ENGINEERING STUDY

ROLLING GREEN NEIGHBORHOOD ROADWAY RECONSTRUCTION

Annaway Drive, Bywood West, Crescent Terrace, Merilane, Mait Lane, Paddock Road, Rolling Green Parkway

IMPROVEMENT NO. BA-469

November 23, 2026

ENGINEERING DEPARTMENT
CITY OF EDINA

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.

42003	11/23/26
Aaron Ditzler	Reg. No.	Date

SUMMARY:

The project involves reconstruction of local bituminous streets, installation of new concrete curb and gutter, and localized rehabilitation of the sanitary sewer, watermain, and storm sewer systems in the neighborhood.

The estimated total project cost is $8,467,800. 52.66% of the roadway costs will be funded through property taxes and 47.34% will be funded through special assessments at a rate of approximately $24,700.00 per residential equivalent unit (REU). Utility improvements amount to $3,296,900 and will be funded through the City's utility funds.

INITIATION:

The project was initiated by the Engineering Department as part of the City's Neighborhood Reconstruction Program, identified in the Capital Improvement Plan. The project complies with the City's Living Streets Policy, Vision Edina's mission statement to "provide effective and valued public services" and "maintain a sound public infrastructure" and the "Strong Foundations" City budget goal. This project addresses updating substandard infrastructure with improvements associated with the roadway condition, watermain system, storm sewer system and sanitary sewer system.

LOCATION:

The project includes Annaway Drive, Bywood West, Crescent Terrace, Merilane, Mait Lane, Paddock Road, and Rolling Green Parkway. A detailed location map of the project is shown in Figure 1.

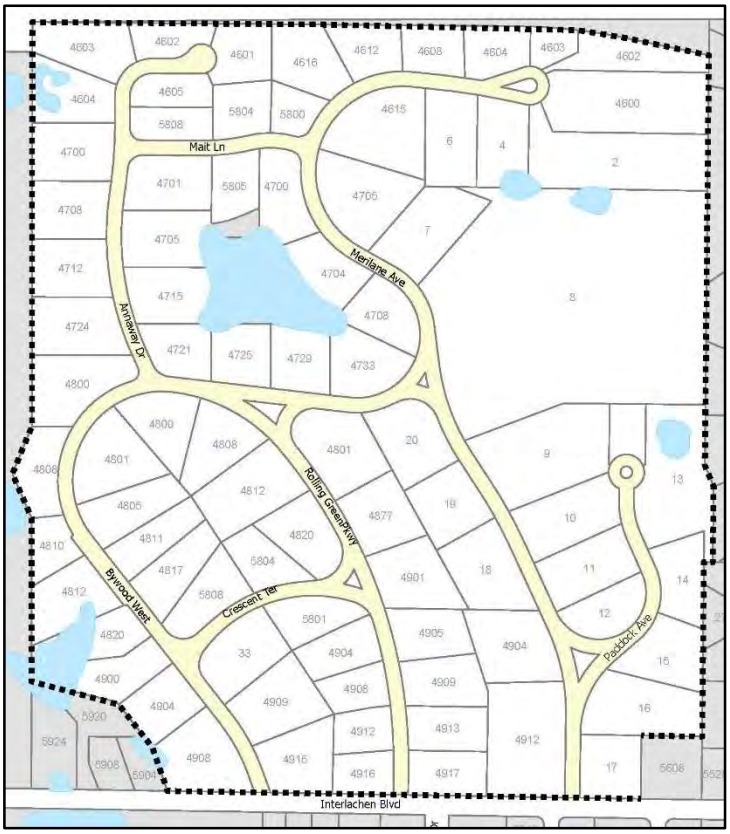


Figure 1: Project Area Map

EXISTING CONDITIONS:

Roadways

A majority of the roadways in the Rolling Green neighborhood were originally constructed in 1937, with additional streets constructed in the 1950's (see Photo 1).



Photo 1: Rolling Green Neighborhood, 1937

Maintenance records indicate the streets were seal coated in 2006 and Paddock Road was overlayed in 2016.

None of roadways in the project area have existing concrete curb and gutter. The roadway width ranges from 17 to 26 feet wide with an average roadway width of 23 feet (measured from the edge of pavement). A recent geotechnical evaluation of the project area shows the roadway section varies from 3 inches to 6.5 inches of bituminous pavement and 0 inches to 15 inches of aggregate base, over a sandy clay sand and silty sand base.

As part of the City's Pavement Management Program, all streets are regularly evaluated and rated on a scale from 1 to 100; 100 representing a brand-new road surface and 0 being extremely poor. This rating is referred to as the Pavement Condition Index (PCI), and is determined based on existing conditions and defects (alligator cracking, raveling, potholes, etc.). The average PCI for the City of Edina is

78 and the average PCI for Rolling Green is 21. An example of the current pavement condition can be seen in Photo 2.



Photo 2: Existing Pavement Condition

The existing T-intersection of Crescent Terrace at Bywood West has a paved triangular area, with an unnecessarily large, continuous expanse of bituminous pavement for a local street. The existing geometry of this intersection is shown in Figure 2.



Figure 2: Bywood West and Crescent Terrace Intersection (Existing Conditions)

Parking

Currently, parking is available on both sides of all the streets in the neighborhood. Many of the streets are narrower than 24-feet wide, making emergency vehicle access difficult if vehicles are parked on both sides of the street.

Driveways

There are many unique driveways throughout the project area which include brick pavers, colored concrete, exposed aggregate, and heated driveways. Photo 3 shows an example of a driveway with brick pavers in the project area.



Photo 3: Brick Paver Driveway

Cul-de-Sacs

There are three cul-de-sacs within the project area, two of which have diameters smaller than the City's standard diameter of 70'. Merilane has a center island containing trees, boulders and landscaping.

Traffic and Crash Data

Staff measured traffic volumes at several locations within the neighborhood. Average daily traffic volumes within the neighborhood range between 241 and 602 vehicles per day. No crashes have been reported to City's Police Department in the last ten years.

Landscaping

Numerous property owners have landscaping within the right of way. Many of these landscape items are located directly behind the curb. Some of these landscape items will need to be removed in order to complete the necessary reconstruction work. Photo 4 shows a typical landscaping feature found in the project's right of way.



Photo 4: Landscaping within ROW

Multi-Modal Transportation

Pedestrian Facilities

There are no pedestrian facilities within the project area. There are existing sidewalks immediately adjacent to the project area on Interlachen Boulevard east of Mirror Lakes Drive. (see Appendix A).

Bicycle Facilities

There are no bicycle facilities within the project area; however, on-street bike lanes are present immediately adjacent to the project area on Interlachen Boulevard (see Appendix B).

Transit Facilities

There are no transit facilities within the project area.

Public Utilities

Sanitary Sewer

The sanitary sewer system was originally installed in the 1964 and consisted of 9" vitrified clay pipe (VCP). In 2021 the sanitary sewer was lined due to significant infiltration. A 4" CIP forcemain pipe at Lift Station 12 was installed in 1988, and is in poor condition. Properties on the east side of the Paddock Road have sewer services that are connected to rear-yard sanitary sewer mains. Historical records indicate there has been no sewer back-ups or blockages in the area, although one occurrence of the lift station not pumping occurred (see Appendix C).

Watermain

The watermain system consists of 6 inch ductile iron pipe (DIP), with the exception of 1.5 inch copper pipe located on Crescent Terrace and Paddock Road. All watermain pipe was installed in 1977.

Part of the watermain system alignment extends through side yards within an existing utility easement between Mait Lane and Annaway Drive. The overall system has experienced zero watermain breaks and two water service breaks (see Appendix C). All of the fire hydrants are from 1977.

Many homes in the neighborhood were constructed prior to the availability of municipal water. Although most have had private wells properly sealed, City records suggest 4 wells are in use for irrigation, nineteen have a status of 'unknown', and none are active domestic water wells.

Storm Sewer

The storm sewer system consists of 12 inch – 36 inch reinforced concrete pipe (RCP), 12 inch – 24 inch polyvinyl chloride (PVC), and 12 inch corrugated metal pipe (CMP). All storm sewer pipe was installed in 1965 and 2002.

One 12" CMP is located within side yard drainage and utility easements adjacent to Bywood West and Interlachen Boulevard.

Additional sections of unknown pipe size and material also exist within the storm sewer system. There are relatively few storm sewer inlets and pipes located within the project area, the majority of which are in the north third of the project area. The majority of the storm sewer within the project area drains north where it drains to Minnehaha Creek. A small portion drains to stormwater ponds south of Interlachen Boulevard and subsequently, Minnehaha Creek.

Private Utilities

Gas, electric, communications, cable and fiber optic utilities are present in the neighborhood. These utilities are a combination of overhead and underground facilities located in backyards or along the boulevards. Street lighting within the project area consists of standard "cobra head" fixtures mounted on wooden poles and lantern-style fixtures mounted on fiberglass poles as shown in Appendix D. All lighting is owned by Xcel Energy.

DESIGN INPUT:

City Council

2018 Pedestrian and Bicycle Master Plan

This plan, part of the draft 2018 Comprehensive Plan, was developed to guide the City's efforts to create a comprehensive pedestrian and bicycle network. As shown in Appendix A and B, no sidewalks or bicycle facilities within the project area, respectively.

2015 Living Streets Policy

This policy balances 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. The City will apply the Policy to all street projects, including those involving operations, maintenance, new construction, reconstruction, retrofits, repaving, rehabilitation or change in the allocation of pavement space on an existing roadway. The Living Streets Plan includes 15 principles to guide implementation of the Policy, divided into four categories: All Users and All Modes, Connectivity, Context Sensitivity and Sustainability. Below is a summary of how these principles are incorporated into this project:

All Users and All Modes – This project will improve mobility and access to the transportation network for a variety of users, including pedestrians, cyclists, children, seniors and the disabled. Replacement of the pavement surfaces and traffic control signage will enhance safety and convenience for all users.

Connectivity – This project involves maintaining a transportation system that can accommodate all modes of travel.

Context Sensitivity – Engineering strives to preserve and protect natural features within or adjacent to construction sites where feasible, including trees, waterways and sensitive slopes. Residents within the project area were invited to complete a questionnaire soliciting input on project design components, including multi-modal transportation and local drainage problems.

Sustainability – Engineering works closely with Public Works to implement infrastructure improvements with consideration of lifecycle costs and future maintenance. The new roadway section can be easily maintained long-term with the use of proactive rehabilitation treatments, which will significantly extend the life of the pavement. Reductions in impervious surfaces benefit water quality, and may lessen the demand for chemicals to manage snow and ice (such as chloride). Construction operations are required to use the smallest footprint necessary to complete the work; this includes utilizing trenchless technologies, such as pipe bursting or cured-in-place pipe liners. Cured-in-place pipe liners were installed in the 2021 which reduced inflow and infiltration of clean water into the sanitary sewer system, minimizing regional wastewater treatment, reducing the risk of sewage surcharges and limiting the risk of back-ups to residential properties.

Relevant portions of the Living Streets Plan can be found in Appendix E.

Water Resource Management Plan (December 2022 Amendment)

Municipal stormwater systems provide multiple functions, including runoff management (removal of stormwater) and flood risk reduction. The system is composed of structural or engineered control devices and facilities to treat, convey, or store polluted stormwater.

Enhancing public infrastructure by building new, retrofitting old, and maintaining existing in working condition is a key action to reducing flood exposure. City Council adopted the Flood Risk Reduction Strategy in 2020, and it was incorporated into the

Water Resources Management Plan (WRMP) by major amendment. The primary goal for the City's flood risk reduction effort is to improve public safety and reduce the exposure of private principal structures to flooding. It is the City's standard practice to provide a 10-percent-annual-chance level of service and 1-percent-annual-chance level (also referred to as the 10-year and 100-year frequency events, respectively) of protection for principal structures for the City's stormwater conveyance systems, where feasible.

The WRMP identified several areas of flood inundation within the project area for both the 10-percent and 1-percent-annual-chance flood event (also referred to as the 10-year and 100-year frequency event, respectively). The first area is along Bywood West, shown in Figure 3.

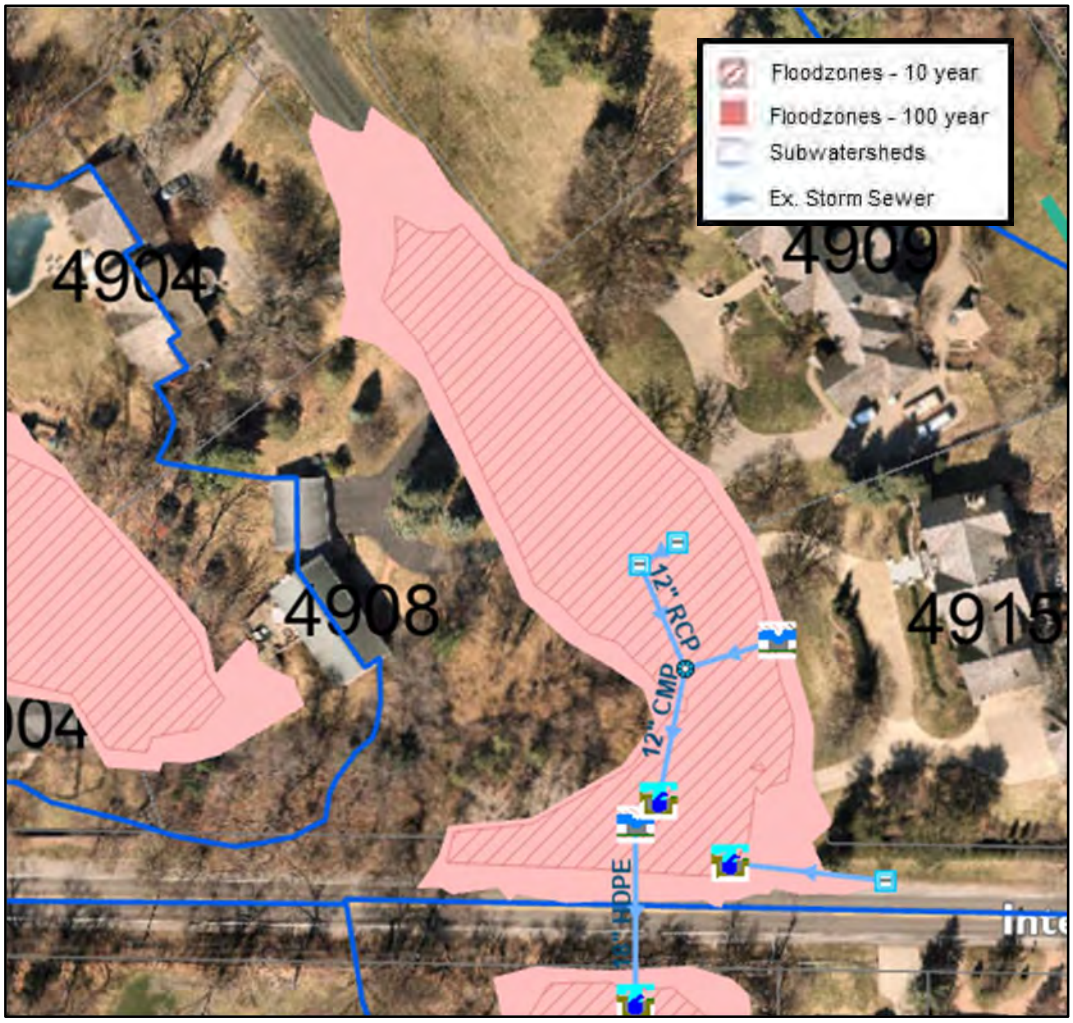


Figure 3: Bywood West Flood Zone (HI_6)

Sub-watershed HI_6 drains parts of Bywood West, Interlachen Blvd, and Crescent Terrace. The low point of Bywood West floods in the 10% and 1% annual exceedance probability events. The area is drained by an 18" HDPE pipe draining under Interlachen Blvd, and in the 1% event, the flow from the area overtops Interlachen Blvd flowing to the HI_5 sub-watershed. No principal structures intersect with the

flood area in this sub-watershed, but downstream systems have several structures exposed in the 1% event.

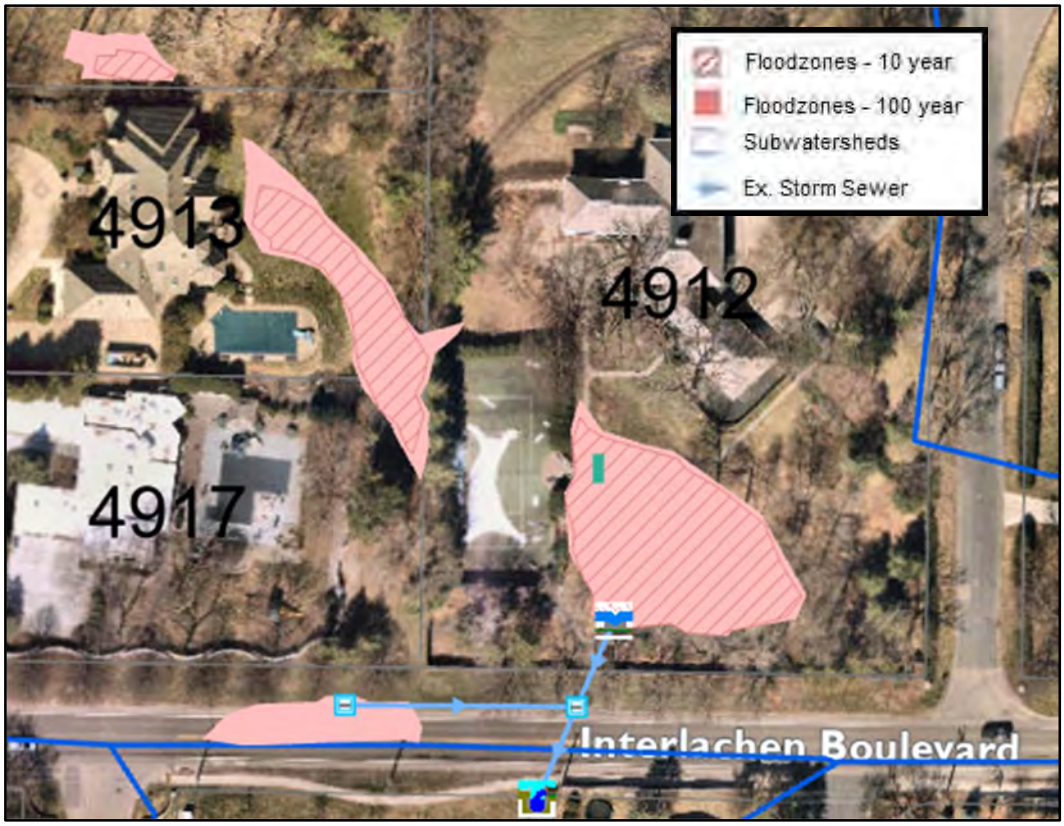


Figure 4: Rear Yard Flood Zone (HI_3)

Sub-watershed HI_3 as shown in Figure 4 drains parts of Paddock Road, Interlachen Blvd, Merilane, and rear yards between Rolling Green Pkwy and Merilane. The low point in this area floods in 10% and 1% annual exceedance probability events. The area is drained by a pipe draining under Interlachen Blvd, and in the 1% event, the flow from the area overtops Interlachen Blvd flowing to the HI_5 sub-watershed. A tennis court is exposed to flooding, but no principal structures intersect with the flood area in this sub-watershed. Downstream systems have a single structure exposed in the 1% event.

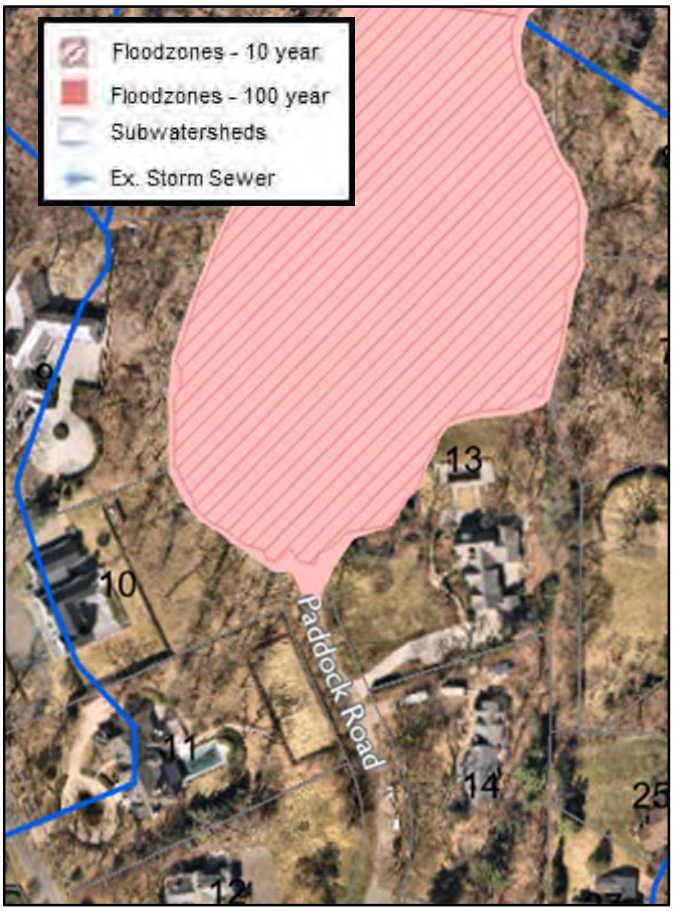


Figure 5: Paddock Road Flood Zone (EI 24)

Sub-watershed Minnehaha_EI_24 as shown in Figure 5 drains parts of Paddock Road and Merilane, The low point in this area floods in 10% and 1% annual exceedance probability events. The area is drained by surface flow in the roadway and flows directly to a wetland in the right of way of Paddock Road. No principal structures intersect with the flood area in this sub-watershed, but downstream systems have two structures exposed in the 1% event. The downstream systems drain through the Meadowbrook golf course drainage system, to an Edina Lift Station, and then on to Minnehaha Creek. The lift station, and Meadowbrook golf course drainage system is described separately.

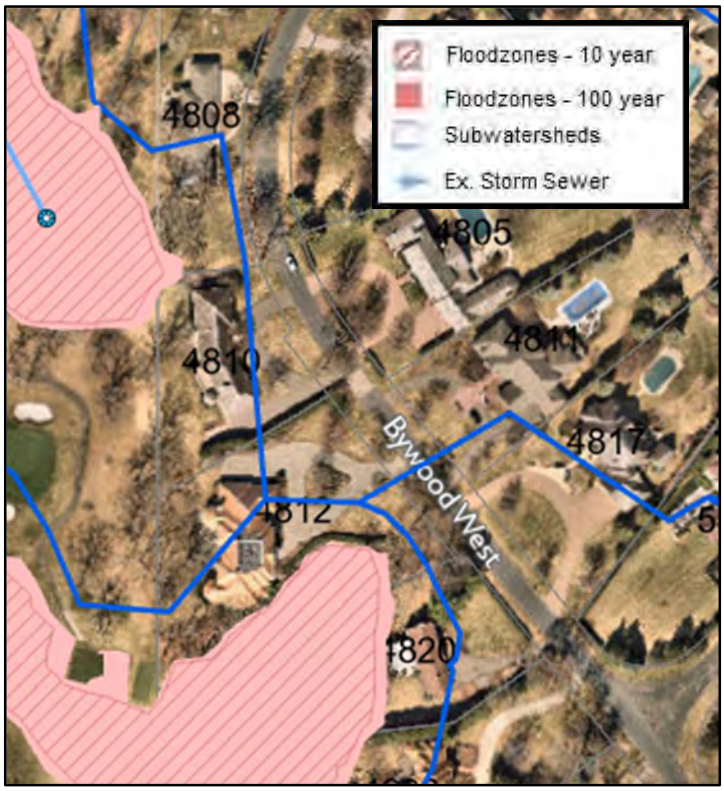


Figure 6: Bywood West Rear Yard Flood Zone (HI 20,21)

Figure 6 shows sub-watershed HI_20,21 are outside the project areas. These areas drain parts of rear yards of Bywood West and the Interlachen Country Club. The low point in this area floods in 10% and 1% annual exceedance probability events. The area is drained by surface flow and by a 15" HDPE pipe draining under Interlachen Blvd, and in the 1% event, the flow from the area overtops Interlachen Blvd flowing to the HI_18 sub-watershed. No principal structures intersect with the flood area in this sub-watershed, but downstream systems have two structures exposed in the 1% event. The downstream systems drain through the Interlachen Country Club golf course drainage system to Highland Lake.

Sub-watershed HI_22 is outside the project area. This sub-watershed is landlocked and drains an area from 5 private properties one principal structure is exposed to flood waters in the 10% and 1% probability event.

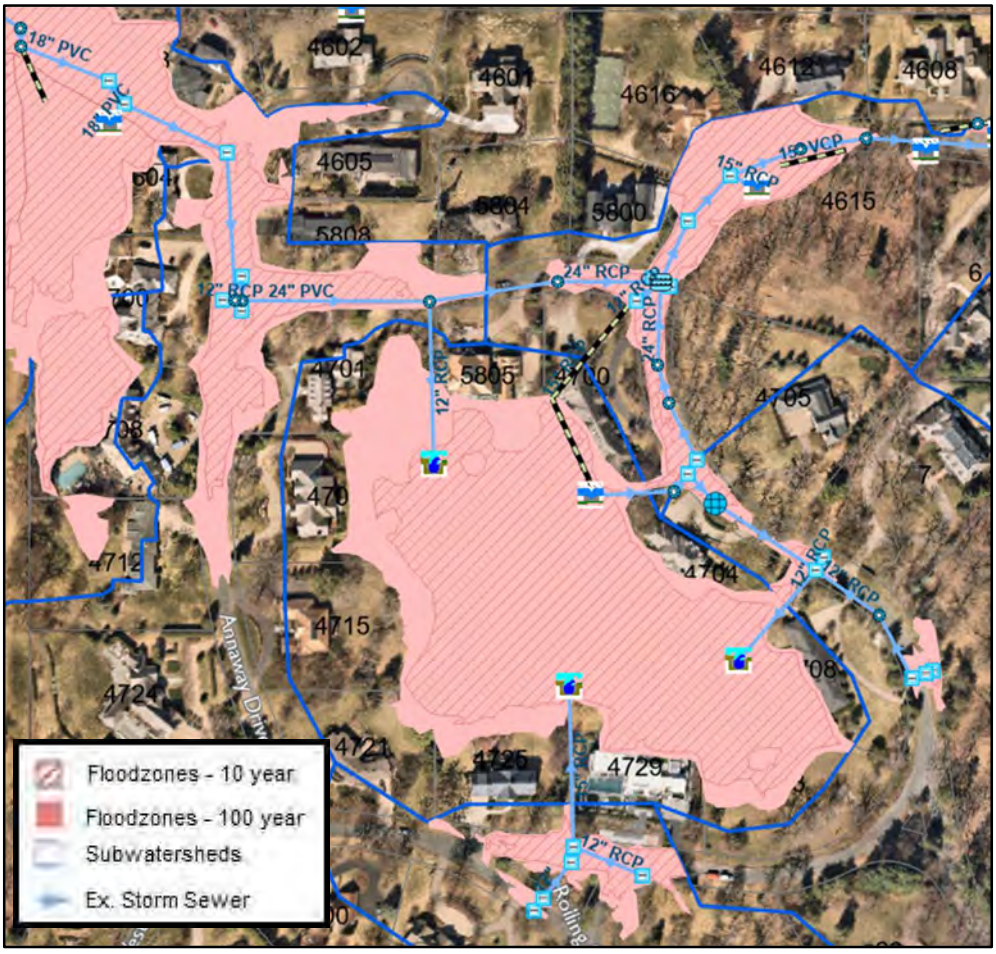


Figure 7: Northern portion of project area Flood Zone (EI 1-5)

Figure 7 shows sub-watershed EI_1-5 drains large parts of Interlachen Country Club flowing in from the west, and the northern part of the Rolling Green neighborhood streets. In typical low and moderate storms, flow drainage path take water from the neighborhood to the EI_1 pond, and then out through the northwestern outlet pipe to north and east on Merilane to the Meadowbrook golf course drainage system.

In flood conditions, the low point in the northwest corner of Interlachen Country Club floods through private property and flows into Annaway Dr and Mait Ln. Mait Lane diverts minor flows into EI_1 wetland/pond during the peak of the storm, but mostly surface overflows by to the east to Merilane. At the Merilane low point flood flows again split, some in the typical pipe path to the Meadobrook golf course system (the eastern low area), and some overflows on the surface north to the western low area on Meadowbrook Golf Course.

EI_1-5 are regional tailwater impacted, meaning the peak flood elevation of the creek is high enough to overtop the Meadowbrook dike/berm and cause backwater/regional tailwater flood impacts to low points in the neighborhood.

A forthcoming technical memorandum by Barr Engineer will review, in detail, the tailwater impacts, the Meadowbrook golf course drainage system, and review scenarios and opportunities to reduce flood risk in the neighborhood.

Staff

Public Works

A draft engineering study was provided to the City's Public Works Department. They support installation of concrete curb and gutter, as well as replacement of deficient watermain components (including fire hydrants, gate valves and water services). They also recommend replacement of existing CMP storm sewer within the project area.

Police and Fire

A draft engineering study was provided to the City's Police and Fire Departments. The Fire Department supports watermain improvements. They noted that temporary fire hydrants should be consistent in style for ease of access, that emergency access should always be maintained during construction and that drive widths and turnarounds should meet local design guidelines.

Edina Transportation Commission

Prior to the Edina Transportation Commission (ETC) regular meeting on October 22, 2026, a draft engineering study was provided for review.

Relevant minutes from the ETC meeting are included in Appendix F.

Residents

As part of the Engineering Department's practice of notifying residents 2 years prior to a potential reconstruction project, virtual neighborhood informational presentations were posted on Better Together Edina in August 2025. Residents were invited to an informational presentation and were able to directly ask questions to staff in September 2026. Residents were notified of a recorded video version of the September informational presentation posted on the Better Together Edina website, where residents were able to ask questions to staff from the Better Together Edina website, as well as telephone and email. Materials from the September 2026 informational presentation can be found in Appendix G.

On June 16, 2026, residents were asked to complete a questionnaire, soliciting feedback on motorized and non-motorized transportation and local drainage problems within the project area. The questionnaire was completed by 18 of 84 property owners, a return rate of 21%.

The following is a summary of feedback received from residents:

- 12 of 18 (66.6%*) were concerned or very concerned with the speed of traffic in the neighborhood; 6 (33.3%) were not concerned.
- 4 of 18 (22.3%*) were concerned or very concerned with motorist behavior in the neighborhood; 14 (77.8%) were not concerned.
- 6 of 18 (37.5%) identified an unsafe intersection within the neighborhood.
- 16 of 18 (88.9%) walk, run, or jog in the neighborhood at least 2-3 times per week.
- 4 of 18 (22.2%) ride a bicycle in the neighborhood at least 2-3 times per week.

- 1 of 18 (5.6%) reported parking on the street at least 2-3 times per week; 9 (50%) reported parking on the street less than once per month.
- 7 of 18 (38.9%) identified localized drainage problems in the neighborhood.

*Percentages based on number of returned surveys

The full questionnaire and responses can be found in Appendix H.

Relevant correspondence from residents regarding the project can be found in Appendix I.

PROPOSED IMPROVEMENTS:

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. The proposed improvements also align with the Budget Work Plan values and goals developed by the City Council and staff.

Roadways

Typical Section

The bituminous roadways are proposed to be completely reconstructed to the subgrade. The existing bituminous pavement and suitable aggregate material will be recycled for use as base material in the new roadway where feasible. A minimum of 8" of aggregate base material will be graded and compacted as the base layer prior to placement of 2.5" of bituminous non-wear and 1.5" of bituminous wear course.

Unsuitable subgrade materials will be replaced as necessary to provide adequate support for the new roadbed. Significant subgrade removals may occur where areas of clay soils are present. The reconstructed sections will meet the requirements of a minimum 20-year pavement design life based on projected traffic loadings.

All roadways within the project area are designated as Local Streets in the Living Streets Plan. Per this plan's design guidelines, Local Streets have concrete curb and gutter and a typical width of 27' (measured from the face of curb to the face of curb) without sidewalks or 24' with a 5' sidewalk on one side; bicycle facilities are optional. The local streets within the project area vary from current City design guidelines and are proposed to be reconstructed to the following widths:

- 20-foot roadway widths are proposed on the Merilane cul-de-sac.
- 24-feet roadway widths on the remainder of the streets.

Staff to consider 20-foot roadway widths on segments of the channelized legs of the triangular intersections.

The proposed roadway widths are supported by the following considerations:

- To provide roadway widths that meet Living Streets Plan minimum local design guidelines for two way traffic

- The Fire Department supports 24-feet wide and does not support further narrowing due to safety and operational efficiency.
- Public Works supports 24-feet wide and does not support further narrowing due to safety and operational efficiency.
- To minimize increases in impervious pavement area compared to the City's standard 27-foot roadway width, and
- To minimize impacts to existing trees, landscaping, and infrastructure within the right-of-way compared to a standard 27-foot roadway width.

Parking

Per the Living Streets Plan, on-street parking should be evaluated based on classification, adjacent land uses, existing demand and costs of construction and maintenance.

