, even if the eligibility requirements are not met by an applicant, provided that the Council finds that:

- There are exceptional and unusual circumstances not covered by the foregoing standards and guidelines, and

- If granted, the deferment will have been made in a non-discriminatory manner, and

- The granting of the deferment will not give the applicant an unreasonable preference over other applicants.

BE IT FURTHER RESOLVED, that failure of the City to give notice pursuant to this policy or the granting or denial of any deferment shall not invalidate any special assessment otherwise made and levied by the City of Edina pursuant to applicable statutory requirements.

ATTEST: Debra A Mangen
City Clerk

Mayor

STATE OF MINNESOTA)
COUNTY OF HENNEPIN)SS
CITY OF EDINA)

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of September 6, 2005, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this 7th day of Sept., 2005.

City Clerk

Building a Better World for All of Us®

Sustainable buildings, sound infrastructure, safe transportation systems, clean water, renewable energy and a balanced environment. Building a Better World for All of Us communicates a companywide commitment to act in the best interests of our clients and the world around us.

We're confident in our ability to balance these requirements.

SEH