

REPORT / RECOMMENDATION



To: Edina Transportation Commission

Agenda Item #: VI. A.

From: Wayne D. Houle, PE, Director of Engineering

Action

Date: June 20, 2013

Discussion

Information

Subject: 54th St W Bridge and Roadway Reconstruction Study

Action Requested:

Provide feedback on project.

Information / Background:

Attached is a copy of the report that staff submitted to the Edina City Council regarding the 2014 reconstruction of 54th St W, which includes the bridge over Minnehaha Creek. Anne Carroll of Carroll Franck & Associates will be attending to facilitate a session with you regarding this project.

Also attached is a project overview that briefly discusses the stakeholder engagement plan along with a draft letter to be sent on June 17 to neighborhoods adjacent to the project.

Attachments:

City Council packet dated June 4, 2013
Draft Letter to neighborhoods dated June 17, 2013
Project overview sheet

REPORT / RECOMMENDATION



To: MAYOR AND CITY COUNCIL

Agenda Item #: IV. G.

From: Wayne D. Houle, PE, Director of Engineering

Action

Discussion

Date: June 4, 2013

Information

Subject: Engineering Services - Public Engagement and Preliminary Engineering Services for 54th St W and Arden Park Area Stormwater Management Plan

Action Requested:

Authorize City Manager to sign attached proposal for Engineering Services and also attached master agreement with SEH, Inc.

Information / Background:

The 54th St W roadway from Wooddale Ave to France Ave and the bridge over Minnehaha Creek is programmed for reconstruction for 2014. When preparing the request for proposal for engineering services for this project staff realized that the storm water for this area needs to also be studied. Storm water drainage encompasses an area from 50th St W on the north, France Ave on the east and 54th St on the south. Potential future projects within this drainage area include local roadway projects, improvements within Arden Park, and potential improvements within the 50th and France business area. This project will analyze the storm water challenges then will develop an overall storm water management plan, while also providing a preliminary design for the 54th St W roadway and bridge project. The project includes a very robust public engagement process.

Staff sent out request for proposals to five firms. Staff from Park & Recreation, Economic Development, and Engineering, as well as staff from Minnehaha Creek Watershed District reviewed the proposals and interviewed the top three firms. The firms were reviewed for understanding the project, public engagement process, storm water management plan understanding, past experience, project team and cost. The review team determined that all of the firms have the ability to engineer the project but SEH was a step above in their proposed approach due to the public engagement portion of the project. SEH is proposing to team up with Carroll, Franck, and Associates, who will design and deliver an authentic, transparent public engagement process.

The fee for this portion of the project is \$89,922.00. This project is listed in the 2013 CIP as Project #'s PW-01-012 (\$150,000) and PW-05-003 (\$180,000), which appropriated \$330,000 for planning and design services.

Staff is also including an updated Master Agreement for Professional Engineering Services that our City attorney and SEH's attorney have prepared.

Attachments:

- SEH Proposal Letter Dated June 4, 2013
- Master Agreement for Professional Engineering Services with SEH – June 4, 2013

- Engineering Proposal for Public Engagement and Preliminary Engineering Services for 54th St W and Arden Park Area Stormwater Management Plan.



SUPPLEMENTAL LETTER AGREEMENT

June 4, 2013

RE: City of Edina
Public Engagement and Preliminary
Engineering Services for 54th Street and
Arden Park Area Stormwater
Management Plan
SEH No. P-EDINA 124251 10.00

Mr. Wayne D. Houle, PE
Director of Engineering
City of Edina - Engineering Department
7450 Metro Boulevard
Edina, MN 55439

Dear Mr. Houle:

The City of Edina is for living, learning, raising families, and doing business; for at least 30 years SEH has supported the City's daily attainment of this mission.

During the years we have served the City, the City has changed. What matters from those changes is what was learned. Your request for proposal includes piloting a public engagement process and living streets guidelines. These pilots tell us the City continues to work very hard on a refining its understanding of what's important to its residents and their expectations. We offer the City a fantastic approach and team to help move to this next level.

Our team features SEH's proven expertise in the City combined with the very unique services of Carroll, Franck & Associates (CFA). CFA's Anne Carroll designs and delivers authentic, transparent public engagement processes, bringing underrepresented and unheard voices to the table; SEH's project manager Paul Pasko keeps our entire team committed to its approach that comprehensively integrates the disciplines of stakeholder engagement, planning and sustainability, and engineering.

We will provide our services in accordance with our Master Agreement for Professional Engineering Services dated June 4, 2013, herein called the Agreement. We have enclosed our detailed proposal that includes our approach, narrative/work plan, timeline, background, and detailed cost breakdown calculating our not-to-exceed fee of \$89,222.00. Our not-to-exceed fee includes reimbursable expenses. If the City accepts this Supplemental Letter Agreement, we will bill the City monthly on an hourly basis for services, expenses, and equipment.

This Supplemental Letter Agreement, proposal, and the Agreement represent the entire understanding between the City of Edina and the SEH in respect to the project and may only be modified in writing if signed by both parties. As always, please contact me at 952.912.2611 or ppasko@sehinc.com with questions or comments.

Mr. Wayne D. Houle, PE
June 4, 2013
Page 2

We're speechless about being asked to help the City meet its objectives through this project, except for two little words: thank you.

Sincerely,

SHORT ELLIOTT HENDRICKSON INC.



Paul J. Pasko III, PE
Project Manager and Client Service Manager

pjp3

Enclosure

c: Anne Carroll, Carroll, Franck & Associates
Toby Muse, SBH

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Accepted on this ___ day of _____, 2013

City of Edina, Minnesota

By: _____
Name



Proposal for

**Public Engagement and
Preliminary Engineering Services
for 54th Street and Arden Park Area
Stormwater Management Plan**

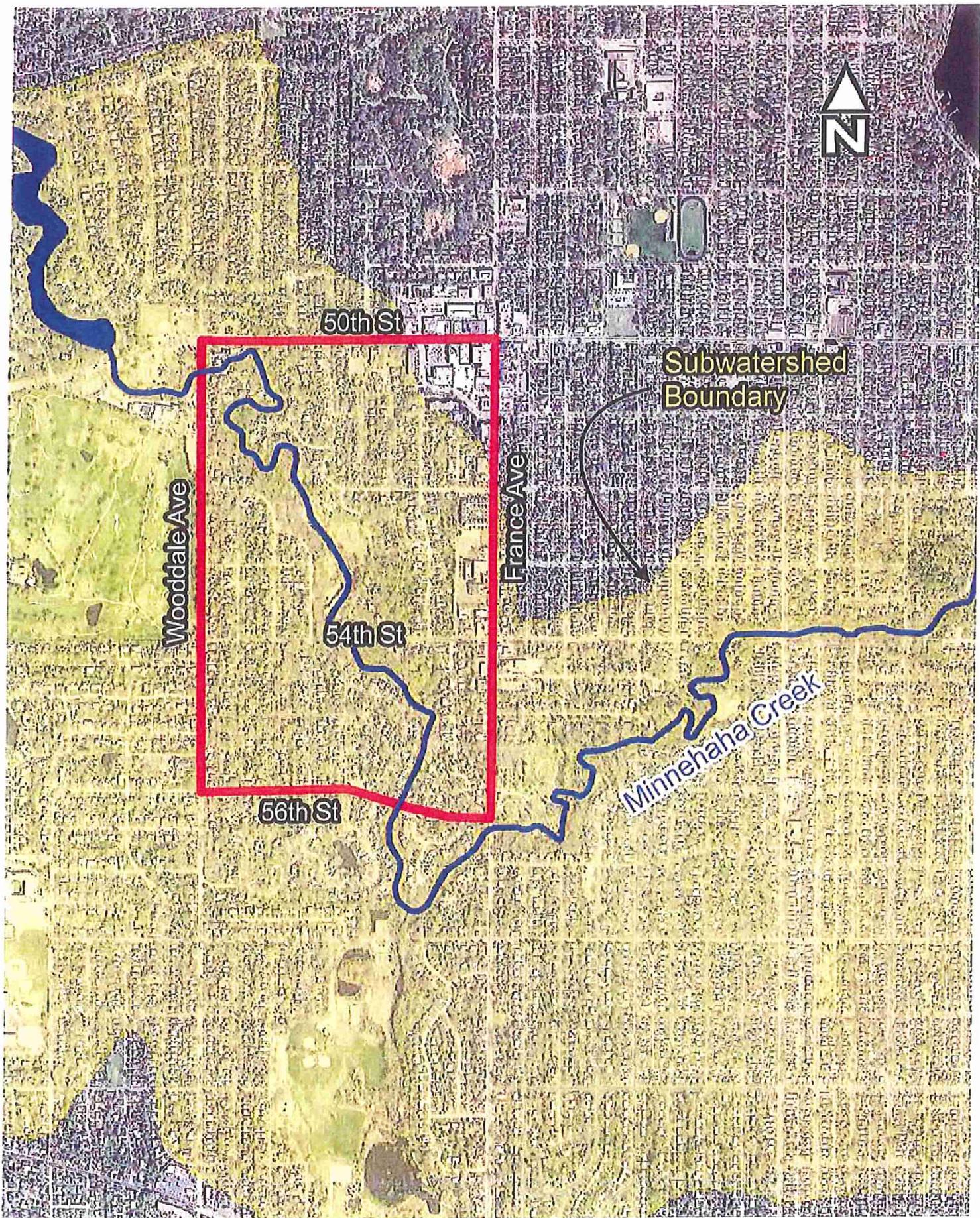
City of Edina, Minnesota

May 14, 2013



Building a Better World
for All of Us™





Wooddale Ave

50th St

54th St

56th St

France Ave

Subwatershed
Boundary

Minnehaha Creek





Building a Better World
for All of Us™

May 14, 2013

Mr. Wayne D. Houle, PE
Director of Engineering
City of Edina-Engineering Department
7450 Metro Boulevard
Edina, MN 55439

RE: City of Edina
Public Engagement and Preliminary Engineering
Services for 54th Street and Arden Park Area
Stormwater Management Plan
SEH No. P-EDINA 124251

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We're speechless about being asked to help the City meet its objectives through this project, except for two little words: thank you.

