REPORT/RECOMMENDATION

To:	**MAYOR AND COUNCIL**	**Agenda Item #**	**VI. C.**
From:	**Wayne D. Houle, PE** **City Engineer**	☒	**Action** **Discussion**
Date:	**December 20, 2011**	☐	**Information**
Subject:	Public Hearing – 50th & France Parking Structures and Streetscapes Improvements Nos. A-242, P-21, and P-22, Resolution No. 2012-65		

Recommendation:

If the City Council determines the project to be necessary, cost effective, and feasible, the Council shall adopt attached Resolution No. 2012-65 receiving feasibility study, authorizing plans and specifications to be completed, acquire proper approvals through the Edina Planning Commission, and bids be taken for the 50th & France Parking Structures and Streetscapes Improvements Nos. A-242, P-21, and P-22.

Info/Background:

Attached is a Feasibility Study for the 50th & France Parking Structures and Streetscapes Improvements Nos. A-242, P-21, and P-22. The feasibility study outlines the project and recommendations as well as the funding for the project. The Public Hearing is being held under the requirements of State Statute Chapter 429, meaning that this is a project hearing to look at the merits of the project and not to determine the final assessments for the project. The final assessment hearing is proposed to be schedule for the fall of 2014. However, staff believes it is important to give more detailed information on the financing portion of the project; this information is being finalized by our financial consultant and will be submitted prior to the City Council meeting.

The Middle Parking Ramp proposed reconstruction will require approvals from the Edina Planning Commission for height (comprehensive plan amendment) and setback variances along with a site plan approval.

Staff is also recommending that the project be split for bidding purposes between the parking structure improvements and streetscape improvements.

ATTACHMENTS:

Resolution No. 2012-65
Feasibility Study 50th & France Parking Structures and Streetscape Improvements

RESOLUTION NO. 2012-65
RECEIVING FEASIBILITY STUDY
AND ORDERING IMPROVEMENT FOR
50TH & FRANCE
PARKING STRUCTURES AND STREETSCAPE IMPROVEMENTS
IMPROVEMENT NOS. A-242, P-21 & P-22

WHEREAS, a resolution of the city council, adopted the 20th day of March, 2012, fixed a date for a council hearing on Improvement Nos. A-242, P-21 and P-22, the proposed improvement of 50th and France Parking Structures and Streetscape Improvements; and

WHEREAS, ten days' mailed notice and two weeks' published notice of the hearing was given, and the hearing was held thereon on the 17th day of April, 2012, at which all persons desiring to be heard were given an opportunity to be heard thereon; and

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF EDINA, MINNESOTA:

1. Such improvement is necessary, cost-effective, and feasible to update aging infrastructure.
2. Such improvement is hereby ordered.
3. The city engineer is hereby designated as the engineer for this improvement. The engineer shall prepare plans and specifications for the making of such improvement.
4. The city council declares its official intent to reimburse itself for the costs of the improvement from the proceeds of tax exempt bonds.

Dated: April 17, 2012

Attest:_____ _____
Debra A. Mangen, City Clerk James B. Hovland, Mayor

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

CERTIFICATE OF CITY CLERK

I, the undersigned duly appointed and acting City Clerk for the City of Edina do hereby certify that the attached and foregoing Resolution was duly adopted by the Edina City Council at its Regular Meeting of April 17, 2012, and as recorded in the Minutes of said Regular Meeting.

WITNESS my hand and seal of said City this _____ day of _____, 20___.

_____
City Clerk

FEASIBILITY STUDY
50th & France
Parking Structures and Streetscape Improvements
Improvement No. A-242, P-21, P-22

EXECUTIVE SUMMARY:

The 50th and France Parking Structures and Streetscape Improvements were initiated by staff in late 2007 and early 2008, due to the issues of parking shortages and aging streetscape corridors. Staff worked with the 50th and France Business Association, 50th & France property owners' group, and neighboring property owners to reach a solution that enhances the district and surrounding neighborhoods. The attached feasibility reports provide details and costs for the options that have been analyzed. Staff and consultants are recommending replacing the Middle Ramp with a six-level parking structure; this provides a parking space gain of 258 spaces. We are also proposing to allow public parking in the lower level "Contract Only" parking area of the South Ramp; this provides a public parking gain of 88 spaces. The following is a summary of recommended improvements:

Parking Structure Improvements:

- Add vehicle counting and guidance system to all three ramps
- New 6-Level Middle Ramp
- South Ramp restoration to include two pedestrian elevators, enhanced façade at the France Avenue pedestrian alley, solid waste room remodel, structural restoration, relighting, and replacement of internal drain system.

Streetscape Improvements:

- Replace concrete paver sidewalks where needed.
- Replace trees and planting materials where needed.
- Install new irrigation to tree wells and landscape areas.
- Install seasonal lighting poles if successful with Edina Rotary Grant.

Total project cost for these improvements is $11,970,000. The improvements will be funded with special assessments to the district property owners. The overall financing will be split between General Obligation Bonds and City loan.

INITIATION / PUBLIC INVOLVEMENT / & ISSUES:

The 50th & France Parking Structure and Streetscape Improvement project was initiated by the Engineering Department in 2008, following conversations with the districts' business and property owner groups. These groups identified capacity issues with public parking and stressed streetscapes. Staff continued to meet with the property owner group; however the project was placed on hold during the economic downturn, which occurred from 2009 thru 2011.

Staff and consultants met on March 22, 2012 with the adjacent neighborhood regarding the project. Different options for solving the parking shortage along with the streetscape improvements were discussed. Some of the neighboring property owner's comments

included allowing for more green space along West 51st Street and traffic speeds at Halifax Avenue and West 51st Street is very fast and unsafe, see Appendix B for a summary of the comments.

Prior to the economic downturn staff had contracted with Walker Parking to study the parking demands. A Shared Parking Model Study was conducted that identified the need for an additional 140 to 247 parking stalls during peak demands, see Appendix B.

COSTS:

The following is a summary of the costs for the project. Details of these costs can be found in the respective feasibility studies.

Streetscape Improvements:

Item		Construction Costs
Paver Replacements	$	281,200
Irrigation System	$	225,000
Landscape Replacements	$	68,658
Seasonal Lighting	$	45,000
Total Streetscape Improvements	$	619,858

Parking Structure Improvements:

Item		Construction Costs
Middle Ramp	$	7,070,000
South Ramp	$	3,205,000
Total Ramp Improvements	$	10,275,000

Project Soft Costs:

Item		Costs
Design / Soil-Material Testing / Survey	$	700,000
Construction Administration & Public Relations	$	200,000
Temporary Parking and Shuttle Service	$	175,000
Total Project Soft Costs	$	1,075,000

Total Project Cost:	**$**	**11,969,858**

FUNDING / FINANCING:

This project is proposed to be funded through special assessment to properties defined by the 50th and France Maintenance District. The financial firm of Ehlers, Inc. is analyzing four potential options of financing the project. The four options as described by Ehlers, Inc. are:

1. City General Obligation Bond (G.O.) only. Current market rates for 15 year debt are about 2.5% and are 3% for 20 year debt.
2. City G.O. Bond and a 0% loan from the Centennial Lakes TIF District with the TIF repaid faster than the G.O. Bond to enable TIF dollars to be spent on other activities in the City earlier. The payments on the G.O. Bond are interest only until the 0% loan is repaid.
3. City G.O. Bond and a 0% loan from the Centennial Lakes Tax Increment Financing (TIF) District amortized equally. This option yields the most proceeds for the project but it does delay the return of TIF to the Centennial Lakes TIF District for up to 20 years.
4. A fourth option of an internal loan only could also be considered or a mixture of loan and grant from the TIF District. A discussion on what interest rate, if any, would be charged is necessary before these options are considered.

The overall assessable square footage of the district is 355,953 square feet. The anticipated total special assessed cost is $33.628 per square foot based on a project cost of $11,969,858, which does not include the cost of bonds and interest to borrow money during the construction phase. It is staffs intention for a property owner to have a repayment option spreading the special assessment over 20-years, with the average cost of two dollars per square foot per year.

PROJECT SCHEDULE:

The following schedule has been identified for this project:

City Council Receives Feasibility Proposal.....December 20, 2011
Council Orders Public Hearing..... March 20, 2012
Public Hearing ..... April 17, 2012
Application to Planning Commission for Site Plan and variances..... May 2, 2012
Planning Commission Meeting..... May 23, 2012
City Council: Approve Site Plan and Variance..... June 5, 2012
Bid Opening..... July 24, 2012
Award Contract ..... August 7, 2012
Construction Start.....Late Summer of 2012
Construction Complete.....Late Summer 2014
Final Assessment Hearing .....October, 2014

The following will also be incorporated into the project documents

- No construction during holiday shopping time: mid-October to January, and during Art Fair
- Construction of the ramps will be phased. This will minimize loss of parking spaces during construction
- Off-site shuttling of employees will be provided during the demolition and construction of the Middle Ramp.

FEASIBILTIY STATEMENT:

Staff and its consulting engineers believe that the implementation of the recommended option is necessary, cost effective, and feasible from an engineering stand point.