To provide continuous access to emergency vehicles, one-sided parking is proposed on all the proposed 24-feet wide streets and no parking is proposed on the 20-feet wide streets. Given the existing demand for parking and the lack of available right-of-way to accommodate two-sided parking, staff believes that parking changes are appropriate.

The existing and proposed street widths and parking recommendations are shown in Figure 8 and Table 1.

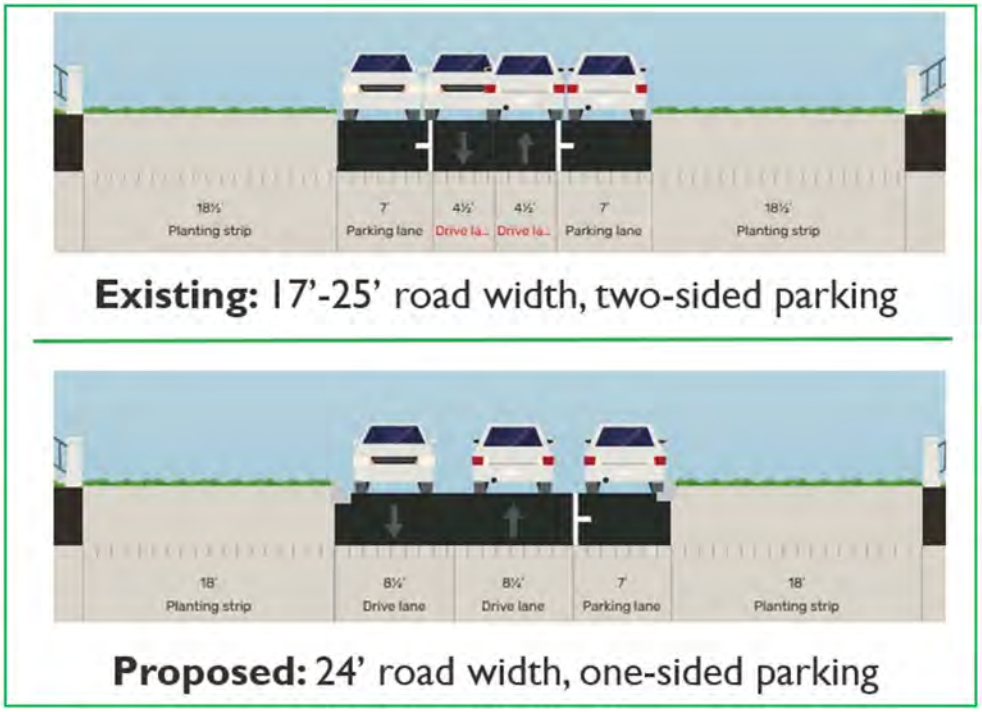


Figure 8: Primary Street Section

Street Name	Existing Roadway Width[1], feet	Existing Curb Type	Proposed Roadway Width (face to face), feet	Proposed Parking
Annaway Drive	22-24	N/A	24	One-sided
Bywood West	20-23	N/A	24	One-sided
Crescent Terrace	22-23	N/A	24	One-sided
Merilane	22-26	N/A	24	One-sided
Merilane cul-de-sac	17-24	N/A	20	No parking
Mait Lane	22-24	N/A	24	One-sided
Paddock Road	20-23	N/A	24	One-sided
Rolling Green Parkway	22-24	N/A	24	One-sided

[1]Existing roadway width is measured from edge of bituminous to edge of bituminous

Table 1: Street Widths and Parking

The intersection of Crescent Terrace at Bywood West is proposed to be narrowed to reduce impervious pavement as shown in Figure 9.



Figure 9: Crescent Terrace and Bywood West Intersection

Roadway Signage

All traffic signage within the project area, including street name blades, will be replaced to improve visibility and reflectivity (see Appendix D). All new signs, including no parking signs, will conform to the standards of the Manual on Uniform Traffic Control Devices (MUTCD).

Driveways

Driveways will be affected by construction and will be reconstructed. The unique driveways throughout the project area, including brick pavers, will be re-laid with the intent to replicate existing conditions to the extent practicable.

Heated driveways have historically not been able to be restored during roadway reconstruction projects. These systems are typically continuous, and removal of even a small portion of the driveway (e.g., 10 feet) can compromise the entire heating system. Splicing or reconnecting existing heating elements, tubes, or mats is generally not feasible once the system has been disturbed.

Cul-de-Sacs

Due to the location of existing retaining walls, utility poles, large trees, and available right-of-way, no significant change to the size and geometrics of the cul-de-sacs are proposed. Minor geometric changes are proposed to allow for better turning movements where feasible.

Landscaping

Any landscaping disturbed by construction will be replaced with the intent to replicate existing conditions to the extent practicable.

Trees

Trees are evaluated thoroughly during the design phase. Engineering staff review all trees slated for removal due to construction impacts with the City Forester and affected property owners prior to construction. Replacement trees (2-inch caliper) are offered for removed trees, including species selected to ensure long-term canopy growth and suitability for the area.

Tree Protection Measures

During design and construction, the project team evaluates each tree near the work area to understand potential impacts. Key considerations include:

- The tree's health, size, and species
- Proximity to proposed utilities, grading changes, and sidewalks
- Condition of the root zone and likelihood of disturbance
- Long-term viability after construction

Tree Removals

In some cases, trees may need to be removed when construction activities will significantly compromise their health or long term stability. Removals are only approved when:

- Conflicts with utilities or roadway elements cannot be avoided
- The tree is in poor health or structurally unsound
- The level of disturbance would make survival unlikely

Multi-Modal Transportation

There are no proposed pedestrian or bicycle facilities within the project area. There are no adjacent pedestrian curb ramps within or adjacent to the project area.

Public Utilities

Sanitary Sewer

No improvements are proposed to the gravity sanitary sewer main due to CIPP lining improvements in 2021.

A new 4" PVC forcemain and new gate valves are proposed along Merilane between Lif Station 12 at the Annaway Drive intersection and mid-block between Annaway Drive and Paddock Road.

All sanitary manhole castings will also be removed and replaced to reduce inflow and infiltration of storm water.

Watermain

Echologics, LLC was hired by the City to perform a non-invasive pipe condition assessment on the watermain within the project area, and staff has reviewed historical break data to determine the extent of improvements needed. Watermain will be extended by open cut method to optimize water flow for firefighting and improve water quality along the along the following streets.

1. Mait Lane 130 feet west of Annaway Drive to Annaway Drive
2. Crescent Terrace 150 feet west of Bywood West to Bywood West.

The City will evaluate extending the watermain by open cut method to along the along Paddock Road an extra 130 feet to serve 13 Paddock Road, which is currently served via a rear yard water service from a watermain on Cooper Circle in the Hilldale Neighborhood.

Approximately 50 feet of 6-inch DIP will be replaced on Merilane at Interlachen Boulevard by open cut method.

The 1.5 inch copper trunk pipe along Crescent Terrace will be removed and replaced with 6 inch DIP. The 1.5 inch copper trunk pipe along Paddock Road will be removed and the water services connected to it will be reconnected to the parallel 6-inch DIP watermain.

Water service leads will be extended to properties that do not have existing water services, and all existing water service leads to properties will be replaced. All gate valves and fire hydrants and, if needed, 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.

As part of the City's Wellhead Protection Plan, staff routinely engages property owners who have unsealed private wells and encourage them to have them properly sealed.

Storm Sewer

Concrete curb and gutter will be installed throughout the project, providing a continuous, functional conduit for stormwater. The new concrete curb and gutter will also the protect the pavement structure, extending the pavement life, prevent damage to turf, improve street cleaning, and clearly defining the roadway boundary.

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.

The 12 inch corrugated metal storm sewer pipes (CMP) are proposed to be rehabilitated via cured-in-place pipe (CIPP) methods. It has been determined that lining the pipe is feasible and can be completed without drastically impacting the capacity of the pipe.

Staff will engage in further discussions with Barr Engineering to determine whether to consider:

1. Increasing storm sewer inlet capacity at key areas to fully utilize existing pipe capacity,
2. Increasing storm sewer capacity at key areas, and
3. backflow prevention at EI_1 pond

Other options including grading changes, elevation controls, or pipe or overland diversion will be considered and noted for other programmatic risk controls consistent with the City of Edina Flood Risk Reduction Strategy, and the Local Water Plan.

Private Utilities

Staff met with representatives of several private utility companies on October 6, 2026, to discuss the proposed 2027 reconstruction projects and preliminary improvements. Portions of the private utility networks may receive upgrades prior to construction; however, this work is not part of the City's project.

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.

RIGHT-OF-WAY/ EASEMENTS:

Existing right-of-way in this neighborhood varies from 40' to 50'. It is anticipated that the majority of this project can be constructed within existing ROW; temporary construction easements may be required for utility improvements within existing permanent easements.

Many properties have special mailboxes, retaining walls, vegetation, boulders or other landscaped items within the right-of-way. A portion of these landscape items will interfere with some of the proposed infrastructure improvements and will need to be removed to complete the necessary work.

PROJECT COSTS:

The total estimated project cost is $8,467,800 (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.

Item	Amount	Total Cost	Funding Source
Roadway	$2,000,700		**Special Assessments**
Roadway	$3,170,200		**Property Taxes**
Roadway Total:		**$5,170,900**	
Sanitary Sewer	$217,000		
Watermain	$1,297,100		
Storm Sewer	$1,782,800		
Utility Total:		**$3,296,900**	**City Utility Funds**
Project Total:		**$8,467,800**	

Table 2: Estimated Project Costs

ASSESSMENTS:

Assessments will be levied against the benefiting adjacent properties pursuant to Chapter 429 of the Minnesota State Statutes. Based on the City's Special Assessment Policy, there are 81 roadway residential equivalent units (REUs) in the Rolling Green project area. 52.66% of the roadway costs will be funded through property taxes and 47.34% will be funded through special assessments. The estimated assessment per REU is $24,700 (see Figure 10). The preliminary assessment roll can be found in Appendix J.

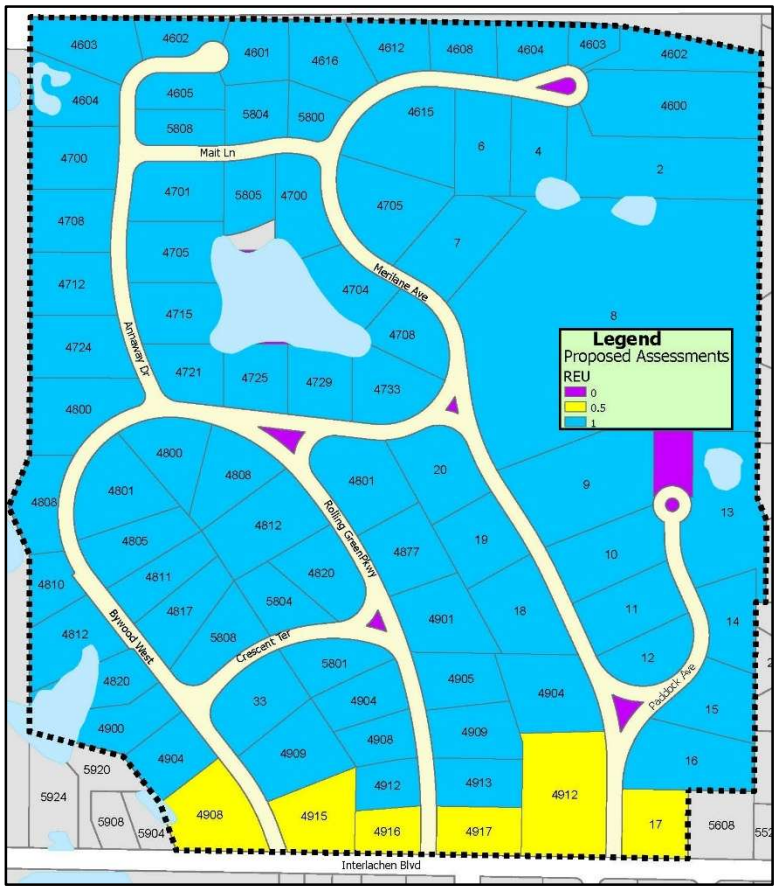


Figure 10: Preliminary Roadway Assessment Map

All single-family residential properties located entirely within the project area receive an assessment of 1 REU, except for the properties shown in the tables below.

There are 6 single-family residential properties located in the project limits that are corner lots with an adjacent street that will be assessed with the proposed 2027 Interlachen Boulevard project or a future project. Table 3 shows their REU calculations based on the City's assessment policy.

PID	House Number	Street	Type of Property	Proposed REU	REU Factor	Assessable REU
2911721240023	4908	Bywood West	Corner Lot	1	0.5	0.5
2911721240022	4915	Bywood West	Corner Lot	1	0.5	0.5
2911721130017	17	Merilane	Corner Lot	1	0.5	0.5
2911721130036	4912	Merilane	Corner Lot	1	0.5	0.5
2911721130025	4916	Rolling Green Parkway	Corner Lot	1	0.5	0.5
2911721130004	4917	Rolling Green Parkway	Corner Lot	1	0.5	0.5

Table 3: Single-Family Residential Corner Properties with Future Additional Assessment

There are 2 non-developable properties proposed to be assessed zero REU due to current zoning and flood plain restrictions and the City's current assessment policy as shown in Table 4.

PID	House Number	Street	Proposed REU
2911721210006	24	Address Unassigned	0
2911721130008	24	Address Unassigned	0

Table 4: Zero REU Properties

There are 6 city owned properties located within the project limits. Table 5 shows their REU calculations based on the City's current assessment policy.

PID	House Number	Street	Description	Comments	Proposed REU
2911721120014	24	Address Unassigned	Cul-de-sac island lot	Not a developable lot	0
2911721130030	24	Address Unassigned	Intersection island lot	Not a developable lot	0
2911721130031	24	Address Unassigned	Intersection island lot	Not a developable lot	0
2911721130033	24	Address Unassigned	Cul-de-sac island lot	Not a developable lot	0
2911721210016	24	Address Unassigned	Intersection island lot	Not a developable lot	0
2911721120015	24	Address Unassigned	Intersection island lot	Not a developable lot	0

Table 5: City-Owned Properties

PROJECT SCHEDULE: The following schedule outlines the past and future tasks to be performed related to the project:

Neighborhood Informational Video Presentations (all 2027 and Future projects)	August 6, 2025
Neighborhood Informational Open House	September 9, 2026
ETC Engineering Study Review	October 22, 2026
Receive Engineering Study	December 1, 2026
Open Public Improvement Hearing	December 7, 2026
Close Public Improvement Hearing	December 9, 2026
Public Improvement Hearing Council Decision	December 15, 2026

Bid Opening	March / April 2027
Award Contract / Begin Construction	Spring 2027
Substantial Completion	Fall 2027
Complete Construction	Summer 2028
Final Assessment Hearing	October 2028

RECOMMENDATION: Staff believes the project can be completed during the 2027 construction season. Staff believes the construction of this project is feasible, cost effective and necessary to improve the public infrastructure in the Rolling Green neighborhood.

APPENDIX:

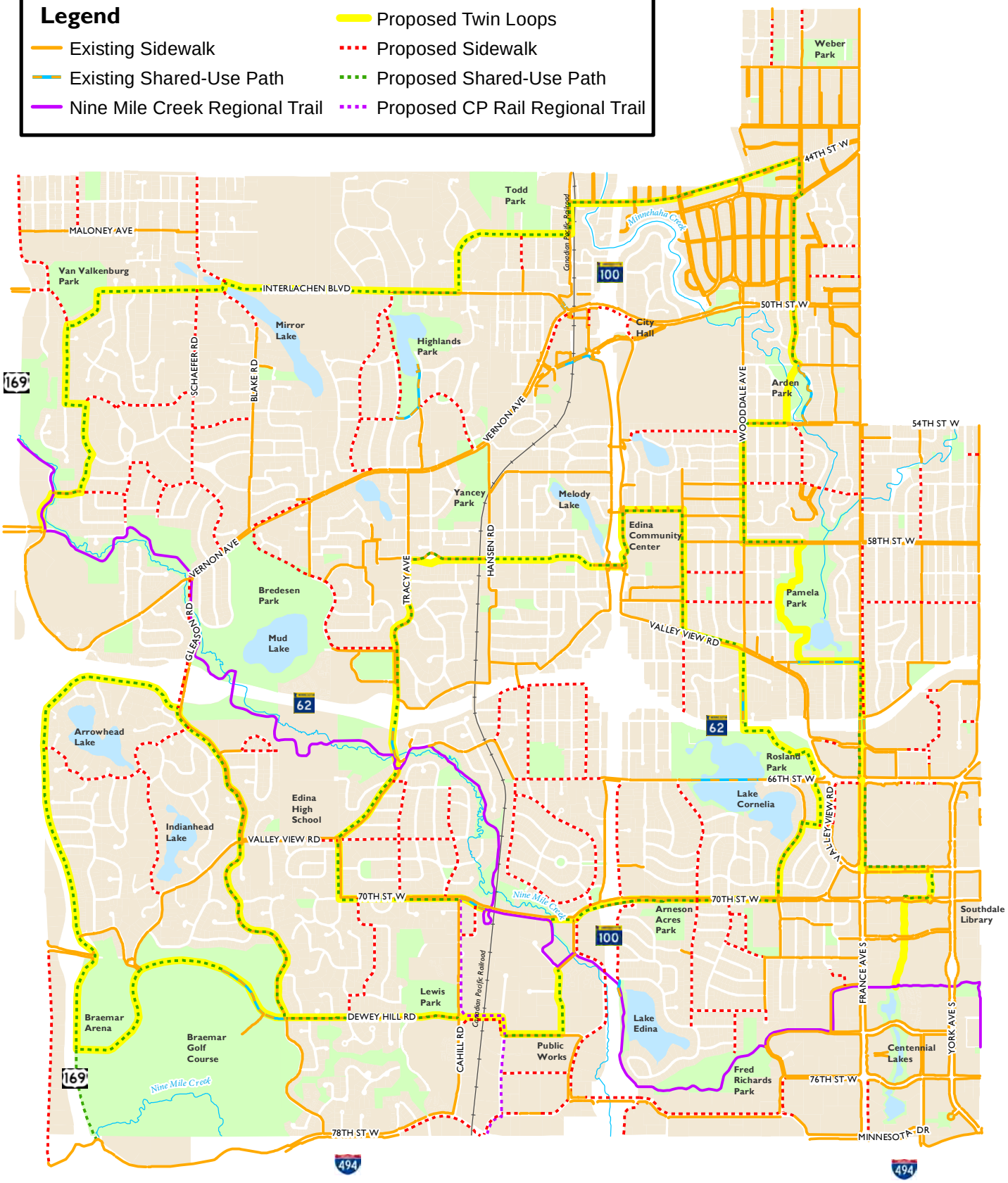
A. Comprehensive Plan Update – Pedestrian Facilities
B. Comprehensive Plan Update – Bicycle Facilities
C. Sewer Blocks and Watermain Breaks
D. Street Lights and Signs
E. Living Streets Plan
F. Edina Transportation Commission Meeting Minutes
G. Neighborhood Informational Presentation Materials
H. Resident Questionnaire
I. Correspondence from Residents
J. Preliminary Assessment Roll

APPENDIX A

City Comprehensive

Plan Update –

Pedestrian Facilities Map



City of Edina
Existing and Proposed Pedestrian Facilities

N

October 2022

Feet

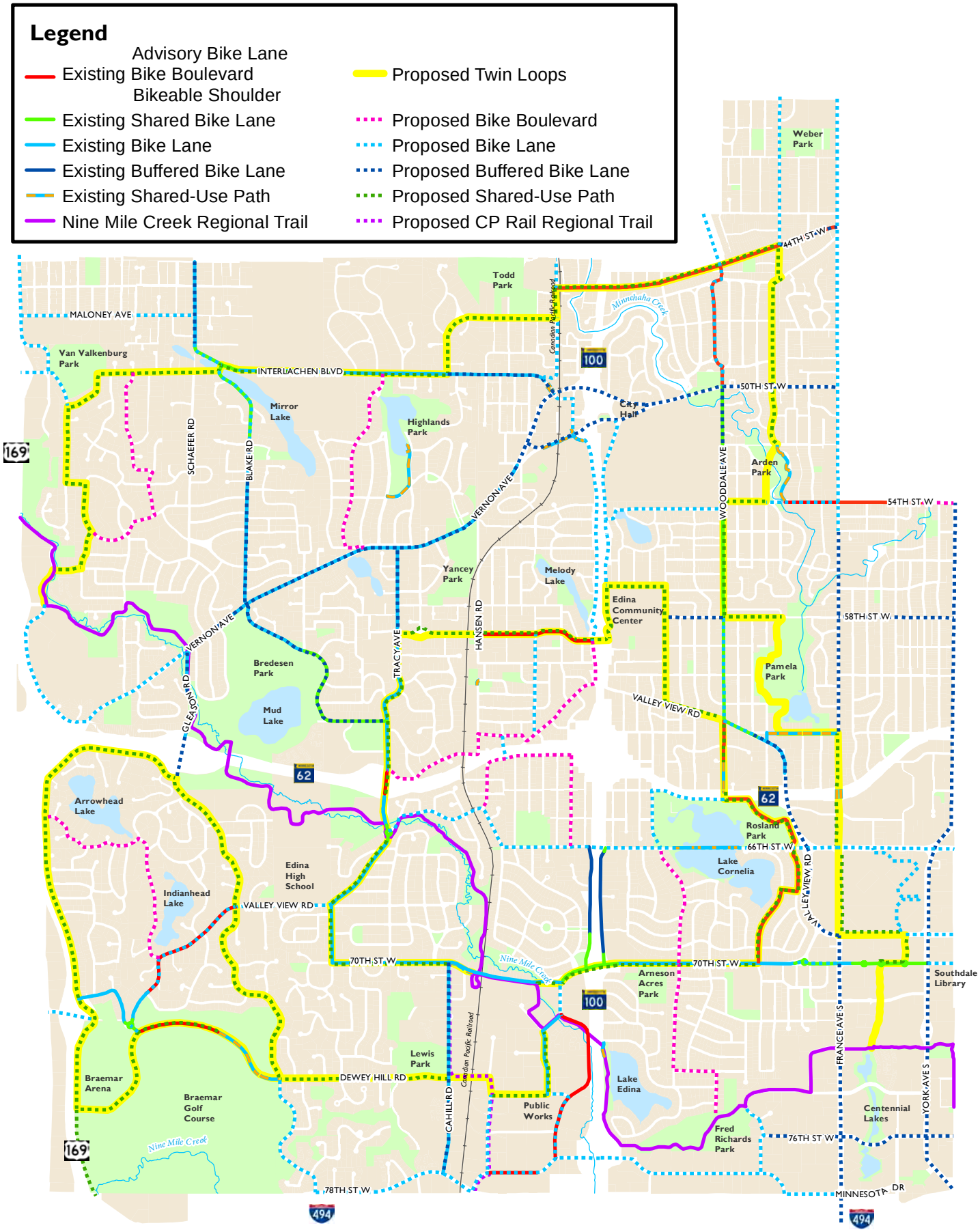
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APPENDIX B

City Comprehensive

Plan Update –

Bicycle Facilities Map



City of Edina
Existing and Proposed Bicycle Facilities

N

October 2022

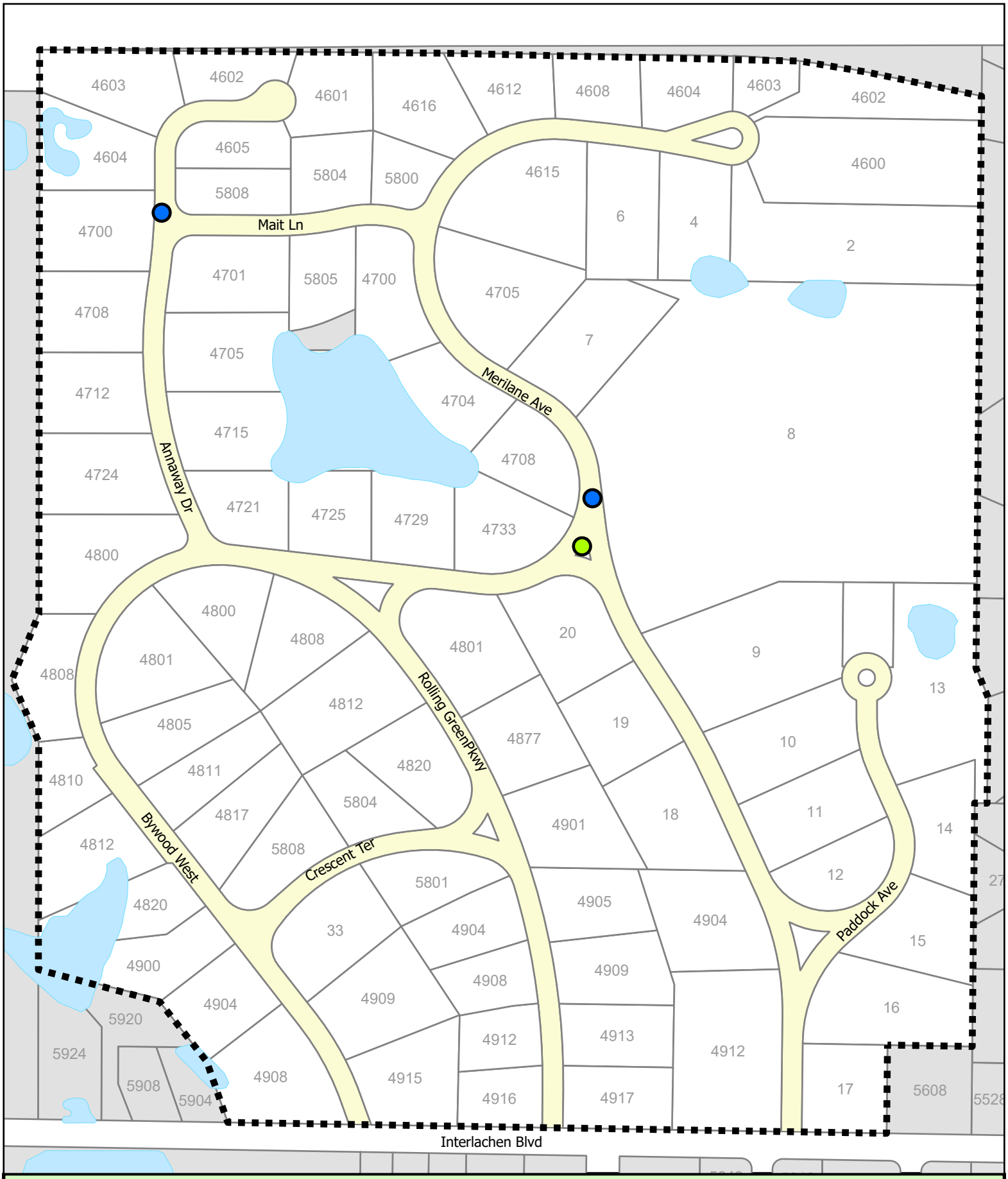
Feet

0 2,250

APPENDIX C

Sewer Blocks and

Watermain Breaks



Sewer Blockage and Watermain Breaks
Rolling Green Neighborhood
Roadway Reconstruction
Improvement No. BA-469

Legend

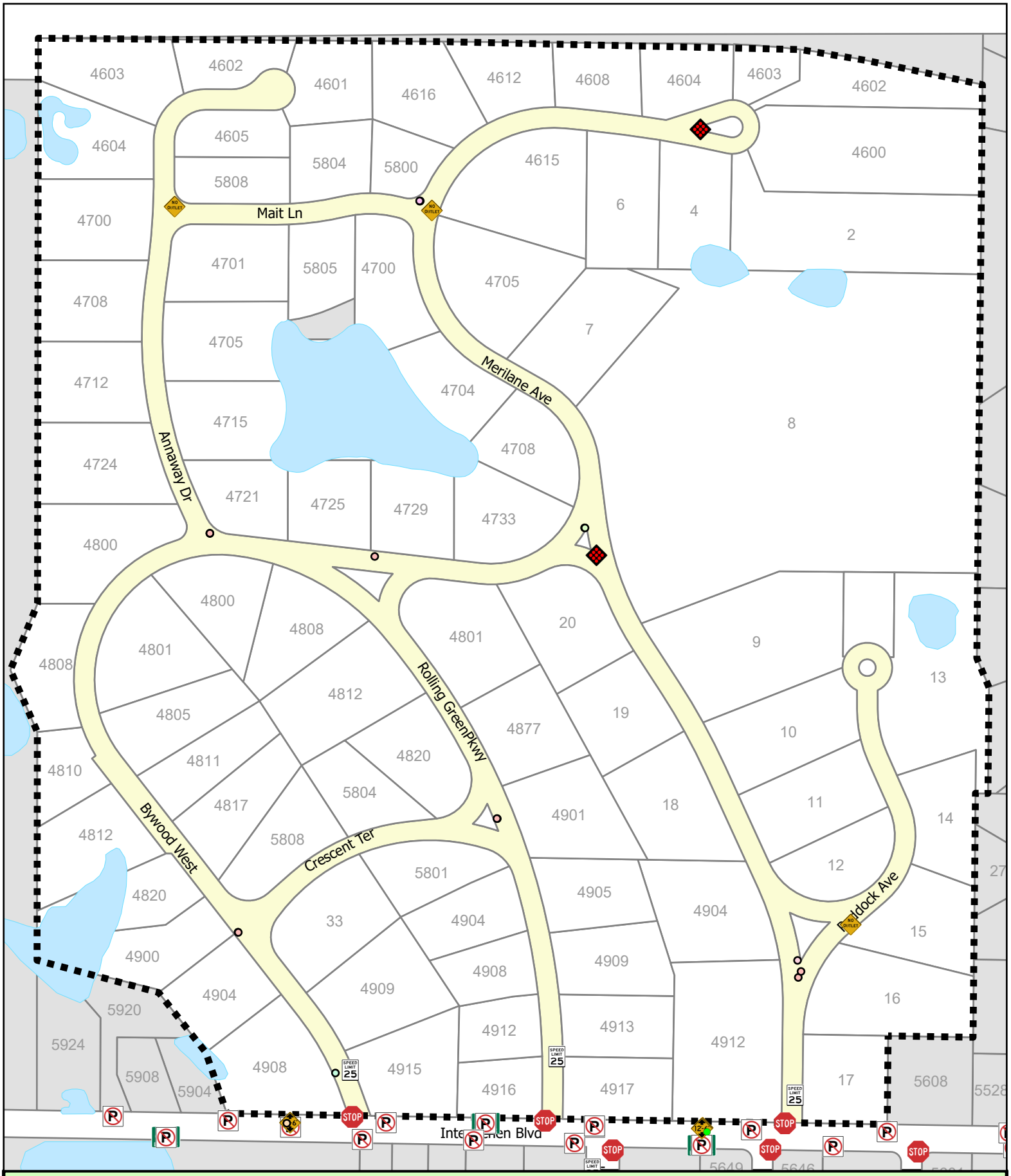
- Sewer Blockage
- Watermain Breaks

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W E
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Engineering Dept
October 2026

APPENDIX D

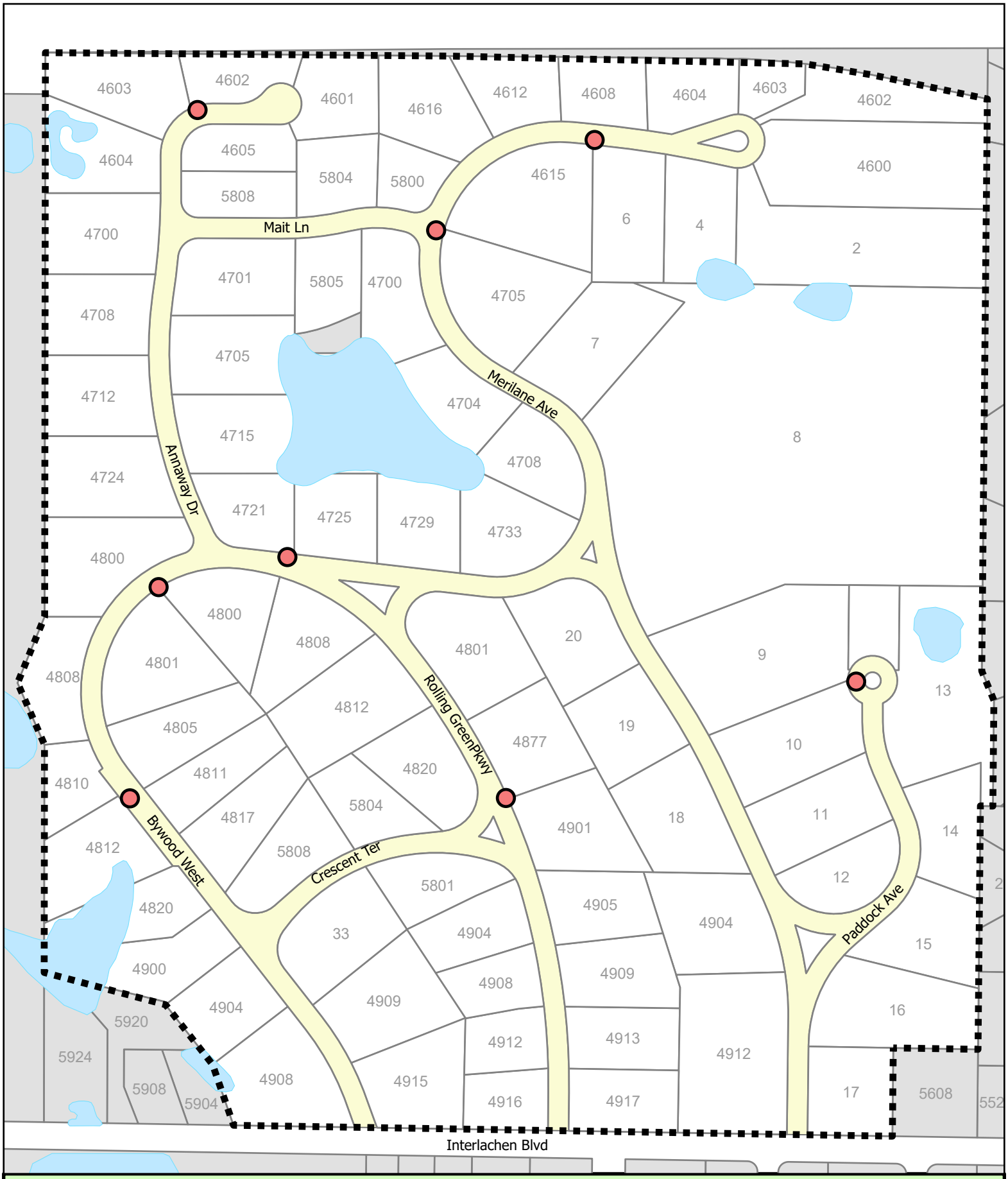
Street Lights and Signs



Existing Signs
Rolling Green Neighborhood
Roadway Reconstruction
Improvement No. BA-469

N
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Engineering Dept
October 2026



Existing Street Lights
Rolling Green Neighborhood
Roadway Reconstruction
Improvement No. BA-469

Existing Street Lights

N
W E
S

Engineering Dept
October 2026

APPENDIX E

Living Streets Plan

edina living streets

our streets connect us all

Safety

Health

Choice

Economy

CITY OF EDINA, MINNESOTA
INCORPORATED
1888

2. Living Streets Policy

INTRODUCTION

The Living Streets Policy was developed to provide the framework for a Living Streets Plan. The policy initially stood alone and included sections to guide the creation of the Living Street Plan. This revised policy is now an integral part of the Living Streets Plan.