Sincerely,

A handwritten signature in black ink that reads "Paul J. Pasko III".

Paul J. Pasko III, PE
Project Manager and Client Service Manager

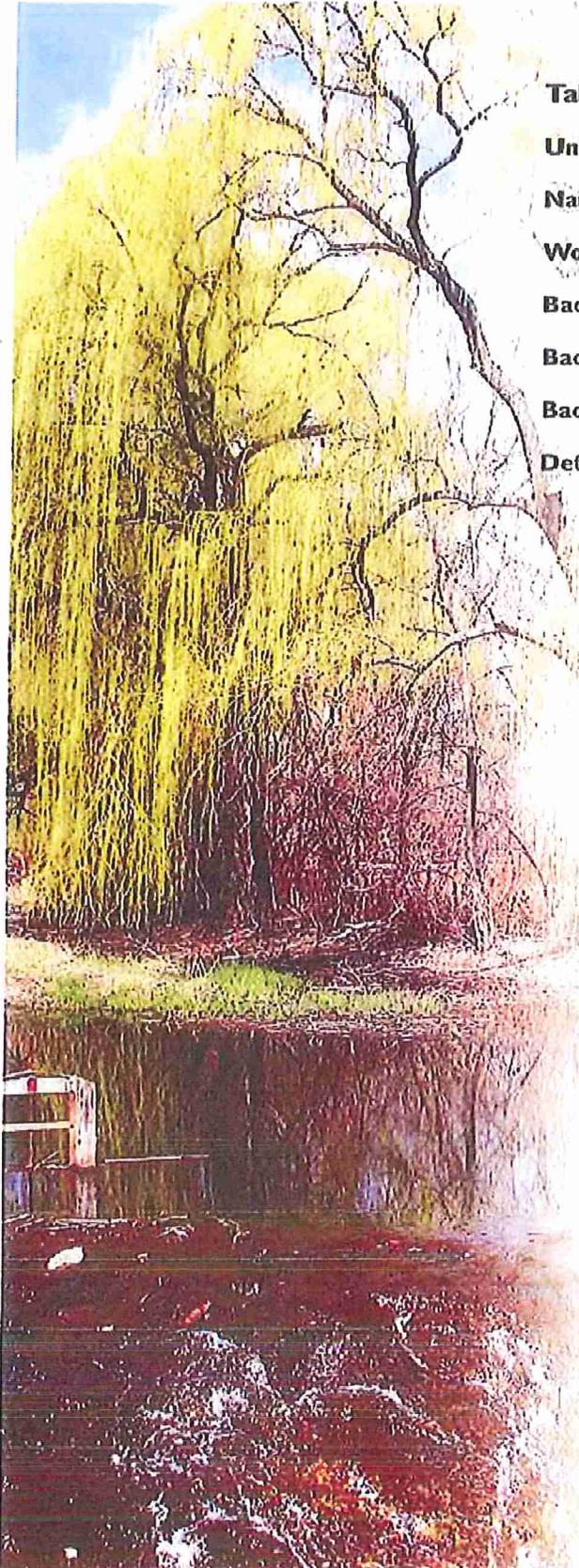


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Understanding/Approach

Community infrastructure projects have never been more complex than they are today. Even when the technical need is irrefutable, many projects in fully built neighborhoods carry high price tags, cause disruption, require widely varied expertise, and face vigorous neighborhood contest – for which most cities and consulting firms are simply not prepared. This project illustrates that messy constellation of challenges and opportunities, for which we have brought together a diverse, multidisciplinary team poised to serve Edina with an innovative, collaborative, and integrated approach.

Rehabilitating an aging 54th Street allows reimagining and renewing 54th Street's key transportation infrastructure and a variety of environmental infrastructure in the Minnehaha Creek watershed. With this infrastructure comes an equal opportunity to provide meaningful stakeholder engagement. Our engagement will help participants understand project parameters and reach consensus on sustainable infrastructure improvements.

If achieving this balance results in the City providing expanded services, then the services must have a reasonable cost. If the balance results in a plan to guide future environmental improvements, that plan must be consistent with the expectations of not just affected neighborhoods, but the broader community including Minnehaha Creek Watershed District (MCWD). The plan must be integral enough to guide the reconstruction of 54th Street and upcoming neighborhood street reconstruction and potential future redevelopment projects.

A typical approach to a project like this closely coordinates technical and engagement work, for example the technical team usually provides the engagement team with key information for public meetings. The triple helix graphic below shows that SEH will ratchet the typical approach up an order of magnitude by comprehensively integrating the technical and engagement project disciplines while also adding a planning and sustainability discipline.



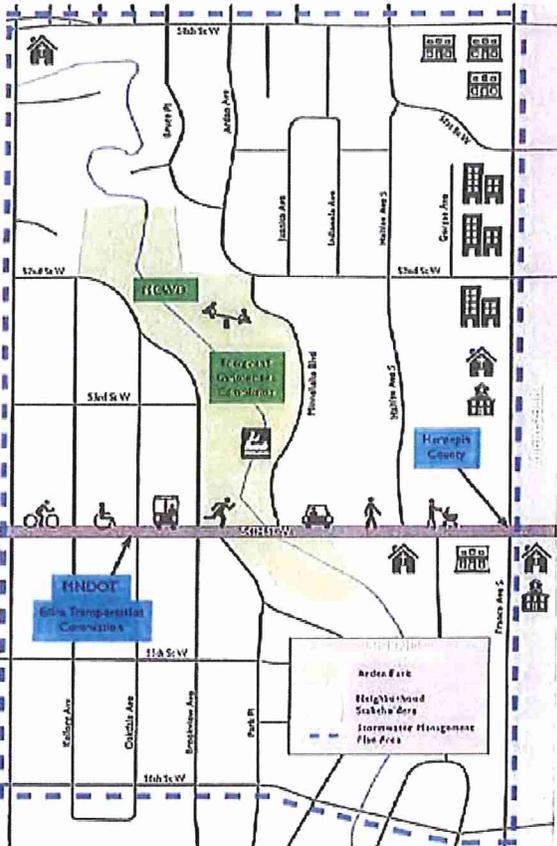
Our staff, City commissions, and partners like MCWD bring extensive technical and design expertise, we understand that we do not speak for community stakeholders.

Our Work Plan is therefore built around internationally recognized engagement principles and values: We set clear goals and make only the promises we know we can keep, provide technical information and context at a level so participants can meaningfully contribute, create authentic spaces and listen to diverse voices, and collaboratively explore rigorously defined scenarios that weave together community needs, technical requirements, and stakeholder priorities. Day by day, together we build broad, informed, and durable consensus.



Our triple helix illustrates our commitment throughout this project to the core of our approach; the integration of stakeholder engagement, planning and sustainability, and engineering disciplines. Sharing the core of this approach is respect and humility and resistance to the urge to present detailed design too soon. While our SEH team, City

The City of Edina has long supported sustainability principles to create a safer, more livable, and welcoming transportation network and community for everyone. In the context of this project, 'everyone' is shown in the preliminary stakeholder map below.



The City has moved to action through efforts such as multimodal transportation, street vitality, Green Steps, Fit City, and do.Edina. Our approach honors this commitment by infusing new Living Streets guidelines and principles, nationally recognized Envision sustainability evaluation, and leading-edge water resource options into our highly interactive stakeholder engagement, inclusive 54th Street redesign, and innovative Arden Park Stormwater Management Plan.

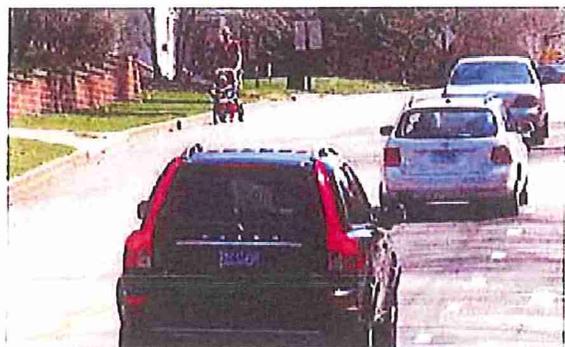
Living Streets Guidelines and Principles

Together with staff, key partners, and stakeholders, we will define a reasonable balance for the West 54th Street corridor. The street is a collector traveling through a primarily residential neighborhood. It is one of few Minnehaha Creek crossings and provides direct driveway access to residents. Recognizing the scope of State Aid design standards, Living Streets

principles, the new bicycle facilities, and an established neighborhood makes it challenging to balance the needs of adjacent residents, area mothers with jogging strollers headed to Arden Park, Route 6 Metro Transit bus users, and church members needing on-street parking.

These varied and sometimes conflicting stakeholder perspectives and preferences within the regulatory context make our team's transparent, integrated, and iterative approach essential for success. We won't be designing the typical large-scale meetings where people shout out their personal positions and are completely disconnected from policies, community needs, and their neighbors' ideas and interests.

We will design engagement opportunities for stakeholders to respectfully explore preferences and options with their associated implications and tradeoffs, and in the context of Living Streets. For example, people may support Living Streets policies that prioritize vulnerable users such as children -- until they learn that the sidewalks needed to accomplish that would take out the driveways and retaining walls their neighbors have built in the City's right-of-way. Our well-designed and facilitated engagement, clear understanding of Living Streets and innovative design principles, and tailored tools and techniques will help stakeholders understand the full range of issues and perspectives, and move toward consensus.



Envision: Sustainability Evaluation

SEH is a charter member of the Institute for Sustainable Infrastructure's Envision rating system. This unique new framework unites over 900 sector-specific systems into a comprehensive tool to evaluate and rate the community, environmental, and economic benefits of infrastructure projects. It was developed jointly by APWA, ACEC, and ASCE in partnership with Harvard University's Zofnass Program for Sustainable Infrastructure.

Our SEH team's certified Envision Sustainability Professional will guide our use of this tool, integrating programs and policies such as Living Streets, sustainability principles, and Green Steps into this important project.