APPENDIXES:

A. Certification Page
B. 50th & France Parking Ramp Expansion Feasibility Report – Walker Parking Consultants
C. 50th & France District Streetscape Improvements Feasibility Report – Kimley-Horn and Associates, Inc.
D. Proposed Assessment Roll
E. March 22, 2012 Neighborhood Meeting Comments
F. Public Hearing Notices and Certificate of Mailings

APPENDIX A: Certification Page

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

Wayne D. Houle, PE
City Engineer

Reg. No.: 25057

Date: 4/12/12

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

Scott R. Froemming, PE
Director of Operations
Walker Parking Consultants

Reg. No.: 22529

Date: 4/12/12

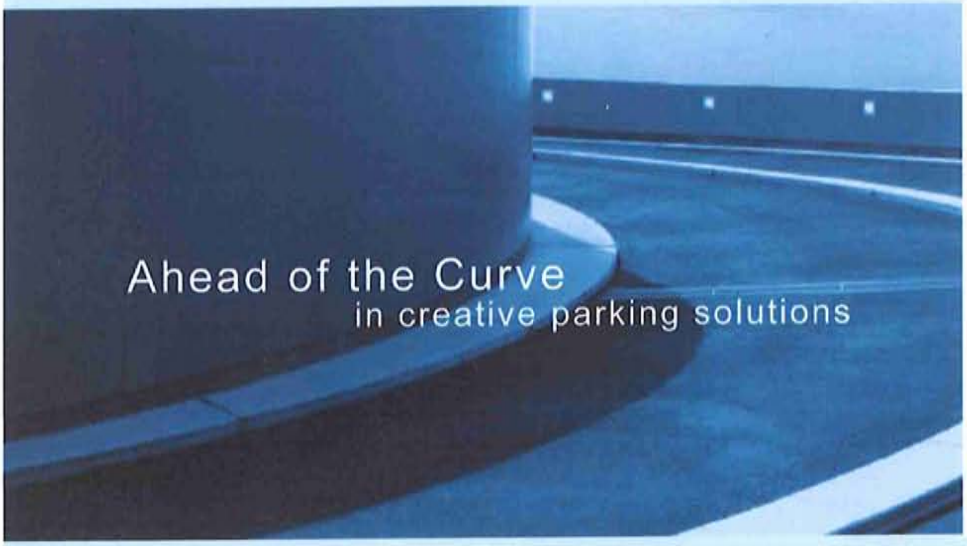
I hereby certify that Appendix C of this report was prepared by me under my direct supervision, and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.

Thomas R. Harrington, RLA
Project Manager
Kimley-Horn & Associates, Inc.

Reg. No.: 20349

Date: 4/12/12

APPENDIX B: 50th & France Parking Ramp Expansion Feasibility Report – Walker Parking Consultants



FEASIBILITIY REPORT MIDDLE AND SOUTH
RAMP

50TH AND FRANCE PARKING RAMP EXPANSION

EDINA, MINNESOTA

Prepared for:
WAYNE HOULE

APRIL, 2012

WALKER
PARKING CONSULTANTS

PROJECT NO. 21-3808.00

FEASIBILITIY REPORT MIDDLE AND SOUTH RAMP

50TH AND FRANCE PARKING RAMP EXPANSION

EDINA, MINNESOTA

Prepared for:
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APRIL, 2012

WALKER
PARKING CONSULTANTS

TABLE OF CONTENTS

SOUTH

APPENDIX D – 50th & France Middle Ramp Pricing Plans

APPENDIX E – 50th & France South Ramp Pricing Plans

APPENDIX F – Parking Concept Design Report

APPENDIX G – Shared Parking Model Up-Date

LIST OF TABLES AND FIGURES

INTRODUCTION

Pursuant to your request, Walker Parking Consultants (Walker) is pleased to present our 50th and France Parking Ramp Expansion Feasibility Report. This report has been prepared in conjunction with previous (2011) Parking Concept Design Report. The Parking Concept Design Report takes a quick conceptual look at several concepts including complete garage replacements, vertical, horizontal, underground and multi- story above ground plaza forming parking garage expansion for Middle and South existing garage sites within the 50th and France district. Similarly, Walker conducted a (2011) Shared Parking Model report to identify the current parking demands generated within the 50th and France business district. The results of these reports, along with input from the 50th and France Owner Group and Business Association, provides the basis for the scope selection for the present 50th and France Parking Structure Additions Feasibility report. See APPENDIX F for Parking Concept Design Report.

PROJECT LOCATION

The district location is described as the 2 square block area of 50th & France business district. The proposed Feasibility Study parking improvements include the MIDDLE parking facility located at 3935 49 ½ Street West, and the SOUTH parking facility located at 4050 51st Street West. District limits are typically bounded by Halifax Avenue on the west, France Avenue Sotuh on the east, 49 ½ Street West on the north and 51st Street West on the south.

Figure 1: 50th and France Business District

EXPANSION SCOPE

Feasibility Study scope was limited to the Middle and South parking facilities as the North parking facility has been expanded to the limits of the available site and height. A basic requirement for the parking facilities expansions is the ability to maximize additional parking on the existing building sites and maximize the future accessibility of the building through addition of an appropriately located elevator for each facility. The additional parking stall capacity goal of the District is to achieve stall quantities equivalent to the current peak parking demand, or an additional 247 stalls. Additional enhancement desired beyond stall capacity and accessibility includes; enhancing exterior aesthetics, pedestrian connection, interior lighting, vehicular guidance, accessory space functional enhancements, and building restoration. See APPENDIX G for Shared Parking Model Up-Date Report.

REFERENCE INFORMATION

Substantial effort has been put forth to find existing building information for the Middle and South parking ramps. In addition to identified sites, historical plans, specifications, and soils information, new geotechnical reports and site surveys were commissioned for the Feasibility Study/Construction Document preparation. Also, previously commissioned historic restoration reports and City of Edina Parking Facility Capital Improvement and Protection Plan provide valuable information to quantify scope for the preparation of this Feasibility Report. The following is a listing of the primary historic and new project information resource documents utilized.

Middle Parking Facility 1975:

Parking Ramp P-3 City of Edina HRA Construction Documents/Specs	1975
Parking Ramp P-3 Spancrete Midwest Shop Drawings	1975
Braun Testing 17- 137 Addendum to soils report	1975
Chloride Ion Content Determination Certifications	2001, 2005, 2007
Edina Parking Facilities 50 year maintenance Budget	2008
Braun Intertec Soils Report	2012
Sunde Site Survey	2012

South Parking Facility 1969:

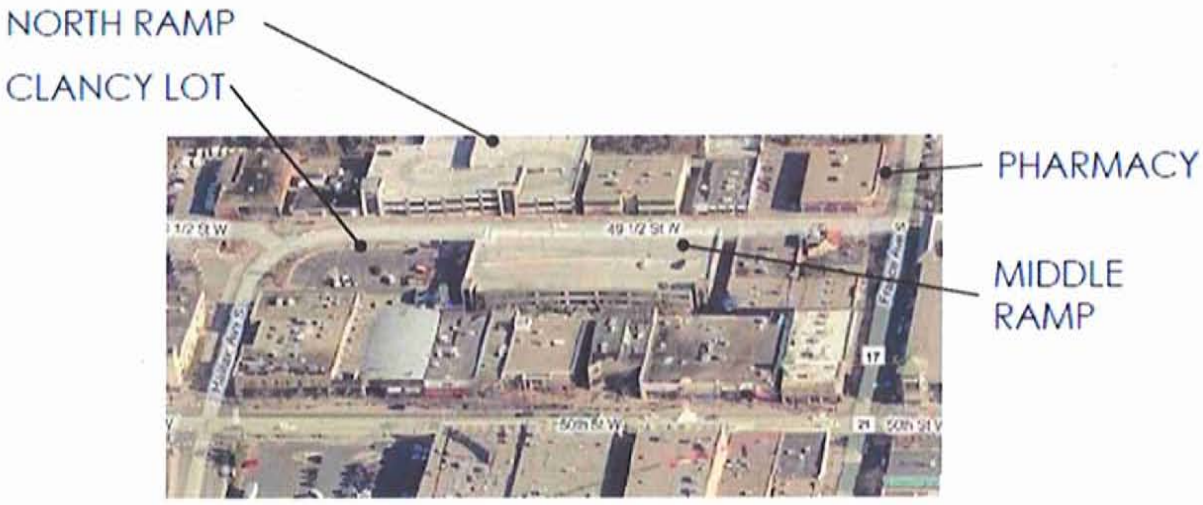
Addition Parking Ramp P-1A City of Edina CD's	1977
Parking Facility Addition "South 4th tier"	1988
Chloride Ion Content Determination Certifications	2001, 2008
City of Edina Plans 3911, 3917, 3922 50th street W.	Various
Edina Parking Facilities 50 year maintenance Budget	2008
Braun Intertec Soils Report	2012
Sunde Site Survey	2012

MIDDLE PARKING RAMP

DESCRIPTION

The Middle parking ramp is a 3 level, 274 stall precast concrete parking facility originally constructed in 1975. Since original construction, minor modifications to the facility have been performed including adding grade level unfinished trash and recycling rooms. The building is founded on shallow spread footings of various sizes, typically place approximately 6'-0 below grade on granular soils. The parking operation of the facility is "free" public parking available 19 hours daily with some business district employee contract parking located on the upper floors. The City of Edina provides parking enforcement in support of the parking operations. The facility is not access controlled and the future operation of the facility is not anticipated to change.