The Living Streets Policy ties directly to key community goals outlined in the City's 2008 Comprehensive Plan. Those goals include safe walking, bicycling and driving; reduced storm water runoff, reduced energy consumption, and promoting health. The Living Streets Policy also compliments voluntary City initiatives such the "do.town" effort related to community health, Tree City USA and the Green Step Cities programs related to sustainability. In other cases, the Living Streets Policy will assist the City in meeting mandatory requirements set by other agencies.

The Living Streets Policy is broken up into three parts: Vision, Principles and Implementation. The Policy is followed by a description of core services provided by the City of Edina that are related to or implemented in part through Living Streets.

Mini Fact

Expect cyclists on the road. Watch for cyclists on the road. Treat them as you would any slow-moving vehicle.

POLICY

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, the principles Living Streets will embody, and the plan that will guide implementation of their construction.

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

Fifteen principles guide implementation of the Living Streets Policy in the areas of all users and all modes, connectivity, context sensitivity and sustainability. 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

Principle 1: Living Streets are high-quality transportation facilities that meet the needs of the most vulnerable users such as pedestrians, cyclists, children, seniors and the disabled; and

Principle 2: Living Streets provide access and mobility for all transportation modes while enhancing safety and convenience for all users.

Connectivity

Principle 3: The City designs, operates and maintains a transportation system that provides a highly connected network of streets that accommodate all modes of travel;

Principle 4: The City seeks opportunities to overcome barriers to active transportation by preserving and repurposing existing rights-of-way and adding new rights-of-way to enhance connectivity for pedestrians, bicyclists and transit;

Principle 5: The City prioritizes improvements to non-motorized connections to key destinations such as public facilities, public transit, the regional transportation network and commercial areas;

Principle 6: 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; and

Principle 7: 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.

Context Sensitivity

Principle 8: Living Streets are developed with input from stakeholders and designed to consider neighborhood character and promote a strong sense of place;

Principle 9: Living Streets preserve and protect natural features such as waterways, urban forest, sensitive slopes and soils;

Principle 10: Living Streets are designed and built with coordination between business and property owners along commercial corridors to develop vibrant commercial districts;

Principle 11: Living Streets coordinate with regional transit networks and regional authorities; and

Principle 12: The City will consider the fiscal context of projects and potential financial impacts when implementing Living Streets at the project level.

Sustainability

Principle 13: Living Streets will improve the current and future quality of life of the public,

Principle 14: Living Streets will reduce environmental impacts associated with the construction and operation of roadways; and

Principle 15: The City will increase the life span and resilience of its infrastructure and will build infrastructure with consideration for lifecycle costs and ease of maintenance.

LIVING STREETS IMPLEMENTATION

The City of Edina will develop Living Streets in the regular course of business of maintaining, expanding or redeveloping the road network and will be guided by the Vision and Principles established above. Implementation will happen predominantly through the neighborhood street reconstruction program, but also though specific stand-alone stormwater utility, pedestrian, bicycle or safety projects.

Project prioritization is not specifically part of the Living Streets Plan. Prioritization of projects takes place in the City's Capital Improvement Program and Budget and is determined by the City Council with guidance from the Living Streets Vision and Principles.

The City will actively promote and apply the Living Streets Policy and Plan by:

- Applying the Living Streets Policy and Plan 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.
- Drawing on all sources of transportation funding and actively pursuing grants, cost-sharing opportunities and other new or special funding sources as applicable.
- Through all City departments supporting the vision and principles outlined in this Plan in their work.
- By acting as an advocate for Living Streets principles when a local transportation or land use decision is under the jurisdiction of another agency.

Projects that implement Living Streets will be guided by pedestrian and cyclist network plans and roadway classifications and will consider the physical, social, ecologic, regulatory and economic context in a given project area.

The project delivery system used to build Living Streets will:

- Systematically engage Edina residents and project stakeholders to better inform project-level recommendations.
- Keep Edina residents and project stakeholders informed about Living Streets and the range of services they help provide.
- Follow minimum Living Streets design requirements and standards.
- Manage construction impacts to residents and users of streets.

Network

The creation of a Living Streets network of road, pedestrian and bicycle facilities provides mobility, accessibility and access to people, places and spaces. The resulting interconnection of neighborhoods links people to goods and services and to one another, and increases quality of life for those who live in, work in, or visit the city.

Existing and planned transportation networks are identified in the City of Edina Comprehensive Plan and other approved/adopted plans. Network plans include:

- Roadway Network (Functional Classification, Jurisdictional Classification)
- Sidewalk Facilities
- Bicycle Facilities (Comprehensive Bicycle Transportation Plan)
- Active Routes to School Comprehensive Plan
- Transit Service

Network plans are approved by the City Council. In most cases, modification requires an amendment of the Comprehensive Plan.

The expansion, creation and improvement of pedestrian and bicycle networks will be well planned and prioritized:

- Expansion of existing networks and providing connections to key traffic generators or destinations provide immediate benefit to all network users and is a top priority.
- Network connections serving vulnerable users such as children, seniors and the disabled are a top priority.
- Network connections serving high-volume uses such as schools, retail destinations or regional public transit are a top priority.

Context

Contextual variety can either constrain or create opportunity in roadway and other infrastructure projects. The following are contexts that will be considered and will influence the planning, design and implementation of Living Streets.

CONTEXTS OF LIVING STREETS		
Ecological	Water resource, ponds, wetlands, lakes, streams	
	Natural resouces, trees, and urban forest	
	Air quality	
	Climate	
	Sun and shade	
	Materials, waste, energy, sustainability	
Regulatory	State Aid roadway	
	Watershed rules	
Operational	Maintenance operations	
	Traffic control or functional constraints	
Project Type	Public	Neighborhood street reconstruction
		Neighborhood street reconstruction with major associated utility work
		State Aid street reconstruction
		Stand-alone sidewalk, bicycle or utility project
	Public partner lead	State
		County
		Transit agency
		Parks district
	Private development	Will remain private
		Future public

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 a project proposal.

- 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.
- Available budget is constrained or project timing allows more efficient construction at a later date.

Engagement

Members of the public have an interest in understanding and providing input for public projects. Project recommendations will be developed with a transparent and defined level of public engagement. The public will have access to the decision-making process and decision makers via public meetings and other correspondence and will be provided the opportunity to give input throughout the process. Project reports will discuss how their input helped to influence recommendations and decisions. The City of Edina's Living Streets will continue to engage and solicit public input as a vital component of the project implementation process. See Chapter 5 for a more detailed discussion regarding the purpose of and opportunities for public engagement.

Design

The guidelines contained in the Living Streets Plan will be used to direct the planning, funding, design, construction, operation and maintenance of new and modified streets, sidewalks, paths and trails. The guidelines allow for context-sensitive designs.

The Design Guidelines (see Chapter 6):

- 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, collector and local connector streets. 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 this 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 this Living Streets Plan. Minimum standards will guide how vehicular, pedestrian and bicycle networks interact and share public right of way.

Benchmarks and Performance Measures
The ability to measure the performance of a plan, as well as knowing that it is functioning as it is intended, is vitally important to overall success and the ability to sustain it. With this in mind, the City will monitor and measure its performance relative to the Living Streets Policy. Benchmarks that will demonstrate success include:

Every street and neighborhood is a comfortable place for walking and bicycling.
This does not mean that every street in the city will have walking and biking facilities. It means that each neighborhood will provide a network of these facilities such that walking and biking to and through neighborhoods is a comfortable experience.

Every child can walk or bike to school or a park safely.
It is essential that alternatives to driving to school or parks be provided to children and their caregivers. These alternatives – walking or bicycling – will be both safe and convenient modes of transportation. See the Edina Active Routes to School Plan for more information.

Seniors, children, and disabled people can cross all streets safely and comfortably.
Opportunities to cross all streets in Edina, including local, collectors and arterial streets, will be provided. These crossings will be safe and comfortable for all users, regardless of age or ability.

An active way of life is available to all.
Opportunities for active living should be made available to all members of the Edina community by connecting centers of activity via active, multimodal transportation. Each resident of and visitor to Edina will have the ability to lead an active way of life.

There are zero traffic fatalities or serious injuries.
Perhaps the ultimate safety benchmark is zero traffic fatalities or serious injuries. Modeled from the Vision Zero Initiative (www.visionzeroinitiative.com), an aspirational yet primary goal of Living Streets is to achieve this high level of safety on the City's roadways.

Reduce untreated street water flows into local waterways and reduce storm water volume.
Cost-effective stormwater best management practices (BMPs) are strategically selected to go above and beyond regulatory requirements to provide for flood protection and clean water services through the use of infrastructure that retains, settles, filters, infiltrates, diverts or reduces the volume of stormwater that flows to local surface waters.

Retail streets stay or become popular regional destinations.
Part of Edina's Living Streets vision is that "streets support vibrant commerce." While most of the city's streets are residential, Edina's business districts are a vital part of the community. The benefits of Living Streets extend to retail streets as well, making them more attractive to businesses and consumers alike.

The City will draw on the following data to measure performance:

- 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.
- Additional performance measures may be identified as this Policy is implemented.

Mini Fact

Motorists must stop behind all crosswalks.

APPENDIX F

Edina Transportation Commission
Meeting Minutes

Transportation Commission Meeting Minutes

October 22, 2026, 6:00 PM

Edina City Hall, Community Room, 4801 W. 50th St.

1. Call to Order

Chair Wright called meeting o order at 6:07 p.m.

2. Roll Call

Answering roll call: Commissioners Bildsten, Bruhschwein, Lewis, Olson, Rosen, Vandelist, Wright
Staff present: Traffic Safety Coordinator Nick Bauler, Assistant City Engineer Aaron Diztler and Public Works Director/City Engineer Chad Millner

3. Approval of Meeting Agenda

4. Approval of Meeting Minutes

4.1. Minutes

5. Community Comment

None.

6. Reports/Recommendations

6.1. 2027 Rolling Green Roadway Reconstruction Project

Assistant City Engineer Ditzler presented the proposed 2027 Rolling Green Roadway Reconstruction Project for review and comment.

6.2. 2027 Interlachen Blvd Reconstruction Project

Director Millner presented the proposed 2027 Interlachen Boulevard Reconstruction Project for review and comment.

6.2.1. Interlachen Blvd Advisory Communication

Commissioner Vandelist proposed an alternative layout to Interlachen Blvd. Motion was made by Commissioner Rosen and seconded by Commissioner Bruhschwein to approve advisory communication to Council. All voted aye. Motion carried.

6.3. Traffic Safety Report of September 29, 2026

The Commission reviewed and commented on the recommendations of the Traffic Safety Committee

7. Chair and Member Comments

Commissioner Bildsten shared concerns with number of commercial company signs along boulevards. Staff is sharing concerns with Communications to consider posting information regarding these signs.

8. Staff Comments

8.1. France Ave Safety Study between Highway 62 to Highway 494 Update

Director Millner provided an update of the safety study on France Ave between Highway 62 and Highway 494.

8.2. Update on Incidents involving Bikes and E-bikes on Sidewalks

Traffic Safety Coordinator Bauler provided an update of occasional bicyclist complaints within 50th & France leading to dispatched officers in the district sporadically.

8.3. Updates for Pedestrian and Bicycle Master Plan

Director Millner provided a response of staff continuing to maintain pace of implementation for the Pedestrian and Bicycle Master Plan.

8.4. Update on Obstructed Street Signs

Traffic Safety Coordinator Bauler shared staff is developing language for enforceable action for the City Code.

8.5. Transportation Planner Hiring Update

Director Millner provided an update of the open Transportation Planner role.

9. Adjournment

Motion was made by Commissioner Wright and seconded by Commissioner Olson to adjourn the October 22, 2026 regular meeting at 8:02 p.m. All voted aye. Motion carried.

APPENDIX G

Neighborhood Informational Meeting Materials

The CITY of EDINA

2027 Rolling Green Neighborhood Roadway Reconstruction

Informational Meeting – September 9, 2026

EdinaMN.gov

Agenda

- Introductions
- Why Reconstruct
- Project Scope
- What You Can Expect
- Funding Sources
- Timeline
- Communication
- How to Prepare
- Questions



The CITY of EDINA

Engineering - Design & Construction Division



Chad Millner
Director of Engineering



Aaron Ditzler
Assistant City Engineer



Chris Moore
Graduate Engineer



Brandon Freeman
Sr. Engineering Technician



Holly Conwell
Engineering Coordinator



Ben Jore
Sr. Project Engineer



Tom Haataja
Sr. Engineering Technician

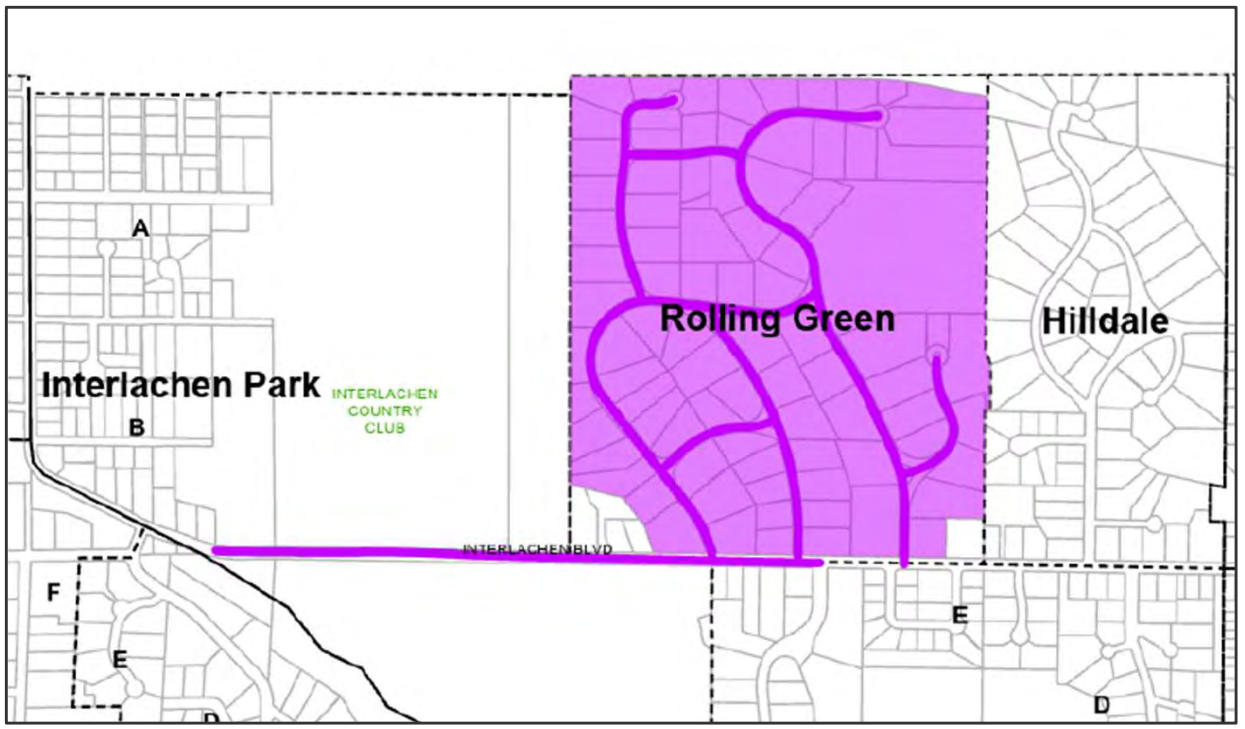


Jon Moore
Sr. Engineering Technician

The CITY of EDINA

2027 Project Areas

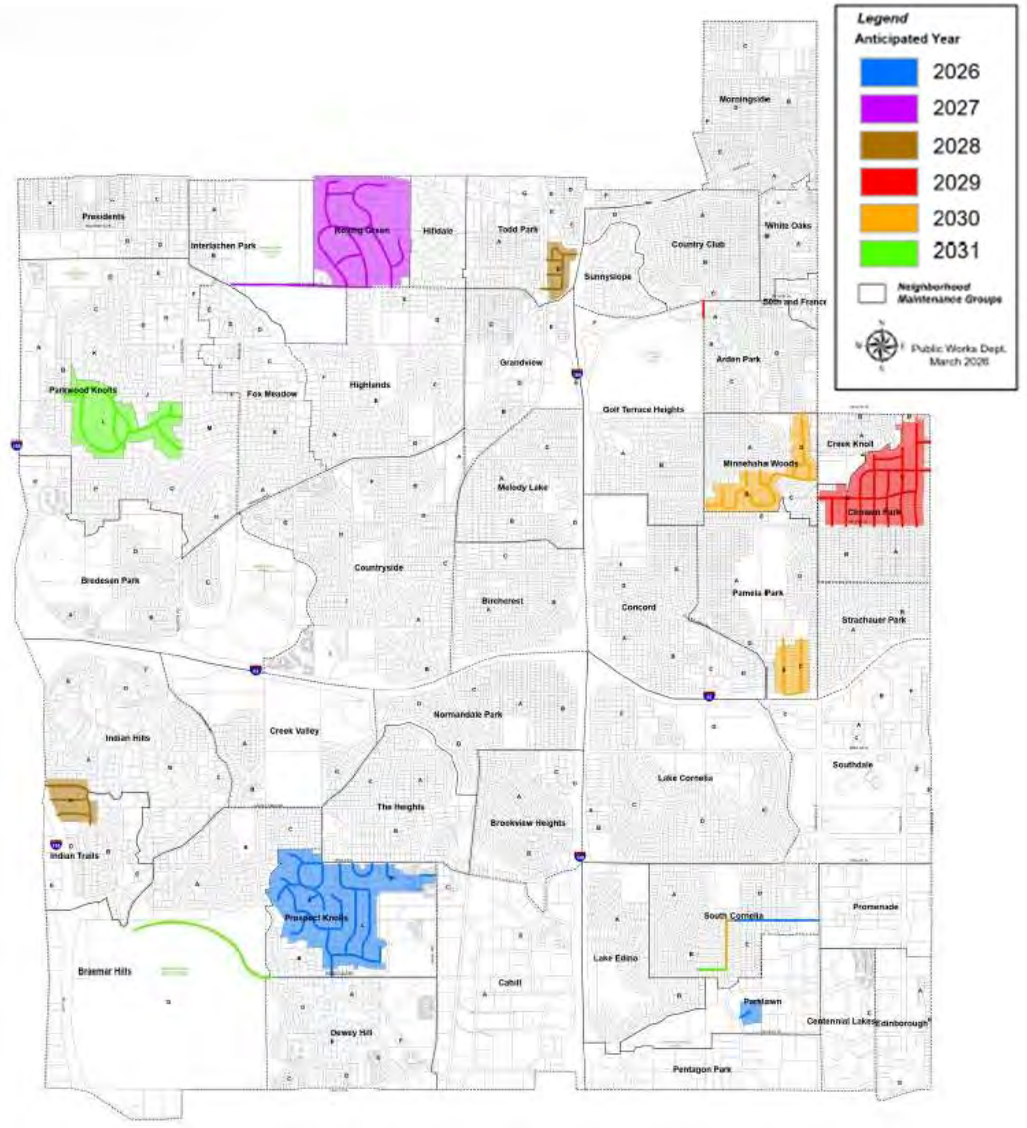
- Rolling Green
  - 92 Properties
- Interlachen Blvd
  - 16 Properties



The CITY of EDINA

Why My Street?

- Streets grouped into neighborhoods
  - Maximizes economics of scale
  - Extends pavement life
- Proactive Pavement Management Program
- Prioritized based on;
  - Pavement condition
  - Underground utility issues



The CITY of EDINA

Why Reconstruct?

- Roadway originally constructed in the late 1930's
- Utility issues to address beneath roadway
- More cost-effective than other maintenance strategies (mill & overlay, seal coat)



The CITY of EDINA

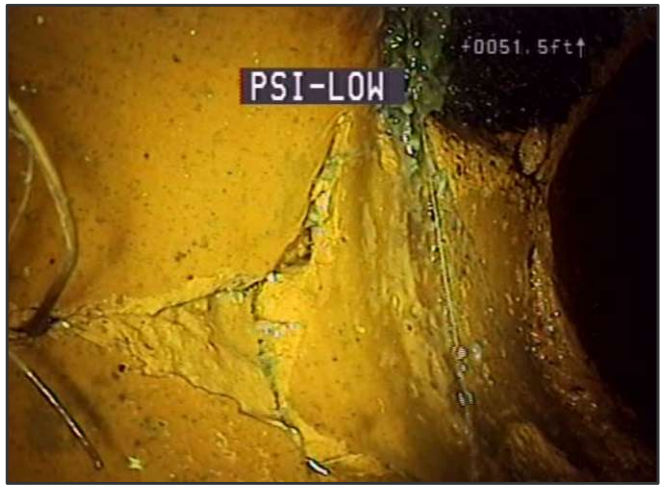
Existing Conditions - Roadways

- Pavement reaching end of useful life
- Streets do not have concrete curb and gutter
- Properties do not have concrete driveway aprons



The CITY of EDINA

Existing Conditions - Utilities





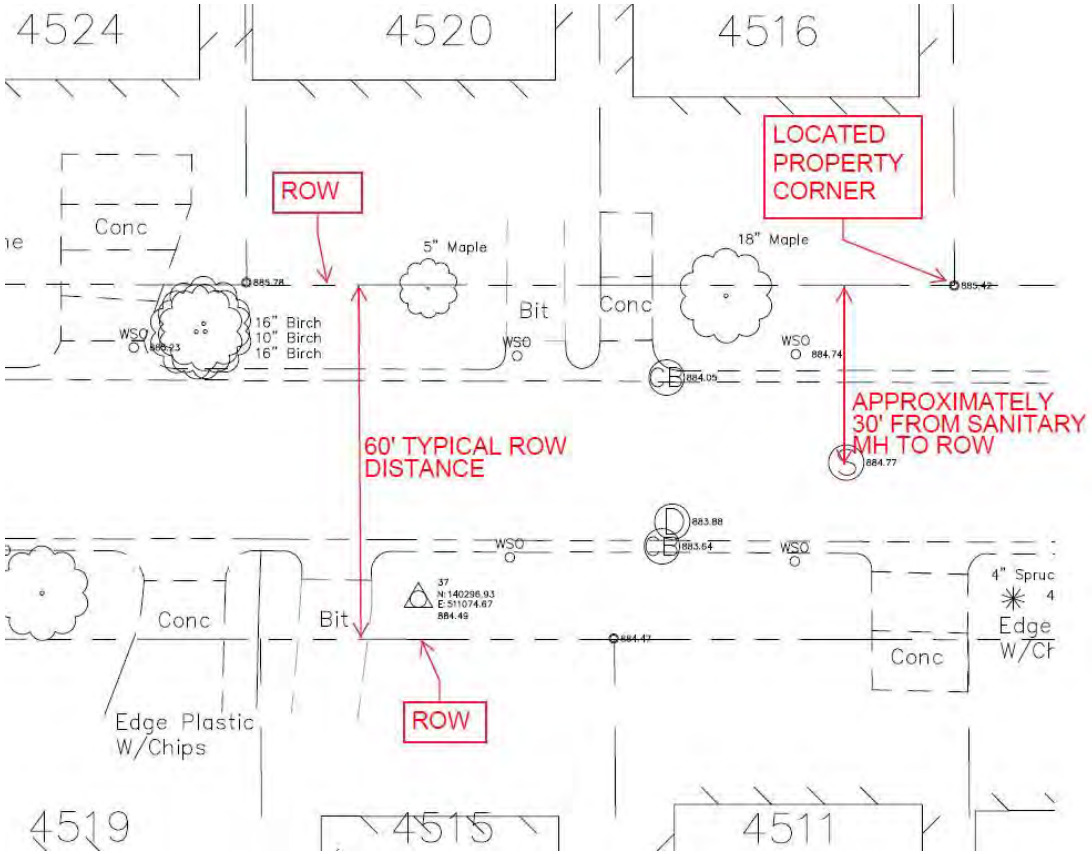


- Sanitary Sewer
  - Cracks, breaks, sags, etc.
  - Inflow and infiltration
- Watermain
  - Loss in pipe wall thickness
  - Main and service breaks
  - Undersized mains
- Storm Sewer
  - Structure deficiencies
  - Undersized pipes
  - Curb and gutter failing

The CITY of EDINA

What / Where is the ROW?

- Surface and space above and below public roadways used for travel purposes and utilities
- Typically, 60’ width
  - (MSA Streets 66’)
- Property corners located during survey



Existing Conditions – Right-of-Way

- Landscaping
- Retaining Walls
- Mailboxes
- Irrigation systems and pet fences





The CITY of EDINA

Proposed Improvements – Roadways

- Installation of curb & gutter
- Subgrade corrections as needed
- New roadbed and asphalt pavement surface



The CITY of EDINA

Living Streets Plan

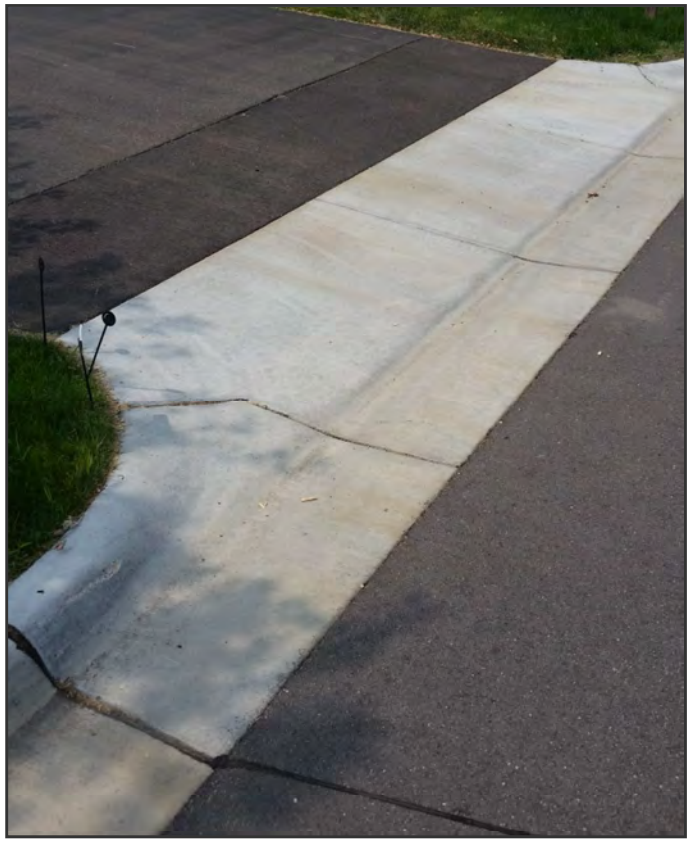
- Approved by City Council in 2015
- Balances needs of motorists, bicyclists, pedestrians and transit riders
- Incorporates;
  - Minimum roadway design elements
    - Street Width
    - Impacts
    - Cost
  - Pedestrian and Bicycle Master Plan



The CITY of EDINA

Proposed Improvements - Driveways

- Aprons will be installed to comply with City standards
- Special driveway materials
- Reimbursement Policy



The CITY of EDINA

Proposed Improvements - Utilities

- Includes partial replacement of watermain
- New service replacements
- New fire hydrants and gate valves
- May include localized sanitary sewer repairs and rehabilitation
- Storm sewer upgrades





The CITY of EDINA

Utility Ownership

City Owned Utilities

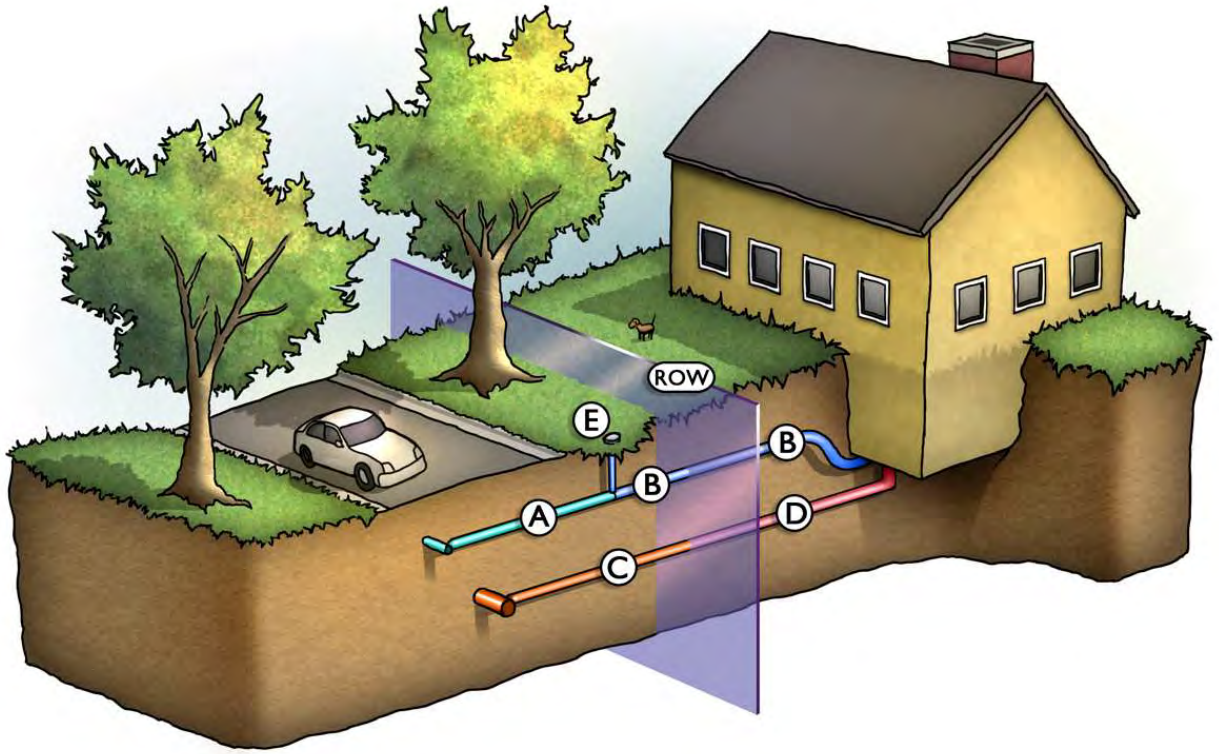
A – Water Service

E – Water Service Shutoff

Resident Owned Utilities

B – Water Service

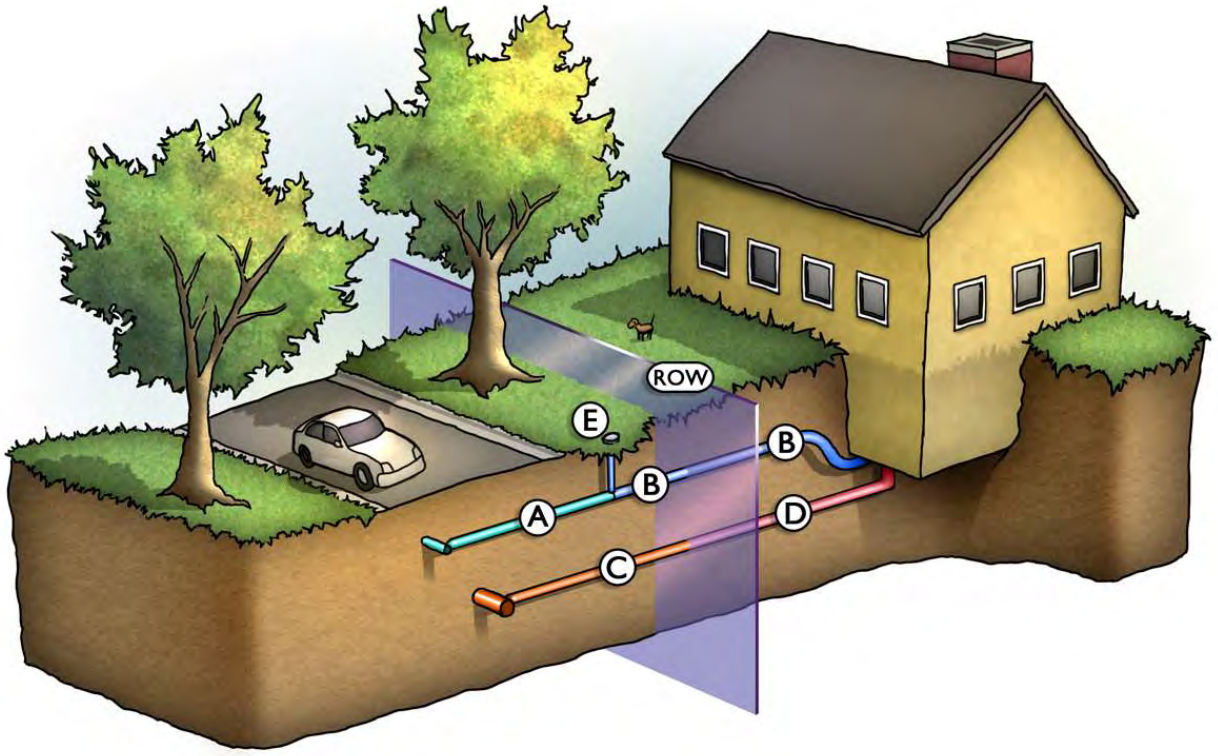
C & D – Sanitary Service



The CITY of EDINA

Utility Ownership

- Recommend inspecting private services prior to construction
- Repairs/upgrades can be coordinated with street work
- Associated costs can be added to special assessment