60 Credits in 5 Categories

	QUALITY OF LIFE	Purpose, Community, Wellbeing
	LEADERSHIP	Collaboration, Management, Planning
	RESOURCE ALLOCATION	Materials, Energy, Water
	NATURAL WORLD	Siting, Land & Water, Biodiversity
	CLIMATE AND RISK	Emission, Resilience

The Envision system supports transformational, collaborative approaches that promote sustainable infrastructure development using a lifecycle approach. For each credit in the five categories, points are earned based on the level of achievement. As both an educational and planning tool, Envision helps project teams and communities understand the issues and opportunities for all aspects of infrastructure planning.

Like our overall integrated approach, Envision will be a valuable tool at every step of this project. It will help our team, City staff, and key partners agree on sustainability terms and principles, and ensure consistent and clear communications and stakeholder engagement around sustainability. After we jointly refine the Envision credits for this project, we will use the tool to educate and engage stakeholders on sustainability principles so they can identify important aspects of the project that critically impact their quality of life and environment. As we move into preliminary scenarios, the Envision tool allows stakeholders and the project team to compare the full range of "triple bottom line" impacts for each using a more objective assessment and balancing community, environmental, and economic factors. And as both technical staff and stakeholders are working from the same tool, Envision provides a clear framework for the preliminary design to incorporate the community's values into the project.

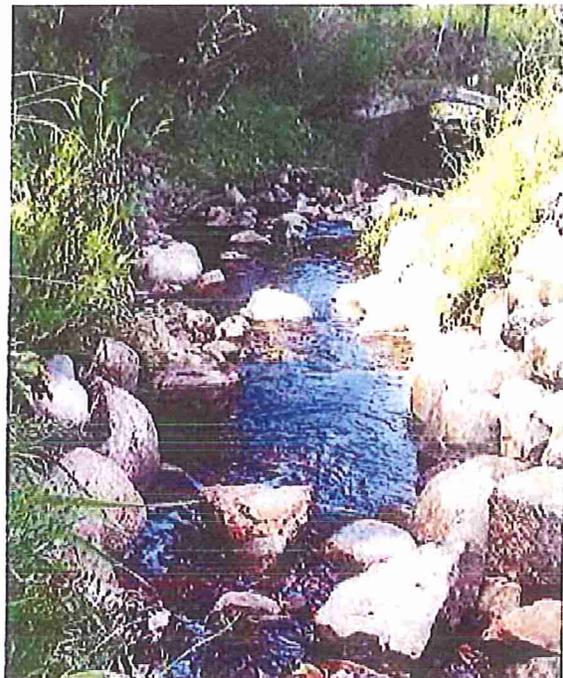
Finally, for this pilot engagement effort, stakeholders could use the Envision tool as a visual scorecard or checklist to quickly and consistently assess how the project is progressing.

Leading-edge Water Resource Options

Edina's sustainability commitments and the current status of the Creek demand a more inclusive and integrated approach to stormwater management. This stretch of Minnehaha Creek is impaired for chloride, fecal coliform, dissolved oxygen, and fish bioassessments, which threaten aquatic life and recreational uses.

Our approach for developing a plan to guide future stormwater and ecological enhancements in the project area and the Minnehaha Creek corridor models our uniquely integrated and transparent process. Our engagement design combines input from project stakeholders on current topics with educational information on the regulatory need and basis for stormwater management -- and weaves issues together with the Envision sustainability evaluation. Our iterative, scenario-based process assures technical coherence and regulatory alignment while supporting genuine stakeholder exploration of priorities, ideas, and alternatives to meet expectations and requirements.

Our collaborative and closely integrated approach means we will work with the City, the MCWD as a key partner, and community stakeholders to develop an innovative and consensus-based stormwater plan. We will include details of how treatment credits throughout the study apply to a given project and how excess credits could be applied to future projects.





IAP2 Core Values for the Practice of Public Participation

1. Public participation is based on the belief that those who are affected by a decision have a right to be involved in the decision-making process.
2. Public participation includes the promise that the public's contribution will influence the decision.
3. Public participation promotes sustainable decisions by recognizing and communicating the needs and interests of all participants, including decision makers.
4. Public participation seeks out and facilitates the involvement of those potentially affected by or interested in a decision.
5. Public participation seeks input from participants in designing how they participate.
6. Public participation provides participants with the information they need to participate in a meaningful way.
7. Public participation communicates to participants how their input affected the decision.

www.iap2.org

Narrative/Work Plan

This Work Plan describes our team's commitment to a fully integrated, inclusive, and consensus-based approach.

1.0. Set Parameters | Write Stakeholder Engagement Plan

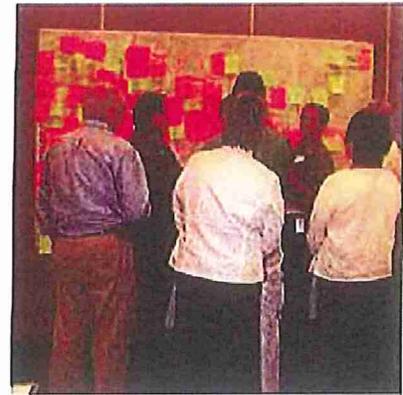
Define project's broad engagement parameters, shape the stakeholder engagement design, collect critical technical data, and position important initial communications to stakeholders. Consensus established here is fundamental to meaningfully engaging stakeholders.

1.1. Set Project Parameters

Set project parameters via a workshop with lead City staff, City commission members, and key partners (such as MCWD) that will include the following:

- Define technical and community parameters underlying the infrastructure.
 - Include parameters such as, but not limited to, improving creek water quality, increasing access to the creek and park, City pavement evaluation for 54th Street, the commitment to living streets, presence of the City well, opportunities to loop the water main, Municipal State Aid (MSA) street design requirements, sustainability goals, and funding sources.
 - Integrated within the workshop is reaching agreement on Edina's parameters for this pilot stakeholder engagement.
- Determine engagement goals.
 - Use International Association for Public Participation's IAP2 Public Participation Spectrum to determine overall engagement goals and "promise to the public" for this pilot engagement effort.
 - Agree on the core values underpinning our engagement work (see sidebar on left).
- Refine stakeholders.
 - Building from the sample stakeholders listed in the RFP, we will identify all key stakeholders and partners to share information and gather information, input, and feedback.
 - Agree on stakeholders and differentiate within sets of stakeholders; not all stakeholders have the same "stake" in all elements of this project, and the breadth and depth of engagement varies by stakeholder group.
- Identify key topics for communications and engagement: Decide on topics for which we need to provide information and on which we are – and are not – seeking input. For example, it is disingenuous to ask for "input" on MSA standards. Our commitment to transparency means we will be clear on the project's parameters and focus, support engagement on those, and after a certain point redirect input on other topics.

- **Customize sustainability tool:** Using our team's certified Envision sustainability professional, identify applicable sustainability credits within the five categories (see summary figure on page 4) relevant to project parameters, engagement goals, identified users, and key topics.
- **Determine core communications tools:** Great communications are central to any authentic engagement and even more critical for this pilot, so we will identify this project's core and supplemental communications tools. Examples of likely tools include the City's project website, City Extra, project-specific blog on the City's website, Facebook, Twitter, periodic features in the community paper, and items in local/partner publications.



1.2. Prepare Stakeholder Engagement Plan (SEP)

The parameters we established in the workshop form the foundation for a robust SEP for this pilot engagement process. As the process roadmap, the SEP describes each set of stakeholders, plans to successfully engage them, responsibilities, schedule, and status. As a "living" document it allows for detours, so we will regularly update and refine it to meet evolving needs, and make the summary schedule widely available to support participation.

1.3. Collect and Review Existing Data

Collect and review existing data from City and MCWD to ensure that all stakeholder engagement and technical analyses are aligned and fully informed.

Examples of traditional and innovative tools and techniques grouped by objective:

Objective: Generate ideas and gather input on broad questions from individuals.

- **Intercept surveys** are an excellent and fun way to quickly gather relevant and substantive input as well as basic demographics in a way that appeals to participants; these 3-4 minute surveys are easy to run with a host of trained volunteers or college students at community gathering spots, parks, and community events
- **Surveys** on paper, in-person, by phone, and web-based allow large numbers of individuals to generate ideas, react or respond generally to options or alternatives, and identify missing information or resources
- **Social media** provides a platform to share outbound information and identify emerging issues or questions; for this project, mainstream tools such as Facebook and Twitter would allow appropriate content oversight
- In-person, video, and audio/phone interviews are useful ways to gather detailed information, perspectives, and priorities

Objective: Generate ideas and gather input on broad questions from groups.

- **Community events and gatherings:** Working with local partners, these allow us to quickly and cost-effectively share information and gather input from large numbers of stakeholders
- **Open space formats** include stations for participants to get information, look at alternatives, provide written or oral input, and discuss issues or concerns; standalone events or with community sessions
- **Focus groups** allow small groups of people over 2-3 hours to better understand diverse perspectives, advance content or process, resolve confusion, identify themes, develop scenarios, and move toward consensus
- **Community information sessions:** These widely publicized and larger-scale events are typically cohosted with key partners. Used to share information; present summary input, common themes, and points of divergence; and gather input or feedback. Various techniques are embedded such as open-space/stations with staff, storytelling booths, intercept or online surveys, presentations, etc.; used singly or in clusters.

Objective: Explore options, examine alternatives, deepen understanding, move toward consensus, develop recommendations, or make decisions.