Figure 2: Middle Ramp



Public Parking Stalls: 274

EXISTING IMPROVEMENTS

Primary parking improvements requested to be considered in the Feasibility study include adding a **one or two level** vertical precast additions and a pedestrian elevator. The net quantity of additional stalls contained within the addition area includes 90 standard plus 2 accessible stalls for a one level addition and 160 standard plus 4 accessible stalls for a two level addition. Both additions would utilize a similar strategy for the placement of the elevator on the south façade along the midpoint of the buildings length. The elevator will service all floors of the facility and reach grade at the exterior of the facility. This elevator location was selected to facilitate accessible pathway from newly created accessible stalls to the new core. The entry and exit locations and vehicular traffic flow through the existing camel back helix is proposed to remain unchanged with the proposed vertical expansion improvements. The

existing structural clearance is approximately 7'-0 clear not meeting the minimum code prescribed 8'-2" clearance required for Accessible Van access.

DISCOVERIES

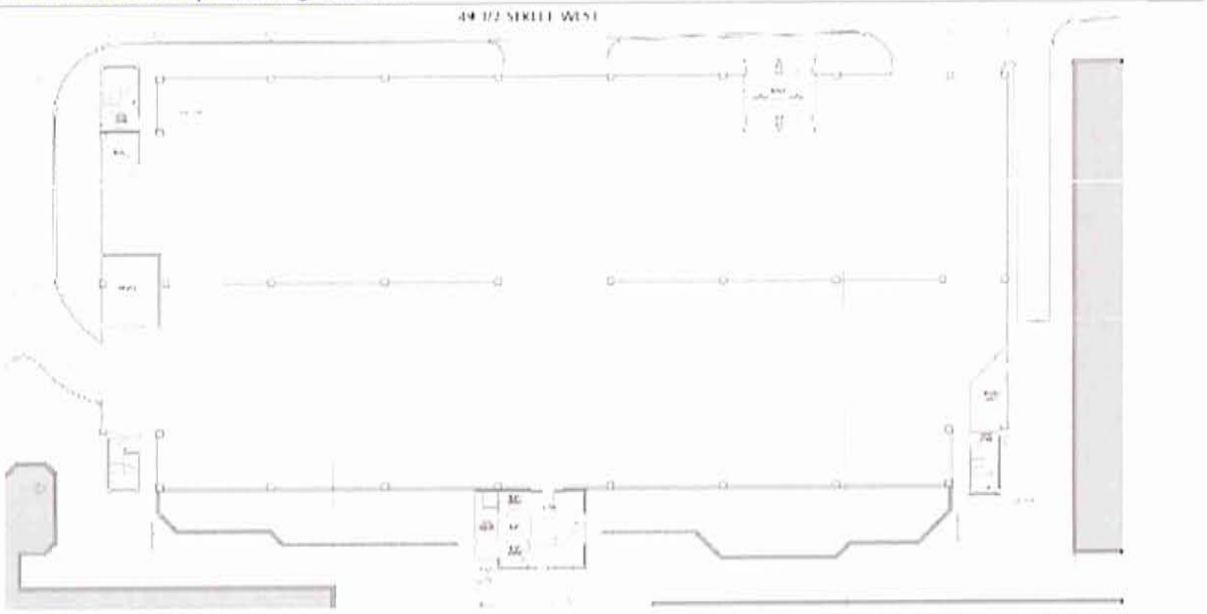
Site surveys were not included in the existing construction documents, therefore, building proximity to adjacent property lines and utility service and availability was not known. The 2012 Sunde survey identifies approximate property lines of the subject and adjacent properties. The proposed new building footprint including new stairs and stair/elevator tower layouts provides minimum 10'-0 property line offset for "Open" S-2 parking structures. The owner should review Sunde 2012 survey for Utility Easement Doc. No.4150500 as the new stair elevator tower is constructed within its bounds.

Major building code scope modifications were identified via a field walkthrough with the City of Edina fire and building authority. Review of the as-built conditions and construction documents identify code deficient egress stairs and fire suppression systems. The existing egress stairs are constructed without sufficient stair tread depth and handrails. Modification of these systems to rectify the condition to satisfy the code requirements within existing enclosures is geometrically impossible. The architectural solution applied includes demolition of the non-conforming elements, replacing them with compliant egress stair towers. Similarly, the existing facility does not have a fire suppression system (Class I dry stand pipe). Addition of interconnected standpipe system located at all stairways is therefore required and anticipated in the design. See Sheet M201.

ARCHITECTURAL

The primary architectural modification of the facility, beyond correcting the discovered items, includes providing pedestrian elevator, upgrading exterior aesthetics, and improving accessory room function. The new stair elevator tower is an enclosed, insulated, environmentally conditioned space with large amounts of glass to augment passive security and display pedestrian activity. See Sheet A301 & A400. The exterior façade metal screen enhancements will appear internally transparent for light, sound and ventilation of existing spaces while adding texture and modern appearance to the unfinished precast concrete materials of the existing façade.

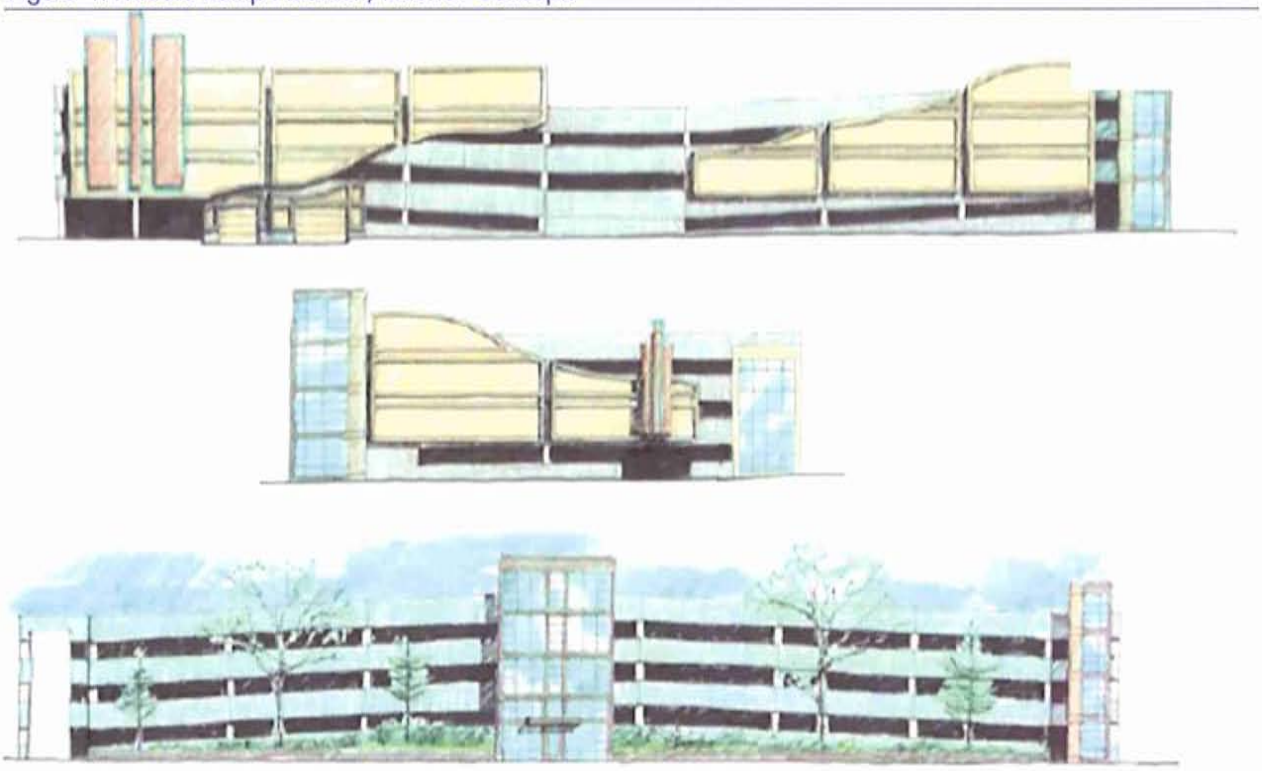
Figure 3: Middle Ramp, Existing Site Plan



Existing Public Parking Stalls: 274
Added Public Parking Stalls: 92
TOTAL PUBLIC PARKING STALLS: 366

The bronze and stainless steel panelized screens are maintenance free and anticipated to be bolted to the existing building structure. See Sheet A301. The architectural façade metal panels are not conceptualized to be enlarged should a two level facility be constructed. A new 670 square foot recycle/trash room enclosure with exterior automatic overhead doors is proposed. See Sheet A201.