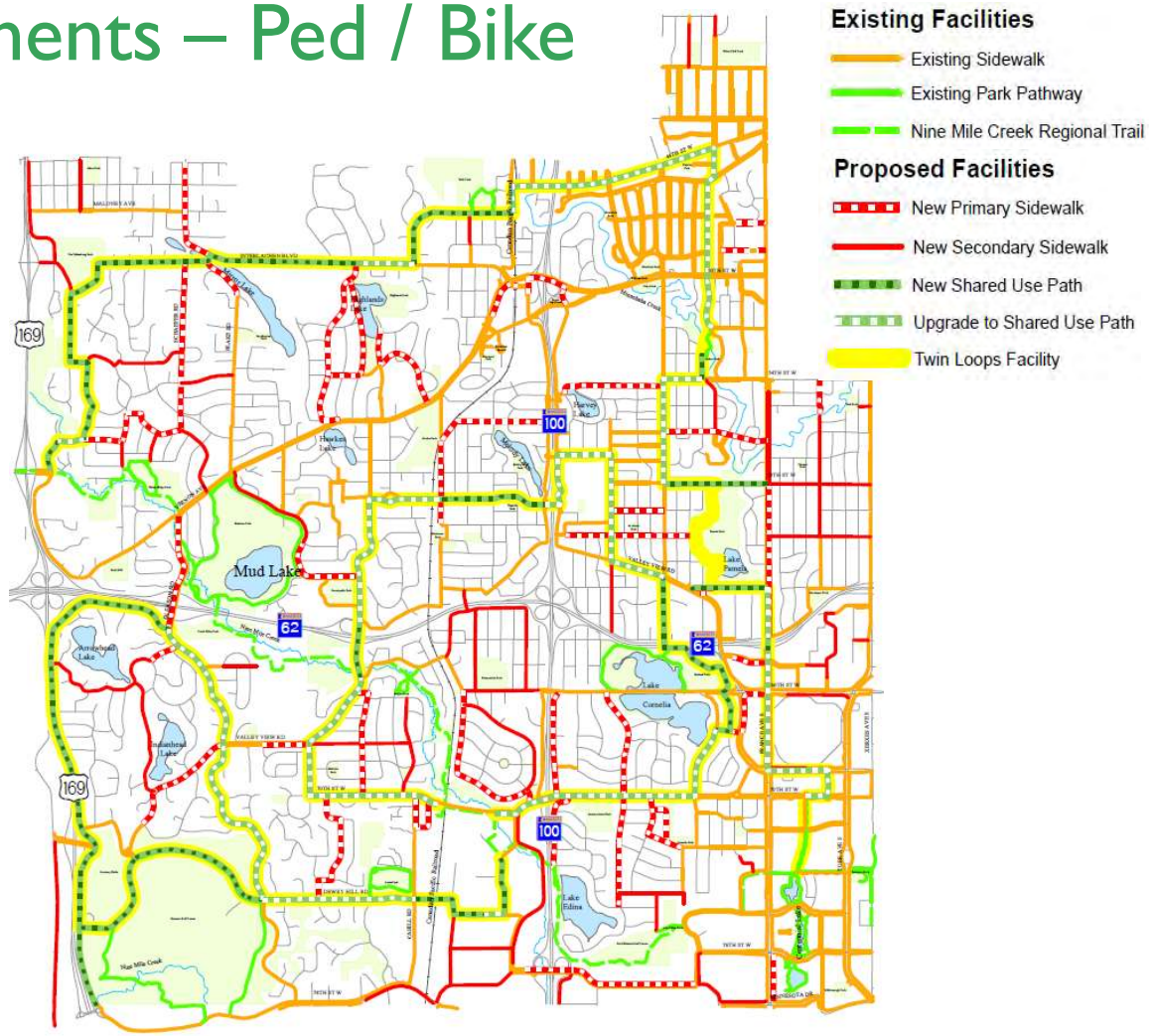
<u>Resident Owned Utilities</u>
B – Water Service
C & D – Sanitary Service

<u>City Owned Utilities</u>
A – Water Service
E – Water Service Shutoff

The CITY of EDINA

Proposed Improvements – Ped / Bike

- Based on Pedestrian and Bicyclist Master Plan
- Final design evaluated based on network consistency and construction conflicts



The CITY of EDINA

Private Utilities

- Gas, Electric, Telephone, Cable may upgrade or repair their utilities before construction begins
- Potential City-required relocations
- Goal: streamline projects and minimize neighborhood disturbance



The CITY of EDINA

What You Can Expect

- Dust, mud, noise, and vibrations
- Occasional delays due to inclement weather
- Localized flooding during rainfall
- Residents will be without water occasionally (hours)



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What You Can Expect

- Construction materials stored temporarily in ROW
- 5-10 feet of disturbance behind back of edge of pavement
- Construction equipment stored on streets
- Tree removals as necessary (property owners notified)



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What You Can Expect

- Driveways and roads will be periodically inaccessible
- Driveways will be inaccessible for 7 days to allow driveways to cure



The CITY of EDINA

What You Can Expect

- 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 restored with new sod



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What You Can Expect

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



The CITY of EDINA

City Utility Funds

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



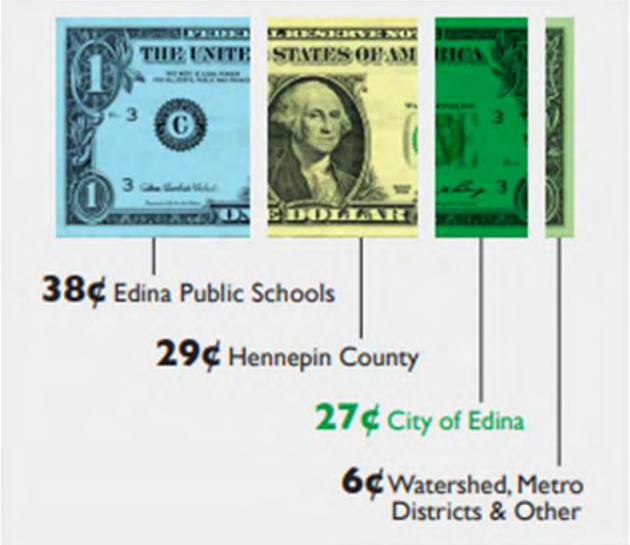
The CITY of EDINA

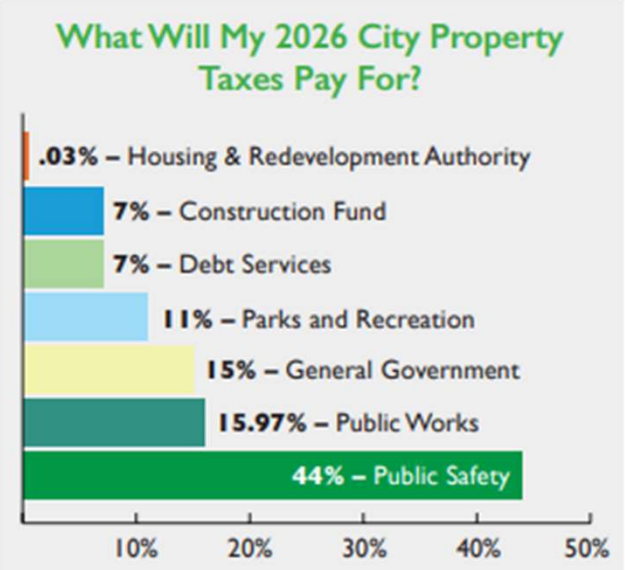
Do Taxes Cover Street Projects?

- ~27% of property taxes go to the City for expenses including Police, Fire, Parks, and Public Works
- ~4.3% go to Public Works
  - Snowplowing
  - Pothole repairs
  - Other street maintenance

    (sealcoating, overlays, patch repairs)
- In 2022 taxes began paying for a <u>portion</u> of street reconstruction

Figures per proposed 2026 Edina Tax Levy (not final)





The CITY of EDINA

Special Assessments

- Assigned to benefitting properties of public improvements
- Covers portion of roadway costs
  - Roadway and driveway removals
  - Asphalt pavement
  - Driveway installation
  - Restoration
  - Indirect Costs – engineering, finance, soil investigations, mailings



The CITY of EDINA

Residential Equivalent Units

- Assessments distributed based on REUs
  - Factor used to compare properties to a single-family residence

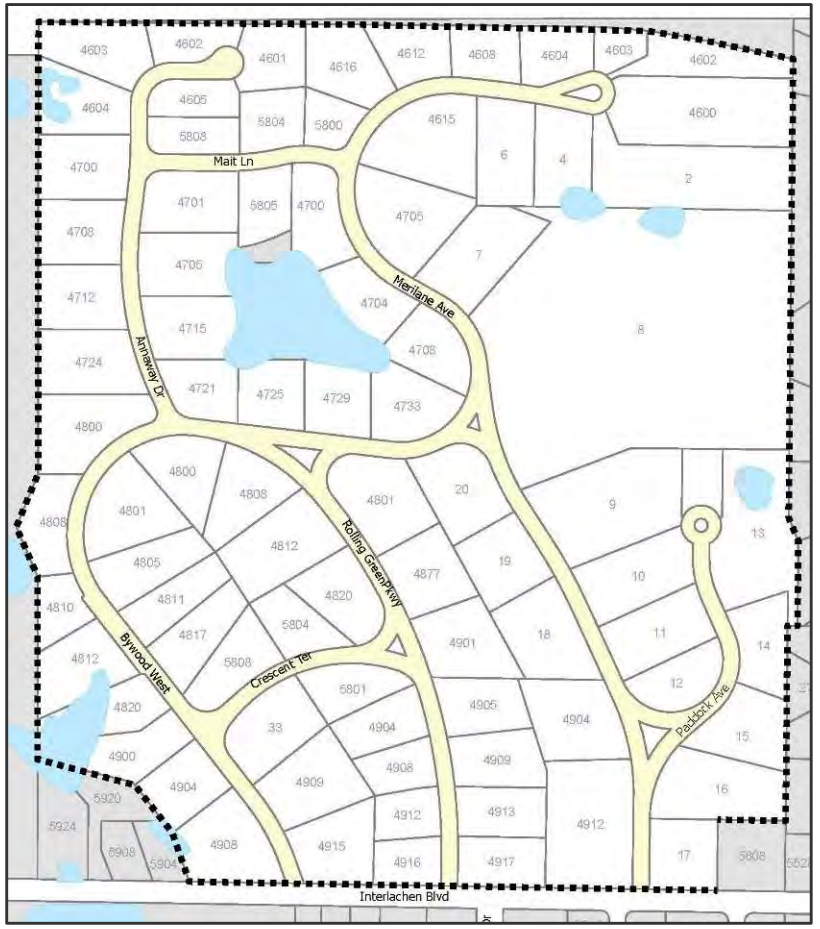
Scenario	Land Use Class	REU Factor
A	Single-Family Residential	1.0
B	Multi-Family Residential – Apartment/Condos	0.5

- Additional factors for commercial, industrial, and public-use properties

The CITY of EDINA

Project Details – Rolling Green

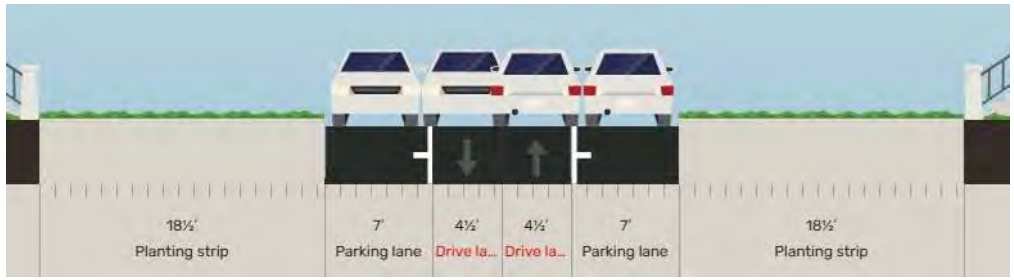
- 92 properties (81.0 REUs)
- 2.3 miles of road
- Installation of concrete curb & gutter
- Partial replacement of watermain
- Replacement of hydrants, valves and water services
- Localized sanitary sewer repairs
- Storm sewer improvements
- 24’ street width, no parking one side



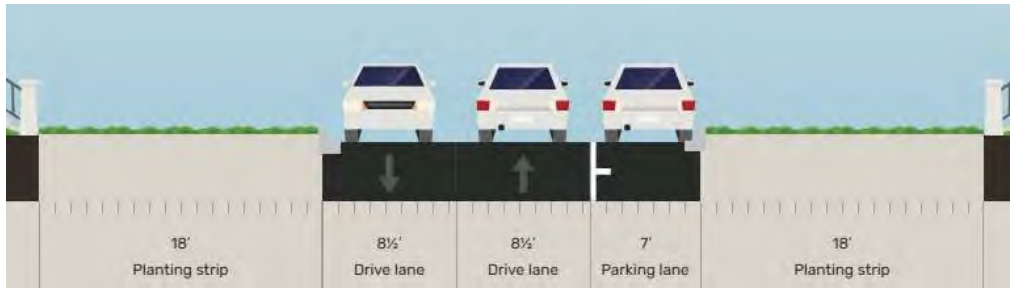
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Proposed Roadway Widths – Rolling Green

- 24’ road width
- Adjust street widths by 0-4’
- Restrict parking to one-sided



Existing: 20’-25’ road width, two-sided parking



Proposed: 24’ road width, one-sided parking

The CITY of EDINA

Revised Roadway Cost Assessment - Local

		Sample Assessment During Transition		
Construction Year	**% of Local Roadway Costs Assessed**	**$30,000**	**$40,000**	**$50,000**
2020	100%	$30,000	$40,000	$50,000
2021-2026	78.90%-52.60%	$23,670-$15,780	$31,560-$21,040	$39,450-$26,300
2027	47.34%	$14,202	$18,936	$23,670
2028-2035	42.08%-5.26%	$12,624-$1,578	$16,832-$2,104	$21,040-$2,630
2036	0%	$0	$0	$0

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Market Benefit Estimate

- Special assessments are valid if;
    - The assessment does not exceed the special benefit measured by the increase in market value due to the improvement.
- Licensed and Qualified Appraisal Firm



The CITY of EDINA

Preliminary Assessments – Rolling Green

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

Year	Neighborhood	% of Roadway Costs Assessed	Estimated Assessment Range per REU*	# of REUs	Square Yards of Paving	SY of Paving per REU
2027	Rolling Green	47.34%	$20,200 - $25,900	81.0	28,782	355.3
2026	Prospect Knolls (A only)	52.60%	$16,200 - $21,500	58.67	19,250	328.1
2025	Presidents A/B	57.86%	$7,500 - $11,500	291.6	35,250	120.9
2024	Concord B/C	63.12%	$11,900 - $17,100	174.49	30,568	175.2

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

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Typical Project Timeline

Date	Milestone
July – September 2026	**Engineering studies/estimates provided**
December 2026	Public hearings
January – March 2027	Plan preparation and bidding
April – May 2027	Construction begins
Fall 2027	Construction concludes
2028	Warranty work
Fall 2028	Final assessment hearing

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Assessment Timing

Date	Milestone
December 2026	Initial Public Hearings
Summer 2027	Project Constructed
October 2028	Final Assessment Hearing
November 2028	Assessment Filed with County
January 2029	Assessment on Tax Statement

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Payment Options

- Pay entire amount upon receiving bill to avoid interest charges
- Pay min. 25% ; balance rolls to property taxes over 15 years
- Roll entire amount to property taxes over 15 years
  - 2026 interest rate is 4.92%
  - Finance charges are 1% over City's borrowing interest rate
- Defer payment if 65 years of age or older and meet specific income requirements
  - Assessing Department – 952-826-0365

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Communication

- Regular Mail
  - All meetings, public hearings, and questionnaires
  - Final assessment notices (one year after construction)
- Door hangers and flyers
  - Time-sensitive information (water shut-offs, concrete, temporary inaccessibility)
- Better Together Edina – City Website Project Page

The CITY of EDINA

Better Together Edina

- Best way to stay informed
- www.bettertogetheredina.org
- Free, access to periodic updates on project progress and schedules



The CITY of EDINA

Providing Input

- Questionnaires mailed to your home, weigh in on;
  - Traffic Concerns
  - Parking
  - Street drainage issues

- Public hearing in December 2026
  - Opportunity for residents to voice comments and concerns

The CITY of EDINA

Questionnaire Results

Neighborhood	Responses Received to Date
Rolling Green	19% (16 / 84)

The CITY of EDINA

How to Prepare

- Complete project questionnaire
- Begin financial planning
- Coordinate home and yard improvement projects around street reconstruction schedule
- Review Better Together Edina updates
- Ask questions, stay informed



The CITY of EDINA

Contact Us

Engineering Department

7450 Metro Boulevard

Hours: 7:00 a.m. – 3:30 p.m.

952-826-0371



The CITY of EDINA



Aaron Ditzler
Assistant City Engineer
952-826-0443
ADitzler@edinamn.gov



Holly Conwell
Engineering Coordinator
952-826-0449
HConwell@edinamn.gov

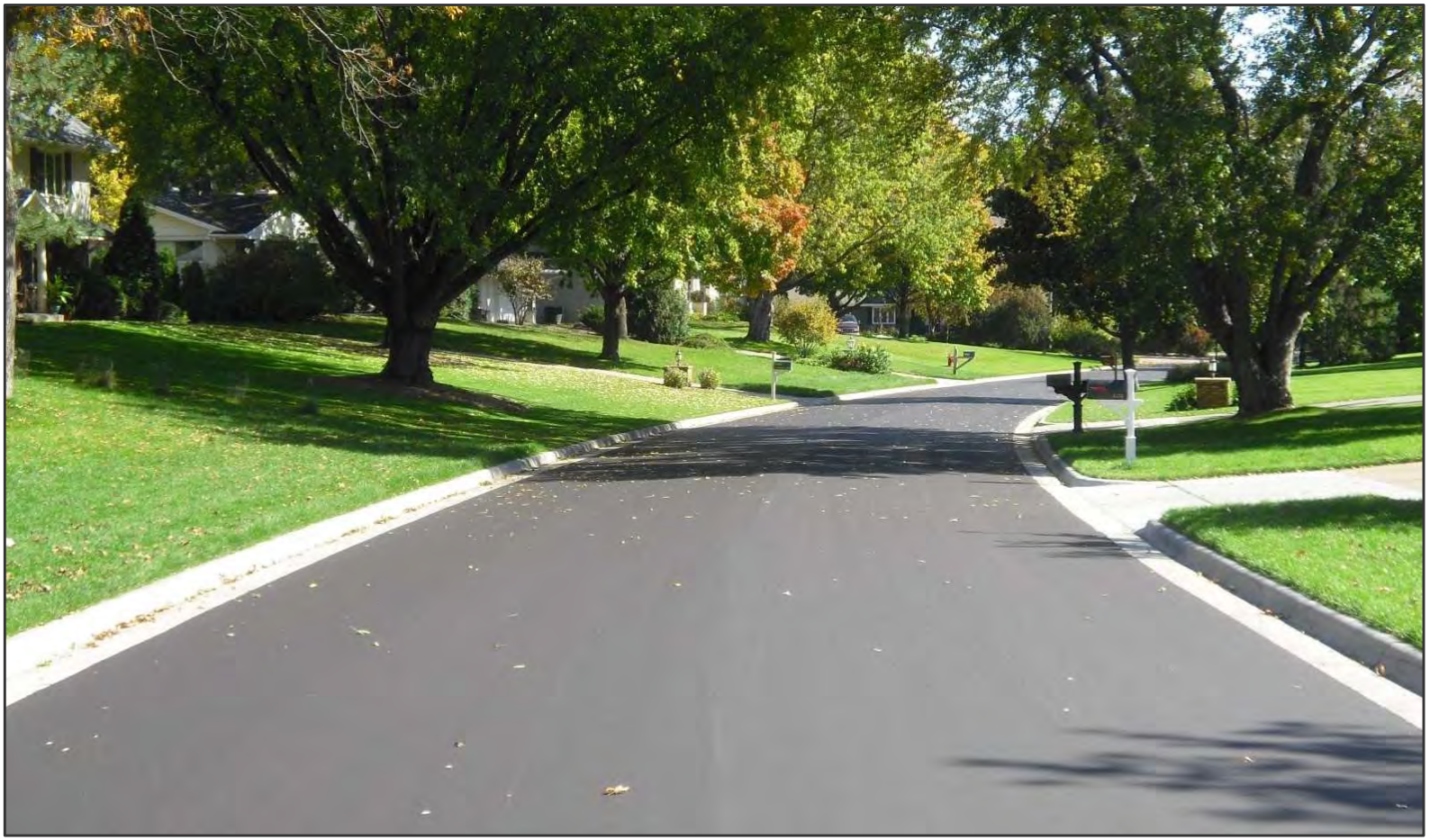
Questions?

- Ask questions on Better Together Edina Q&A page
  - https://www.bettertogetheredina.org/rolling-green
  - Call or email



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Thank you for your time!



The CITY of EDINA

2027 NEIGHBORHOOD RECONSTRUCTION
INFORMATIONAL MEETING
SEPTEMBER 9, 2026

	NAME	ADDRESS
1	Chantel Johnson	5808 Mait Lane
2	Dave Murphy	4701 Annaway Dr.
3	JENNY HULBERT	4616 MERILANE
4	Steve Stenbeck	4601 Annaway Drive
5	Natasha Snyder	5805 Mait
6	Blake Schmidt	4733 Annaway
7	Mike Moeller	4801 Rolling Green
8	Matthew Oddsson	4908 Bywood W
9	Annette Xiropaidis-Oddsson	4908 Bywood W
10	Octavio & Jody Porter	4705 Annaway Dr.
11	PAUL BACHMAN	4817 BYWOOD
12	Diane Leafblad	4800 Rolling Green
13	ANGELA MARTIN	4700 Merilane
14	JOHN MARTIN	4700 MERILANE
15	BEN KNELMAN	4812 ROLLING GREEN
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		

Comment Card

Please share your comments below:

THANK YOU FOR YOUR THOUGHTFUL WORK ON THIS PROJECT.

I UNDERSTAND THE REASONABLE FINANCIAL RATIONALES THAT THE CITY HAS FOR WHY CURBS REDUCE CERTAIN COSTS BUT I AND MANY OF MY NEIGHBORS BELIEVE THAT THE AESTHETIC CHARACTER OF R.G. IS FAR MORE VALUABLE THAN THE ~~[illegible]~~ ARGUMENTS ADVANCED FOR CURBS, AND WE DESIRE TO MAINTAIN THE CURB FREE PASTORAL CHARACTER OF ROLLING GREEN.

Optional:
Name:
Email:

PUBLIC NOTICE:
Information collected on this comment card is public and will be available to all requestors per Minnesota Data Practices Act.

Comment Card

Please share your comments below:

I all homes assessed the same?

Which side of street

Optional:
Name:
Email:

PUBLIC NOTICE:
Information collected on this comment card is public and will be available to all requestors per Minnesota Data Practices Act.

Comment Card

Please share your comments below:

VERY NICE, CLEAR, AND INFORMATIVE PRESENTATION. THANK YOU VERY MUCH.

Optional:
Name: JOHN MARTIN
Email: [redacted]

PUBLIC NOTICE:
Information collected on this comment card is public and will be available

APPENDIX H

Resident Questionnaires

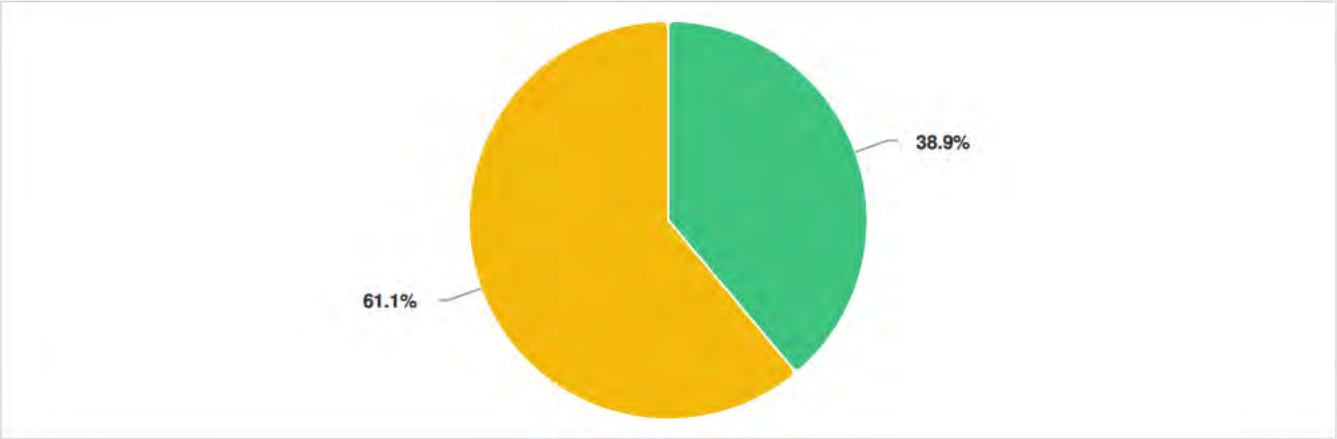
Neighborhood Reconstruction Survey

SURVEY RESPONSE REPORT
30 January 2019 - 21 September 2026

PROJECT NAME:
Rolling Green Neighborhood Roadway Reconstruction

GRANICUS

Q1. Does your property have drainage issues the City should know about?Examples: History of flooding/standing water, grading, backyard drain, nuisance sump pump, etc.



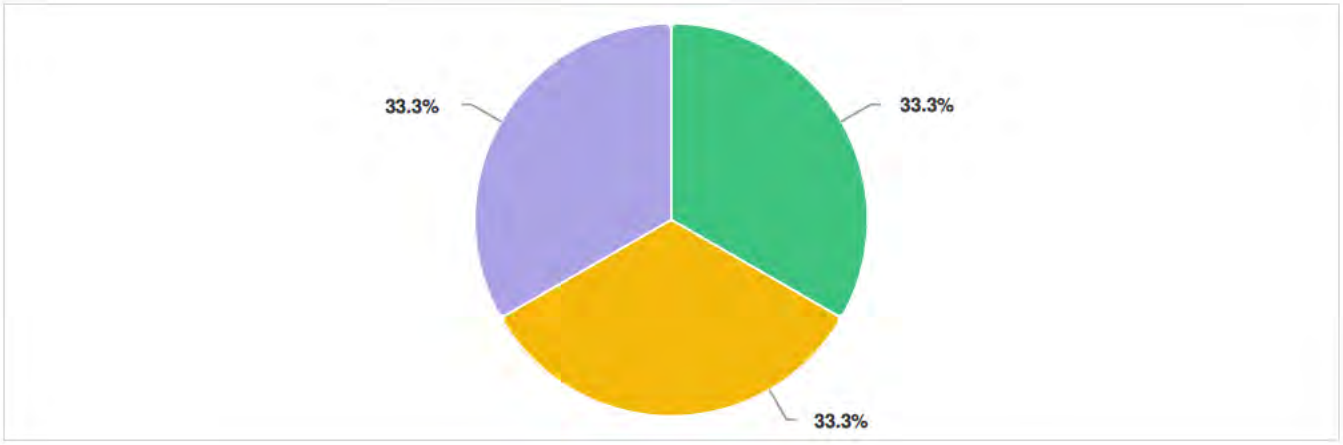
Question options	responses	%
Yes	7	38.9
No	11	61.1

18 responses · 0 skipped
Question type : Radio Button Question

Q2. Please comment on the location and types of problems you have.

[redacted] 6/20/2026 09:21 PM	In our front yard, We have some ruts from cars parking on the street. Those ruts fill with rain water at times. Also, FYI, our drainage tube enters into the street by our mailbox.
[redacted] 6/22/2026 06:47 AM	Dry pond in backyard. There is an 18" exit grate to city stormwater. It will run in reverse when overwhelmed with rainwater. Clearly a lack of properly-sized stormwater management in our neighborhood, though I believe the city is well aware of this and has been attempting to address over the years with various lift stations and other solutions.
[redacted] 6/22/2026 07:00 AM	
[redacted] 6/22/2026 02:31 PM	
[redacted] 6/22/2026 02:39 PM	
[redacted] 6/22/2026 07:23 PM	
[redacted] 6/22/2026 09:37 PM	
[redacted] 6/23/2026 08:28 AM	
[redacted] 6/23/2026 09:12 AM	
[redacted] 6/23/2026 03:47 PM	
[redacted] 6/25/2026 06:57 PM	Grading issues wash out sod.
[redacted] 7/10/2026 02:49 PM	
[redacted] 7/20/2026 03:56 PM	Yard and house are in the flood plain and we have flooded in the past
[redacted] 7/27/2026 05:18 PM	
[redacted] 8/04/2026 06:32 PM	
[redacted] 9/09/2026 05:43 PM	4733 Annaway Drive. We have standing water that collects in Southeast corner of lot.
[redacted] 9/11/2026 07:28 AM	Front yard over saturation from mailbox being low point for roads in area and 2 storm sewers that frequently get backed up.
[redacted] 9/14/2026 09:35 AM	Issue probably isn't the right word but we have buried drainage pipes from our gutters into the yard

Q3. How concerned are you with the speed of traffic in your neighborhood or on your street?



Question options	responses	%
Not Concerned	6	33.3
Concerned	6	33.3
Very Concerned	6	33.3

Optional question · 18 responses · 0 skipped
Question type : Radio Button Question

Q4. If concerned or very concerned, please enter the location(s) of concern and why you feel that way.

[redacted] 6/20/2026 09:21 PM	I'm concerned by my house at 4908 RGP because some neighbors go faster than I'm comfortable. I have 3 kids under five and a dog.
[redacted] 6/22/2026 06:47 AM	
[redacted] 6/22/2026 07:00 AM	At the entrance to rolling green parkway the houses are denser and there are always parked cars for construction projects along one side of the street which narrows things so people have to drive slower. But further down Rolling Green, just before the triangle with Annaway, some neighbors speed at 35 to 40 miles/hr.
[redacted] 6/22/2026 02:31 PM	Merilane has a lot of blind curves and people cannot see if there are walkers or kids or other cars coming and they are driving way too fast.
[redacted] 6/22/2026 02:39 PM	
[redacted] 6/22/2026 07:23 PM	
[redacted] 6/22/2026 09:37 PM	Some blind corners on merilane
[redacted] 6/23/2026 08:28 AM	I am not concerned about the speed in the rolling green neighborhood, however I am concerned about the speed on Interlachen Blvd where we access our neighborhood.
[redacted] 6/23/2026 09:12 AM	Interlachen Blvd and Merilane Ave
[redacted] 6/23/2026 03:47 PM	General neighborhood
[redacted] 6/25/2026 06:57 PM	
[redacted] 7/10/2026 02:49 PM	
[redacted] 7/20/2026 03:56 PM	
[redacted] 7/27/2026 05:18 PM	Some neighbors go over speed limit down Rolling Green Parkway.
[redacted] 8/04/2026 06:32 PM	Lots of blind corners
[redacted] 9/09/2026 05:43 PM	Merilane. Delivery people gunning.
[redacted] 9/11/2026 07:28 AM	Everywhere. Too many too fast.
[redacted] 9/14/2026 09:35 AM	The intersection of Bywood and annaway

Optional question · 12 responses · 6 skipped
Question type : Essay Question

Q5. If concerned or very concerned, please enter the location(s) of concern and why you feel that way.