- **Study sessions:** These hybrids help meet stakeholders' unique needs; small groups dig deeply into a specific topic, small number of options, or particular needs in one or more 2-3 hour sessions
- **Workshops:** These smaller-group, multi-hour sessions allow selected participants to tackle complex issues or challenges, develop options or alternatives, bridge differences, develop drafts, or reach consensus
- **Charettes:** These heavily visual, collaborative events bring stakeholders together in one or more intensive work sessions to develop plans, deeply examine alternatives and options, and move toward consensus; charettes are often a full-day or more and may have multiple, iterative sessions

2.0. Tell the Story | Gather Issues

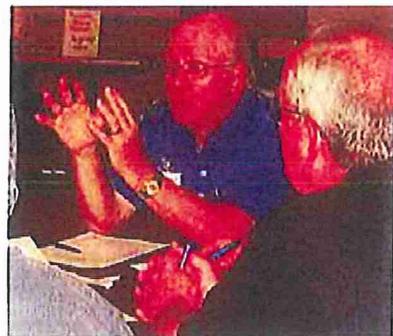
2.1. Tell the Story

A thoughtful set of stakeholder communications serves as a “soft launch” to this consensus-based stakeholder engagement pilot. Based on our earlier agreements, we will jointly craft initial communications with common core content nuanced by stakeholder category (e.g., partners/regulatory agencies, 54th Street neighbors, commission or task force members, etc.). Sample core content: Succinct description of the project needs/parameters; the City’s commitment to authentically integrating stakeholder perspectives into planning, design, and decision making, information resources; and initial engagement opportunities. We anticipate City distribution via mail or similar means to ensure receipt by all identified stakeholders, supplemented by agreed-upon communications channels.

2.2. Gather Stakeholder Issues on Initial Topics

Based on the jointly identified topics and guided by the SEP, we will begin “scans” with identified stakeholders to understand their key issues. Here we would be seeking individual perspectives and expect divergence, so informal in-person and online tools would be appropriate. Actual methods will be driven by the SEP, but below are realistic examples.

- For area residents, we may lead trained teams of college students for evening and weekend “doorknocking.” Wearing City t-shirts and nametags, they would carry copies of the earlier “Tell the Story” letters plus a summary handout, the list of selected key topics, and in 2-3 short questions ask stakeholders about their issues, interests, or concerns. Team members would write the responses in real time, then enter the data daily for compilation and analysis.
- For Council and Mayor, City commission and task force members, department staff, and key partners, for example, we may request time on work session agendas to gather perspectives. For business and nonprofit stakeholders, individual phone calls or small group discussions would work well.
- For identified stakeholders who are not “fixed in place,” such as park users, teens, canoeists, cyclists, etc., short and friendly in-person intercept surveys are a great choice.
- For all stakeholders, we will create and widely publicize online survey and input tools that include the same information and questions.
- For issues from all stakeholders, we will compile, analyze, and share with the joint project team and key partners, and regularly publish summaries via agreed-upon core communications.



3.0. Build Preliminary Scenarios and Gather Input

Based on stakeholder input on the initial topics from the previous set of tasks, our integrated team will build a set of preliminary scenarios. These move the process more formally toward broad consensus. The preliminary scenarios will align with the agreed-upon topic areas, address identified stakeholder issues, and incorporate the complex interconnections between 54th Street, stormwater management and Minnehaha Creek, Living Streets and sustainability, policies, regulations, funding, and so on.



3.1. Define Key Components and Build Preliminary Scenarios

- Constructed in modules to provide stakeholders with important information, these may include, for example, the user or service needs it meets (sidewalks for ped access, bike lanes, traffic-calming measuring to preserve neighborhood feel, etc.), what problems it solves (filtration for water quality, etc.), order of magnitude construction costs, maintenance costs, Envision/Living Streets rating or score, and so on.
- All will be enriched by our team's deep knowledge and innovative design, and this work will feed directly into both the refined scenarios and preliminary engineering tasks below.
- Draft, pilot, and finalize preliminary scenarios.

3.2. Gather Stakeholder Input on Preliminary Scenarios

Given the objectives, these would be community based and in-person, likely a set of workshops or study sessions. We will promote them via lists from previous engagement and City, community, and partner media. Actual methods will be driven by the SEP, but below are realistic examples.

- The structure would likely include a short informational presentation, process guidance (including Envision/Living Streets tools), and then facilitated roundtable discussions to review, explore, and discuss the preliminary scenarios
- Some sessions may target general stakeholders; others may be hosted by the City, key partners like MCWD, or community groups such as business owners and developers, regulatory groups, ETC, EEC, Bike Edina Task Force, etc. We will also create specific opportunities for City staff and elected officials to continue helping shape fully-informed and consensus-based outcomes.
- Documentation would be done by table, possibly with some reporting out to the full group
- For all sessions, compile, analyze, and share with the joint project team and key partners, and regularly publish a summary via the agreed-upon core communications methods.

ENVISION SUSTAINABILITY CREDIT RATING SYSTEM		
Subcategory		
QUALITY OF LIFE	PURPOSE	Q1.1 Improve community quality of life
		Q1.2 Stimulate sustainable growth and development
		Q1.3 Develop local skills and capabilities
	COMMUNITY	Q2.1 Enhance public health and safety
		Q2.2 Minimize noise and vibration
		Q2.3 Minimize light pollution
		Q2.4 Improve community mobility and access
		Q2.5 Encourage alternative modes of transportation
		Q2.6 Improve site accessibility, safety and wayfinding
	WELLBEING	Q3.1 Preserve historic and cultural resources
		Q3.2 Preserve views and local character
		Q3.3 Enhance public space
		Q3.0 Innovate or exceed credit requirements
LEADERSHIP	ORGANIZATION	L0.1 Provide effective leadership and commitment
		L0.2 Establish a sustainability management system
		L0.3 Foster collaboration and teamwork
		L0.4 Provide for stakeholder involvement
	PRODUCTIVITY	L0.1 Pursue by-product synergy opportunities
		L0.2 Improve infrastructure integration
	INTEGRITY	L0.1 Plan for long-term monitoring and maintenance
		L0.2 Address conflicting regulations and policies
		L0.3 Extend useful life



4.0. Build Refined Scenarios and Gather Feedback | Select Preferred Alternative

Working from the contributions and feedback from community stakeholders, City staff, commissioners, partners, and others, our integrated team will create a small set of refined scenarios to move the final step toward consensus. Following stakeholder feedback and final changes, this defines the contents of the Feasibility Study and Stormwater Management Plan.



4.1. Define Key Components and Build Refined Scenarios

These will have the same core elements and content as the preliminary scenarios, but based on stakeholder and partner feedback some modules may be eliminated, others will have more detailed information, and they may be combined in new and innovative ways to better meet needs, priorities, and “thread the needle” with complex and conflicting priorities.

4.2. Gather Stakeholder Feedback on Refined Scenarios

Anticipating the same objectives around consensus and working with established parameters, we would likely use a similar process as above, but this time to gather feedback on these more comprehensive and detailed scenarios. We will continue incorporating the Envision tool, Living Streets criteria, and all other parameters. Likely in the form of fewer but longer workshops or possibly charrettes, we will ensure that critical stakeholders are actively involved. We will prepare detailed documentation, analyses, conclusions, and recommendations on both technical results and the pilot stakeholder engagement process.

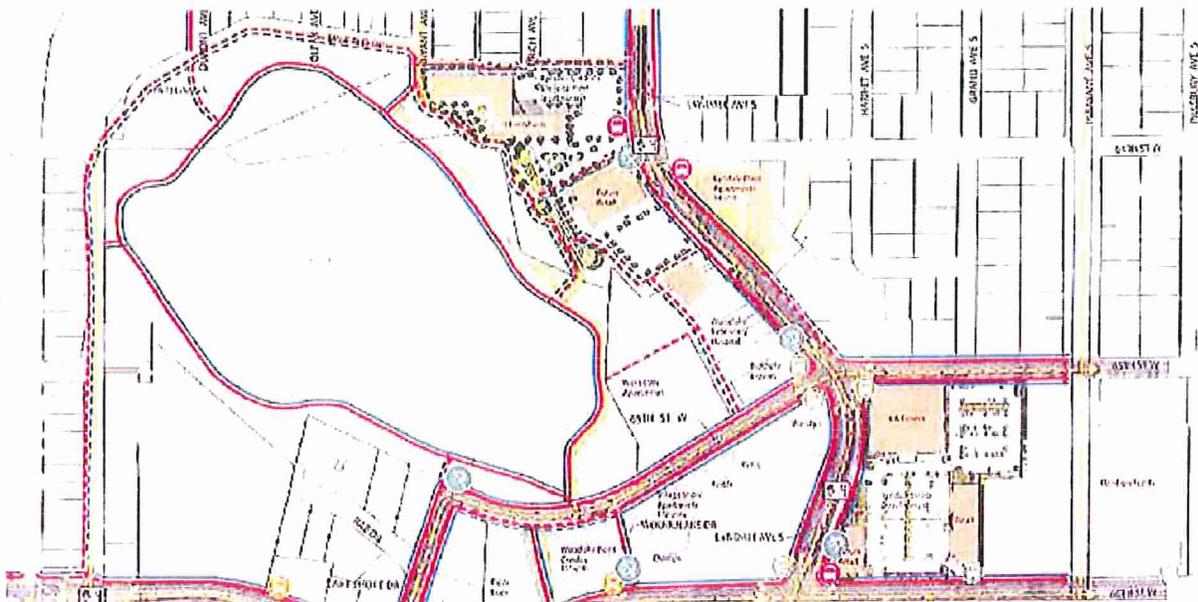


4.3. Formally Select Preferred Alternative

We will design and host a comprehensive workshop with our team, lead City staff, and likely MCWD to review and evaluate the results and resolve potential outstanding issues. Our key deliverable is an alternative that represents broad stakeholder consensus to reimagine and renew 54th Street’s key transportation infrastructure, and the environmental infrastructure within Minnehaha Creek’s subwatershed.

4.4. Share Preferred Alternative

We will share preferred alternative with City departments heads, affected commissions, the Council, and the public.



5.0. Translate Preferred Alternative to Feasibility Study for 54th Street and a Stormwater Management Plan for the Arden Park Area

Each task described above addresses critical issues and builds stakeholder consensus to shape the primary technical deliverables – the Feasibility Study and SWMP. Conclusions and recommendations were noted above, and additional information will be included as appropriate in the Appendix.

5.1. Prepare Feasibility Study

Deliver paper and electronic versions containing the following sections: Summary, location, initiation and issues, summary of this pilot stakeholder engagement effort and key results, existing conditions, proposed improvements, right of way and easements, projects costs, assessments, project schedule, feasibility, and appendix. The appendix will contain process and content information from this pilot stakeholder engagement effort, key sustainability measurements, study-level project design graphics, possible assessment roll, and other background data that were critical to the development of the study.