Figure 4: Middle Ramp Addition, Exterior Concepts



STRUCTURAL

The primary structural program requirement is to provide a one or two level precast concrete structure parking area expansion. A new soils report was commissioned in an attempt to improve soil bearing values to assist in expansion viability. A new Braun Intertec geotechnical report was favorable providing higher soil bearing values to be utilized for the footing design. The bearing values were increased from approximately 4000 P.S.F. to 6000 P.S.F. This bearing increase satisfies the required footing bearing requirement for a one-level addition without footing augmentation.

To expand the parking structure vertically, the existing structure must add a lateral load resisting system that is not present in the previous design. The resisted lateral loads include code required wind loads. The lateral restraint system will be required to be installed for one or two level additions. The system will consist of small masonry shear walls integrated into the perimeter of the existing floor plates extended to the highest floor. The associated footings for this system would also be provided to transmit the forces into the soil. See Sheet S100 keynotes 4 & 5.

Driving surface and elevator tower expansion will also require removal of existing bearing precast spandrels. Spandrels will be required to be removed, shored and replacement with inverted tee beams to allow vehicles and pedestrian to travel through previous bumper walls spandrels. See Sheet S203 keynote 1 & 6. Similarly, existing columns were not design for future additions. Additional bolted metal

haunches and column top dowels will be drilled and through bolted for future expansion column and bearing spandrel support.

The two level vertical addition program requires substantial additional structural foundation augmentation to support the required loads. Underpinning of the existing footings utilizing 6" diameter micro piles driven to bedrock at elevation (-) 60'-0 is prescribed by the geotechnical engineer. To utilize the added capacity of the micro piles, an existing column footing collar is required to prevent punching shear failure of the existing column through the existing footing. See Sheet S100 keynote 1, 2, 6 and Sheet S500 detail B3. To install the micro piles and construct the footing collar substantial ground tier excavation will be required reducing building parking access. The ground floor disruption will have the effect of extending work schedule for phased parking access and substantial increase project costs. We believe these effects have been accommodated within project schedules and budgets.

ELECTRICAL/MECHANICAL

Replacement of existing electrical service and transformers serving the facility is anticipated. The transformer; keynote 5 on sheet E101 is relocated due to proximity to future stair construction. Main building service transformer is located west of facility in the parking island. This transformer is to be replaced in existing location to accommodate additional building load. New electrical service with 480 volt is proposed as replacement. Re-lighting of entire facility is proposed due to end of life of existing fixtures, lack of code compliant emergency lighting. Proposed replacement is LED fixture in nominal one for one placement utilizing time clocking and daylight harvesting control for 40% energy efficiency upgrade. Code required emergency lighting will require addition of solid state inverter system for servicing all pedestrian egress walking surfaces and stairways.

Mechanical scope includes adding storm drains to the future roof levels and providing a sanitary drain within the future elevator pit. Gravity ventilation is provide in stair towers and forced air heating and air-condition is provided for the elevator shaft and elevator equipment room to meet code environmental requirements to maintain approximately 55-90degree temperature extremes.

Existing facility does not have a fire suppression system. Fire department connection and standpipes shall be provided at all stairways within facility. Standpipes shall meet requirements for class I dry standpipe and be interconnected. See Sheet M201.

CIVIL/LANDSCAPING

The existing utility connections for this facility include storm and sanitary sewer, electric, and the availability of gas and communications. Water is not supplied to the site and is not anticipated to be connected for the scope of the vertical addition. To minimize utility connection scope mop sinks and hose bibs will be not be provided.

Entry and exit access points and existing grading will remain with only construction disruption replacement required for adjacent roadways and sidewalks. A landscape retaining wall will be truncated and repaired adjacent to the new stair tower. One illuminated site pedestrian wayfinding kiosk sign and two street lamps may be removed and reinstalled. Subsequent landscaping design and installation scope will be provided under separate contract by the Owner.

RESTORATION

The existing parking facility has been in service exposed to de-icing salts since first constructed 37 years ago. The expected lifespan of the precast components is approximately 50 years. The parking structure has been reasonably maintained and inspected during its lifespan. For this project Walker is budgeting $500,000 for deferred maintenance restoration. This scope includes concrete floor, tee flange, floor sealants, traffic topping, and floor drain repair and/or replacement.

Additional historic certification testing information is provided within this report to assist in substantiating remaining lifespan of existing structure. Chloride Ion Content Determination test from 2001, 2005, and 2007 identify concrete chloride content at varying depths. Chloride ion content is important as once the chloride ions reach a threshold of approximately 500 Parts Per Million (PPM) steel reinforcing will reach the corrosion threshold. Historic test results identify chloride content levels at the depth of structural steel reinforcement have reached corrosion threshold values in test conducted for 2007 certification.

Steel corrosion is anticipated to rapidly advance for the existing precast structural components without a cost effective method for mitigation. Traffic membranes and sealers effectiveness are minimized as humidity and ambient moisture will be available for corrosion regardless of material application. The anticipated useful remaining lifespan of the facility is estimated at 20 years.

See APPENDIX C for Chloride Ion Content test results.

VEHICULAR GUIDANCE

The design program includes vehicular car counting system with car counting loops imbedded in the pavement of all vehicular access points to the parking facility. The system would have the ability to count each car entering and exiting the building to monitor "open" /"full" status. The parking garages are conceptualized with communications between NORTH, MIDDLE and SOUTH facilities to share and display parking occupancy status. Each facility will have a remote monument/wall sign at the primary entrance locations to alert parkers to "open" / "full" status for each parking facility effectively providing vehicular guidance to facility with available stalls. Interconnection of the system between ramps provides single system hardware configuration and local area vehicular guidance. System requires daily maintenance consisting of car inventory counting and counter resetting for system output confidence.

Figure 5: Vehicular Guidance Sign Examples

SOUTH PARKING RAMP

DESCRIPTION

The South parking ramp is a 4 level, 407 stalls, mild reinforced concrete pan joist and post-tension concrete parking facility originally constructed in 1969. Since original one supported level parking area construction in 1969, two major vertical and stair tower additions were constructed in 1978 and again in 1987. These additions were apparently constructed to minimize capital costs through minimization of existing building system improvements. Existing transformers were kept in place and additional electrical capacity was incorporated through application of newer independent transformers and switch gear, creating a multiple combined system not consistent with current practice. Other accessory use room and tunnels have been subsequently added immediately adjacent to or interior of the building limits. On the north end of the facility is a retrofitted trash and recycling room and service tunnel for the City Liquor store and adjacent retail facilities identified as 3911 & 3917 50th Street West.

Figure 6: South Ramp Existing Conditions

Public Parking Stalls: 319

Contract Parking Stalls: 88

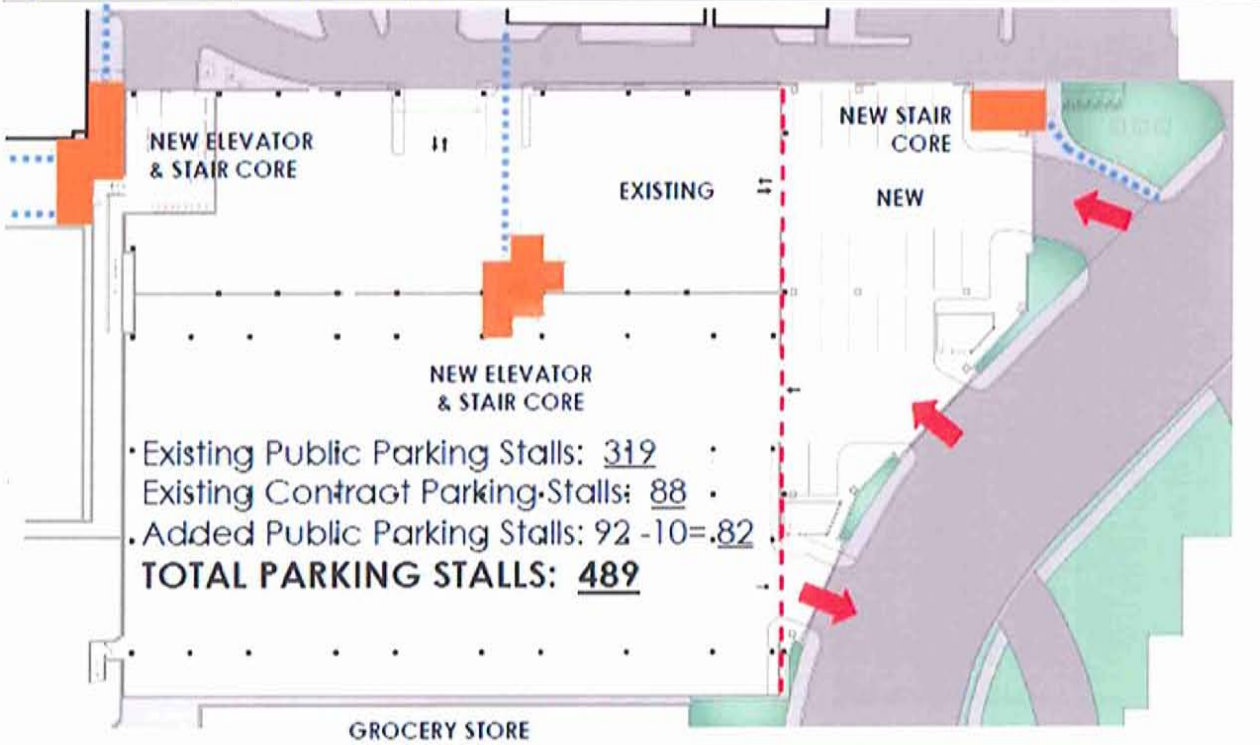
The building was discovered to be founded on a combination of deep steel piles and shallow spread footing. Deep piles for parking areas and shallow footing for stair elevator tower expansions. The existing building appears to be located primarily on a single parcel (Lot 44) with portions of the building and east alley on easements of adjacent lots.