[redacted]
6/20/2026 09:21 PM

[redacted]
6/22/2026 06:47 AM

[redacted]
6/22/2026 07:00 AM

[redacted]
6/22/2026 02:31 PM

[redacted]
6/22/2026 02:39 PM

[redacted]
6/22/2026 07:23 PM

[redacted]
6/22/2026 09:37 PM
Blind corners on merilane

[redacted]
6/23/2026 08:28 AM
We have to be very careful when we turn out from Rolling Green via Bywood, Merilane, or Rolling Green Pkwy on to Interlachen. Cars on Interlachen often speed.

[redacted]
6/23/2026 09:12 AM

[redacted]
6/23/2026 03:47 PM

[redacted]
6/25/2026 06:57 PM

[redacted]
7/10/2026 02:49 PM

[redacted]
7/20/2026 03:56 PM

[redacted]
7/27/2026 05:18 PM

[redacted]
8/04/2026 06:32 PM
Lots of young kids who play in the street

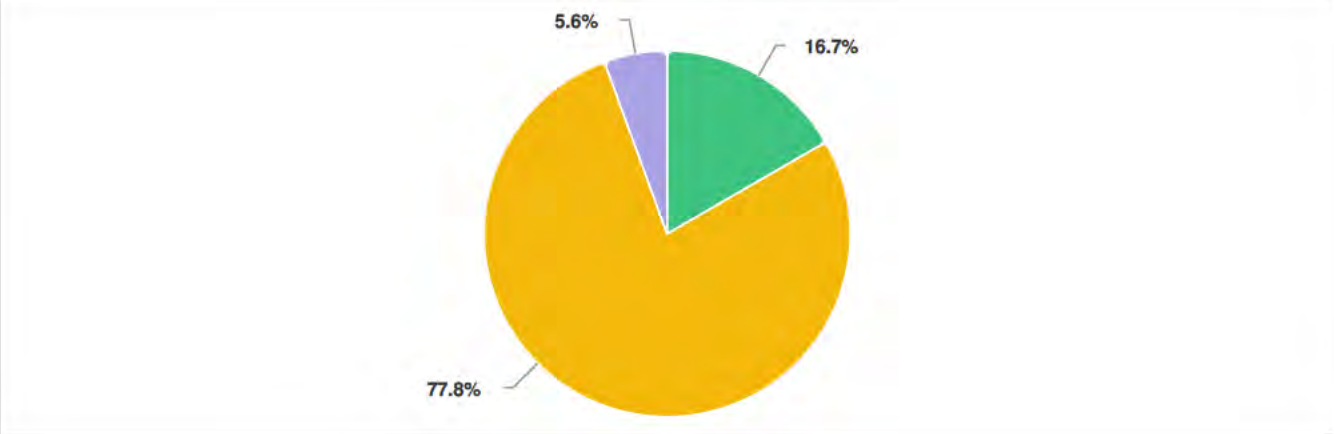
[redacted]
9/09/2026 05:43 PM

[redacted]
9/11/2026 07:28 AM

[redacted]
9/14/2026 09:35 AM

Optional question · 3 responses · 15 skipped
Question type : Essay Question

Q6. How concerned are you with motorist behavior in your neighborhood? (Excludes speed and traffic volumes. Examples of poor motorist behavior include rolling through stop signs, failing to yield and driving aggressively)



Question options	responses	%
Concerned	3	16.7
Not Concerned	14	77.8
Very Concerned	1	5.6

Optional question · 18 responses · 0 skipped
Question type : Radio Button Question

Q7. If concerned or very concerned, please enter the location(s) of concern and why you feel that way.

[redacted]
6/20/2026 09:21 PM

[redacted]
6/22/2026 06:47 AM

Mainly on Merilane, people tend to drive a bit fast along that road. This is concerning with the blind curves. We tend to be extra cautious when walking on that street. I think it's due to the thru traffic from people near the end of Merilane.

[redacted]
6/22/2026 07:00 AM

[redacted]
6/22/2026 02:31 PM

[redacted]
6/22/2026 02:39 PM

[redacted]
6/22/2026 07:23 PM

[redacted]
6/22/2026 09:37 PM

[redacted]
6/23/2026 08:28 AM

[redacted]
6/23/2026 09:12 AM

[redacted]
6/23/2026 03:47 PM

[redacted]
6/25/2026 06:57 PM

[redacted]
7/10/2026 02:49 PM

[redacted]
7/20/2026 03:56 PM

[redacted]
7/27/2026 05:18 PM

Only speed; no other issues.

[redacted]
8/04/2026 06:32 PM

[redacted]
9/09/2026 05:43 PM

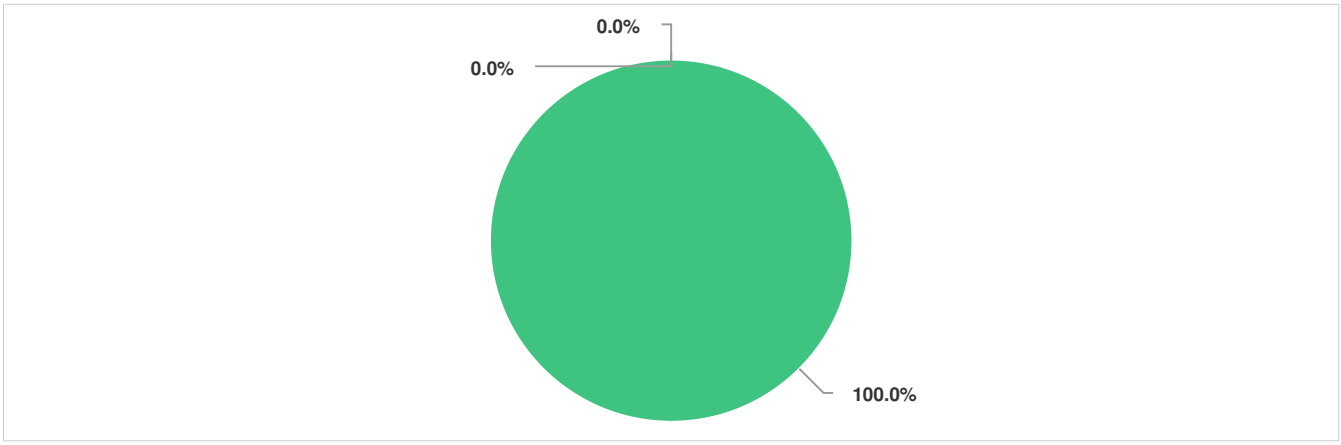
[redacted]
9/11/2026 07:28 AM

Too many construction and service trucks everywhere and parking so blind spots are created and unsafe to walk or drive around.

[redacted]
9/14/2026 09:35 AM

Optional question · 3 responses · 15 skipped
Question type : Essay Question

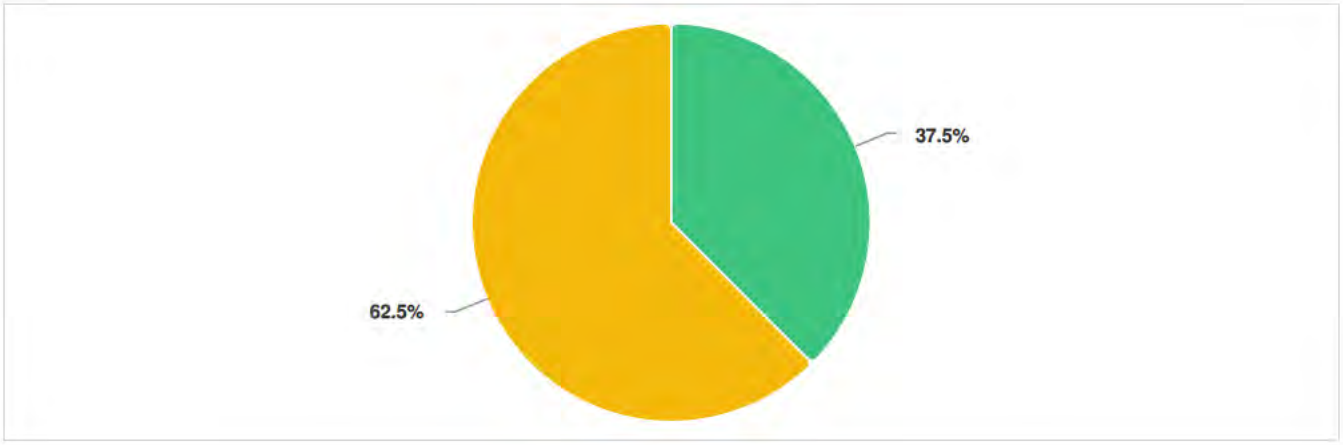
Q8. In general, these behaviors impact you most when you are:



Question options	responses	%
Walking, jogging, or running	12	100.0
Driving	0	0.0
Bicycling	0	0.0

Optional question · 12 responses · 6 skipped
Question type : Radio Button Question

Q9. Do you feel any intersection in your neighborhood is unsafe?



Question options	responses	%
Yes	6	37.5
No	10	62.5

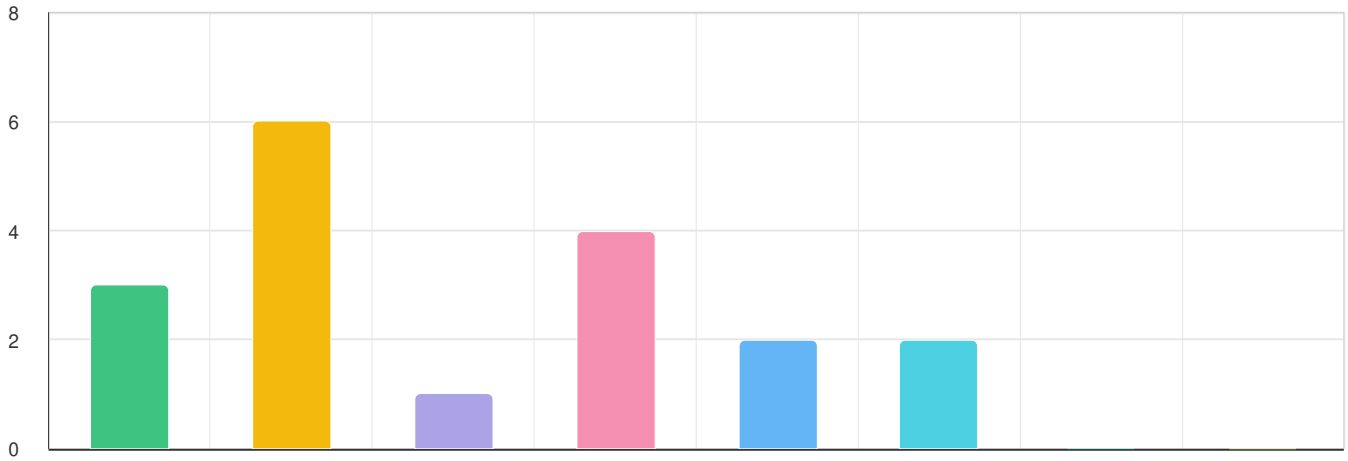
Optional question · 16 responses · 2 skipped
Question type : Radio Button Question

Q10. Which intersection do you feel is unsafe?

[redacted] 6/20/2026 09:21 PM	This is a kinda. When I push my wagon with three kids while walking my dog, I feel less comfortable at the intersections of Merilane and Interlachen blvd and Rolling green Blvd and Interlachen Blvd.
[redacted] 6/22/2026 06:47 AM	The intersections at all three neighborhood exits, i.e. Bywood, RG Parkway, and Merilane. Plantings are too near to the turns and likely against city code. It forces us to creep out further than we'd like to see traffic on Interlachen Blvd.
[redacted] 6/22/2026 07:00 AM	
[redacted] 6/22/2026 02:31 PM	
[redacted] 6/22/2026 02:39 PM	
[redacted] 6/22/2026 07:23 PM	
[redacted] 6/22/2026 09:37 PM	Merilane and Annaway is a blind intersection
[redacted] 6/23/2026 08:28 AM	Only on intersections with Interlachen (Bywood, Merilane, Rolling Green Pkwy)
[redacted] 6/23/2026 09:12 AM	Merilane Ave and Interlachen and Rolling Green Pkwy and Interlachen
[redacted] 6/23/2026 03:47 PM	
[redacted] 6/25/2026 06:57 PM	
[redacted] 7/10/2026 02:49 PM	Pulling out of Merilane onto interlachen is very difficult because of visibility. You can't see the cars coming because of the incline.
[redacted] 7/20/2026 03:56 PM	
[redacted] 7/27/2026 05:18 PM	
[redacted] 8/04/2026 06:32 PM	
[redacted] 9/09/2026 05:43 PM	
[redacted] 9/11/2026 07:28 AM	All areas around the 3 triangles. People go to fast and don't signal intent.
[redacted] 9/14/2026 09:35 AM	Bywood/annaway

Optional question · 8 responses · 10 skipped
Question type : Essay Question

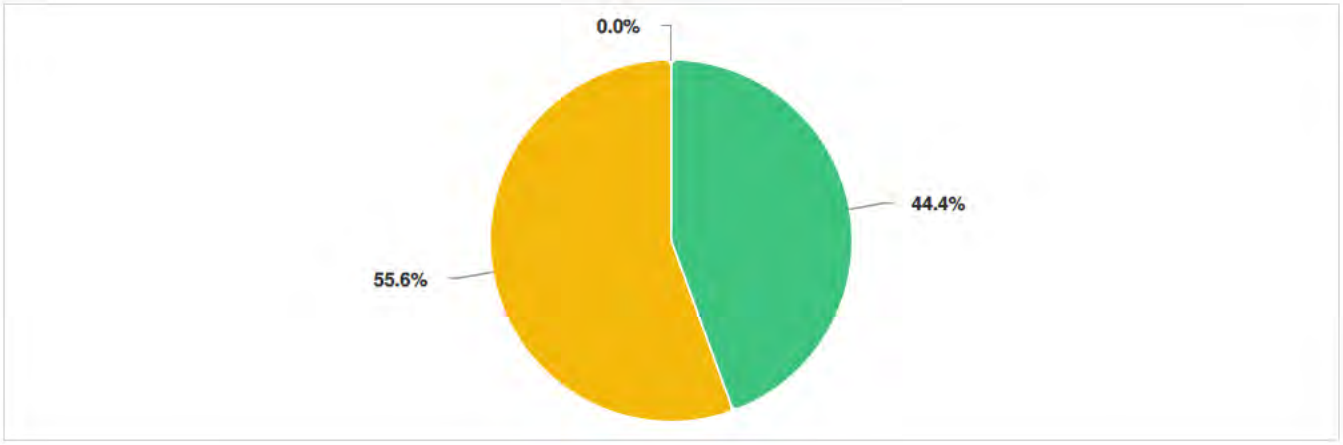
Q11. Which, if any, of the following factors contribute to your feeling that the intersection is unsafe? (select all that apply)



Question options	responses	%
Lack of traffic control (traffic signal, stop sign, yield sign)	3	30.0
Issues with sight lines or clear view	6	60.0
Drivers failing to yield	1	10.0
Drivers turning corner too fast	4	40.0
Insufficient lighting	2	20.0
Other (please specify)	2	20.0
Drivers failing to stop at stop sign	0	0.0
Street(s) too wide	0	0.0

Optional question · 10 responses · 8 skipped
Question type : Checkbox Question

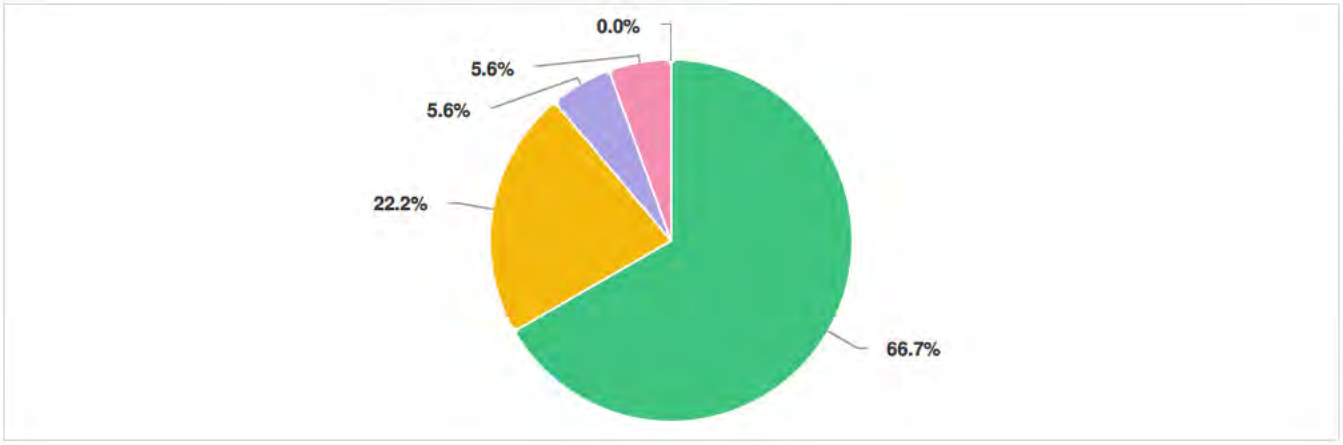
Q12. In general, the intersection feels most unsafe when you are:



Question options	responses	%
Driving	4	44.4
Walking, jogging, or running	5	55.6
Bicycling	0	0.0

Optional question · 9 responses · 9 skipped
Question type : Radio Button Question

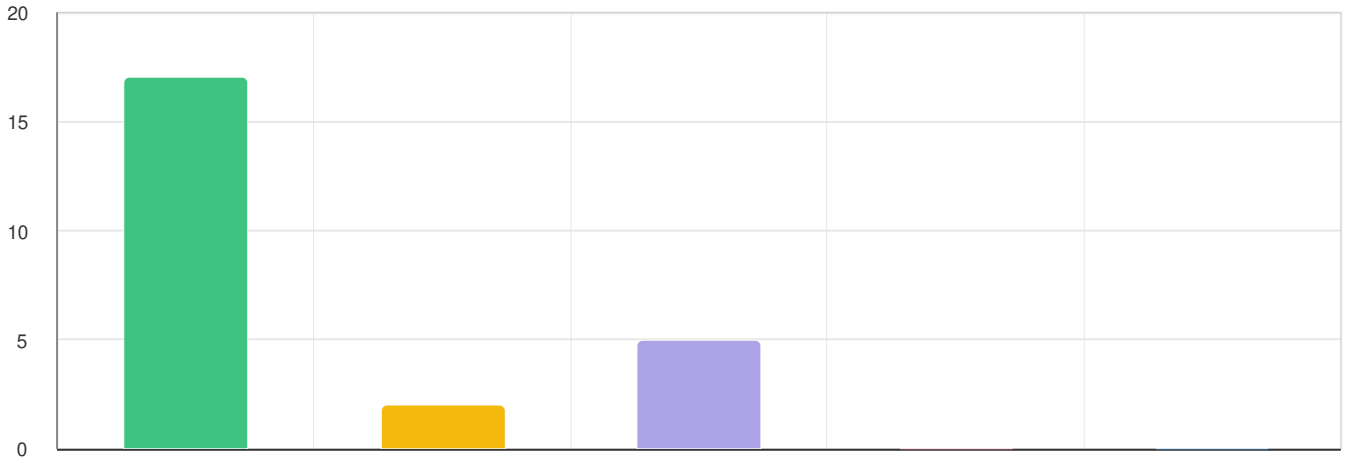
Q13. How frequently do you walk, jog, or run in your neighborhood?



Question options	responses	%
Very frequently (daily or near daily)	12	66.7
Frequently (2-3 times per week)	4	22.2
Occasionally (1-4 times per month)	1	5.6
Rarely (less than once per month)	1	5.6
Never	0	0.0

Optional question · 18 responses · 0 skipped
Question type : Radio Button Question

Q14. If you walk, jog, or run in your neighborhood, what are your primary reasons for doing so? (select all that apply)



Question options	responses	%
Health/exercise	17	94.4
Travel to/from destination (such as store, coffee shop)	2	11.1
Other (please specify)	5	27.8
Commute to/from work	0	0.0
Access transit	0	0.0

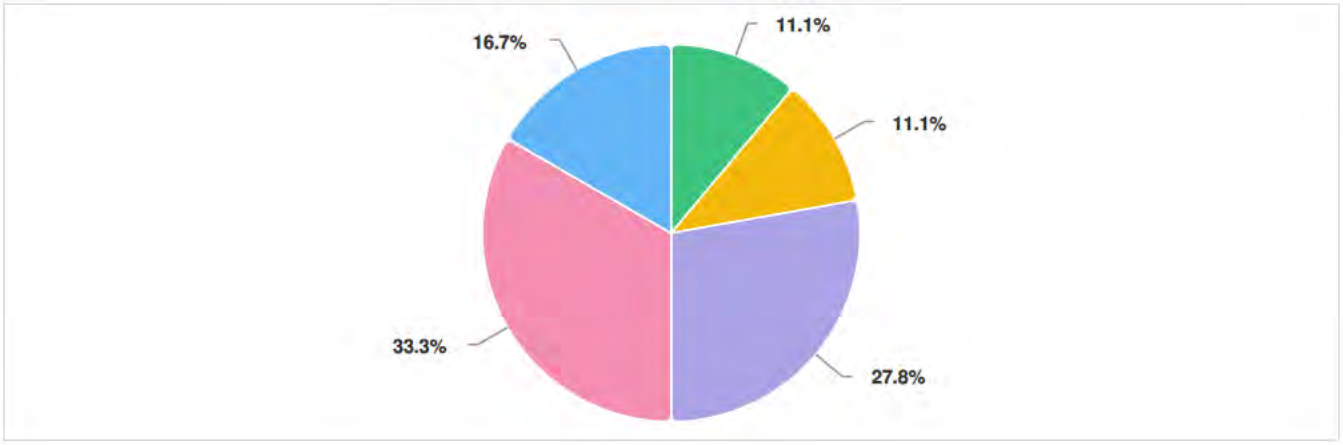
Optional question · 18 responses · 0 skipped
Question type : Checkbox Question

Q15. If you don't walk, jog, or run in your neighborhood as often as you would like, what reconstruction improvement might increase your walking, jogging, or running? Please list all that you can think of.

[redacted] 6/20/2026 09:21 PM	Slower driving.
[redacted] 6/22/2026 06:47 AM	Fine as is, though would be better if cars would go a bit slower on Merilane in particular. No sidewalks needed because it's all dead ends in the neighborhood and no thru traffic.
[redacted] 6/22/2026 07:00 AM	
[redacted] 6/22/2026 02:31 PM	
[redacted] 6/22/2026 02:39 PM	
[redacted] 6/22/2026 07:23 PM	
[redacted] 6/22/2026 09:37 PM	
[redacted] 6/23/2026 08:28 AM	
[redacted] 6/23/2026 09:12 AM	
[redacted] 6/23/2026 03:47 PM	
[redacted] 6/25/2026 06:57 PM	
[redacted] 7/10/2026 02:49 PM	
[redacted] 7/20/2026 03:56 PM	
[redacted] 7/27/2026 05:18 PM	This is a question to try to ask about sidewalks. We do not want sidewalks in the neighborhood. There isn't another place to voice that opinion.
[redacted] 8/04/2026 06:32 PM	
[redacted] 9/09/2026 05:43 PM	Sidewalk
[redacted] 9/11/2026 07:28 AM	
[redacted] 9/14/2026 09:35 AM	

Optional question · 4 responses · 14 skipped
Question type : Essay Question

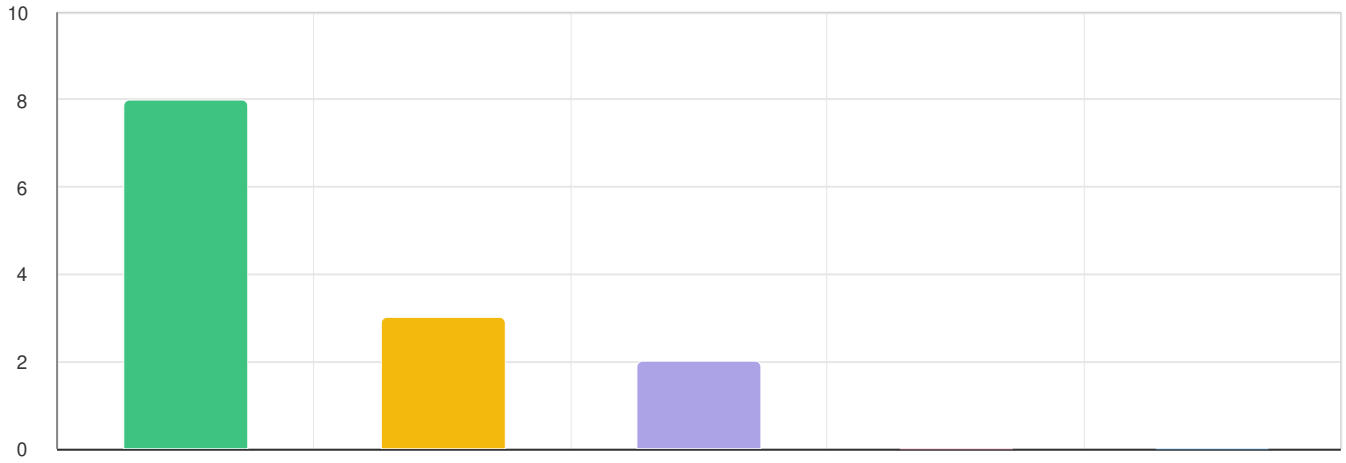
Q16. How frequently do you ride a bicycle in your neighborhood?



Question options	responses	%
Very frequently (daily or near daily)	2	11.1
Frequently (2-3 times per week)	2	11.1
Occasionally (1-4 times per month)	5	27.8
Rarely (less than once per month)	6	33.3
Never	3	16.7

Optional question · 18 responses · 0 skipped
Question type : Radio Button Question

Q17. If you ride a bicycle in your neighborhood, what are your primary reasons for doing so? (select all that apply)



Question options	responses	%
Health/exercise	8	66.7
Travel to/from destination (such as store, coffee shop)	3	25.0
Other (please specify)	2	16.7
Commute to/from work	0	0.0
Access transit	0	0.0

Optional question · 12 responses · 6 skipped
Question type : Checkbox Question

Q18. If you don't ride a bicycle in your neighborhood as often as you would like, what reconstruction improvement might increase your bicycle riding frequency? Please list all that you can think of.

[redacted]
6/20/2026 09:21 PM

[redacted]
6/22/2026 06:47 AM

[redacted]
6/22/2026 07:00 AM

[redacted]
6/22/2026 02:31 PM

[redacted]
6/22/2026 02:39 PM

[redacted]
6/22/2026 07:23 PM

[redacted]
6/22/2026 09:37 PM

[redacted]
6/23/2026 08:28 AM

[redacted]
6/23/2026 09:12 AM

[redacted]
6/23/2026 03:47 PM

[redacted]
6/25/2026 06:57 PM

[redacted]
7/10/2026 02:49 PM

Not applicable

[redacted]
7/20/2026 03:56 PM

Since our neighborhood is off of Interlachen Blvd, leaving the neighborhood would often require riding on Interlachen Blvd which we do not see as a safe road to bike on.

[redacted]
7/27/2026 05:18 PM

See answer above, about sidewalks. Sidewalks are not needed in Rolling Green. Also, we do not want wider roads, if that's what the question in getting at.

[redacted]
8/04/2026 06:32 PM

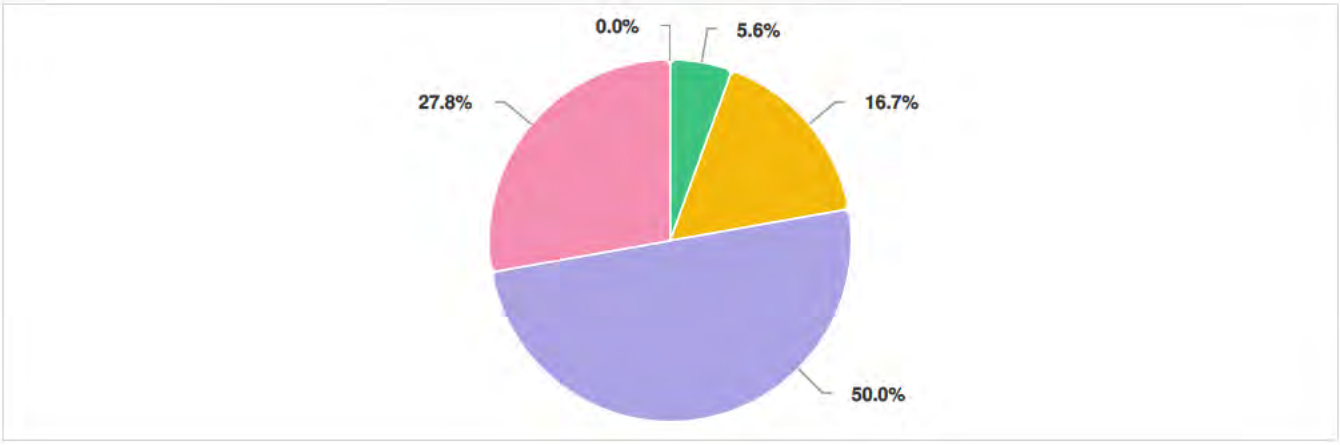
[redacted]
9/09/2026 05:43 PM

[redacted]
9/11/2026 07:28 AM

[redacted]
9/14/2026 09:35 AM

Optional question · 3 responses · 15 skipped
Question type : Essay Question

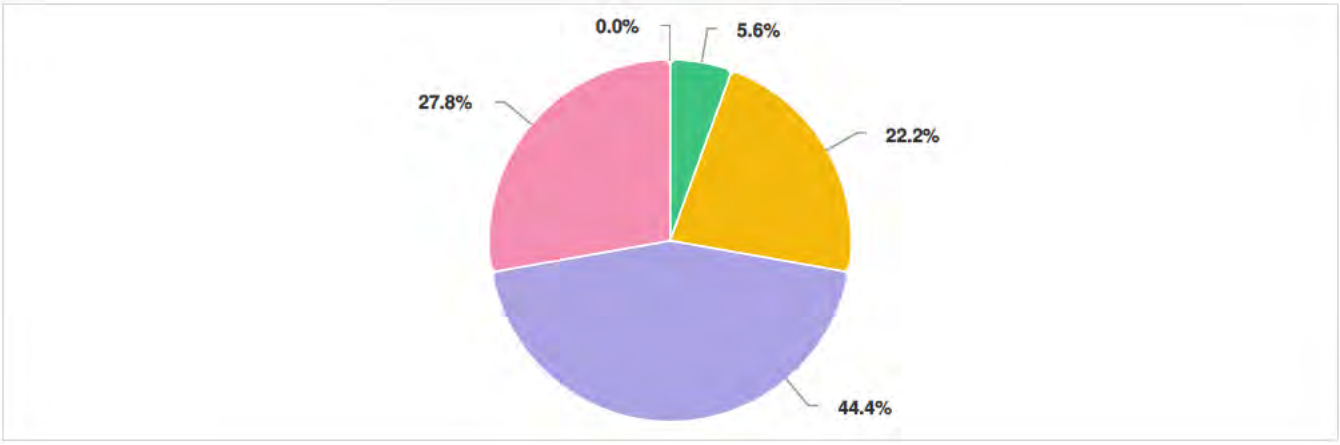
Q19. How frequently do you or a member of your household park on the street?



Question options	responses	%
Frequently (2-3 times per week)	1	5.6
Occasionally (1-4 times per month)	3	16.7
Rarely (less than once per month)	9	50.0
Never	5	27.8
Very frequently (daily or near daily)	0	0.0

Optional question · 18 responses · 0 skipped
Question type : Radio Button Question

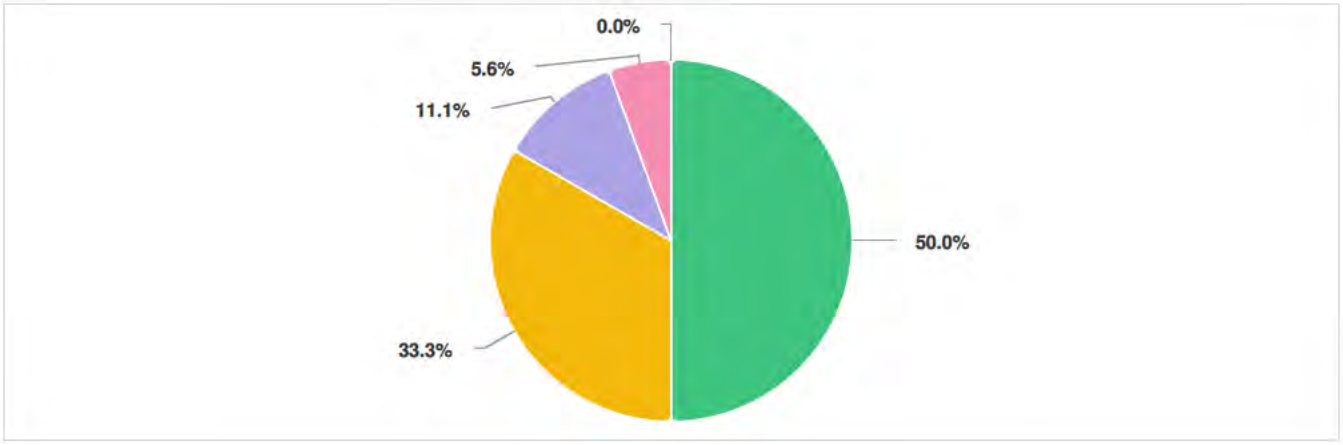
Q20. How frequently do visitors or service providers to your household park on the street?