5.2. Prepare Stormwater Management Plan

Deliver paper and electronic versions that report the goals and policies of the MCWD and the City of Edina, consensus-based preferred solutions to stormwater runoff in the Arden Park neighborhood, and requirements for rehabilitating 54th Street. The plan will also contain a narrative of the results, and methods of analysis used to arrive at those results, for the technical stormwater analysis/model assumptions written for the technical stakeholders like MCWD. The analysis will include the existing conditions and the scenarios of proposed stormwater management improvements developed in the previous tasks, all consistent with Living Streets principles, sustainability measurements, and stakeholder consensus. Preferred scenarios will include metrics such as, but not limited to, cost per pound of total phosphorus removed.



Preparing the Feasibility Study and Stormwater Management Plan includes:

- Gathering comments for draft documents, editing based on comments, and delivering final study and plan documents
- One presentation to the City Council at the Public Improvement Hearing
- One presentation to the transportation commission
- Periodic working meetings with City and MCWD



FEASIBILITY STUDY

NORMANDALE NEIGHBORHOOD ROADWAY RECONSTRUCTION

Sherwood Avenue, Ryan Avenue, Pennell Avenue,
West Shore Drive, 65th Street, and 64th Street

IMPROVEMENT NO. BA-394

November 14, 2012

ENGINEERING DEPARTMENT
CITY OF EDINA

The City of Edina hereby certifies that this document is a true and correct copy of the original as submitted to the City of Edina.	
City Clerk	DATE
City Engineer	DATE

Work Plan /Timeline /Deliverables

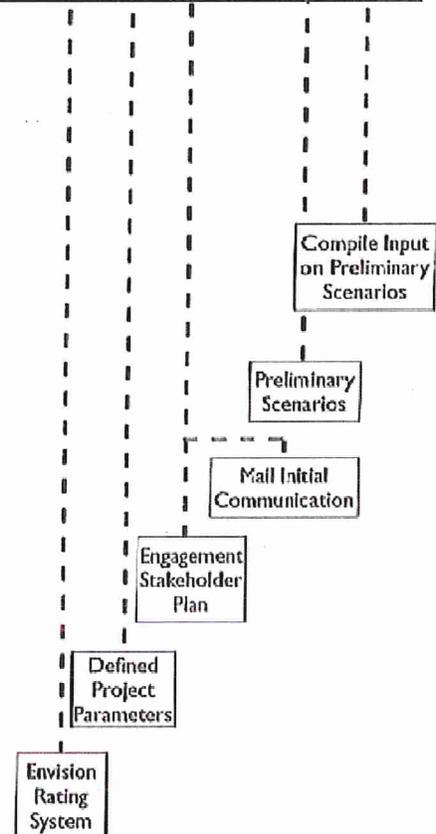
This table illustrates the work plan activities by discipline over time and calls out the key interim and final deliverables.

Task	JUN	JUL
1.0 — SET PARAMETERS, WRITE STAKEHOLDER ENGAGEMENT PLAN		
1.1 — Set project parameters		
1.2 — Prepare stakeholder engagement plan		
1.3 — Collect and review existing data		
2.0 — TELL THE STORY, GATHER ISSUES		
2.1 — Tell the story		
2.2 — Gather stakeholder issues on initial topics		
3.0 — BUILD PRELIMINARY SCENARIOS AND GATHER INPUT		
3.1 — Define key components and build preliminary scenarios		
3.2 — Gather stakeholder input on preliminary scenarios		
4.0 — BUILD REFINED SCENARIOS & GATHER FEEDBACK		
4.1 — Define key components and build refined scenarios		
4.2 — Gather stakeholder feedback on refined scenarios		
4.3 — Formally select preferred alternative		
5.0 — TRANSLATE PREFERRED ALTERNATIVE TO FEASIBILITY STUDY		
5.1 — Prepare Feasibility Study		
5.2 — Prepare Stormwater Management Plan		

Task Discipline

- Stakeholder Engagement
- Planning and Sustainability
- Engineering

Deliverables



AUG	SEP	OCT	COST
			\$16,113
			\$12,182
			\$24,824
			\$19,941
			\$16,862
			\$89,922

Refined Scenarios

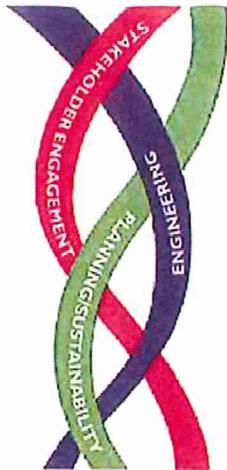
Preferred Alternative

Draft Feasibility Study/SWMP

Final Feasibility Study/SWMP

Total Cost Associated with this Proposal

Background/Experience - Team Overview



Established in 1927, SEH is a multidiscipline firm of engineers, architects, planners, and scientists known for our comprehensive technical capabilities and superior client service, which contribute to Building a Better World for All of Us™.

To respond to your project needs, SEH has teamed with Carroll, Franck & Associates which specializes in designing and delivering authentic and transparent public engagement processes, and particularly in bringing underrepresented and unheard voices to the table. Areas of extensive work include challenging public policy issues, multi-stakeholder environments, innovative engagement techniques, and community-based consensus building.

Our combined skills brings to the City of Edina a seasoned team of public engagement specialists; street reconstruction and stormwater engineers; sustainability and Envision® experts, landscape architects, and park planners; and multimodal transportation (Living Streets), traffic, and structural engineers. We have assembled this team to address all of the City of Edina's needs as you look to solicit input and build consensus for this important and highly visible project.

Representative Project Experience



Lake Harriet Stakeholder Engagement – Minneapolis Park and Recreation Board – Minneapolis, Minn.

Carroll Franck & Associates designed and implemented a robust and practical public engagement process, technical analysis, and prepared recommendations to the Park Board on capital improvements around Lake Harriet. We successfully engaged and gathered input from 1,200+ stakeholders through intercept surveys, online surveys, interviews, focus groups, community meetings, and workshops. The project included combining stakeholder input with complex technical, design, and financial issues to reach consensus on an innovative, defensible, and sustainable solution.

Envision Sustainability Rating System – Milwaukee Metropolitan Sewerage District (MMSD), Milwaukee, Wis.

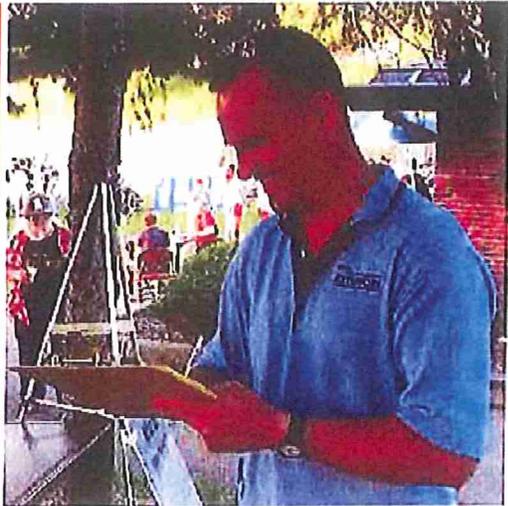
In 2012, SEH was hired by the MMSD to develop a report using ENVISION to help evaluate three flood management alternatives as a component of the Lyons Park Creek Flood Management Planning Project. A secondary objective of the report was to help advance the practice of applying triple bottom line decision making to MMSD projects by applying two different sustainability rating systems to the project.

Item	Category	Weight	Score	Weighted Score
QUALITY OF LIFE				
Q1.1	Open a community to the benefits of a sustainable future	15%	5	7.5
Q1.2	Improve the quality of life for the community	15%	5	7.5
Q1.3	Improve the quality of life for the community	15%	5	7.5



Country Club Area Sewer, Water, and Street Reconstruction Project – City of Edina, Minn.

SEH reconstructed the streets and public utilities along a 4.8 mile corridor that service 557 single family homes. A significant part of this project included addressing stakeholder concerns about perceived cut-through vehicle traffic in the northeast part of Edina. SEH worked with stakeholders in Edina (including its Heritage Preservation and Traffic Commissions) and from the adjoining Cities of Saint Louis Park and Minneapolis. We assisted with several stakeholder meetings including mock ups of proposed speed bumps and traffic signs to help assure stakeholder needs were adequately addressed.

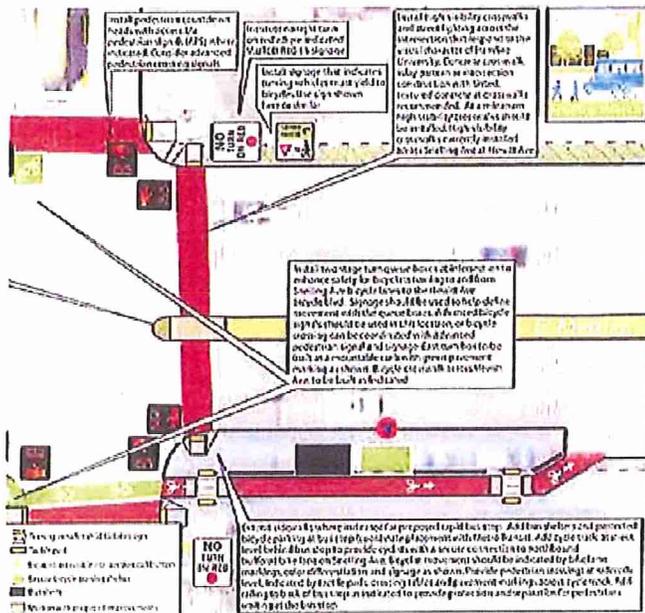


Minnehaha-Hiawatha Corridor, Infrastructure Planning – Hennepin County, Minn.

Carroll, Franck & Associates designed and led the implementation of all public participation for this collaborative corridor planning effort. Community issues and priorities drove the framework and will yield millions in county, city, and other public/private infrastructure investments in this aged industrial corridor. The framework also incorporated existing plans and extensive new research and analysis. Successfully reached out to underrepresented stakeholders and also facilitated community and technical committees that wove together key issues, goals and strategies, and information into a viable framework. Engagement included stakeholder identification and analysis, in-person input at community events and festivals, intercept surveys, door knocking, community meetings, presentations, informational materials, and audio/video input.