The parking operation of the facility is "free" public parking available 19 hours daily with some business district employees contract parking located on the upper floors. The City of Edina provides parking enforcement in support of the parking operations. The facility is not access controlled and the future operation of the facility is not anticipated to change.

EXISITING IMPROVEMENTS

Primary parking improvements requested to be considered in the Feasibility study include adding a four level horizontal parking area addition to the south and a pedestrian elevator tower at north east corner, and a new south east corner code required stair. The 50th and France Business Association has requested an Alternate, second internal convenience stair elevator tower to enhance pedestrian access east towards France Avenue. The net quantity of additional stalls contained within the addition area is 92 standard stalls without Alternate elevator tower and 82 with Alternate tower 'C'. Proposed elevator tower A would service all exterior grade connections and all interior floors except ground floor contract parking area. Alternate elevator would access all floors of the parking facility with connection to grade provided at level one interior of the building on the vertical vehicular circulation bay. Elevator A location was selected to facilitate accessible pathway from accessible supported structure stalls to accessible public way connection to 50th Street and France Avenue. The entry and exit locations and vehicular traffic patterns through the existing structure are proposed to remain unchanged with the proposed horizontal expansion scope. The existing structural clearance of the facility is 6'-8", not meeting the code required 7'-0 minimum or 8'-2" clearance required for accessible vans.

Figure 7: South Ramp Horizontal Expansion



DISCOVERIES

Site surveys were not included in the existing construction documents therefore building proximity to adjacent property lines and utility service and availability was not known. The Sunde survey identifies approximate property lines of the subject and adjacent properties. The existing and proposed new stair

elevator Tower A layout solution footprint crosses over existing property lines. Property lines for the 3911, 3917and 3922 50 th Street West building should be reviewed by City of Edina. Minimum 10'-0 property line offset required for "Open" S-2 parking structures have not been maintained in the existing facility adjacent to the Lund's grocery building, 3911 50th street west building and cannot be maintained in the new stair elevator tower A solution. The balance of the exterior perimeter of the proposed South parking facility improvements can be constructed on City of Edina property with code required property line offsets.

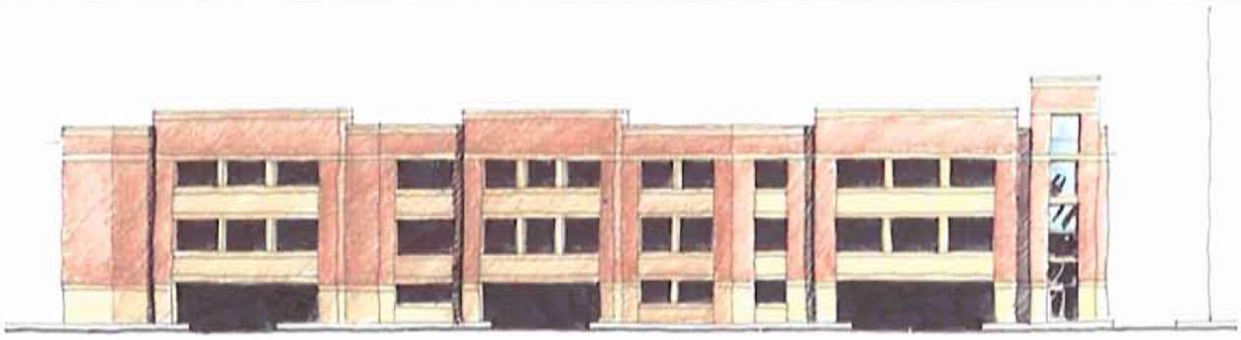
Major building code scope modifications were identified via a field walkthrough with the City of Edina fire and building authority. Review of the as-built conditions and construction documents identify code deficient egress stairs located at Grids D-E and 4.5. See Sheet A201. The existing egress stairs are constructed without sufficient stair tread depth and handrails. Modification of these systems to rectify the condition to satisfy the code requirements within existing enclosures is geometrically impossible. Architectural solution is inclusion of new stair tower B located in the parking addition area south east corner. Restoration of the existing stairways without any improvement is anticipated for aesthetic concerns, not to provide code required egress system. Currently an owner requested Alternate stair/elevator tower solution is provided to augment pedestrian circulation to France Avenue. See Detail 2 Sheet A201. It should be noted this new stair elevator tower cannot be made code compliant for building egress because of its internal building location.

Another existing building improvement discovery is the lack of a sanitary sewer connection. Sanitary sewer connection not provided to the site. All site drainage currently goes to the storm sewer.

ARCHITECTURAL

The primary proposed architectural modifications of the facility include providing a pedestrian elevator, upgrading exterior aesthetics, and improving accessory room function. The new stair elevator tower is enclosed; insulated environmentally conditioned spaces with large windows to augment passive security and display pedestrian activity. See Sheet A301. The exterior façade thin set brick enhancements are intended to cover the entire building facade as viewed traversing 51st Street west. The building façade then extends along the eastern building expansion northward to approximately the midpoint of the east façade.

Figure 8: South Ramp Horizontal Expansion Elevation Study



SOUTH FACADE

Wall light fixtures and signage is anticipated to be applied to enhance the pedestrian destination from France Avenue South towards the central internal stair. The façade of Stair tower A project beyond the parking area facade integrating a pedestrian canopy to shelter the doorways into Stair A and provide location for doorway down lighting.

Figure 9: South Ramp Horizontal Expansion Elevation Study

EAST FACADE

The north façade of Stair A integrates the existing 3917 building canopy into the facade and provides connections to all existing grade connections see Sheet A301. Building façade materials typically include brick, thin set brick clad precast with colored bands to emulate cast stone horizontal banding. Window systems are currently identified as metal frames with firelight glass for accommodation of fire barriers to nearby property lines.

Figure 10: South Ramp Elevation

Architectural enhancements to accessory rooms include unifying the floor elevation of the Trash/Recycle room 106, moving the stairway and relocating the loading ramp down into the existing tunnel space. The tunnel will also provide access to the elevator equipment room 104 for stair elevator tower A. Similarly the electrical room serving the building will be enhanced. Two new electrical rooms 107 & 108 are shown on first floor. See Sheet A201. These rooms are created to house new electrical service panel and emergency electrical inverters for emergency lighting.

NORTH FACADE

STRUCTURAL

The primary structural program requirement is to provide a four level post tension concrete horizontal addition over the south quarter of the existing site. The fourth tier addition expansion floor plate extends two bays onto the existing structures to enhance stall quantities make a vehicular turn around. The existing site addition area improvements include landscaping, snow dump pavement and entrance drives. The horizontal addition follows the limit of 51st Street west right-of-way maintaining the existing pedestrian sidewalk.