Question options	responses	%
Very frequently (daily or near daily)	1	5.6
Frequently (2-3 times per week)	4	22.2
Occasionally (1-4 times per month)	8	44.4
Rarely (less than once per month)	5	27.8
Never	0	0.0

Optional question · 18 responses · 0 skipped
Question type : Radio Button Question

Q21. How satisfied are you with the availability of on-street parking in your neighborhood?



Question options	responses	%
Very Satisfied	9	50.0
Satisfied	6	33.3
Neutral	2	11.1
Very dissatisfied	1	5.6
Dissatisfied	0	0.0

Optional question · 18 responses · 0 skipped
Question type : Radio Button Question

Q22. Any additional comments about parking?

[redacted] 6/20/2026 09:21 PM	I appreciate the current signs allowing parking only on one side of RGP. It helps manage the chaos of service providers and help with mail/garbage.
[redacted] 6/22/2026 06:47 AM	
[redacted] 6/22/2026 07:00 AM	I appreciate how the Edina Police enforce parking on only one side of the street near the entrance to Rolling Green Parkway.
[redacted] 6/22/2026 02:31 PM	
[redacted] 6/22/2026 02:39 PM	
[redacted] 6/22/2026 07:23 PM	
[redacted] 6/22/2026 09:37 PM	
[redacted] 6/23/2026 08:28 AM	
[redacted] 6/23/2026 09:12 AM	
[redacted] 6/23/2026 03:47 PM	Services providers often park on the grass areas
[redacted] 6/25/2026 06:57 PM	I would appreciate curbs because people park on my sod and ruin sprinkler heads.
[redacted] 7/10/2026 02:49 PM	
[redacted] 7/20/2026 03:56 PM	
[redacted] 7/27/2026 05:18 PM	
[redacted] 8/04/2026 06:32 PM	
[redacted] 9/09/2026 05:43 PM	
[redacted] 9/11/2026 07:28 AM	Should be signs everywhere to only park on one side of street.
[redacted] 9/14/2026 09:35 AM	I don’t think one sided parking throughout the neighborhood is necessary unless home construction is being done. Could be mandated on a smaller scale not neighborhood wide

Optional question · 6 responses · 12 skipped
Question type : Essay Question

Q23. Please tell us anything else you would like us to know about existing traffic or street conditions in your neighborhood.

[redacted] 6/20/2026 09:21 PM	Thank you for asking our opinion. :)
[redacted] 6/22/2026 06:47 AM	It will be interesting to see how the city addresses curb and gutter. Existing grading of the yards is such that many have limited taper/gradient to the street. A raised curb will require likely lowering the street grade or increasing yard infill to address drainage.
[redacted] 6/22/2026 07:00 AM	I love the neighborhood's pastoral character. I enjoy regularly walking in the neighborhood and seeing my neighbors out walking and feel that sidewalks would destroy the neighborhood's unique longstanding character and greatly diminish the enjoyment of our walks.
[redacted] 6/22/2026 02:31 PM	
[redacted] 6/22/2026 02:39 PM	
[redacted] 6/22/2026 07:23 PM	
[redacted] 6/22/2026 09:37 PM	The end of Merilane is the road surface in the poorest condition in the entire city of Edina. Almost a dirt road at this point.
[redacted] 6/23/2026 08:28 AM	
[redacted] 6/23/2026 09:12 AM	
[redacted] 6/23/2026 03:47 PM	Current road surface (potholes) is terrible.
[redacted] 6/25/2026 06:57 PM	Our roads are horrendous, my kids can't safely ride bikes or scooters because of the pot holes.
[redacted] 7/10/2026 02:49 PM	4700 Merilane
[redacted] 7/20/2026 03:56 PM	
[redacted] 7/27/2026 05:18 PM	One concern about the "standard" width of roads in Edina- there are a lot of driveways with pavers down to the current road width. Making the roads wider will be an detriment to the neighborhood.
[redacted] 8/04/2026 06:32 PM	Would prefer no curbs. The neighborhood does not need them and is safer without them
[redacted] 9/09/2026 05:43 PM	
[redacted] 9/11/2026 07:28 AM	We need the curbs and gutters. Our house is one that leave and refuse back up occurs frequently because the grass goes right into the streets.
[redacted] 9/14/2026 09:35 AM	The new roads and cleanup of vegetation near intersections should help a lot

Q24. What is your address?

[redacted]	4908 Rolling green parkway
6/20/2026 09:21 PM	
[redacted]	4604 Annaway Drive
6/22/2026 06:47 AM	
[redacted]	4812 Rolling Green Parkway
6/22/2026 07:00 AM	
[redacted]	4604 Merilane Ave
6/22/2026 02:31 PM	
[redacted]	4729 Annaway Drive
6/22/2026 02:39 PM	
[redacted]	4904 Rolling Green Parkway
6/22/2026 07:23 PM	
[redacted]	4600 Merilane
6/22/2026 09:37 PM	
[redacted]	4909 bywood st W
6/23/2026 08:28 AM	
[redacted]	17 Merilane AVe
6/23/2026 09:12 AM	
[redacted]	4705 Annaway Drive
6/23/2026 03:47 PM	
[redacted]	4912 Merilane
6/25/2026 06:57 PM	
[redacted]	4700 merilane
7/10/2026 02:49 PM	
[redacted]	4601 Annaway Dr.
7/20/2026 03:56 PM	
[redacted]	4725 Annaway Drive
7/27/2026 05:18 PM	
[redacted]	4811 bywood w
8/04/2026 06:32 PM	
[redacted]	4733 Annaway
9/09/2026 05:43 PM	
[redacted]	4808 Rolling Green
9/11/2026 07:28 AM	
[redacted]	5808 Mait Lane Edina, MN 55436
9/14/2026 09:35 AM	

18 responses · 0 skipped

Question type : Single Line Question

APPENDIX I

Correspondence from Residents

Holly Conwell

From: Chad Millner
Sent: Tuesday, November 17, 2026 1:29 PM
To: 'Kate Hage'; Aaron Ditzler; Conor Green; Natasha Snyder; Timothy Clark
Subject: RE: Thank you

Your welcome.

Chad Millner, Public Works Director / City Engineer
He/Him
952-826-0318 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
cmillner@EdinaMN.gov | EdinaMN.gov

From: Kate Hage [redacted]
Sent: Tuesday, November 17, 2026 1:20 PM
To: Chad Millner <cmillner@EdinaMN.gov>; Aaron Ditzler <ADitzler@EdinaMN.gov>; Conor Green [redacted]; Natasha Snyder [redacted]; Timothy Clark [redacted]
Subject: Thank you

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Chad and Aaron,

Thanks for taking the time to speak today. I appreciate the added virtual meetings, as it has been helpful to continue learning about this process.

Kate

Holly Conwell

From: Aaron Ditzler
Sent: Monday, November 16, 2026 3:26 PM
To: 'David Luther'
Subject: RE: Concerns Regarding Potential Driveway Damage During the Project to Paver and Custom Concrete Driveways.

David,

At a minimum we will meet with you in the spring before construction and talk details. In the meantime, here are some general thoughts.

Historically as part of roadway reconstruction, approximately 5 to 10 feet of the existing driveway may be impacted to accommodate the new roadway and driveway entrance geometry. When a paver driveway is impacted, the general restoration procedure is:

1. Salvage existing pavers within the construction limits on a pallet and until reinstallation occurs
2. Reconstructed the driveway to accommodate the new roadway grade and geometry
3. Reinstall paver driveway following concrete work.
    - Any negligence in protecting pavers, it's the contractor's responsibility to replace at no cost to the City / resident.
4. Adjustments to the original paver layout or pattern may be necessary to accommodate changes in driveway geometry, grades, or the transition to the existing pavers.

As far as the heated driveway, can you answer some questions first? If you have any records or your contractor can shed light on any of these that would be helpful.

1. Do you know the location of the system with accuracy?
    a. Does it go all the way to the road or does it stop short?
2. What kind of system is it?
    a. Electric vs. glycol tubing
3. Is there concrete under the pavers or simply gravel or sand?
4. Are the heating elements in concrete or gravel / sand?

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

From: David Luther [redacted]
Sent: Friday, November 13, 2026 2:33 PM
To: Edina Public Works <PublicWorks@EdinaMN.gov>
Cc: Kate Hage [redacted]; Natasha Snyder [redacted]
Subject: Concerns Regarding Potential Driveway Damage During the Project to Paver and Custom Concrete Driveways.

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Good afternoon, Chad and Aaron,

My name is David Luther, and I reside at 16 Paddock Road.

While I have concerns about several aspects of the proposed project, there is one particular issue that I am not sure has been adequately addressed: the potential impact on homeowners' driveways.

I recently made a significant investment in a custom paver driveway that also incorporates an underground heating system. Naturally, I am very concerned about the possibility of damage to either the pavers or the heating components during construction. I would imagine that homeowners with custom concrete or other specialty driveways may share similar concerns.

I participated in this morning's Teams meeting but chose not to raise the issue during the question-and-answer session, recognizing that it may not be a concern shared by all my neighbors.

I would appreciate some clarification regarding what precautions will be taken to protect existing driveways, particularly those with specialized materials or underground heating systems. Additionally, what assurances will homeowners have that any damage resulting from the project will be repaired or restored to its original condition, at no expense to the homeowner?

I recognize that projects of this nature can be disruptive, but I believe it is important that homeowners have a clear understanding of how their property will be protected before construction begins.

Thank you for your time and consideration. I look forward to your response.

Best regards,

David Luther

David Luther
CEO
Luther/Landers Automotive Groups
3701 Alabama Ave South
Minneapolis, MN 55416
[redacted]
Luther LANDERS
AUTOMOTIVE GROUP

Holly Conwell

From: Angela Martin [redacted]
Sent: Friday, November 13, 2026 5:24 PM
To: Aaron Ditzler
Subject: Re: quick question

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Thank you!

Enjoy the weekend.

Angela

On Nov 13, 2026, at 5:03 PM, Aaron Ditzler <ADitzler@edinamn.gov> wrote:

Angela,

The 2025 postcard was mailed exclusively to the August 2025 occupant of 4700 Merilane, with the label below. There isn't any South Dakota addresses on the mailing list. I don't believe USPS forwards "Current Resident" mail.

<image002.png>

Thank you.

<image001.gif> **Aaron Ditzler, Assistant City Engineer**
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

From: Angela Martin [redacted]
Sent: Friday, November 13, 2026 2:56 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Re: quick question

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please let me clarify my request. I am trying to determine whether the previous home owners received the August 2025 notice only at the 4700 Merilane address or if they also would have received a notice at their new home, in South Dakota.

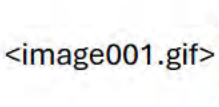
And based on your mailing list, I suspect the city mails only to the home address, is that right?

Thank you Aaron,

Angela

On Nov 13, 2026, at 2:31 PM, Aaron Ditzler <ADitzler@edinamn.gov> wrote:

See attached mailing list Angela.



Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

From: Angela Martin [redacted]>
Sent: Friday, November 13, 2026 6:24 AM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Re: quick question

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Thank you, Aaron.

Was the August 6, 2025 postcard mailed to the property address, to the owner's mailing address on the county tax records, or **both**?

If you have the mailing list or a record showing the address used for 4700 Merilane, I'd appreciate a copy.

Thank you,

Angela

On Fri, Nov 13, 2026 at 2:27 AM Aaron Ditzler <ADitzler@edinamn.gov> wrote:

> Angela,
>
> August 6, 2025.

Thank you.

Aaron Ditzler, Assistant City Engineer

<image001.gif>

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

7450 Metro Blvd. | Edina, MN 55439

ADitzler@EdinaMN.gov | EdinaMN.gov

From: Angela Martin [redacted]
Sent: Thursday, November 12, 2026 10:34 AM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Re: quick question

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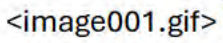
Excellent, thank you. What date was the 2025 notice mailed out?

Angela

On Thu, Nov 12, 2026 at 10:10 AM Aaron Ditzler <ADitzler@edinamn.gov> wrote:

> Angela,
>
> The first 2026 mailing was the kickoff questionnaire postcard. The previous one was in 2025 prior to your move to the neighborhood.
>
> Thank you.

Aaron Ditzler, Assistant City Engineer



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

7450 Metro Blvd. | Edina, MN 55439

ADitzler@EdinaMN.gov | EdinaMN.gov

From: Angela Martin [redacted]
Sent: Wednesday, November 11, 2026 1:16 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: quick question

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Aaron,

On what dates did the City first notify owners of 4700 Merilane Avenue about the Rolling Green reconstruction project, and can you send copies of those notices? The first date I am aware of is the September 9th, 2026 meeting but I'm sure the first notice about the project were many months before that. We just moved in this summer.

Thank you,

Angela

4700 Merilane

Edina MN 55436

<2027 Combined Mailing List 20250806.xlsx>

Holly Conwell

From: Aaron Ditzler
Sent: Friday, November 13, 2026 5:03 PM
To: 'Angela Martin'
Subject: RE: quick question

Angela,

The 2025 postcard was mailed exclusively to the August 2025 occupant of 4700 Merilane, with the label below. There isn't any South Dakota addresses on the mailing list. I don't believe USPS forwards "Current Resident" mail.

	A	B	C	D	E	F
1	Current resident	Address	Sub id1	Ctu nar	State co	Zip
38	CURRENT RESIDENT	4700 MERILANE		EDINA	MN	55436

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

From: Angela Martin [redacted]
Sent: Friday, November 13, 2026 2:56 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Re: quick question

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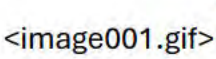
Please let me clarify my request. I am trying to determine whether the previous home owners received the August 2025 notice only at the 4700 Merilane address or if they also would have received a notice at their new home, in South Dakota.

And based on your mailing list, I suspect the city mails only to the home address, is that right?

Thank you Aaron,

Angela

> On Nov 13, 2026, at 2:31 PM, Aaron Ditzler <ADitzler@edinamn.gov> wrote:
>
> See attached mailing list Angela.



Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

From: Angela Martin [redacted]>
Sent: Friday, November 13, 2026 6:24 AM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Re: quick question

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Thank you, Aaron.

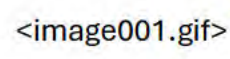
Was the August 6, 2025 postcard mailed to the property address, to the owner's mailing address on the county tax records, or **both**?

If you have the mailing list or a record showing the address used for 4700 Merilane, I'd appreciate a copy.

Thank you,

Angela

On Fri, Nov 13, 2026 at 2:27 AM Aaron Ditzler <ADitzler@edinamn.gov> wrote:

> Angela,
>
> August 6, 2025.
>
> Thank you.
>
> **Aaron Ditzler, Assistant City Engineer**
>
> 
>
> 952-826-0443 | Fax 952-826-0392
>
> 7450 Metro Blvd. | Edina, MN 55439
>
> ADitzler@EdinaMN.gov | EdinaMN.gov
>
> ---
>
> **From:** Angela Martin [redacted]>
> **Sent:** Thursday, November 12, 2026 10:34 AM

To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Re: quick question

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Excellent, thank you. What date was the 2025 notice mailed out?

Angela

On Thu, Nov 12, 2026 at 10:10 AM Aaron Ditzler <ADitzler@edinamn.gov> wrote:

> Angela,
>
> The first 2026 mailing was the kickoff questionnaire postcard. The previous one was in 2025 prior to your move to the neighborhood.
>
> Thank you.
>
>
> <image001.gif>
>
> **Aaron Ditzler, Assistant City Engineer**
>
> 952-826-0443 | Fax 952-826-0392
>
> 7450 Metro Blvd. | Edina, MN 55439
>
> ADitzler@EdinaMN.gov | EdinaMN.gov
>
>
> ---
>
> **From:** Angela Martin [redacted]>
> **Sent:** Wednesday, November 11, 2026 1:16 PM
> **To:** Aaron Ditzler <ADitzler@EdinaMN.gov>
> **Subject:** quick question

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Aaron,

On what dates did the City first notify owners of 4700 Merilane Avenue about the Rolling Green reconstruction project, and can you send copies of those notices? The first date I am aware of is the September 9th, 2026 meeting but I'm sure the first notice about the project were many months before that. We just moved in this summer.

Thank you,

Angela

4700 Merilane

Edina MN 55436

<2027 Combined Mailing List 20250806.xlsx>

Holly Conwell

From: Aaron Ditzler
Sent: Friday, November 13, 2026 4:45 PM
To: 'Natasha Snyder'
Subject: RE: RG Roadway Better Together online questions?

Natasha,

See below for screen capture.

https://www.bettertogetheredina.org/rolling-green-neighborhood-roadway-reconstruction

Thank you.

HOME / Rolling Green Neighborhood Roadway Reconstruction

Latest News

November 9, 2026

Virtual Community Meetings / Q&A - Nov. 13 & 17

See Virtual Community Meetings info

Read on... >

September 30, 2026

Informational Video Presentation

Informational Video Presentation from 9/9/2026

Read on... >

September 10, 2026

Informational Presentation Slides-9/9/2026

Thank you for those that attended the Sept. 9 informational meeting. Please read on for links to the meeting material.

Read on... >

Show more news

Project Summary | Sign Up for Updates | Ask a Question | Survey

Open

Ask a Question

Staff and Consultants will do our best to answer any questions you may have about project process, progress, and features

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

From: Natasha Snyder [redacted]
Sent: Friday, November 13, 2026 8:16 AM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: RG Roadway Better Together online questions?

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning, Aaron,

Happy Friday!

Some neighbors mentioned they submitted questions through the Better Together website, but when I check that section, I see nothing. Where may I find those questions and answers?

Thanks,
Natasha

Natasha Snyder
[redacted]

Holly Conwell

From: Aaron Ditzler
Sent: Friday, November 13, 2026 2:24 AM
To: Angela Martin
Subject: RE: New contribution received

Angela,

See below in red.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

From: Angela Martin [redacted]>
Sent: Thursday, November 12, 2026 10:28 AM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Re: New contribution received

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Aaron,

The concern is that RG is quite an isolated neighborhood and the engineering plan is to have the whole neighborhood under construction at once as well as Interlachen going at the same time, from what I can tell. The entire neighborhood won't be under construction at the same time. Construction will have multiple phases over the spring, summer and fall . Phasing to be determined by the contractor in the spring. So what is the daily living and parking impact in RG?

Key questions include:

Where are we supposed to park when this project is going on? Your garage / driveway primarily.

CONSTRUCTION ITEMS:

- Driveway Accessibility – You will generally have access in and out of your driveway each morning and evening, and potentially throughout the day. Exceptions include:
  - Excavations in front of your driveway. The contractor will knock on your door notifying you of the work and give you time to park your car on the street, so you aren't blocked in.
  - Concrete curb and driveway apron replacement.
  - Door notices are typically provided when you're going to be without driveway access for more than a day.

How many days will we need to park at that location (range perhaps)? As reference above, during daytime working hours on occasion. During concrete work up to 7 days.

How many miles/feet would a resident have to walk to get from the parking location to their home? (Best case and worst case) Merilane would have to park on Mait Ln or Annaway Dr for example. Once working hours are over, vehicles can park in front of driveways while the concrete is gaining strength.

We have elderly people who live here and can't walk far. They need to have details so they can prepare a plan. We also have physicians who live here that drive rechargeable vehicles who go to work each day to save other people's lives. We need to know the impact and plan for it. Have them reach out to us in the spring to discuss.

Thank you,

Angela

On Thu, Nov 12, 2026 at 10:21 AM Aaron Ditzler <ADitzler@edinamn.gov> wrote:

> Angela,
>
> Is your question asking if you can park on the street during construction? If so, the answer if you cannot during contractor working hours. Here is a link for additional frequently asked questions for reference.
>
> https://www.bettertogetheredina.org/download_file/748/1019
>
> Thank you.
>
> **Aaron Ditzler, Assistant City Engineer**
>
> 952-826-0443 | Fax 952-826-0392
>
> 7450 Metro Blvd. | Edina, MN 55439
>
> ADitzler@EdinaMN.gov | EdinaMN.gov
>
> **From:** Better Together Edina <noreply@socialpinpoint.com>
> **Sent:** Wednesday, November 11, 2026 2:18 PM
> **To:** Aaron Ditzler <ADitzler@EdinaMN.gov>
> **Subject:** New contribution received

Holly Conwell

From: Angela Martin [redacted] >
Sent: Thursday, November 12, 2026 10:34 AM
To: Aaron Ditzler
Subject: Re: quick question

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Excellent, thank you. What date was the 2025 notice mailed out?

Angela

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> Angela,
>
> The first 2026 mailing was the kickoff questionnaire postcard. The previous one was in 2025 prior to your move to the neighborhood.
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> 952-826-0443 | Fax 952-826-0392
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> 7450 Metro Blvd. | Edina, MN 55439
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> ADitzler@EdinaMN.gov | EdinaMN.gov

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Sent: Wednesday, November 11, 2026 1:16 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: quick question

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Aaron,

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Thank you,

Angela

4700 Merilane

Edina MN 55436

Holly Conwell

From: Angela Martin [redacted]
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To: Aaron Ditzler
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Aaron,

The concern is that RG is quite an isolated neighborhood and the engineering plan is to have the whole neighborhood under construction at once as well as Interlachen going at the same time, from what I can tell. So what is the daily living and parking impact in RG?

Key questions include:

Where are we supposed to park when this project is going on?

How many days will we need to park at that location (range perhaps)?

How many miles/feet would a resident have to walk to get from the parking location to their home? (Best case and worst case)

We have elderly people who live here and can't walk far. They need to have details so they can prepare a plan. We also have physicians who live here that drive rechargeable vehicles who go to work each day to save other people's lives. We need to know the impact and plan for it.

Thank you,

Angela

On Thu, Nov 12, 2026 at 10:21 AM Aaron Ditzler <ADitzler@edinamn.gov> wrote:

> Angela,
>
> Is your question asking if you can park on the street during construction? If so, the answer if you cannot during contractor working hours. Here is a link for additional frequently asked questions for reference.
>
> https://www.bettertogetheredina.org/download_file/748/1019

Thank you.

Aaron Ditzler, Assistant City Engineer

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

7450 Metro Blvd. | Edina, MN 55439

ADitzler@EdinaMN.gov | EdinaMN.gov

From: Better Together Edina <noreply@socialpinpoint.com>
Sent: Wednesday, November 11, 2026 2:18 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: New contribution received

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Better Together EDINA | The CITY of EDINA

New contribution received

A new contribution has been made via the Q&A activity on **Better Together Edina**:

Page Name: Rolling Green Neighborhood Roadway Reconstruction

Username: angelabmartin

Details: parking during the project

See all the results for this activity in the Dashboard

This is not SPAM. You are receiving this message because you have submitted feedback or signed up to Better Together Edina.

Holly Conwell

From: Aaron Ditzler
Sent: Thursday, November 12, 2026 10:21 AM
To: [redacted]
Subject: RE: New contribution received

Angela,

Is your question asking if you can park on the street during construction? If so, the answer if you cannot during contractor working hours. Here is a link for additional frequently asked questions for reference.

https://www.bettertogetheredina.org/download_file/748/1019

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

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Sent: Wednesday, November 11, 2026 2:18 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: New contribution received

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Better Together EDINA | The CITY of EDINA

New contribution received

A new contribution has been made via the Q&A activity on **Better Together Edina**:

Page Name: Rolling Green Neighborhood Roadway Reconstruction

Username: angelabmartin

Details: parking during the project

See all the results for this activity in the Dashboard

This is not SPAM. You are receiving this message because you have submitted feedback or signed up to Better Together Edina.

Holly Conwell

From: Aaron Ditzler
Sent: Thursday, November 12, 2026 10:19 AM
To: [redacted]
Subject: Rolling Green - Questionnaire Summary
Attachments: Summary Survey Results from BTE Redacted.pdf

Angela,

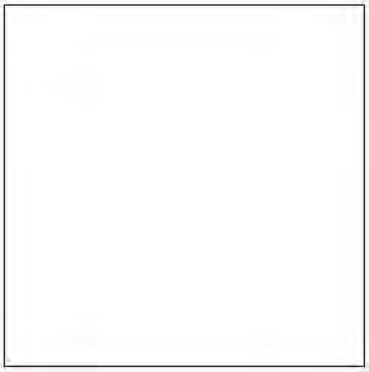
See attached survey questionnaire response summary.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

From: Better Together Edina <noreply@socialpinpoint.com>
Sent: Wednesday, November 11, 2026 1:55 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: New contribution received

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.



New contribution received

A new contribution has been made via the Q&A activity on **Better Together Edina**:

Page Name: Rolling Green Neighborhood Roadway Reconstruction

Username: angelabmartin

Details: Requesting a copy of the surveys

See all the results for this activity in the Dashboard

This is not SPAM. You are receiving this message because you have submitted feedback or signed up to Better Together Edina.

Holly Conwell

From: Kate Hage [redacted] >
Sent: Thursday, November 12, 2026 10:07 AM
To: James Pierce
Cc: Scott H. Neal; Chad Millner
Subject: Re: Tree Preservation Petition and Rolling Green Road Construction Project Questions for This Evening

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks, James. Just to clarify, Scott and Chad were not on the original email I sent on November 4.

Best,
Kate

On Thursday, November 12, 2026, James Pierce <JPierce@edinamn.gov> wrote:

Just making sure you both got this email from Kate Hage.

JP

_____
James Pierce
Edit City Council

Email: JPierce@edinamn.gov
[redacted]

From: Kate Hage [redacted]
Date: Wednesday, November 11, 2026 at 4:42 PM
To: Kate Hage [redacted]>; Julie Risser <jrisser@EdinaMN.gov>; James Hovland <JHovland@EdinaMN.gov>; James Pierce <JPierce@EdinaMN.gov>; Carolyn Jackson <CJackson@EdinaMN.gov>; Kate Agnew <kagnew@EdinaMN.gov>
Cc: [redacted] Mike and Stacy Moeller [redacted]
Subject: Re: Tree Preservation Petition and Rolling Green Road Construction Project Questions for This Evening

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon, All -

I had one neighbor email me today to say that she disagrees with my efforts and she wants to make sure that I do not represent that I am speaking for the entire neighborhood, just the 75% of households that have signed the petition. Please use this email as a recognition that our questions we asked last Wednesday were for the majority of the neighborhood that support the trees, but not every single resident in the neighborhood. I want to be respectful of differing opinions while accurately representing the significant neighborhood support for protecting our mature trees.

Thank you,
Kate

On Wed, Nov 4, 2026 at 3:02 PM Kate Hage [redacted] wrote:

Hello Council Members,

As a neighborhood, we have established 4 questions we would like City Council to ask Engineering tonight. Out of respect to your inboxes, we are sending only this email, but please note that it represents the majority of the neighborhood.

I am also attaching the Petition that we will be sharing with the City. It respectfully asks that the City prioritize the preservation of the Rolling Green Trees. To date, 75% of Rolling Green households have signed it. There are still some elderly residents that will be signing the petition. I will be submitting the petition and the signatures to the City of Edina per the petition guidelines. Our goal is to preserve the natural and aesthetic character of our neighborhood.

Here are the questions for you and Engineering for this evening. Please understand that we are not looking for reassurance that “200 trees won't die.” Rather, we want to understand the City's and Engineering's specific commitments to preserving Rolling Green's historic mature trees, including physically protecting their root systems within the 45-foot-wide construction disturbance zone identified in Engineering's September 9 presentation materials.

1. **Construction Disturbance and Alternatives:** Consistent with Edina’s Living Streets Plan and Comprehensive Plan (please see attached document), how has Engineering applied the guiding principle of "context sensitivity" and evaluated less invasive alternatives? What work will occur within the additional 10' disturbance zone on each side of the proposed 25' roadway? Trees and critical root zones are extremely prevalent in this 10' area on either side of the road. Is this disturbance necessary along the entire roadway, and how will mature trees, root systems, and surrounding property be protected from compaction and disturbance?
2. **Private Property and Financial Responsibility:** How will the City address damage to trees, heated driveways, pavers, retaining walls, landscaping, monuments, and other private improvements? Who will be financially responsible for expensive restoration or replacement: the City or individual property owners?
3. **Environmental Impacts:** Has Engineering engaged the Minnesota DNR and Minnehaha Creek Watershed District and evaluated potential impacts on federally protected species and their habitats?
4. **Amendments and Council Approval:** Before the Council votes, will residents and Council members receive written assessments of potential impacts, have an opportunity to evaluate alternatives, and will Council and Engineering consider conditions or amendments to project approval?

Please let me know if you have any clarifications or questions. I will also print these questions out and bring them to the meeting. Our neighborhood will be wearing Green.

See you tonight.

Thank you,

Kate

Holly Conwell

From: Chad Millner
Sent: Thursday, November 12, 2026 9:23 AM
To: [redacted]
Cc: Sharon Allison; Aaron Ditzler
Subject: FW: Online Form Submission #61168 for Public Data Request - Minnesota Government Data Practices Act

Kate,

Thanks for the request. We have not identified the specific trees. This was a general comment based on past construction experience and a tabletop review.

Chad

Chad Millner, Public Works Director / City Engineer
He/Him
952-826-0318 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
cmillner@EdinaMN.gov | EdinaMN.gov

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Friday, November 6, 2026 6:52 AM
To: Records Request <RecordsRequest@EdinaMN.gov>; Scott H. Neal <sneal@EdinaMN.gov>; Ari Lenz <ALenz@EdinaMN.gov>
Subject: Online Form Submission #61168 for Public Data Request - Minnesota Government Data Practices Act

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Public Data Request - Minnesota Government Data Practices Act

New in 2025

Actual costs will be charged for employees' time for searching and retrieving data. You will be notified if there is a charge for your data request.

See the Public Records Request page (opens in new tab/window) for more information and current rates.

Your Information

You do not have to provide contact information. However, to communicate with you about your request, we will need a way to contact you.

Last Name	Hage
First Name	Kate
Phone Number	[redacted]

Address	2 Merilane
City	Edina
State	MN
Zip Code	55436
Email Address	[redacted]
Information Requested (Be as specific as possible):	During the November 4, 2026, City Council meeting, City Engineer Chad Millner stated that he had identified at least 15 trees for removal as part of the proposed 2027 Rolling Green Road Reconstruction Project. During a telephone conversation with Mr. Millner on November 4, he also confirmed that he had identified 15 trees. When I asked him to identify the specific trees, he declined to disclose that information. I am formally requesting that the City identify the specific trees Mr. Millner referenced, including their locations and any available maps, assessments, or documentation identifying them. Because the City Engineer has publicly stated that these trees have already been identified during the November 4 City Council meeting, I am requesting disclosure of the information supporting that statement, pursuant to the Minnesota Government Data Practices Act, Minn. Stat.13.03. Thank you.

Questions?

Contact City Clerk Sharon Allison at 952-826-0408.

Email not displaying correctly? View it in your browser.

Holly Conwell

From: Chad Millner
Sent: Tuesday, November 10, 2026 7:18 AM
To: 'Kate Hage'
Subject: RE: Petition

Understood.

Chad Millner, Public Works Director / City Engineer
He/Him
952-826-0318 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
cmillner@EdinaMN.gov | EdinaMN.gov

From: Kate Hage [redacted]>
Sent: Monday, November 9, 2026 2:42 PM
To: Chad Millner <cmillner@EdinaMN.gov>
Subject: Re: Petition

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Chad,

We are still waiting to get some neighbor signatures, so please do not submit for the next meeting. I will plan on submitting it next week in anticipation for the December 1 meeting.

Thank you,

Kate

On Thu, Nov 5, 2026 at 6:55 AM Chad Millner <cmillner@edinamn.gov> wrote:

> I'll wait until it is complete to formally have council accept. We usually need items for council meetings a week in advance. If you want this accepted on the Nov. 17 or Dec. 1 meeting, I'll need it a week before.
>
> Thanks
>
> **Chad Millner, Public Works Director / City Engineer**
> He/Him

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

7450 Metro Blvd. | Edina, MN 55439

cmillner@EdinaMN.gov | EdinaMN.gov

From: Kate Hage [redacted]
Sent: Thursday, November 5, 2026 6:19 AM
To: Chad Millner <cmillner@EdinaMN.gov>
Subject: Re: Petition

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Chad,

Following up to my note last night. Here is the petition with the phone numbers removed. There are some elderly residents that would like to sign it, which will take a few days. I will resend it to you once I have their signatures. Please wait for formal submission until I have verified I have everyone's signature.

In the meantime, please use this one.

Let me know if you need anything else.

Thank you,

Kate

On Wed, Nov 4, 2026 at 10:37 PM Kate Hage [redacted] wrote:

Hi Chad,

Thanks for your note. Correct, people do not want private information forever documented. We had it on the petition because on the City of Edina website it says that phone numbers are required for petitions related to engineering. The petition is not complete because there are still more neighbors who would like to sign it. I will get their signatures and submit it without the phone numbers.

Thanks so much.