Snelling Avenue Living Streets – City of St. Paul, Minn.

SEH’s plan for multimodal transportation options and opportunities to incorporate green design on Snelling Avenue demonstrates the team’s strong understanding of multimodal, Living Streets principles and how they are successfully incorporated into community outreach efforts which is directly applicable to the preliminary design of West 54th Street. Snelling Avenue is a state trunk highway that travels through urban neighborhoods with a diverse set of user groups and competing needs. SEH led a comprehensive stakeholder engagement process to involve agency, advocate, resident, and community partners in the development of concept alternatives. The rigorous stakeholder involvement process led to widespread acceptance of the plan which includes contextually appropriate multimodal treatments.



Surface Water Plan Update – City of Chanhassen, Minn.

For the City of Chanhassen, SEH has provided numerous and ongoing surface water and drainage-related services. Our work on the Surface Water Management Plan (SWMP) Update included Task Force meetings to guide plan development of the overriding goals, policies and development standards. We collected GPS and total station survey data of inverts and locations of more than 6,000 stormwater system structures and completed MnRAMs of more than 385 wetlands. From these field collected data we created function GIS mapping tools of the storm systems and more than 450 wetland, pond, stream corridor and lake features. One of the key efforts of the plan update was to update the data quality and modeling results of the citywide HydroCAD model.





TH 41 EIS Consensus Building - MnDOT

Carroll, Franck & Associates worked closely with 12 key stakeholder agencies to reach consensus on a highly-contentious Minnesota River crossing as part of a Tier I EIS: FHWA and USFWS/Minnesota Valley National Wildlife Refuge; MnDOT, DNR, SHPO; Metropolitan Council; Cities of Chaska, Shakopee, Carver, and Chanhassen; and Scott and Carver Counties. Critical issues included: environmental justice; Section 4(f) for protected lands and historic properties; noise and visual impacts; public safety; ecosystem and refuge user impacts; and others; exploring corridor options and impacts, developing common goals and strategies to address impacts for all key stakeholders, identifying innovative mitigation, and creating a sustainable structure for ongoing engagement over the next 20 years.

Lakes/Lyndale Connectivity Plan - City of Richfield

SEH used a multifaceted approach to develop a Connectivity Plan for the Lakes at Lyndale District of Richfield. The core of the approach utilized three primary activities: site and existing conditions analysis; incorporation of previous plans; and the development of concepts and recommendations addressing existing gaps through retrofit solutions for the built environment. Working with City Planning staff, internal City stakeholders and citizen stakeholders we established evaluation/ranking criteria and vetted concepts which enhance connectivity for pedestrians and bicyclists throughout the district and provides a strong interrelationship with the street and transit system.

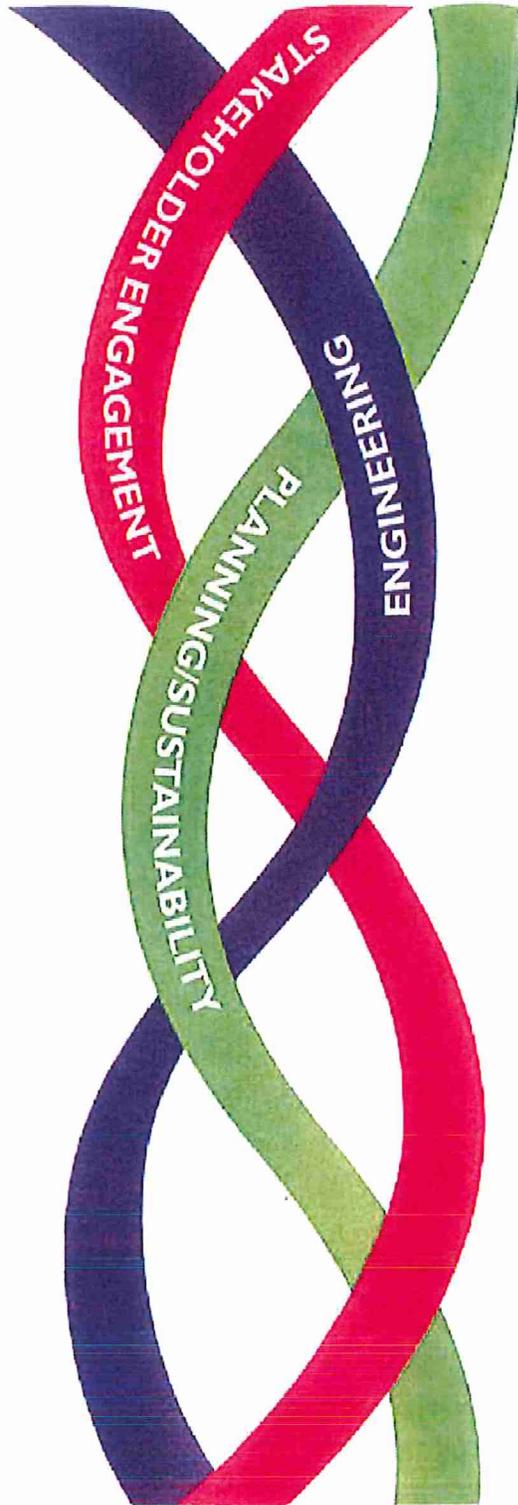


Stormwater Management Plan - City of Long Lake

SEH assisted the City of Long Lake with the stormwater planning and feasibility analysis for their proposed downtown redevelopment. As part of the project, SEH evaluated the existing natural resources in the ravine/drainage system and ponds; identified water quality treatment needs to accommodate the redevelopment water quality plan, and prepared conceptual designs and cost estimates for stream stabilization restoration work and pond system expansion or enhancement. The water quality improvements were a key element in the City of Long Lake's recent selection for an LCDA grant for the downtown project. The project included an innovative subsurface gravel wetland system that will remove an estimated 10 pounds of phosphorus from entering Long Lake on an annual basis.



Background Experience – Discipline Leaders



STAKEHOLDER ENGAGEMENT
Anne Carroll, M.P.



PLANNING/SUSTAINABILITY
Andrew Dane, AICP, ENV SP



ENGINEERING
Paul Pasko III, PE
Project Manager



Ron Leaf, PE
Water Resources



Heather Kienitz, PE
Living Streets



Anne R. Carroll, M.P.

Since 1985, Carroll, Franck & Associates (CF&A), has provided inclusive stakeholder engagement and strategic planning consulting, professional development training, and graduate-level teaching to public and nonprofit organizations. We specialize in designing and delivering authentic and transparent public engagement processes, civil discourse, and consensus building. Areas of extensive work include challenging public policy issues, complex multi-stakeholder environments, infrastructure and planning topics, and creative engagement techniques. CF&A has successfully engaged the full spectrum of stakeholders through projects with the following organizations:

- Hennepin County Housing, Community Works, and Transit – Minnehaha-Hiawatha Corridor
- Minnesota Department of Transportation – TH 41 Tier 1 EIS
- Minnesota Departments of Education and Human Services – Early Childhood Standards and Indicators (Statewide)
- Minneapolis Department of Public Works – Minneapolis Bicycle Master Plan
- Minneapolis Parks and Recreation Board – Southwest LRT DEIS Community Advisory Committee; Lake Harriet Infrastructure Community Advisory Committee
- Hennepin County Office to End Homelessness and County Human Services and Public Health: Hennepin County Continuum of Care (annual)

“The stakeholder engagement process...was one of the most robust and comprehensive ever conducted on a project of this type – we heard directly from over 1,200 people through intercept surveys.... One of our early goals was to produce defensible, supportable, and sustainable recommendations that could stand on their own merits. We feel we have more than met that goal. Our extensive community engagement injected that critically important human element, which directly shaped our thinking and ensures that our recommendations will resonate with the local community, park visitors, and the MPRB. “

~Matt Perry, Minneapolis Parks and Recreation CAC Chair

“I was told you are the best in the business, and they were right.” -- Don Pflaum, City of Minneapolis Bicycle Master Plan Project Manager”

~ Matt Perry, CAC Chair



Andrew F. Dane, AICP, ENV SP | Senior Community Development and Sustainability Specialist/Envision

Andrew Dane is a Community Development and Sustainability Specialist who brings 17 years of successful sustainable development experience working with municipalities, private businesses, tribes, and non-profits. He is a highly skilled and confident group process leader and facilitator, with extensive experience designing and leading public participation and community engagement processes. Andrew specializes in planning and public participation to support downtown and neighborhood revitalization, community planning, and economic development efforts. Project experience includes:

- Sustainable Communities Public Policy Forum – State of Wisconsin
- Lyons Park Creek ENVISION Evaluation, Milwaukee Metropolitan Sewerage District – Milwaukee, Wis.
- Barron County Comprehensive Plan – Barron, Wis.
- Market Analysis & Downtown Strategy – Sherwood, Wis.
- Downtown Porter Master Plan – Porter, Ind.



Paul J. Pasko III, PE | Project Manager/Principal

Paul is a Project Manager with 28 years of experience in a wide variety of municipal, transportation, trail, storm water runoff, and utility engineering projects. While Paul's responsibilities range from project inception to completion; his primary responsibility is public engagement. He has engaged the public in every way from simple 'one on one' in-person conversations with stakeholders to appearances on the Discovery Channel. Paul will use his engagement experience to assure this team remains committed to its approach that comprehensively integrates the disciplines of engineering, stakeholder engagement, and planning and sustainability.

- West 77th Street Reconstruction between Trunk Highway 100 and Metro Boulevard – Edina, Minn.
- Country Club / Sunnyslope Sanitary Sewer Pipe Rehabilitation – Edina, Minn.
- 66th Street Sidewalk Improvements – Edina, Minn.
- Country Club Area Sewer, Water Main, and Street Reconstruction – Edina, Minn.
- Ridge Road Street and Utility Reconstruction - Edina, Minn
- Gallagher Drive / Nine Mile Creek Regional Bike Trail Improvements – Edina, Minn. and Three Rivers Park District
- Reconstruction of Valley View Road – Eden Prairie, Minn.