Figure 11: 50th District South Ramp Horizontal Expansion Massing Model

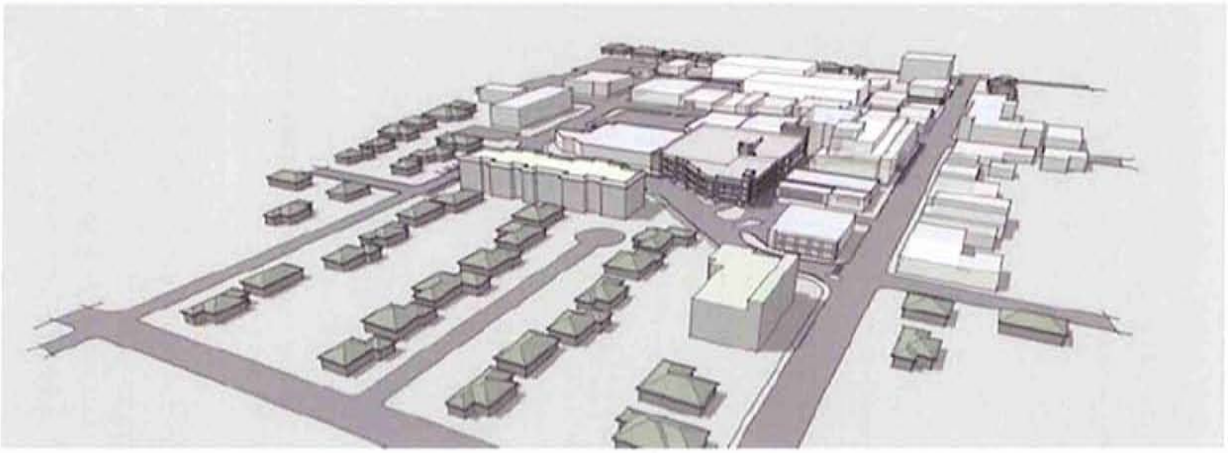


Figure 12: 50th District South Ramp Horizontal Expansion Massing Model

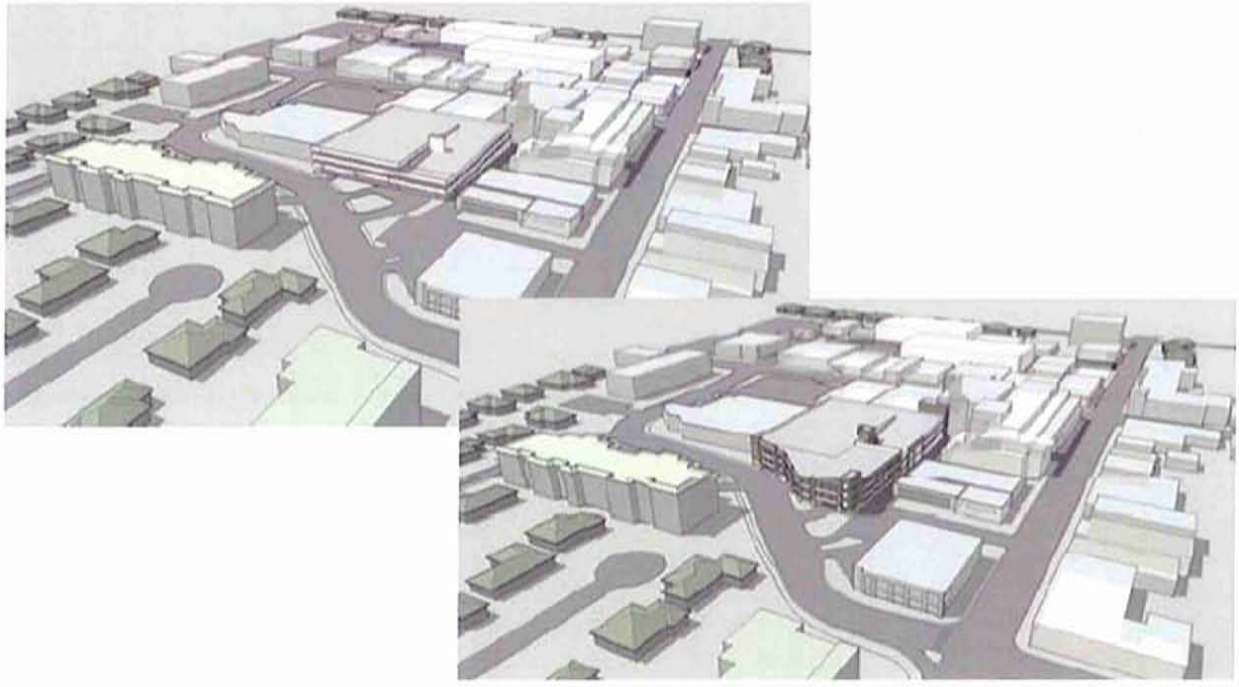
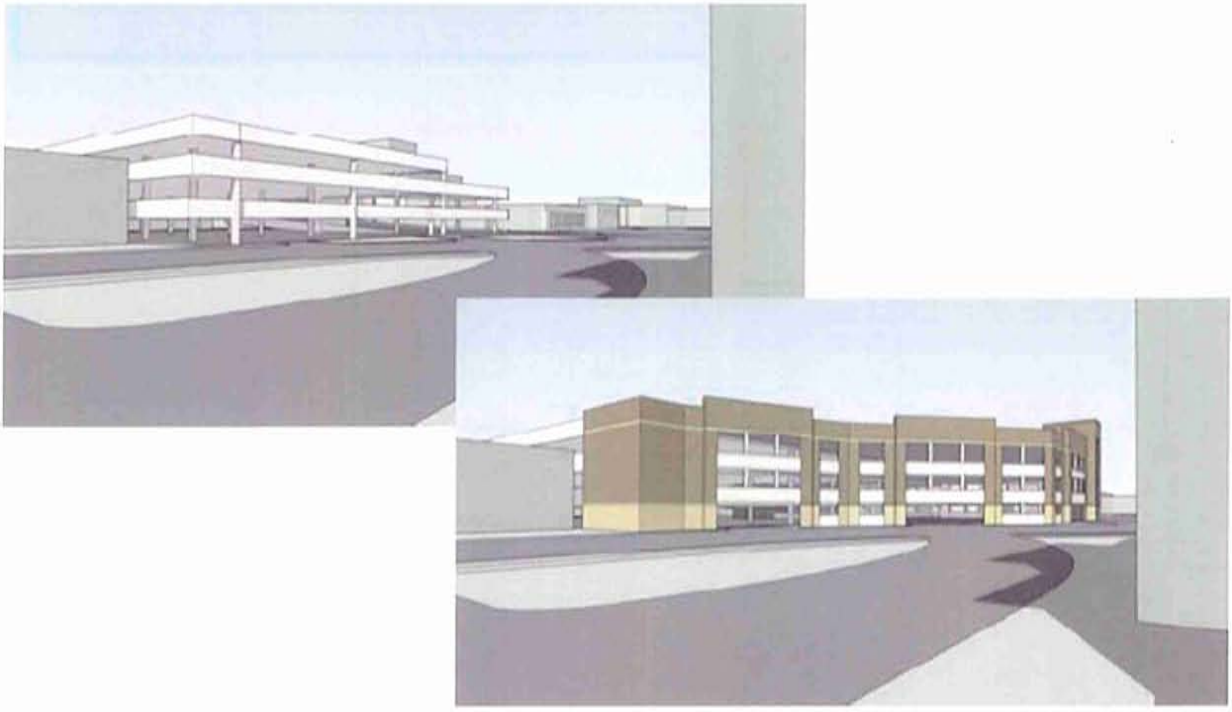


Figure 13: South Ramp Horizontal Expansion Streetscape Model



A new soils report was commissioned to determine allowable bearing capacities for shallow and deep foundation systems. New soil report identifies the ability to place lightly loaded pedestrian facilities on shallow footings and the more heavily loaded parking improvements on driven 9 5/8" diameter steel pipe piles. See keynote 2 & 8, Sheet S100. Lateral load resisting systems of the existing parking expansion will be resisted by the rigid structural concrete frame.

The new expansion area will be constructed to support the existing south grid line of the existing facility. The south bumper wall is currently the structural beam supporting the parking floor. This configuration will require unique project construction detailing. See structural details S500. Project phasing and new/existing construction expansion joints locations will be critical for successful future structure serviceability.

The new precast concrete skin is proposed to be ground supported from grade beams adjacent the new parking addition areas and supported by steel haunches supported off existing structure elsewhere see keynote 2 Sheet S203. New stair towers are to be constructed using masonry enclosures and steel stairs. These systems allow scheduling flexibility, minimize fieldwork, and reduce construction limits footprints by reducing crane sizes.

Alternate internal stair 'C' as identified on architectural Sheet A201 can be accommodated structurally. Demolition of the floor penetration for the stair/elevator will require cutting existing post tensioned floor slab components. The existing floor slab structural reinforcement tendons are unbonded. Unbonded structural concrete reinforcing tendons will require specialty contractor termination prior to floor slab demolition. Additional project expense, schedule and contingency are reflected in the budget and schedule for the performance of this work. After demolition the new stair and elevator tower will be primarily supported by the existing concrete superstructure beams with infill concrete masonry walls

between floors. Foundation systems for Alternate stair elevator will be a combination of shallow spread footing and existing pile support.

ELECTRICAL/MECHANICAL

Replacement of existing electrical service and transformers serving the facility and adjacent facilities is anticipated. See keynote 1& 5 Sheet E101. New electrical service with 480 volt is proposed as replacement. Re-lighting of entire facility is proposed due to end of life of existing fixtures, lack of code compliant emergency lighting. Proposed replacement is LED fixture in nominal one for one placement utilizing time clocking and daylight harvesting control for 40% energy efficiency upgrade. Code required emergency lighting will require addition of solid state inverter system for servicing all pedestrian egress walking surfaces and stairways.

Mechanical scope includes adding storm drains to the future parking roof and lower levels. Also a sanitary drain should be provided within the future elevator pit(s). Sanitary sewer is currently not provided to site. Sanitary sewer service is available north of the site within 50th Street west, or possibly through the existing tunnel structure into 3911 50th Street west basement. No sanitary sewer service has been identified in 51st Street west. Gas fired forced air heating and air-conditioning will be provided for the stair elevator tower A and elevator equipment room meeting code environmental requirements. Design parameters for system are ability to maintain facility temperature extremes of approximately 55-90F degrees. Gravity ventilation or open stairway is anticipated for new S.E. stair tower. Fire department connection and standpipes shall be provided at all stairways within facility. Standpipes shall be meet requirements for class I dry standpipe and be interconnected. See Sheet M201.

CIVIL/LANDSCAPING

The existing utility connections for this facility include storm sewer, electric, and the availability of gas and communications. Water is not supplied to the site and is not anticipated to be connected. Therefore no mop sink or hose bibs will be provided for facility maintenance.