Kate

On Wed, Nov 4, 2026 at 8:46 PM Chad Millner <cmillner@edinamn.gov> wrote:

> Councilmember Pierce forwarded your email with the petition. Our process for a petition is to add it to a council agenda. Council accepts and forwards to the appropriate department to respond to. I assume most of the people don't want their phone number on a council agenda and forever documented in the minutes or permanent records. Would you like to resubmit without phone numbers?
>
> Thanks
>
> **Chad Millner, Public Works Director / City Engineer**
>
> He/Him
>
> 952-826-0318 | Fax 952-826-0392
>
> 7450 Metro Blvd. | Edina, MN 55439
>
> cmillner@EdinaMN.gov | EdinaMN.gov

Holly Conwell

From: Natasha Snyder [redacted]
Sent: Monday, November 9, 2026 8:34 AM
To: Chad Millner
Cc: [redacted]; Aaron Ditzler
Subject: Re: RG Project Virtual Mtg

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Great! Thank you Chad. I will send the Better Together link again.

Natasha Snyder
[redacted]

On Monday, November 9, 2026, 8:32 AM, Chad Millner <cmillner@EdinaMN.gov> wrote:

> Thanks for the note. The links will be posted to this website today. Please try to drive people to that website.
>
> https://www.bettertogetheredina.org/rolling-green-neighborhood-roadway-reconstruction
>
> These are the links.
>
> 10-11 am November 13 meeting: EdinaMN.gov/RollingGreenNov13
>
> 12-1 pm November 17 meeting: EdinaMN.gov/RollingGreenNov17
>
> Thanks,
>
> Chad

Chad Millner, Public Works Director / City Engineer
He/Him

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

7450 Metro Blvd. | Edina, MN 55439

cmillner@EdinaMN.gov | EdinaMN.gov

From: Natasha Snyder [redacted]>
Sent: Monday, November 9, 2026 7:46 AM
To: Edina Public Works <PublicWorks@EdinaMN.gov>
Cc: Kate Hage [redacted]; Mike and Stacy Moeller [redacted]>
Subject: RG Project Virtual Mtg

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning, Chad,

I hope you had a nice weekend.

Thank you for the presentation at the City Council meeting last Wednesday. It was very informative.

You mentioned hosting two virtual meetings to answer any further questions - Nov 13th and Nov 17th. When you have a chance would you please send me the details and I will distribute them to the neighborhood.

Thank you,

Natasha

Natasha Snyder

[redacted]

Holly Conwell

From: Chad Millner
Sent: Monday, November 9, 2026 8:32 AM
To: [redacted]
Cc: [redacted]; Aaron Ditzler
Subject: RG Project Virtual Mtg

Thanks for the note. The links will be posted to this website today. Please try to drive people to that website.

https://www.bettertogetheredina.org/rolling-green-neighborhood-roadway-reconstruction

These are the links.

10-11 am November 13 meeting: EdinaMN.gov/RollingGreenNov13
12-1 pm November 17 meeting: EdinaMN.gov/RollingGreenNov17

Thanks,
Chad

Chad Millner, Public Works Director / City Engineer
He/Him
952-826-0318 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
cmillner@EdinaMN.gov | EdinaMN.gov

From: Natasha Snyder [redacted]>
Sent: Monday, November 9, 2026 7:46 AM
To: Edina Public Works <PublicWorks@EdinaMN.gov>
Cc: Kate Hage [redacted]; Mike and Stacy Moeller [redacted]
Subject: RG Project Virtual Mtg

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Thank you,
Natasha

Natasha Snyder

Holly Conwell

From: Chad Millner
Sent: Friday, November 6, 2026 11:56 AM
To: [redacted]
Cc: Aaron Ditzler; Holly Conwell; Jessica Kemp; Bree Yanagisawa
Subject: FW: Dates for office hours and public hearing

Anne,

Thanks for the questions. The two virtual office hours will be on Nov. 13 from 10 to 11 am and Nov. 17 from 12 to 1 pm. Links are being created now and will be posted here.

https://www.bettertogetheredina.org/rolling-green-neighborhood-roadway-reconstruction

Council scheduled the public hearing for Monday, Dec. 7 at 6 pm at City Hall. A formal mailed notice will be coming to everyone that would be assessed as part of the project.

Thanks,
Chad

Chad Millner, Public Works Director / City Engineer
He/Him
952-826-0318 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
cmillner@EdinaMN.gov | EdinaMN.gov

-----Original Message-----
From: Anne Stukas [redacted]
Sent: Friday, November 6, 2026 9:05 AM
To: Edina Public Works <PublicWorks@EdinaMN.gov>
Subject: Dates for office hours and public hearing

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

At the city counsel meeting on 11/4, the Rolling Green office hours were announced and the mayor proposed a public hearing. Can you please confirm dates and locations. I believe office hours were referenced as virtual so we'll need a login?

Thanks,
Anne Stukas
4877 Rolling Green Parkway

Holly Conwell

From: James Pierce
Sent: Wednesday, November 4, 2026 3:11 PM
To: Scott H. Neal; Chad Millner
Subject: Fwd: Tree Preservation Petition and Rolling Green Road Construction Project Questions for This Evening
Attachments: Rolling Green Petition to Protect Rolling Green's Irreplaceable Mature Trees.pdf; Rolling Green Road Reconstruction and the Edina Living Streets Plan.pdf; Barred Owl in Oak Canopy on Merilane - Myles Hill Photo.jpeg; Mature Versus Replacement Oak.pdf

Making sure you got this.

JP

James Pierce
Council Member
Mobile: [redacted]
Email: JPierce@edinamn.gov

Begin forwarded message:

From: Kate Hage [redacted]
Date: November 4, 2026 at 3:03:42 PM CST
To: Kate Hage [redacted]
Cc: [redacted] Mike and Stacy Moeller [redacted]
Subject: Tree Preservation Petition and Rolling Green Road Construction Project Questions for This Evening

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Council Members,

As a neighborhood, we have established 4 questions we would like City Council to ask Engineering tonight. Out of respect to your inboxes, we are sending only this email, but please note that it represents the majority of the neighborhood.

I am also attaching the Petition that we will be sharing with the City. It respectfully asks that the City prioritize the preservation of the Rolling Green Trees. To date, 75% of Rolling Green households have signed it. There are still some elderly residents that will be signing the petition. I will be submitting the petition and the signatures to the City of Edina per the petition guidelines. Our goal is to preserve the natural and aesthetic character of our neighborhood.

Here are the questions for you and Engineering for this evening. Please understand that we are not looking for reassurance that “200 trees won't die.” Rather, we want to understand the City's and Engineering's specific commitments to preserving Rolling Green's historic mature trees, including physically protecting their root systems within the 45-foot-wide construction disturbance zone identified in Engineering's September 9 presentation materials.

1. **Construction Disturbance and Alternatives:** Consistent with Edina’s Living Streets Plan and Comprehensive Plan (please see attached document), how has Engineering applied the guiding principle of "context sensitivity" and evaluated less invasive alternatives? What work will occur within the additional 10' disturbance zone on each side of the proposed 25' roadway? Trees and critical root zones are extremely prevalent in this 10' area on either side of the road. Is this disturbance necessary along the entire roadway, and how will mature trees, root systems, and surrounding property be protected from compaction and disturbance?
2. **Private Property and Financial Responsibility:** How will the City address damage to trees, heated driveways, pavers, retaining walls, landscaping, monuments, and other private improvements? Who will be financially responsible for expensive restoration or replacement: the City or individual property owners?
3. **Environmental Impacts:** Has Engineering engaged the Minnesota DNR and Minnehaha Creek Watershed District and evaluated potential impacts on federally protected species and their habitats?
4. **Amendments and Council Approval:** Before the Council votes, will residents and Council members receive written assessments of potential impacts, have an opportunity to evaluate alternatives, and will Council and Engineering consider conditions or amendments to project approval?

Please let me know if you have any clarifications or questions. I will also print these questions out and bring them to the meeting. Our neighborhood will be wearing Green.

See you tonight.

Thank you,

Kate

Holly Conwell

From: webex_comm@webex.com
Sent: Wednesday, November 4, 2026 9:58 AM
To: Chad Millner
Subject: Voice Message Attached from WIRELESS CALLER [redacted]
Attachments: [redacted]_20261104_095757.wav

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webex by CISCO

You have a new voicemail

Time: Wednesday, November 04, 2026 09:57 AM Central Standard Time
From: WIRELESS CALLER [redacted]
To: Chad Millner 0318
Duration: 00:25

Voice message transcription

Hi Chad, my name is Kate Hague. My phone number is [redacted]. I live in Roland Green. I had called you, a couple of days ago, but I'm wondering if you could give me a call today if you can. [redacted]. Thank you. Bye.

To listen to this message, open the attachment.

Thank you,

The Webex Team
Contact us if you need help.

Please do not reply to this message, as it is sent from an unmonitored address and responses will not be read.

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Cisco Systems, Inc. 170 West Tasman Drive, San Jose, CA 95135.
Sent to cmillner@edinamn.gov

Holly Conwell

From: Natasha Snyder [redacted]
Sent: Monday, November 2, 2026 5:17 PM
To: Aaron Ditzler
Subject: Re: City Council process

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Thank you so much for the information and your time!!

Natasha Snyder
[redacted]

On Monday, November 2, 2026, 5:06 PM, Aaron Ditzler <ADitzler@EdinaMN.gov> wrote:

Natasha,

City Council process.

1. There are three ways to provide input to City Council, who will make the final decision. You will receive a mailing in November for the December 7 City Council meeting.

a. Written online feedback.
b. Voicemail
c. In person at City Council

2. The process will play out as follows:

a. All written online feedback will be packaged and included in the City Council packet prior to 12/7.
b. City staff will provide recommendations on 12/7, including concrete curb and gutter
c. Residents will provide in person, phone or voicemail feedback on 12/7
d. Residents can provide written feedback until 12/9
e. Council will make decision curb, etc on 12/15.

Thank you.

Aaron Ditzler, Assistant City Engineer

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

7450 Metro Blvd. | Edina, MN 55439

ADitzler@EdinaMN.gov | EdinaMN.gov

Holly Conwell

From: Aaron Ditzler
Sent: Monday, November 2, 2026 4:24 PM
To: [redacted]
Subject: RE: Rolling Green street project - thank you and a request for visuals + dimensions
Attachments: Alt Water Service.jpg

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

From: Aaron Ditzler
Sent: Monday, November 2, 2026 3:28 PM
To: 'Natasha Snyder [redacted]
Cc: Angela Martin [redacted]; Kate Hage [redacted]; Ashley Adkison [redacted]
Subject: RE: Rolling Green street project - thank you and a request for visuals + dimensions

Natasha,

See responses below in red.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

From: Natasha Snyder [redacted]
Sent: Monday, November 2, 2026 8:12 AM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Cc: Angela Martin [redacted]>; Kate Hage [redacted]; Ashley Adkison [redacted]>
Subject: Re: Rolling Green street project - thank you and a request for visuals + dimensions

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning, Aaron,

I hope you had a wonderful and relaxing weekend.

We have heard there were some preliminary engineering studies done in our neighborhood, would you please share them with us. I did not see anything posted on our Better Together site. No completed study exists yet. We won't be complete with the study until late November.

Also, would you please explain the work around the curb stop value - you attached a picture...

- The water services and curb stops will be 50 years old in 2027. Street reconstruction is the right time to replace these.

- this is clean water coming into our homes
  - Correct, this is the water supply for your home from the City's watermain.
- piping connects from the front lawn to beneath the street
  - See attached exhibit showing the water service.
- trench needs to be 8 feet deep
  - Correct. See attached photos for reference showing an excavation for water service replacement.
- any tree in a 2 foot radius will need to be removed (any alternatives?)
  - I think 2-3 -feet clearance for trees and the street is a good guideline for tree removal. It's likely closer to 5-feet for water services, but it depends on species / root size in the 5-foot zone.
  - My suggested alternative is a new water service in a different location. The City would pay for the new water service and curb stop. The property owner would pay for the remainder from the curb stop into the home. Private plumbing contractors can directionally drill the water service into a utility room without open cut trenching yards.
- how long will the water be off to do this work
  - There will likely be a few water shutoffs, each up to 10 hours in duration. One shutoff each for hydrants, gate valves and water services.
- did I miss anything?
  - There were a couple property owners in the 2026 recon project that chose to install a new water service to protect existing trees.
  - The vast majority of trees will remain after reconstruction is complete. If you like, drive the attached 2026 project area to see how many trees remain adjacent to the new curb.

Thanks very much!!
- Natasha

Natasha Snyder
[redacted]

On Monday, October 12, 2026, 6:07 PM, Aaron Ditzler <ADitzler@EdinaMN.gov> wrote:

Angela and Natasha,

1. Attached is an example exhibit of what the roadway improvement may look like.
   a. Please note that design has not begun yet.
2. Attached is a graphic showing streets widths at various locations throughout the neighborhood.

   a. The proposed street width will be 25-feet wide back of curb to back of curb, 24-feet width face of curb to face of curb.
3. Assume the construction limits will be approximately 10-feet from the edge of pavement today.

a. THIS ISN'T BLACK AND WHITE. It's only a guideline.
b. If trees, walls, utility poles, etc are within 10-feet, the contractor can generally work around these, contingent on their location in proximity to the new curb and utility improvements.

4. The general excavation depth is 12-inches.

    a. However, if the soils are poor, we'll direct the contractor to go up to 2 additional feet deeper.
    b. Utility improvements will be up to 8-feet deep for water service replacement

5. We don't know which trees will be impacted and won't until we begin the design.

    a. If a tree is within 2-feet with the existing edge of pavement, it's in the danger zone.
    b. If trees were planted close to the water service curb stop valve, it's in the danger zone.

        i. See photo below for what water service curb stop valve looks like.

        ii. May be buried an inch or two below the grass.



Thank you.

Aaron Ditzler, Assistant City Engineer

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

7450 Metro Blvd. | Edina, MN 55439

ADitzler@EdinaMN.gov | EdinaMN.gov

From: Natasha Snyder [redacted]
Sent: Friday, October 9, 2026 3:38 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>; Angela Martin [redacted]
Cc: [redacted]
Subject: Re: Rolling Green street project - thank you and a request for visuals + dimensions

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Aaron,

I hope you had a great week.

We very much appreciated your presentation and have a few questions/requests ...

- could we please see a map of the streets that need to be widened and those that need to be narrowed

- the 24' is the street width from curb to curb, correct?

- how far behind the curb (into the lawn) will you need to dig in order to install curbs?

- how deep will you need to dig in order to install curbs?

- how many trees, and which ones (please mark on the map), have you identified/are being considered for removal?

Thank you,

Natasha

Natasha Snyder
[redacted]

On Wednesday, September 23, 2026 at 07:30:27 AM CDT, Angela Martin [redacted] wrote:

Thank you Aaron.

Angela

Angela B. Martin

[redacted] cell/text

On Tue, Sep 22, 2026 at 6:24 PM Aaron Ditzler <ADitzler@edinamn.gov> wrote:

> Angela,
>
> I haven't forgot about you, it's just been a busy week, sorry. I can have our designer put together an exhibit similar to the attached example from a previous project. It may be a couple weeks as we're still trying to complete field work before the construction season concludes.
>
> Thank you.
>
> **Aaron Ditzler, Assistant City Engineer**
>
> 952-826-0443 | Fax 952-826-0392
>
> 7450 Metro Blvd. | Edina, MN 55439
>
> ADitzler@EdinaMN.gov | EdinaMN.gov

From: Angela Martin [redacted]
Sent: Tuesday, September 22, 2026 12:18 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Cc [redacted] Natasha [redacted]
Subject: Re: Rolling Green street project - thank you and a request for visuals + dimensions

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Hello Aaron,

Just wanted to check in on this email I sent last week as I know I sent it late on a Friday afternoon and it easily could have gotten buried.

Thank you!

Angela

[redacted]

On Sep 18, 2026, at 4:05 PM, Angela Martin [redacted] wrote:

Hi Aaron,

Thank you for taking the time to walk us through the plans for the street reconstruction. It was really helpful to hear the overview directly from you and to understand the timeline and reasoning behind the project.

One thing that would help us a lot as neighbors: would it be possible to share some **visuals** showing the current state of the streets alongside the proposed future state? It has been hard to picture what the widened streets will actually look like once the curbs and gutters are added, and side by side images, renderings, or even simple diagrams would go a long way toward helping residents understand the change. I did see the image below in the presentation but it is ambiguous from a finished dimensions standpoint.

Along those lines, could you also share the full dimensions from end to end, not just the road width itself? Looking back at the roadway widths slide from your presentation, it shows existing at 20 to 25 feet and proposed at 24 feet, but it is not clear whether that proposed number already includes the curb and gutter, or whether the curb and gutter

get added on top of it. If the driving surface itself grows by up to 4 feet, and then curbs and gutters add additional width on each side, we would like to understand what the **true total footprint** becomes compared to today, ideally measured from a fixed reference point like the property line or the existing edge of pavement.

Thanks again for your time and for being so helpful with the neighborhood.

Best,

Angela



Angela B. Martin

[redacted] cell/text

[redacted]

Holly Conwell

From: Patti Ford [redacted]
Sent: Monday, November 2, 2026 11:18 AM
To: James Hovland
Cc: Bill Ramsay; Donna Ramsay; Chad Millner
Subject: RE: Rolling Green 2027 Road Reconstruction Project

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Thank you, James, for your reply. We appreciate your willingness to look into this matter further and consider the potential impact on the Rolling Green community before any final decisions are made.

Bill and Donna Ramsay
33 Crescent Terrace

Bernatello's Foods
"The Great Pizza Experience!"

Patti Ford
Executive Assistant
[redacted]

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you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.

From: James Hovland <JHovland@EdinaMN.gov>
Sent: Saturday, October 31, 2026 4:04 PM
To: Patti Ford [redacted]
Cc: Bill Ramsay [redacted] Donna Ramsay [redacted] Chad Millner <cmillner@EdinaMN.gov>
Subject: Re: Rolling Green 2027 Road Reconstruction Project

Some people who received this message don't often get email from jhovland@edinamn.gov. Learn why this is important

Patti, thanks for taking the time to write. I toured the neighborhood last weekend and will discuss the proposed project with staff. I have similar concerns to those that have been raised by residents.

James Hovland, Mayor
JHovland@EdinaMN.gov
EdinaMN.gov

From: Patti Ford [redacted]
Sent: Monday, 26 October 2026 13:29:25
To: City Council <citycouncil@EdinaMN.gov>
Cc: Bill Ramsay [redacted] Donna Ramsay [redacted]
Subject: Rolling Green 2027 Road Reconstruction Project

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Dear Edina City Council:
"I request that the Edina City Council reevaluate the scope of construction for the proposed Rolling Green 2027 Road Reconstruction Project and prioritize the preservation of our neighborhood's mature trees and tree canopy."
Sincerely,
Bill and Donna Ramsay
33 Crescent Terrace

Bernatello's Foods

"The Great Pizza Experience!"

Patti Ford
Executive Assistant
[redacted]

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you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.

Holly Conwell

From: Chad Millner
Sent: Monday, November 2, 2026 8:15 AM
To: Aaron Ditzler
Subject: FW: Rolling Green Proposed Reconstruction Project

Chad Millner, Public Works Director / City Engineer
He/Him
952-826-0318 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
cmillner@EdinaMN.gov | EdinaMN.gov

From: James Hovland <JHovland@EdinaMN.gov>
Sent: Saturday, October 31, 2026 4:02 PM
To: Lara Hamm [redacted]
Cc: Chad Millner <cmillner@EdinaMN.gov>; Scott H. Neal <sneal@EdinaMN.gov>
Subject: Re: Rolling Green Proposed Reconstruction Project

Lara, thanks for the note. I appreciate you taking the time to write. I toured the neighborhood last weekend and will discuss with staff.

James Hovland, Mayor
JHovland@EdinaMN.gov
EdinaMN.gov

From: Lara Hamm [redacted]>
Sent: Monday, 26 October 2026 13:57:47
To: City Council <citycouncil@EdinaMN.gov>
Subject: Rolling Green Proposed Reconstruction Project

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Edina City Council,

I am writing to request that the Council reject the current scope of road widening and parking reconfiguration for the Rolling Green neighborhood.

Instead, I ask that you direct staff to pursue a narrower project scope. This approach would address the essential infrastructure needs while preserving the mature tree canopy and the unique, simple road character that have defined our neighborhood since 1909.

Thank you for your time and consideration.

Sincerely,

Lara Hamm
4900 Bywood Street West
Edina, MN 55436
[redacted]

Holly Conwell

From: Chad Millner
Sent: Wednesday, October 28, 2026 12:29 PM
To: 'John Haugen'; Luther Overholt
Cc: Marisa Bayer; Aaron Ditzler
Subject: RE: Rolling Green Reconstruction - Tree protection

Thanks for the question. We don't do individual tree assessments until final design. Final design occurs in January / February. City forester and engineering staff have done a preliminary review of the trees. They do not envision major removals associated with the street reconstruction project. I understand there is an email stating the city forester is estimating 200 tree removals. That statement is false. Below is our response to the community comment at the last council meeting detailing our process.

QUESTION: How does the City consider tree protection with street reconstruction projects?

Trees are an important asset and provide many benefits. Street reconstruction and updating the systems that provide clean drinking water, fire protection, sanitary sewer conveyance, and storm water management are core services. Balancing all these variables is challenging but the procedures listed below ensures all potential tree impacts are reviewed and considered.

Tree Design Procedure

1. Trees are surveyed prior to design, including size and species.
2. Tree conflicts are identified and reviewed during design phase by Engineering and Forestry staff.
3. Engineering staff look for opportunities to adjust roadway alignments, sidewalk locations, and utility improvements to avoid or reduce tree impacts.
4. Not every conflict can be resolved through a design change, but potential alternatives are considered where practical.
5. Engineering staff balances tree preservation with the long-term condition of the roadway, drainage, utility reliability, and responsible use of public funds.

Tree Construction Notes / Procedure

1. Tree roots can extend into excavation or utility installation areas. Even when a tree trunk is not directly impacted, construction can damage its root system and affect its long-term health.
2. On occasion, trees were planted on or near water services or other utility facilities that need replacement.
3. In some cases, preserving a tree may not be feasible without compromising the functionality, uniformity, or cost-effectiveness of the improvement.
4. Where tree removal is necessary, two-inch trees are installed on a one for one basis, subject to available space and utility conflicts.

Thanks

Chad Millner, Public Works Director / City Engineer
He/Him
952-826-0318 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
cmillner@EdinaMN.gov | EdinaMN.gov

From: John Haugen [redacted]
Sent: Wednesday, October 28, 2026 9:43 AM

To: Chad Millner <cmillner@EdinaMN.gov>; Luther Overholt <loverholt@EdinaMN.gov>
Cc: Marisa Bayer <MBayer@EdinaMN.gov>
Subject: Rolling Green Reconstruction - Tree protection

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Chad & Luther,

I was talking to my friend Kate Hage who lives in Rolling Green. She and her neighbors are very concerned about the 2027 street reconstruction and its impact on their many boulevard trees.

I know the Tree Protection Ordinance doesn't/can't apply to city projects. But in this case, a critical component of project planning ought to be a tree protection plan. Has a tree protection plan been developed for this project?

This feels like a situation where the project should move forward while preserving 95% of the existing trees. If that's the case, this needs to be stated directly and communicated more clearly to residents. If that's not the case and a meaningful percentage of the trees need to be removed to proceed with the project as-planned, the tree reduction plan must also be documented and communicated as part of the decision-making process.

As for future projects:

- If we require private construction to manage trees on spatially constrained projects, we should apply the same standard to city-managed projects.
- What criteria do Engineering and Parks use to determine when to involve Forestry in a project like this?

Looking forward to hearing your thoughts.

Thanks,
John

Holly Conwell

From: Aaron Ditzler
Sent: Friday, October 16, 2026 11:49 AM
To: [redacted]
Subject: Rolling Green - Process for alternative to curbs

FYI Caren....

Aaron

-----Original Message-----
From: Aaron Ditzler <ADitzler@EdinaMN.gov>
Sent: Friday, October 16, 2026 11:46 AM
To: John Anderson [redacted]
Subject: RE: Process for alternative to curbs

John,

Thank you for reaching out. My comments:

1. There are three ways to provide input to City Council, who will make the final decision. You will receive a mailing in November for the December 7 City Council meeting.
    a. Written online feedback.
    b. Voicemail
    c. In person at City Council
2. The process will play out as follows:
    a. All written online feedback will be packaged and included in the City Council packet prior to 12/7.
    b. City staff will provide recommendations on 12/7, including concrete curb and gutter
    c. Residents will provide in person, phone or voicemail feedback on 12/7
    d. Council will ask City staff for opinions on no curb vs. barrier curb (B618) vs. surmountable curb on 12/7.
        i. https://www.edinamn.gov/362/Standard-Plates-Specifications#docaccess-ac04a56916ddf55fb49c9ae1252000a9e78cafbdfdcc10686f80209869af108f
    e. Residents can provide written feedback until 12/9
    f. Council will decide on no curb vs. barrier curb vs. surmountable curb on 12/15.
3. The curb and gutter costs are not included in the estimated assessment amount. Curb and gutter costs are covered by the stormwater utility fund.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

-----Original Message-----
From: John Anderson [redacted]
Sent: Thursday, October 15, 2026 3:28 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Process for alternative to curbs

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Aaron,

Hope you're well. We ran a neighborhood poll and it was like 70% against putting in curbs. I understand we can show up at city council but we'll get a few min to share our opinion. A vast majority do not want what is being proposed. What's the path to actually being heard and getting a chance to consider alternatives. Pretty frustrating for many of us to pay so much for something we absolutely do not want. At a bare minimum, we do not want the vertical curbs and would consider gradual but most don't want any.

Thank you,
John

Sent from my iPhone

Holly Conwell

From: Aaron Ditzler
Sent: Friday, October 16, 2026 11:46 AM
To: 'John Anderson'
Subject: RE: Process for alternative to curbs

John,

Thank you for reaching out. My comments:

1. There are three ways to provide input to City Council, who will make the final decision. You will receive a mailing in November for the December 7 City Council meeting.
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        i. https://www.edinamn.gov/362/Standard-Plates-Specifications#docaccess-ac04a56916ddf55fb49c9ae1252000a9e78cafbdfdcc10686f80209869af108f
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Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

-----Original Message-----
From: John Anderson [redacted]
Sent: Thursday, October 15, 2026 3:28 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Process for alternative to curbs

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Aaron,

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to pay so much for something we absolutely do not want. At a bare minimum, we do not want the vertical curbs and would consider gradual but most don't want any.

Thank you,
John

Sent from my iPhone

Holly Conwell

From: John Anderson [redacted]
Sent: Thursday, October 15, 2026 3:28 PM
To: Aaron Ditzler
Subject: Process for alternative to curbs

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Aaron,

Hope you're well. We ran a neighborhood poll and it was like 70% against putting in curbs. I understand we can show up at city council but we'll get a few min to share our opinion. A vast majority do not want what is being proposed. What's the path to actually being heard and getting a chance to consider alternatives. Pretty frustrating for many of us to pay so much for something we absolutely do not want. At a bare minimum, we do not want the vertical curbs and would consider gradual but most don't want any.

Thank you,
John

Sent from my iPhone

Holly Conwell

From: Aaron Ditzler
Sent: Tuesday, October 13, 2026 12:10 PM
To: 'Anne Doty Stukas'
Cc: Nick Stukas
Subject: RE: Rolling Green - no curbs
Attachments: Pub Hrg Input 2026.pdf

Anne,

There are three ways to provide input to City Council. See attached details from the 2026 project for reference only. You will receive a mailing in November for the December 7 City Council meeting.

1. Written online feedback
2. Voicemail
3. In person at City Council

We don't know which trees will be impacted and won't until we begin the design in December. Here is a general rule of thumb on the trees.

1. If a tree is within 2-feet of the proposed curb, it's in danger of being removed.
2. If trees were planted close to the water service curb stop valve, it's in danger of being removed.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

From: Anne Doty Stukas [redacted]>
Sent: Tuesday, October 13, 2026 6:20 AM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Cc: Nick Stukas [redacted]
Subject: Rolling Green - no curbs

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Aaron,

I am interested in learning more about the process to object to curbs during the Rolling Green street renovation. Can you please tell me more about the steps in the process?

Also, we have concerns about the quantum of trees that will be removed and I believe another neighbor has reached out to the arborist to better understand impact.

Thanks,
Anne
4877 Rolling Green Parkway

[redacted]

Holly Conwell

From: Aaron Ditzler
Sent: Tuesday, October 13, 2026 9:45 AM
To: 'Jeff Engelsma'
Subject: RE: rolling green road construction

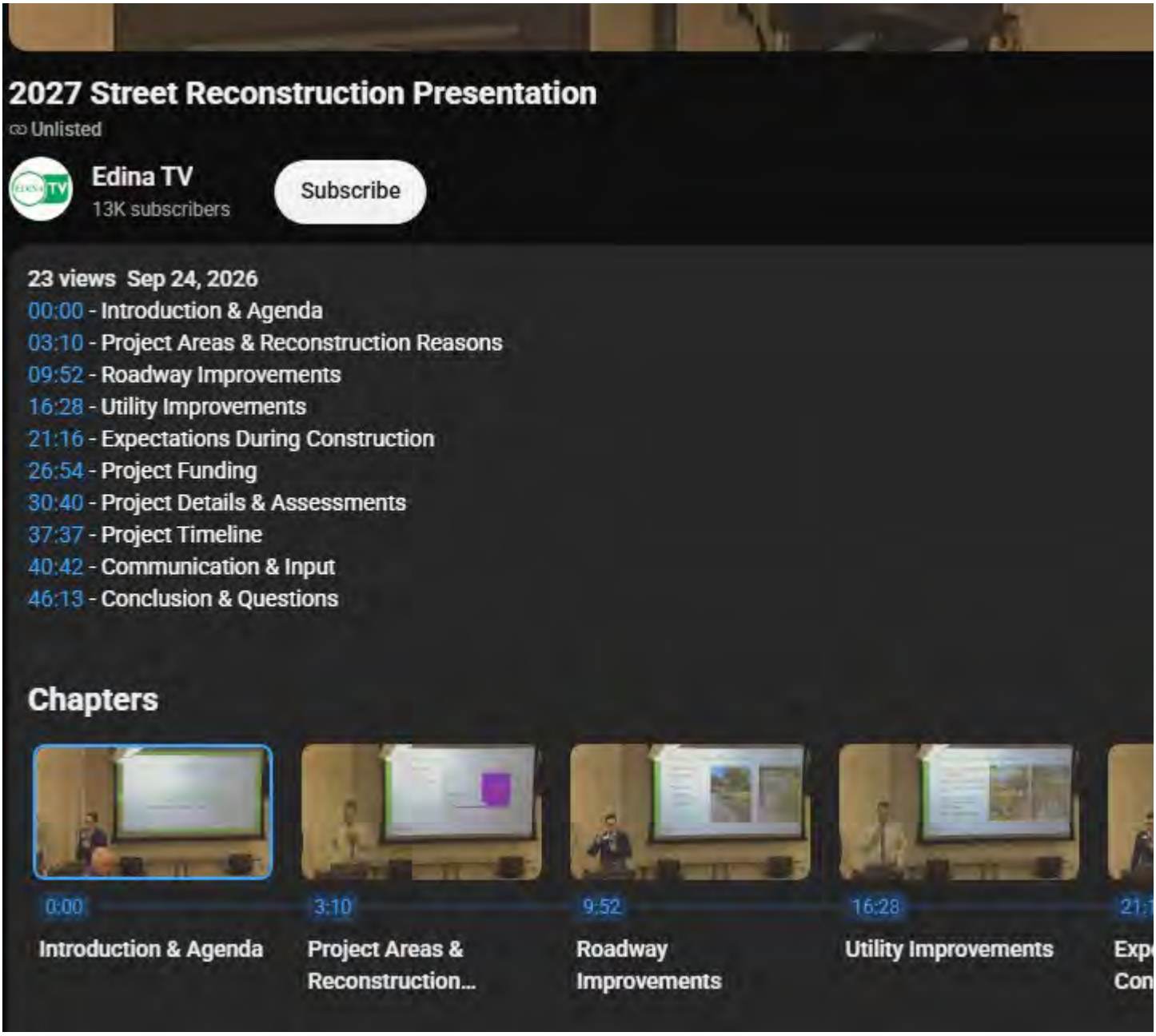
Jeff and Molly,

The video is a YouTube link; no download is necessary. See link below. Chapter breaks can be selected to jump around to various topics as you see fit, as referenced in the screen capture below.

https://www.youtube.com/watch?v=5PremwPck90&t=6s

https://www.bettertogetheredina.org/rolling-green-neighborhood-roadway-reconstruction/informational-video-presentation

Thank you.



Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

From: Jeff Engelsma [redacted]>
Sent: Tuesday, October 13, 2026 8:31 AM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: rolling green road construction

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning, Aaron.... I live on Bywood and I am trying to download the reconstruction video which came back unavailable. Can you help me figure out how to view it?

Jeff and Molly Engelsma

Holly Conwell

From: Anne Doty Stukas [redacted] >
Sent: Tuesday, October 13, 2026 6:20 AM
To: Aaron Ditzler
Cc: Nick Stukas
Subject: Rolling Green - no curbs

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Aaron,

I am interested in learning more about the process to object to curbs during the Rolling Green street renovation. Can you please tell me more about the steps in the process?