Ronald B. Leaf, PE | Principal/Senior Water Resources Engineer

Ron Leaf is responsible for managing a variety of water resources projects and has extensive experience with comprehensive surface water management planning, flood studies and mapping, storm water ordinances, NPDES permitting and storm water low-impact development practices. Ron previously worked for the Minnesota Pollution Control Agency (MPCA), and was responsible for coordinating revisions to the state's water quality rules, providing legislative testimony on implementation of water quality programs, and developing engineering standards for storage structures and treatment systems. In

recent years, he has managed six area wide storm water master planning projects that have involved significant stakeholder involvement, coordination with the local watershed organization and development of a multi-year implementation program to meet or exceed regulatory requirements and project specific goals.

- Walker-Lake Area Stormwater Master Plan, (Coordination with MCWD), City of St. Louis Park, Minn.
- Downtown Area Stormwater Master Plan (Coordination with MCWD), City of Long Lake Minn.
- Blake Road/Cottageville Park Concept Plan (Coordination with MCWD), City of Hopkins, Minn.
- Surface Water Management Plan Update – Chanhassen, Minn.
- Second Generation Water Resources Management Plan – Burnsville, Minn.
- Surface Water Management Plan Update – Shoreview, Minn.



Heather N. Kienitz, PE | Living Streets/Multi-Modal Transportation Engineer

Heather Kienitz is a Multi-Modal Transportation Engineer with 15 years of experience developing context sensitive solutions that balance the needs of all roadway users. She has experience planning and designing retrofit solutions to provide facilities for non-motorized users within the built environment as well as reconstruction projects. She led the preliminary and final design through construction of over 26 miles of retrofit bicycle facilities in Minneapolis and led the traffic task for the Multimodal Plan for Snelling Avenue in St. Paul. Heather routinely conducts work with agency and community stakeholders

to develop Complete Streets transportation solutions.

- Snelling Avenue Multimodal Transportation Plan (MnDOT) – St. Paul, Minn.
- Non-Motorized Transportation Pilot Program Bicycle Operations – Minneapolis, Minn.
- Lakes at Lyndale Connectivity Urban Design Plan – Richfield Minn.
- West 106th Street Multimodal Traffic Study – Bloomington, Minn.
- Linden Hills Small Area Plan – Minneapolis, Minn.

Background Experience – Discipline Support



Veronica Anderson, AICP, ASLA | Senior Urban Designer/Planner

Veronica Anderson is a Designer/Planner and Project Manager with more than 17 years of experience working on public planning and design projects. As an Urban Planner, Veronica has focused on community and park system planning, land use planning and commercial and neighborhood redevelopment. As an Urban Designer, Veronica has focused on site planning, creative storm water management and traffic calming projects incorporating both hardscape and native vegetation treatments. Veronica is also an experienced group facilitator who believes in the necessity of early and on-going public participation during the planning and design process to achieve informed consent among the stakeholders.

- Southdale/Woodhill Neighborhood Street Improvements – City of Edina, Minn.
- Country Club Area Sewer, Water Main, and Street Reconstruction – City of Edina, Minn.
- Ridge Road Reconstruction – City of Edina, Minn.
- West 70th Street – City of Edina, Minn.
- Rice Creek Parkway – City of Shoreview, Minn.
- Maplewood Nature Preserve – City of Maplewood, Minn.
- Park System Plan – City of Golden Valley Minn.



Toby Muse, PE | Municipal Engineer

Toby is experienced in a variety of municipal engineering projects from feasibility stage to final construction and project closeout. Types of projects include existing road, trail and parking lot rehabilitation, storm water detention and conveyance systems, sanitary sewer systems, water distribution systems, lighting and traffic signal systems. Responsible for feasibility development, preliminary and final design, cost estimating, preparation of plans and specifications, and construction observation.

- Gallagher Drive/Nine Mile Creek Regional Bike Trail Improvements – City of Edina, Minn. and Three Rivers Park District
- Richmond Hills Neighborhood Roadway and Utility Improvements – City of Edina, Minn.
- Minnehaha Woods Neighborhood Roadway and Utility Improvements – City of Edina, Minn.
- Country Club Area Sewer, Water Main, and Street Reconstruction – City of Edina, Minn.
- Southdale / Woodhill Neighborhood Street Reconstruction – City of Edina, Minn.
- Nine Mile Village Water Line Rehabilitation – City of Edina, Minn.





Jeff A. Johnson, PE | Structural Engineer

Jeff Johnson is a Structural Project Manager/Design Engineer with more than 30 years experience in project management, design, renovation and construction observation of a variety of bridge and hydraulic structures. Jeff's experience includes design of more than 400 state, county and local bridges utilizing steel beam, prestressed girder, continuous structural concrete slab, rehabilitation of stone arches and timber structures. Projects include:

- Ridge Road Reconstruction – City of Edina, Minn.
- Country Club Area Sewer, Water Main, and Street Reconstruction – City of Edina, Minn.
- Minnehaha Woods Neighborhood Street and Utility Improvements – City of Edina, Minn.
- Bryant Avenue Pedestrian Bridge Rehabilitation Over Minnehaha Creek – Minneapolis, Minn.
- CSAH 35 over Maple Creek (West Bridge), Owatonna – Steele County, Minn.
- CSAH 64 over Browns Creek – Washington County, Minn.
- Third Street Stone Arch Bridge Rehabilitation over Miller Creek – Duluth, Minn.
- Rock Island Swing Bridge Rehabilitation over the Mississippi River – Inver Grove Heights, Minn.



Michael E. Kotila, PE | Senior Transportation Engineer

Mike Kotila is a Professional Engineer with more than 25 years of traffic and transportation engineering experience. Mike's project experience includes traffic data collection and analysis, traffic calming studies and forecasting, safe routes to school, transportation system plans, Intersection Control Evaluation (ICE) studies, roundabouts, traffic modeling, geometric design, signal and lighting design, ITS applications, construction staging, detouring, traffic signing and striping design.

- Southdale/Woodhill Neighborhood Street Improvements – City of Edina, Minn.
- Country Club Area Sewer, Water Main, and Street Reconstruction – City of Edina, Minn.
- Ridge Road Reconstruction – City of Edina, Minn.
- Gallagher Drive/Nine Mile Creek Regional Bike Trail Improvements – City of Edina, Minn. and Three Rivers Park District
- Franklin Avenue (CSAH 5) and East River Parkway Preliminary Design – Minneapolis, Minn.
- TH 169 at Bren Road/Londonderry and Excelsior Boulevard – Edina, Minnetonka, and Hopkins Minn.
- West 76th Street/Penn Avenue – Richfield, Minn.
- Brooklyn Boulevard (CSAH 152) Reconstruction – Brooklyn Center, Minn.
- Midtown Exchange Travel Demand Management (TDM) Plan – Minneapolis, Minn.





Detailed Cost Breakdown
City of Edina
Public Engagement and Preliminary Engineering Services for 54th Street and Arden Park Area Stormwater Management Plan
May 14, 2013

PROJECT ISSUES	ESTIMATED HOURS													Estimate @ Cost	Estimate @ Cost From Data for Work Plan Estimated to Major Tasks (to be added to the Estimate)					
	STAKEHOLDER ENGAGEMENT TASK	PROJECT MANAGER TASKS	WATER RESOURCES ENGINEER	SEWER/SOLIDWATER ENGINEER	PLANNING/SUSTAINABILITY	SEWER/SOLIDWATER ENGINEER		1. Utility Cost Estimation	2. Design Arden Park Area SWMS	3. 54th Street Design	4. 54th Street Bridge Design	5. Utility Design	6. Network Design							
1.051 Parameters, Utility Stakeholder Engagement Plan																				
1.1 Set Project Parameters	20	4	8	4	8	1	2						3							
1.2 Engage Stakeholder Engagement Plan (SEEP)	12	4	4	3		1	2						5	7						
1.3 Collect and Review Existing Data								4	8											24
Subtotal Hours	32	8	12	7	8	2	4	4	8	12	2		24							
Subtotal Labor Cost	\$1,600	\$1,182	\$2,112	\$1,120	\$1,013	\$314	\$252	\$512	\$914	\$1,332	\$121	\$2,052	\$8,475	\$8,728	\$1,415	\$1,885	\$685		\$1,234	
2.0 To-Do Study, Gather Issues (2)																				
2.1 Tell the Story	12	4	6	5	4							8								
2.2 Gather Stakeholder Issues or Initial Topics	11	2	3	2								8	8							
Subtotal Hours	23	6	9	7	4							16	8							
Subtotal Labor Cost	\$1,150	\$1,011	\$1,638	\$1,519	\$512							\$1,568	\$545	\$12,111	\$7,415	\$2,025	\$1,418			\$106
3.0 Hold Preliminary Sessions and Gather Input																				
3.1 Offer Key Components and Full Preliminary Alternatives	16	12	22	8	15	2	4					11								4
3.2 Gather Stakeholder Input on Preliminary Scenarios (1)	20	4	4	3		2	6					6	8							4
Subtotal Hours	36	16	26	11	15	4	10					17	8							8
Subtotal Labor Cost	\$1,800	\$1,182	\$1,638	\$1,159	\$1,013	\$314	\$1,010					\$2,205	\$815	\$6,625	\$5,595	\$2,801	\$1,048			\$1,415
4.0 Hold Reflected Scenarios and Gather Feedback; Select Preferred Alternative																				
4.1 Offer Key Components and Full Reflected Scenarios (2)	12	4	8	4	8	1	3					8								2
4.2 Offer Stakeholder Feedback on Reflected Scenarios (1)	20	2	4	4	2	1	3					4	7							2
4.3 Formally Select Preferred Alternative	12	2	2	2			3					4								2
Subtotal Hours	56	12	16	10	10	2	6					16	7							6
Subtotal Labor Cost	\$2,800	\$1,332	\$1,638	\$1,159	\$1,013	\$314	\$1,010					\$1,856	\$121	\$5,521	\$12,248	\$2,801	\$1,048			\$1,234
5.0 Prepare Preferred Alternative Feasibility Study for 54th Street Stormwater Management Plan for Arden Park Area																				
5.1 Prepare Feasibility Study (1)	16	8	8	12	8	2	6					10								3
5.2 Prepare Stormwater Management Plan (1)	16	8	12	12	8	2	6					10								4
Subtotal Hours	32	16	20	24	16	4	12					20								7
Subtotal Labor Cost	\$1,600	\$1,182	\$1,638	\$1,159	\$1,013	\$314	\$1,010					\$1,221								\$5,801