Entry and exit access points for the facility from the south will require regarding and the removal of an existing 4' site retaining wall. The south entry drives will be reconfigured with generally similar roadway connection locations. 51st Street west roadway grades will be maintained however the alley connection to this roadway will be reconfigured. A pedestrian sidewalk will be provided from new S.E stair B to 51st Street West right-of-way enhancing pedestrian connectivity. Bike lockers will be placed where six existing alley accessed surface stalls and existing transformers for the garage and local area buildings had been located. To accommodate additional site hard surface a storm water retention vault is anticipated to be provided below the floor slab of the parking addition area. Additionally, one manhole and approximately 150' of 24" RCP storm sewer shall be re-constructed to allow new south wall foundation construction. See Sheets C100 & A005.

Subsequent landscaping design and installation will be provided under separate contract by the Owner.

RESTORATION

The existing parking facility has been in service exposed to de-icing salts since first constructed 43 years ago. The expected lifespan of the cast in place components is approximately 50 years. The parking structure has been reasonably maintained and inspected during its lifespan. For this project Walker parking is budgeting $750,000 for deferred maintenance restoration. This scope includes concrete pan joist slab, concrete P/T floor, floor sealants, traffic topping and floor drain repair and/or replacement. The existing pan joist slab of the original 1969 construction is of greatest concern. See

Sheet S202. Approximately one quarter of the pan joist slab is scheduled for replacement within the project scope. Portions of the replacement will be full and/or partial depth. These repairs are critical to extend the life of the structural system. The subsequent post tensioned additions from '78 and '87 have fewer requirements for concrete repairs.

Additional historic certification testing information is provided within this report to assist in substantiating remaining lifespan of existing structure. Chloride Ion Content Determination test from 2001, and 2008 identify concrete chloride content at varying depths. Chloride ion content is important as once the chloride ions reach a threshold of approximately 500 Parts Per Million (PPM) steel reinforcing will reach the corrosion threshold. Steel corrosion will then more rapidly advance. Historic test results identify chloride content levels at the depth of structural steel reinforcement have not reached corrosion threshold values in test conducted for 2008 certification. Traffic topping to protect the parking floors in drive aisles and turning bays will be applied in substantial portions of the existing facility. Traffic membranes and sealers reapplication effectiveness can help minimized chloride ion penetration as chloride ion contents have not yet reached corrosion threshold values but continue to increase. The intended effect of the restoration effort is to protect the existing structural system prolonging service life. Service life projections for this facility can effectively be extended substantially beyond 20 years with proposed improvement mitigations.

See APPENDIX C for Chloride Ion Content test results.

VEHICULAR GUIDANCE

The design program includes vehicular car counting system with car counting loops imbedded in the pavement of all vehicular access points to the parking facility. The system will have the ability to count each car entering and exiting the building to monitor "open"/"full" status. The parking garages are conceptualized with communications between NORTH, MIDDLE and SOUTH facilities to share and display parking occupancy status. Each facility will have a remote monument/wall sign at the primary entrance locations to alert parkers to "open"/"full" status for each parking facility effectively providing vehicular guidance to available stalls. Interconnection of the system between facilities provided single system hardware configuration and local area vehicular guidance. Car counting system will require daily maintenance consisting of car inventory and counter resetting for system output confidence.

RECOMMENDATION CONSULTANT AND STAFF

DESCRIPTION

The following is a summary of the 50th and France parking ramp expansion feasibly report consultant and staff recommendation. The recommended solution provides maximization of adding parking stalls within the business district while enhancing accessibility, pedestrian connection and traffic mitigation.

In reviewing the desires of the district it is apparent cost, temporary loss of parking stalls during construction and minimization of ongoing building maintenance is of high importance. The consensus agreement of all considerations has led the study recommendation towards a complete demolition and replacement for the Middle parking facility. Similarly, the South parking facility scope has been modified to include only stair elevator tower 'A' & 'C' additions, architectural enhancement and structural restoration. Horizontal southward expansion of the South parking facility towards 51st Street allowing proper pedestrian safety buffers for sidewalk placement could not be efficiently resolved. As a result the South facility scope shall focus on enhancements for accessibility, pedestrian connection, and deferred maintenance.

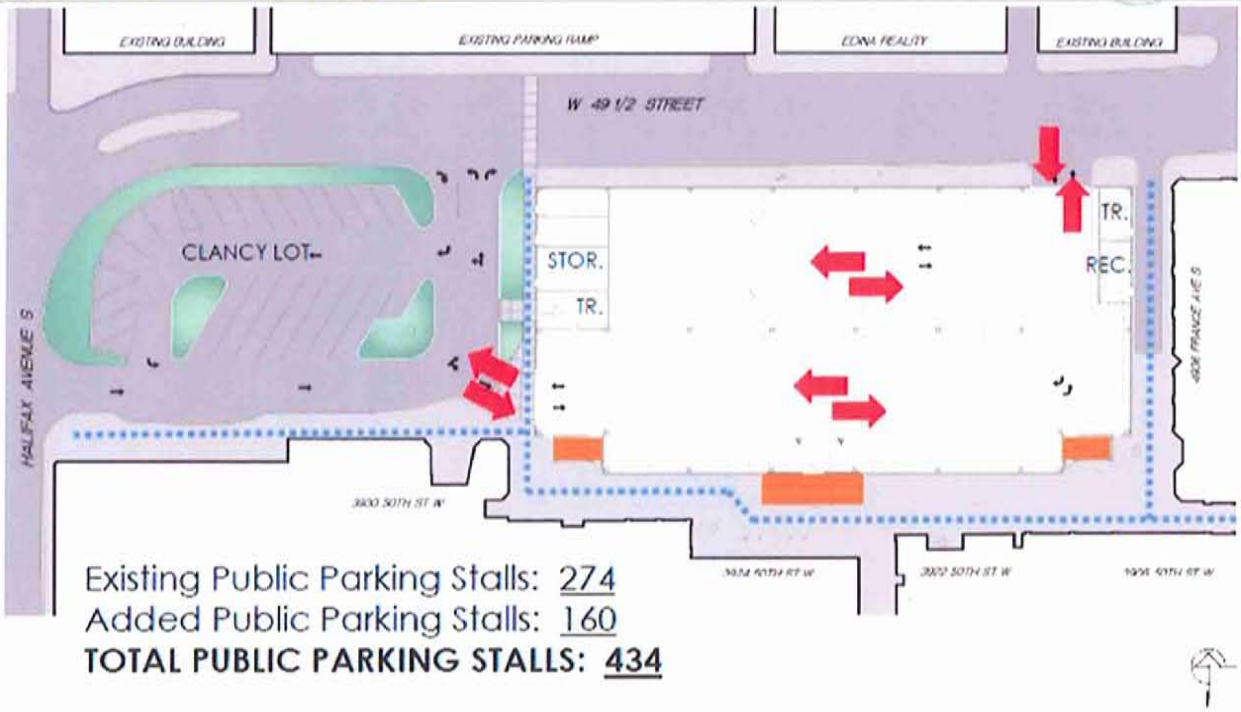
Figure 14: Vehicular Guidance Sign Examples

The recommended improvements include a car counting system with counting loops imbedded in the pavement of all vehicular access points to the facility. The system would have the ability to count each car entering and exiting the building to monitor "open" /"full" status. The parking garages are conceptualized with communications between NORTH, MIDDLE and SOUTH to share and display parking occupancy status. Each facility will have a remote monument/wall sign at the primary Garage and District roadway entrance locations to alert parkers to "open" / "full" status for each parking facility effectively providing vehicular guidance to facility with available stalls. Interconnection of the system between ramps provides single system hardware configuration and local area vehicular guidance.

NEW MIDDLE RAMP

New Middle ramp improvements include demolition of the exiting 3 story 274 stall parking facility with a replacement 5 or 6 level precast parking facility. The new parking facility is conceptualized to contain 434 stalls 5 Levels, and 532 stalls 6 Levels. The program provides net stall additions of 160 and 258 stalls respectfully.

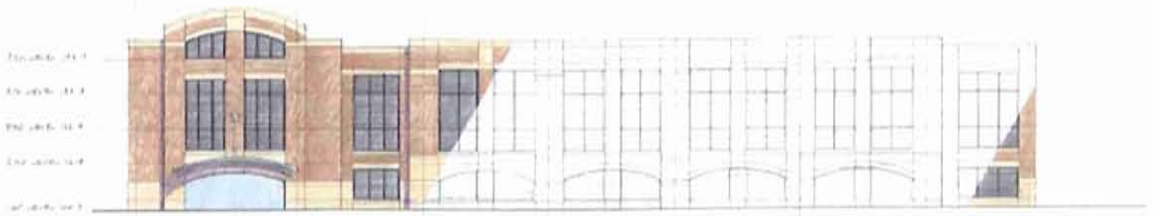
Figure 15: New Middle Ramp, Site Plan



A new central stair elevator tower and east and west stair towers serving all levels are proposed. The new facility would be located in the existing ramp footprint with a small south building limit expansion of about 5'-0. The additional building width accommodates two-way internal traffic affording the use of a single sloped parking bay adjacent 49 ½ Street. This layout will provide flat parking floors adjacent destination retail for increased accessibility and pedestrian safety.