Also, we have concerns about the quantum of trees that will be removed and I believe another neighbor has reached out to the arborist to better understand impact.

Thanks,
Anne
4877 Rolling Green Parkway
[redacted]

Holly Conwell

From: Caren Putrah [redacted]
Sent: Sunday, October 11, 2026 10:44 PM
To: Aaron Ditzler
Subject: Rolling Green road construction project 2027

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr. Ditzler,

I just finished watching the Sept. 9 informational meeting video. Thank you for posting that as we were traveling all of Sept. and not able to attend the in-person meeting.

I appreciate the time and energy your team and the city have put into the reconstruction of our neighborhood roads for 2027. As you know, our roads are horrible and although it will be a huge hassle to live through, we look forward to the outcome of this project.

There is no need to respond, but I just wanted to make a comment as some of our neighbors are very vocal about things, they do NOT represent our neighborhood as a whole. I feel like they vocalize in meetings using terms like 'most of us' or the 'majority of the neighbors' and speaking for anyone but themselves is very negligent. Lots of neighborhood chatting on our neighborhood group chat happens among the same 5-10 people and they pretend like they represent the whole neighborhood and it's just not true. I heard them say the majority of our neighborhood does not want curbs and there has been no formal survey or assessment taken so I'm not sure how they came up with that information. Personally, I'm all for curbs and gutters for the multitude of reasons you mentioned in the video. Obviously, you have done many of these projects before and if you can make the drainage good and our roads last, please do whatever it takes!

Thanks again for all your hard work. We look forward to having new, smooth, beautiful roads next fall!

Caren Putrah
[redacted]
[redacted]
4615 Merilane

Holly Conwell

From: Aaron Ditzler
Sent: Wednesday, October 7, 2026 9:37 AM
Subject: Rolling Green Informational Meeting Video

Rolling Green Property Owners,

See the September 9 Informational Meeting Video link below if you couldn't attend in person. The Better Together Edina website is the best way to keep informed about the project. Sign up for email updates if you haven't already.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

From: City of Edina <mail@EdinaMN.gov>
Sent: Wednesday, October 7, 2026 8:07 AM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: [BULK] Rolling Green Informational Meeting Video

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EDINA
MINNESOTA

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Rolling Green Informational Meeting Video

A new update has been posted to the Rolling Green project page. Click the link to learn more: https://www.bettertogetheredina.org/rolling-green-neighborhood-roadway-reconstruction/informational-video-presentation

For project contacts and additional project information please visit: https://www.bettertogetheredina.org/rolling-green

Facebook Twitter Instagram YouTube Email Website

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City of Edina
4801 W. 50th St.
Edina, MN 55424

Add us to your address book

unsubscribe from this list update subscription preferences

Holly Conwell

From: webex_comm@webex.com
Sent: Monday, September 14, 2026 12:46 PM
To: Aaron Ditzler
Subject: Voice Message Attached from WIRELESS CALLER [redacted]
Attachments: [redacted]_20260914_124546.wav

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webex by CISCO

You have a new voicemail

Time: Monday, September 14, 2026 12:44 PM Central Daylight Time
From: WIRELESS CALLER [redacted]
To: Aaron Ditzler 0443
Duration: 00:29

Voice message transcription

Hi, Aaron, my name is Kate Hague. I live on Mary Lane Avenue, and some neighbors and I have some concerns about the impact to the trees, for the engineering project that's coming up and rolling green. And my understanding is you, you are the primary contact, so I'm wondering if you could give me a call. My telephone number is [redacted]. Thank you.

To listen to this message, open the attachment.

Thank you,

The Webex Team
Contact us if you need help.

Please do not reply to this message, as it is sent from an unmonitored address and responses will not be read.

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Cisco Systems, Inc. 170 West Tasman Drive, San Jose, CA 95135.
Sent to aditzler@edinamn.gov

Holly Conwell

From: Aaron Ditzler
Sent: Friday, September 11, 2026 9:45 AM
To: 'Tom Wicka'
Subject: RE: Rolling in the Green Road project

Tom,

Correct. The driveway pavers will be salvaged and placed on a wood pallet. The utility and roadway work will occur. A temporary gravel driveway will be installed until the final concrete driveway apron is poured. Then the driveway pavers will be reinstalled.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

From: Tom Wicka [redacted]>
Sent: Thursday, September 10, 2026 7:09 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Re: Rolling in the Green Road project

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks so much. One follow up, are u suggesting my driveway will be affected (torn up) for water serivce change?

Sent from my iPhone

> On Sep 10, 2026, at 5:31 PM, Aaron Ditzler <ADitzler@edinamn.gov> wrote:
>
> Tom,
>
> See responses below in red.
>
> Thank you.
>
> <image001.gif>
> **Aaron Ditzler, Assistant City Engineer**
> 952-826-0443 | Fax 952-826-0392
> 7450 Metro Blvd. | Edina, MN 55439
> ADitzler@EdinaMN.gov | EdinaMN.gov

From: Tom Wicka <[redacted]
Sent: Thursday, September 10, 2026 1:55 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Re: Rolling in the Green Road project

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you, Aaron,

A few questions, if you don't mind.

1. Looks like per home is $20 to 26k; is that correct? Yes. Does lot size or home value factor in, or does everyone pay equally per home? It's based solely on a per lot basis, so everyone pays the same. The only exception are the properties along Interlachen Boulevard that have one side street outside the Rolling Green project area. They are assessed half the Rolling Green assess amount.
2. How much of the blvd is being torn up onto the grass- four or five feet? I have mid-life mature trees 6 ft back from the current street asphalt. Typically, about 5 feet for the roadway work. They can work around the trees. The exception will be replacing the City's water service, which is 8 feet deep. Our records indicate the water service is in your driveway.

   <image002.png>

3. Even if a few feet into the current blvd, and realize that is city property, we have irrigation lines along the street line. Will they be torn up, and will the homeowners have to pay to replace them after the project? The irrigation system will be damaged with the project. The contractor will crimp the irrigation system at the construction limits temporarily, so the rest of your irrigation zones continue to work during the summer. After the concrete curb is installed and before restoration, the contractor will replace the impacted irrigation at no additional cost to you.
4. Will the contractor be held to a high level of replacing dirt and grass, or will that fall to the homeowner on the affected blvd? I ask because the contractors who have been in the neighborhood pulling liens the last two years have done a poor job and don't see the city holding them accountable. Yes. The biggest difference is the City will have an onsite inspector daily making sure the contractor meets City standards.

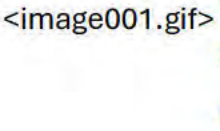
Please let m ekow on these questions, best.

On Thu, Sep 10, 2026 at 11:30 AM Aaron Ditzler <ADitzler@edinamn.gov> wrote:

> Tom,
>
> See the link below for an update and link to the presentation slides. Estimated assessment amounts are on page 32.

https://www.bettertogetheredina.org/rolling-green/news_feed/informational-presentation-slides-9-9-2026

Thank you.



Aaron Ditzler, Assistant City Engineer

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

7450 Metro Blvd. | Edina, MN 55439

ADitzler@EdinaMN.gov | EdinaMN.gov

From: Tom Wicka [redacted]
Sent: Wednesday, September 9, 2026 11:27 AM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Re: Rolling in the Green Road project

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

thanks, I would appreciate the PDF

On Wed, Sep 9, 2026 at 11:25 AM Aaron Ditzler <ADitzler@edinamn.gov> wrote:

> Tom,
>
> We'll be recording the video and the Q&A discussion and will be putting it on the project website below. I can send a PDF of the presentation tomorrow.
>
> https://www.bettertogetheredina.org/rolling-green

Thank you.

Aaron Ditzler, Assistant City Engineer



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

7450 Metro Blvd. | Edina, MN 55439

ADitzler@EdinaMN.gov | EdinaMN.gov

From: Tom Wicka [redacted]
Sent: Wednesday, September 9, 2026 7:55 AM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Rolling in the Green Road project

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good moring, Aaron

I live in Rolling in the Green and can't make tonight's meeting to review next year's road project. Will you share a summary document after the meeting that outlines the project timeline and the cost incurred by each home?

--

Tom Wicka

[redacted]

--

Holly Conwell

From: Tom Wicka [redacted]
Sent: Thursday, September 10, 2026 7:09 PM
To: Aaron Ditzler
Subject: Re: Rolling in the Green Road project

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks so much. One follow up, are u suggesting my driveway will be affected (torn up) for water serivce change?

Sent from my iPhone

> On Sep 10, 2026, at 5:31 PM, Aaron Ditzler <ADitzler@edinamn.gov> wrote:
>
> Tom,
>
> See responses below in red.
>
> Thank you.
>
> <image001.gif> **Aaron Ditzler, Assistant City Engineer**
> 952-826-0443 | Fax 952-826-0392
> 7450 Metro Blvd. | Edina, MN 55439
> ADitzler@EdinaMN.gov | EdinaMN.gov
>
> ---
>
> **From:** Tom Wicka <tom@wickainc.com>
> **Sent:** Thursday, September 10, 2026 1:55 PM
> **To:** Aaron Ditzler <ADitzler@EdinaMN.gov>
> **Subject:** Re: Rolling in the Green Road project
>
> **EXTERNAL EMAIL ALERT:** This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.
>
> Thank you, Aaron,
>
> A few questions, if you don't mind.
>
> 1. Looks like per home is $20 to 26k; is that correct? Yes. Does lot size or home value factor in, or does everyone pay equally per home? It's based solely on a per lot basis, so everyone pays the same. The only exception are the properties along

Interlachen Boulevard that have one side street outside the Rolling Green project area. They are assessed half the Rolling Green assess amount.

2. How much of the blvd is being torn up onto the grass- four or five feet? I have mid-life mature trees 6 ft back from the current street asphalt. Typically, about 5 feet for the roadway work. They can work around the trees. The exception will be replacing the City's water service, which is 8 feet deep. Our records indicate the water service is in your driveway.

   <image002.png>

3. Even if a few feet into the current blvd, and realize that is city property, we have irrigation lines along the street line. Will they be torn up, and will the homeowners have to pay to replace them after the project? The irrigation system will be damaged with the project. The contractor will crimp the irrigation system at the construction limits temporarily, so the rest of your irrigation zones continue to work during the summer. After the concrete curb is installed and before restoration, the contractor will replace the impacted irrigation at no additional cost to you.
4. Will the contractor be held to a high level of replacing dirt and grass, or will that fall to the homeowner on the affected blvd? I ask because the contractors who have been in the neighborhood pulling liens the last two years have done a poor job and don't see the city holding them accountable. Yes. The biggest difference is the City will have an onsite inspector daily making sure the contractor meets City standards.

Please let m ekow on these questions, best.

On Thu, Sep 10, 2026 at 11:30 AM Aaron Ditzler <ADitzler@edinamn.gov> wrote:

> Tom,
>
> See the link below for an update and link to the presentation slides. Estimated assessment amounts are on page 32.
>
> https://www.bettertogetheredina.org/rolling-green/news_feed/informational-presentation-slides-9-9-2026
>
> Thank you.
>
> **Aaron Ditzler, Assistant City Engineer**
>
> <image001.gif> 952-826-0443 | Fax 952-826-0392

Holly Conwell

From: Aaron Ditzler
Sent: Thursday, September 10, 2026 3:37 PM
To: 'Tom Wicka'
Subject: RE: Rolling in the Green Road project

Tom,

See responses below in red.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

From: Tom Wicka [redacted]
Sent: Thursday, September 10, 2026 1:55 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Re: Rolling in the Green Road project

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you, Aaron,

A few questions, if you don't mind.

- Looks like per home is $20 to 26k; is that correct? Yes. Does lot size or home value factor in, or does everyone pay equally per home? It's based solely on a per lot basis, so everyone pays the same. The only exception are the properties along Interlachen Boulevard that have one side street outside the Rolling Green project area. They are assessed half the Rolling Green assess amount.
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> https://www.bettertogetheredina.org/rolling-green/news_feed/informational-presentation-slides-9-9-2026
>
> Thank you.

Holly Conwell

From: Aaron Ditzler
Sent: Monday, August 24, 2026 4:36 PM
To: 'Sheila Lieberman'
Subject: RE: Rolling Green 2027

Sheila and Steve,

It's a topographic survey control point (CP). It's NOT a reference to new infrastructure. It's deliberately installed outside the estimated construction limits, so the surveyors don't have to continuously re-establish control points to get accurate survey data.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

-----Original Message-----
From: Sheila Lieberman [redacted]
Sent: Monday, August 24, 2026 4:29 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Rolling Green 2027

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The letters and numbers 6’CP20 are in the street in front of our property, What does that mean when the reconstruction projects begins.It’s very close to the roots of our huge tree which concerns me. Can you give us more information.
Sheila and Steve Lieberman
19 Merilane
Sent from my iPhone

Holly Conwell

From: Sheila Lieberman [redacted]
Sent: Monday, August 24, 2026 4:29 PM
To: Aaron Ditzler
Subject: Rolling Green 2027

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The letters and numbers 6’CP20 are in the street in front of our property, What does that mean when the reconstruction projects begins.It’s very close to the roots of our huge tree which concerns me. Can you give us more information.
Sheila and Steve Lieberman
19 Merilane
Sent from my iPhone

Holly Conwell

From: Aaron Ditzler
Sent: Monday, June 22, 2026 2:41 PM
To: 'Carrie Holldorf'
Subject: RE: RG project

Carrie,

Thank you for reaching out. We can make exceptions on occasion, but we don't allow parking on the roads during reconstruction so the City's contractor can progress efficiently.

We'll coordinate with property owners and contractors the best we can, but contractors will likely need to park on private property if work will occur on an extended basis.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

-----Original Message-----
From: Carrie Holldorf [redacted]
Sent: Saturday, June 20, 2026 11:32 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: RG project

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Aaron,

I'm excited for our street to be updated next fall. I live at 4908 Rolling Green Parkway we had some work done to our home, a new build is in progress across the street, and another home across the street had a full gut.). We seem to always have a ton of service providers daily on our street which got me thinking about next summer. Since I live in the neighborhood of never ending construction, how will the service providers and the roadway reconstruction co-exist next summer?

Sent from my iPhone

Holly Conwell

From: Carrie Holldorf [redacted] >
Sent: Saturday, June 20, 2026 11:32 PM
To: Aaron Ditzler
Subject: RG project

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Aaron,

I'm excited for our street to be updated next fall. I live at 4908 Rolling Green Parkway we had some work done to our home, a new build is in progress across the street, and another home across the street had a full gut.). We seem to always have a ton of service providers daily on our street which got me thinking about next summer. Since I live in the neighborhood of never ending construction, how will the service providers and the roadway reconstruction co-exist next summer?

Sent from my iPhone

Holly Conwell

From: Andrew Scipioni
Sent: Tuesday, June 16, 2026 10:38 AM
To: Aaron Ditzler
Subject: Request to Meet Rolling Green Resident

Aaron,

Kevin Gilligan at 5804 Crescent Ter would like to meet with someone at his property to discuss property impacts for next year's recon. Can you give him a call back at [redacted]? He said if he doesn't answer, feel free to leave a message.

Thanks,

Andrew Scipioni, Transportation Planner
He/Him
952-826-0440 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ascipioni@EdinaMN.gov | EdinaMN.gov

Share your thoughts and ideas with the City online! Visit www.BetterTogetherEdina.org.

Holly Conwell

From: Chad Millner
Sent: Monday, April 13, 2026 3:00 PM
To: Aaron Ditzler
Subject: FW: Voice Message Attached from ED PW VL +[redacted]
Attachments: [redacted]_20260413_111002.wav

Please return this call. Thanks

Chad Millner, Public Works Director / City Engineer
He/Him
952-826-0318 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
cmillner@EdinaMN.gov | EdinaMN.gov

Share your thoughts and ideas with the City online! Visit www.BetterTogetherEdina.org.

From: webex_comm@webex.com <webex_comm@webex.com>
Sent: Monday, April 13, 2026 11:10 AM
To: Chad Millner <cmillner@EdinaMN.gov>
Subject: Voice Message Attached from ED PW VL +[redacted]

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

webex by CISCO

You have a new voicemail

Time: Monday, April 13, 2026 11:10 AM Central Daylight Time
From: ED PW VL +[redacted]
To: Chad Millner 0318
Duration: 00:32

To listen to this message, open the attachment.

Thank you,

The Webex Team
Contact us if you need help.

Please do not reply to this message, as it is sent from an unmonitored address and responses will not be read.

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Cisco Systems, Inc. 170 West Tasman Drive, San Jose, CA 95135.
Sent to cmillner@edinamn.gov

Holly Conwell

From: Aaron Ditzler
Sent: Monday, March 30, 2026 4:25 PM
To: 'Scott Gill'
Subject: RE: 2027 Roadway Reconstruction - Rolling Green

Scott,

I understand. Public Works will keep band-aiding the road until 2027. Feel free to submit a request for pothole fill as you see fit.

https://www.edinamn.gov/891/Report-a-Problem-on-Edina-311

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

Share your thoughts and ideas with the City online! Visit www.BetterTogetherEdina.org.

From: Scott Gill [redacted]>
Sent: Monday, March 30, 2026 2:34 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Re: 2027 Roadway Reconstruction - Rolling Green

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks, Aaron - I appreciate the update. As spring rolls around it's readily apparent that we are (over)due for road reconstruction.

Scott

On Mon, Mar 30, 2026 at 9:30 AM Aaron Ditzler <ADitzler@edinamn.gov> wrote:

> Scott,
>
> Rolling Green is still scheduled for roadway reconstruction in 2027. Here is a general project timeline for roadway reconstruction.

Timeline	Milestone

July through September (year prior)	Engineering Study Preparation and estimated assessment ranges provided
December (year prior)	Public Hearing (approve design and contractor bidding phase)
January through March	Plan preparation and bidding
April	Award construction contract
April / May	Construction begins
October / November	Construction concludes
October (year after)	Assessment Hearing

Thank you.

Aaron Ditzler, Assistant City Engineer

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

7450 Metro Blvd. | Edina, MN 55439

ADitzler@EdinaMN.gov | EdinaMN.gov

Share your thoughts and ideas with the City online! Visit www.BetterTogetherEdina.org.

From: Scott Gill [redacted]
Sent: Friday, March 27, 2026 4:33 PM
To: Holly Conwell <hconwell@EdinaMN.gov>
Subject: 2027 Roadway Reconstruction - Rolling Green

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Holly -

I'm a resident in Rolling Green - I was just checking to make sure that our reconstruction project is still on track for next summer? As the thaw occurs, our roads are in really, really bad shape.

If it is on track, is there an anticipated timeline available yet? Thank you!

Scott Gill

4725 Annaway Drive

Edina

[redacted]

Holly Conwell

From: Aaron Ditzler
Sent: Monday, August 18, 2025 12:12 PM
To: 'Scott Gill'
Subject: RE: Rolling Green 2027 road project
Attachments: Presidents A B Project Area.pdf

Scott,

The roadway will include new concrete curb and gutter, and no sidewalks are proposed in the pedestrian plan.

The City's standard street width without sidewalk will be 27-lf wide, between the curb faces.

https://www.bettertogetheredina.org/24962/widgets/84083/documents/57157

If you want, you could drive to the attached Presidents neighborhood to see what a project looks like while under construction. Jackson Ave is paved and is supposed to get sod this week.

Thank you.

Aaron Ditzler, Assistant City Engineer
952-826-0443 | Fax 952-826-0392
7450 Metro Blvd. | Edina, MN 55439
ADitzler@EdinaMN.gov | EdinaMN.gov

Share your thoughts and ideas with the City online! Visit www.BetterTogetherEdina.org.

From: Scott Gill [redacted]>
Sent: Monday, August 18, 2025 11:08 AM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Rolling Green 2027 road project

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Aaron -

Hope you are doing well. I know we are 2 years out from the planned Rolling Green road re-construction, but I wanted to find out if there were any starting points for what the finished product might look like in a lower density development like Rolling Green.

In particular, wanted to know about concrete curbs (yes/no). Will impact driveway and yard plans over next 2 years. I don't see any sidewalks or bike paths on the 2 master plans, which seems appropriate in a lower traffic area where people can easily walk or bike on the roadway.

Thanks!

Scott

Holly Conwell

From: Scott Gill [redacted]
Sent: Thursday, April 4, 2024 12:25 PM
To: Aaron Ditzler
Subject: Re: Future Edina Road Project Planning - Rolling Green

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you, Aaron - appreciate the response. A couple quick follow-up questions:

1. What level of response would the city need from the neighborhood on a petition? I think we have about 87 residences. Is it a majority, a substantially interested minority, or?
2. Is the maximum assessment specific by construction year given the new city guidelines? Meaning, 2025= $35k, 2026= $30k, 2027=$25k, or is it not that formulaic?
3. Is the design for the reconstructed road pre-determined (this will be a big neighborhood topic of discussion I'm sure), specifically: curbs or no-curbs?

Thank you!

Scott

On Wed, Apr 3, 2024 at 2:46 PM Aaron Ditzler <ADitzler@edinamn.gov> wrote:

> Scott,
>
> On a few occasions neighborhoods have been moved up in the reconstruction priority due to a signed petition from the neighborhood.
>
> If you want to consider the petition option, I recommend that the petition clearly state that the assessments may be as high as $35k per residential equivalent unit for transparency to each property owner. 2024 is not feasible.
>
> Thank you.

Aaron Ditzler, Assistant City Engineer

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

7450 Metro Blvd. | Edina, MN 55439

ADitzler@EdinaMN.gov | EdinaMN.gov

Share your thoughts and ideas with the City online! Visit www.BetterTogetherEdina.org.

From: Scott Gill [redacted]>
Sent: Tuesday, April 2, 2024 4:02 PM
To: Aaron Ditzler <ADitzler@EdinaMN.gov>
Subject: Future Edina Road Project Planning - Rolling Green

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Aaron -

I live in the Rolling Green neighborhood. About once a year I usually ask about the road re-construction timing for our neighborhood to see if there is any way that we can pull it forward. My understanding from the city last year is that our neighborhood roads are rated very poorly (I would strongly agree!) but that the projected assessment would be too high to complete before 2027.

Given the current levels of deterioration, it's hard to imagine that the roads are going to last 1 more winter, much less 3 whole years.

Is there any mechanism or review that can be completed to look at bringing the project forward? Even 1 year (2026) would be helpful, although 2 years would obviously be significantly better. I imagine it would be tough for it to happen in 2024 given the amount of planning involved.

Any advice /direction would be appreciated.

Thank you -

Scott Gill

[redacted]

(live at 4725 Annaway Drive)

APPENDIX J

Preliminary Assessment Roll

ROLLING GREEN NEIGHBORHOOD ROADWAY RECONSTRUCTION
IMPROVEMENT NO. BA-469
PRELIMINARY ASSESSMENT ROLL

Row	PID	House No.	Street	Owner	Assessable REU	Assessable Amount
1	2911721120014	24	Address Unassigned	VILLAGE OF EDINA	0	$ -
2	2911721130030	24	Address Unassigned	VILLAGE OF EDINA	0	$ -
3	2911721130031	24	Address Unassigned	VILLAGE OF EDINA	0	$ -
4	2911721130033	24	Address Unassigned	VILLAGE OF EDINA	0	$ -
5	2911721210006	24	Address Unassigned	MAIT JOHNSON ET AL	0	$ -
6	2911721210016	24	Address Unassigned	VILLAGE OF EDINA	0	$ -
7	2911721120015	24	Address Unassigned	VILLAGE OF EDINA	0	$ -
8	2911721130008	24	Address Unassigned	MARION D SHORT REV TRUST	0	$ -
9	2911721210010	4601	Annaway Drive	S J STENBECK & S L STENBECK	1	$ 24,700.00
10	2911721210009	4602	Annaway Drive	JOHN OTTERLEI REV TRUST	1	$ 24,700.00
11	2911721210008	4603	Annaway Drive	G JENNINGS JR LIV TR ET AL	1	$ 24,700.00
12	2911721210007	4604	Annaway Drive	J S ANDERSON & A P HUMPHREY	1	$ 24,700.00
13	2911721210032	4605	Annaway Drive	J MISKOVICH & E MISKOVICH	1	$ 24,700.00
14	2911721210017	4700	Annaway Drive	JOHNATHAN DAVIS	1	$ 24,700.00
15	2911721210025	4701	Annaway Drive	D D & P H MURPHY	1	$ 24,700.00
16	2911721210024	4705	Annaway Drive	J B & O PORTU TRUSTEES	1	$ 24,700.00
17	2911721210018	4708	Annaway Drive	G C & C R BOLLES TRUSTEES	1	$ 24,700.00
18	2911721210019	4712	Annaway Drive	M G RAUENHORST/K RAUENHORST	1	$ 24,700.00
19	2911721210023	4715	Annaway Drive	M D WARNER & K W WARNER	1	$ 24,700.00
20	2911721210022	4721	Annaway Drive	JENNIFER L GARVEY REV TRUST	1	$ 24,700.00
21	2911721210020	4724	Annaway Drive	S RICHARDSON & S RICHARDSON	1	$ 24,700.00
22	2911721210005	4725	Annaway Drive	SCOTT J GILL & JENNIFER GILL	1	$ 24,700.00
23	2911721210004	4729	Annaway Drive	FRANCK L GOUGEON TRUSTEE	1	$ 24,700.00
24	2911721120004	4733	Annaway Drive	B G SCHMIDT & J S SCHMIDT	1	$ 24,700.00
25	2911721210021	4800	Bywood West	SMOOTH ROCK LLC	1	$ 24,700.00
26	2911721240010	4801	Bywood West	J MONTEMAYOR/M E MONTEMAYOR	1	$ 24,700.00
27	2911721240029	4805	Bywood West	BYWOOD HOLDINGS LLC	1	$ 24,700.00
28	2911721240030	4808	Bywood West	P C SMITH & J S SMITH	1	$ 24,700.00
29	2911721240025	4810	Bywood West	JAMES NORMAN JENSEN	1	$ 24,700.00
30	2911721240013	4811	Bywood West	MEYSAM KEBRIAEI TRUST ET AL	1	$ 24,700.00
31	2911721240002	4812	Bywood West	T D JOHNSON & K H JOHNSON	1	$ 24,700.00
32	2911721240018	4817	Bywood West	P G BACHMAN & B A BACHMAN	1	$ 24,700.00
33	2911721240009	4820	Bywood West	AMY H WEBER & BRIAN T WEBER	1	$ 24,700.00
34	2911721240003	4900	Bywood West	DOUGLAS HAMM & LARA HAMM	1	$ 24,700.00
35	2911721240004	4904	Bywood West	JEFFREY M & MOLLY B ENGELSMA	1	$ 24,700.00
36	2911721240023	4908	Bywood West	LARS I ODDSSON ET AL	0.5	$ 12,350.00
37	2911721240021	4909	Bywood West	SEAN WALKER	1	$ 24,700.00
38	2911721240022	4915	Bywood West	DAVID A OXFORD/KARI C OXFORD	0.5	$ 12,350.00
39	2911721240020	33	Crescent Terrace	WILLIAM B RAMSAY ETAL	1	$ 24,700.00
40	2911721130038	5801	Crescent Terrace	J S SUNBERG & N M SUNBERG	1	$ 24,700.00
41	2911721240015	5804	Crescent Terrace	J K GILLIGAN & P GILLIGAN	1	$ 24,700.00
42	2911721240019	5808	Crescent Terrace	MICHAEL D ERICKSON	1	$ 24,700.00
43	2911721210014	5800	Mait Lane	MAGARET & PETER ZIMBWA	1	$ 24,700.00
44	2911721210013	5804	Mait Lane	J ANDERSON JR & A ADKISON	1	$ 24,700.00
45	2911721210026	5805	Mait Lane	SNYDER FAMILY TRUST	1	$ 24,700.00
46	2911721210033	5808	Mait Lane	TUCKER & CHANTEL JOHNSON	1	$ 24,700.00
47	2911721120011	2	Merilane	KERRY HAGE & KATE HAGE	1	$ 24,700.00
48	2911721120008	4	Merilane	EMILY J MCNAMARA REV TRUST	1	$ 24,700.00
49	2911721120010	6	Merilane	T & M TILLER JOINT RV TRUST	1	$ 24,700.00
50	2911721120012	7	Merilane	MARY INGEBRAND-POHLAD TRUSTE	1	$ 24,700.00
51	2911721120013	8	Merilane	MARION D SHORT REV TRUST	1	$ 24,700.00

ROLLING GREEN NEIGHBORHOOD ROADWAY RECONSTRUCTION
IMPROVEMENT NO. BA-469
PRELIMINARY ASSESSMENT ROLL

Row	PID	House No.	Street	Owner	Assessable REU	Assessable Amount
52	2911721130009	9	Merilane	JEFFREY HORNIG/OLIVIA HORNIG	1	$ 24,700.00
53	2911721130011	10	Merilane	M CALDWELL & F CALDWELL	1	$ 24,700.00
54	2911721130012	11	Merilane	M W JOERN & E P JOERN TRSTEE	1	$ 24,700.00
55	2911721130013	12	Merilane	H ALIABADI & M KAZIM JT RV T	1	$ 24,700.00
56	2911721130017	17	Merilane	D A SUNBERG REV TR ET AL	0.5	$ 12,350.00
57	2911721130019	18	Merilane	JEFFREY PAUL LASSIG ET AL	1	$ 24,700.00
58	2911721130020	19	Merilane	SHEILA R LIEBERMAN TRUST	1	$ 24,700.00
59	2911721130021	20	Merilane	J KAPURCH AND C KAPURCH	1	$ 24,700.00
60	2911721120018	4600	Merilane	A BABOON LLC	1	$ 24,700.00
61	2911721120017	4602	Merilane	J L COGSWELL & S L COGSWELL	1	$ 24,700.00
62	2911721120016	4603	Merilane	WAYZATA BAY PARTNERS II LLC	1	$ 24,700.00
63	2911721120007	4604	Merilane	RENAE GOTER & PHILLIP GOTER	1	$ 24,700.00
64	2911721120006	4608	Merilane	MOLLY A PERRY	1	$ 24,700.00
65	2911721120005	4612	Merilane	B N ROSAS & G L ROSAS	1	$ 24,700.00
66	2911721120023	4615	Merilane	C M PUTRAH I Q T INT P M TR	1	$ 24,700.00
67	2911721210015	4616	Merilane	JANE A HULBERT	1	$ 24,700.00
68	2911721210034	4700	Merilane	W S STUART JR & T A STUART	1	$ 24,700.00
69	2911721120019	4704	Merilane	J P GANLEY & K K GANLEY	1	$ 24,700.00
70	2911721120024	4705	Merilane	K T EVERSON & R M EVERSON	1	$ 24,700.00
71	2911721120003	4708	Merilane	J C LOPESIO SR TRUST ET AL	1	$ 24,700.00
72	2911721130035	4904	Merilane	THOMAS C WICKA TRUSTEE	1	$ 24,700.00
73	2911721130036	4912	Merilane	HARLEY MOO LLC	0.5	$ 12,350.00
74	2911721130010	13	Paddock Road	NORTHLEW LLC	1	$ 24,700.00
75	2911721130014	14	Paddock Road	B J LOCKHART & A LOCKHART	1	$ 24,700.00
76	2911721130015	15	Paddock Road	C B LANNIN & S P LANNIN	1	$ 24,700.00
77	2911721130016	16	Paddock Road	C D LUTHER & A F LUTHER	1	$ 24,700.00
78	2911721240027	4800	Rolling Green Parkway	RONALD S LEAFBLAD TRUSTEE	1	$ 24,700.00
79	2911721130022	4801	Rolling Green Parkway	MOELLER FAMILY TRUST	1	$ 24,700.00
80	2911721240028	4808	Rolling Green Parkway	TIMOTHY S CLARK/TARA K CLARK	1	$ 24,700.00
81	2911721240016	4812	Rolling Green Parkway	BENJAMIN JAMES KNELMAN	1	$ 24,700.00
82	2911721240014	4820	Rolling Green Parkway	MARY PAMELA BROAT	1	$ 24,700.00
83	2911721130023	4877	Rolling Green Parkway	KINGHAM LLC	1	$ 24,700.00
84	2911721130024	4901	Rolling Green Parkway	THE N L M REVOCABLE TRUST	1	$ 24,700.00
85	2911721130037	4904	Rolling Green Parkway	C J BAKER & M S BAKER	1	$ 24,700.00
86	2911721130007	4905	Rolling Green Parkway	J T REILLY & G M BRELJE	1	$ 24,700.00
87	2911721130027	4908	Rolling Green Parkway	4908 RGP LLC	1	$ 24,700.00
88	2911721130006	4909	Rolling Green Parkway	GONYEA HOMES INC	1	$ 24,700.00
89	2911721130026	4912	Rolling Green Parkway	COLLIN & BRENDA BARR	1	$ 24,700.00
90	2911721130005	4913	Rolling Green Parkway	K BURNETT & Z BURNETT	1	$ 24,700.00
91	2911721130025	4916	Rolling Green Parkway	G SZERDA & JULIA S VALENTE	0.5	$ 12,350.00
92	2911721130004	4917	Rolling Green Parkway	D S ERICKSON & E M ERICKSON	0.5	$ 12,350.00
TOTAL					81.0	$ 2,000,700