50th St

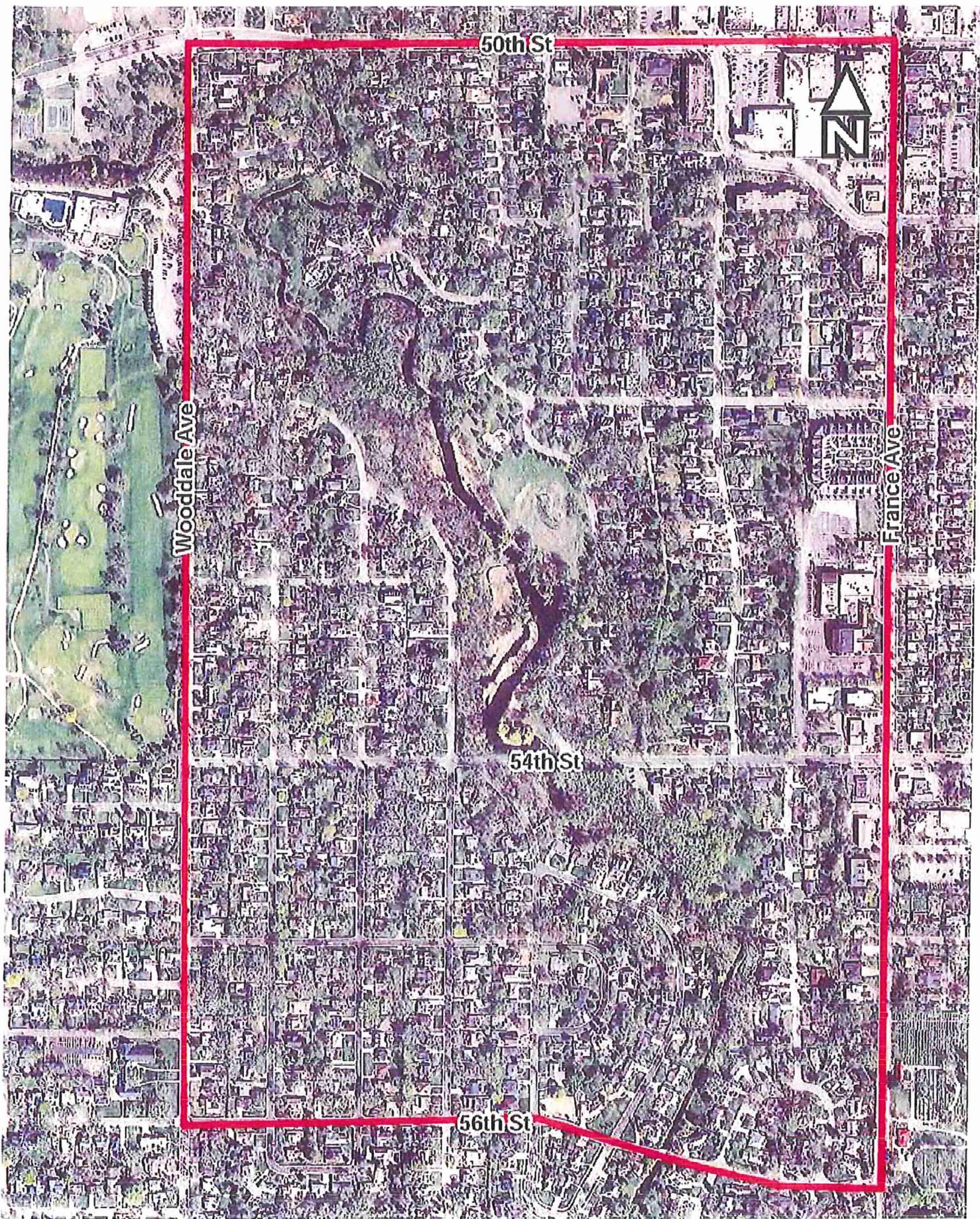


Wooddale Ave

France Ave

54th St

56th St





Building a Better World
for All of Us™

sehinc.com

June 17, 2013

54th Street Reconstruction and Arden Park Area Stormwater Management Plan

Dear Resident:

The City of Edina will begin two important infrastructure projects in your area this summer and will need your feedback. We aim to make these projects highly collaborative, inclusive and transparent and we hope you will provide your input to ensure the outcomes best meet community needs and priorities. Details are as follows.

Reconstruction of 54th Street

The City will reconstruct 54th Street from France Avenue to Wooddale Avenue, including the 54th Street bridge over Minnehaha Creek. The road is badly deteriorated and is a safety hazard to pedestrians and cyclists, and the bridge is at the end of its useful life. A state-aid designated roadway, 54th Street must meet State requirements; the State will pay for approximately 80 percent of the reconstruction. The project offers an excellent opportunity to freshen up the look of the area. We need your input, ideas and feedback on a variety of design options. A city-maintained sidewalk, a boulevard on at least one side of the street and the maintenance of existing bicycle lanes are requirements for the project.

Stormwater Management Plan

In the Arden Park neighborhood area, Minnehaha Creek is polluted from untreated stormwater runoff and State law requires the City to reduce the harm. The Minnehaha Creek Watershed District will help us to plan a more cost-effective solution, which will also affect the 54th Street roadway and bridge design. We will seek community feedback to make these decisions.

Ways in which we will gather community input:

1. *Doorknocking, surveys, meeting with local businesses – June*
The City of Edina has hired consultant SEH to doorknock and collect in-person surveys in your neighborhood beginning the week of June 17. An online survey is also available on the City's website. The City also will hold small group meetings with local businesses.
2. *Workshops to review scenarios and options – August*
Once general feedback is obtained, SEH will assemble designs and scenario components. Workshops will be held in August to gather community input on these scenarios.
3. *Second round of workshops to discuss modified scenarios – August-September*
Once residents and business owners have provided feedback on the initial scenarios, SEH will modify the designs. Another round of workshops will be held in August or September for community members to give feedback about the modified scenarios.
4. *Host a public hearing – October-November*
In October or November, the City will host a public hearing to focus on the complete preliminary engineering design and Stormwater Management Plan, and will report on community engagement and feedback.

Have questions or need more information?

[People and website links](#)

Project Overview

In April 2013, the City issued a Request for Proposals for the following:

1. **Preliminary engineering design for reconstructing 54th Street** from France Avenue to Wooddale Avenue, including the 54th Street Bridge over Minnehaha Creek
2. **Stormwater Management Plan** for the Arden Park Area; this will be used during the 54th Street design plus future projects including Glen View Addition, Arden Park Improvements, and any potential 50th and France redevelopment
3. Robust, authentic, and transparent **stakeholder engagement** design and implementation for these two concurrent efforts that will serve as a model for future engagement around infrastructure projects



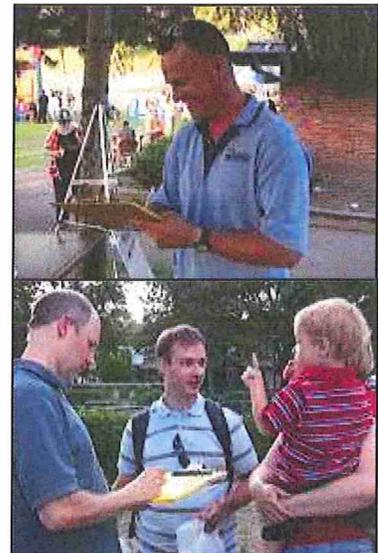
The project will apply elements from the draft Living Streets Policy as well as our comprehensive plan. These plans include new and innovative ways to renew basic infrastructure to reduce cost; balance transit, multimodal, connectivity and active living goals with traditional street transit services; and protect Minnehaha Creek from further degradation from surface water runoff. The team of SEH and Carroll, Franck & Associates was selected and will work collaboratively with the City and key stakeholders to deliver the major tasks below between June and October 2013.

Tasks

1.0 Set parameters and write Stakeholder Engagement Plan; mid-June

2.0 Tell the story and gather issues from stakeholders

- a. "Tell the Story" initial written communication to all stakeholders (neighbors, businesses, park users, agencies, etc.) about the project; 6/15
- b. Gather broad *issues* from identified stakeholders to understand their key issues. The team will seek individual perspectives and expects divergence. All content will be compiled and analyzed *without differentiating by stakeholder group*. This input plus technical content drives the preliminary scenarios. Information about selected stakeholder groups is below; (see Stakeholder Engagement Plan).
 - 1) Neighbors, 50th-56th and Wooddale-France: Door knocking with very short surveys; 6/21-7/15
 - 2) Arden Park users, bicyclists, canoeists, joggers, etc.: Intercept surveys; 6/21-7/15 (see top photos)
 - 3) Groups, organizations, or agencies *such as* Minnehaha Creek Watershed District, business groups, Commissions, City department heads, church council, neighborhood association, etc.: Facilitated small group meetings; 6/10-7/24



3.0 Gather input on preliminary scenarios: Assemble scenario components based on stakeholder issues *plus* technical needs and requirements. Gather stakeholder input on scenario components through facilitated workshops (see bottom photos); August.

4.0 Gather feedback on refined scenarios: Build complete scenarios based on input on preliminary scenario components. Gather stakeholder feedback on scenarios through facilitated workshops. Complete preliminary engineering design, Stormwater Management Plan, and recommendations on model stakeholder engagement design; August.



Have questions or need more information?

Technical lead and project manager: Paul Pasko of SEH, (952) 912-2611, ppasko@sehinc.com

Stakeholder engagement lead: Anne Carroll of Carroll, Franck & Associates: 651-690-9162, carrfran@gmail.com