Additional facility enhancements include an aesthetically upgrade exterior façade, relocated and enlarged trash and recycle rooms, increase vehicular access on and off 49 ½ street, landscaped street turning lane islands and vehicular guidance stall counting systems.

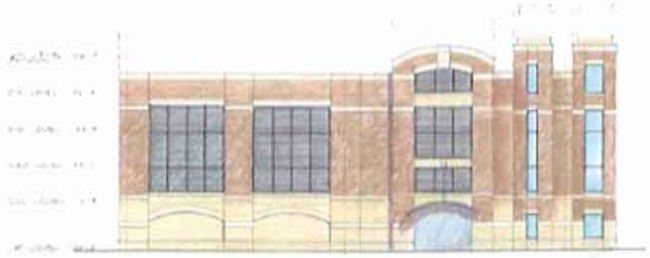
Figure 16: New Middle Ramp, Exterior Concepts



NORTH ELEVATION – 49 ½ STREET WEST

SOUTH ELEVATION – PEDESTRIAN ALLEY

Figure 17: New Middle Ramp, Exterior Concepts



WEST ELEVATION – CLANCY LOT

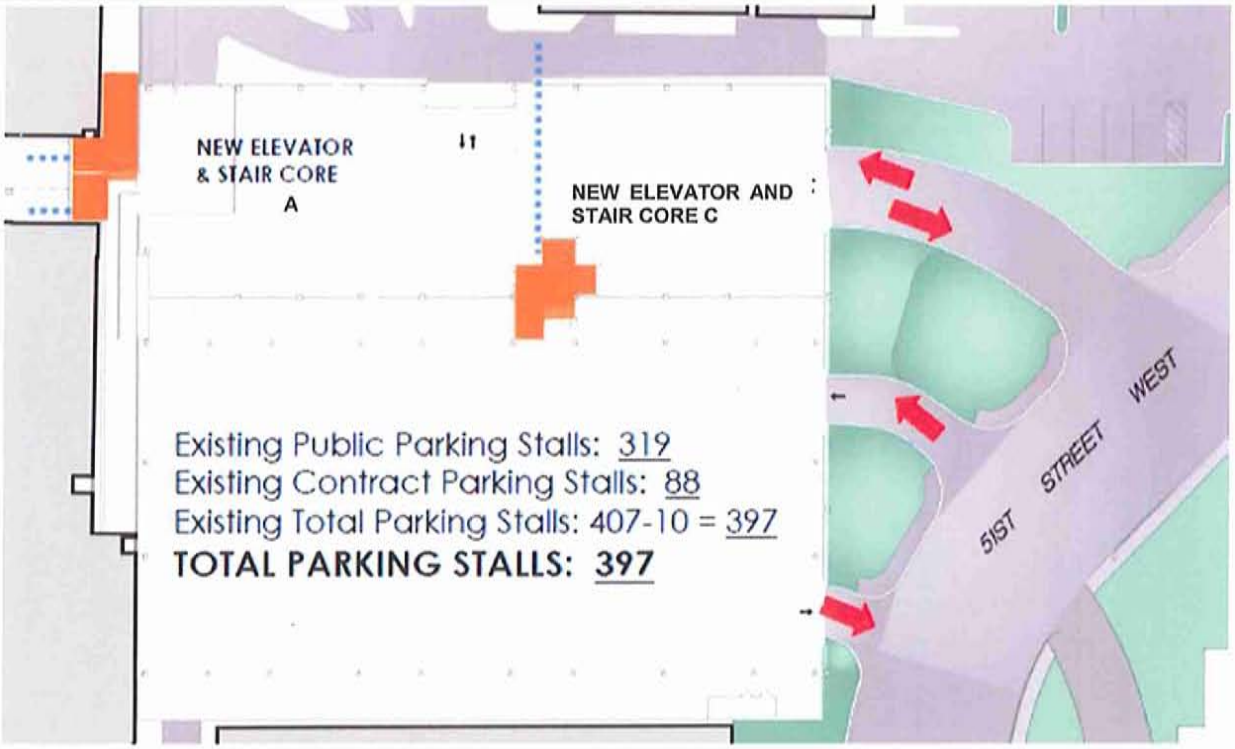
NORTH ELEVATION – 49 ½ STREET – 6 LEVEL RAMP

Structural systems for the new facility would include a complete precast building structure and façade. The use of a single material system for the façade and structure enhances construction coordination, supports cost efficiencies, minimizes site disruption, and project construction duration.

SOUTH RAMP

South Ramp improvements include demolition and replacement of the existing northeast and central stair towers with new stair elevator towers 'A' and 'C'. The existing facility has a stall capacity of 407 stalls with the building elevator tower enhancements removing 10 stalls from this capacity.

Figure 18: South Ramp, No Expansion



The new elevator towers will provide access from all level of the existing facility. Additional building functional enhancements include electrical and lighting systems replacements accommodating new elevator. Additionally functional improvements will be made to trash and recycle rooms and access tunnel. Also building façade enhancements will occur for 50th Street West and France Avenue pedestrian portals.

A major portion of the South facility construction will focus on the capital improvements of deferred maintenance. The existing facility has building system components that are in need of restoration. Pan joist concrete floor systems, post tensioned concrete, cracks, expansion joints, traffic topping and storm drainage piping are examples of the primary scope items for restoration. The restoration repairs are designed to provide capital improvement protection to extend the life of the existing facility as well as improve the space serviceability and aesthetically.

CONSTRUCTION SCHEDULE

Summary of probable construction schedule has been identified as starting in late summer 2012 with completion of the project expected in fall 2014. Schedule is dependent upon confirmation of the parking expansion scope by the City of Edina and final Scope definition agreement with the 50th and France Business Association. Agreeable proposed construction schedule milestones and temporary stall loss contractual limits will be written into project biding documents. Construction schedule may be made a construction bid review selection committee criteria. Final construction schedule will be provided by construction general contractor after bid award.

Schedule framework includes the following limitations:

1. No construction during holiday shopping season October 22 through January 7, 2013 & 2014.
2. Construction will be phased to minimize loss of parking spaces during construction.
3. Construction will have public relations personnel on site to communicate parking situation, traffic, work schedules, etc.
4. Offsite shuttling of employees shall be considered during Middle ramp demolition and reconstruction.

For more complete preliminary construction schedules providing estimate of lost stall estimates see Appendix B.

PROJECT COST SUMMARY - MIDDLE AND SOUTH GARAGE

Additional due diligence cost estimating was provided for the recommended design solutions. RJM construction was contracted to provide independent cost estimates as requested by Owners Group. RJM construction utilized design information from consultant conceptual plans. Cost estimates followed by initials RJM denote contractor cost estimates. Walker Parking Consultants also provided engineering cost estimates for the described work with general agreement between entities for estimated costs.

MIDDLE GARAGE ADDITION:

ONE level precast parking area addition with replacement of southeast and northwest stair towers, central stair/elevator addition, and structural restoration. *NOT RECOMMENDED*

Stalls within Addition: 90 Standard 2 Accessible	366 Stalls
Total Construction Cost	$3,905,000

MIDDLE GARAGE ADDITION:

TWO level precast parking area addition with replacement of southeast and northwest stair towers, central stair/elevator addition, generator, foundation/column augmentation, and structural restoration. *NOT RECOMMENDED*

Stalls within Addition: 160 Standard 4 Accessible	438 Stalls
Total Construction Cost	$5,538,000

SOUTH GARAGE HORIZONTAL ADDITION:

Four level horizontal cast- in-place concrete parking area addition, replacement northeast stair elevator tower, southeast stair tower, refurbishment central stair, precast architectural skin south elevation, and structural restoration. *NOT RECOMMENDED*

Stalls within Addition: 92 Standard (-) 10 stalls Elevator 'C'	489 Stalls
Total Construction Cost	$5,595,000 RJM

NEW MIDDLE GARAGE:

6 Level new precast parking garage with central stair /elevator tower, east and west stair towers, generator, and accessible parking. ***RECOMMENDED Consultant /Staff***

Stalls added: 252 Standard 6 Accessible	532 Stalls
Total Construction Cost	$7,070,000 RJM

5 Level new precast parking garage with central stair /elevator tower, east and west stair towers, generator, accessible parking. *NOT RECOMMENDED*

Stalls added: 156 Standard 4 Accessible	434 Stalls
Total Construction Cost	$5,936,000 RJM

SOUTH GARAGE ARCHITECTURAL ENHANCEMENT:

Replacement northeast stair elevator tower, new replacement alternate stair elevator tower 'C', architectural enhance France pedestrian access, and structural restoration. ***RECOMMENDED Consultant /Staff***

Stalls within enhancement: (-) 10 Standard	397 Stalls
Total Construction Cost	$3,205,000 RJM

CONSULTANT / STAFF RECOMMENDED SOLUTION:

PROJECT COST SUMMARY - MIDDLE AND SOUTH GARAGE

Recommended solution achieves parking garage expansion goals for increasing stall capacity, improving accessibility and completing deferred maintenance repairs. Additional 248 stalls will meet additional parking stall goal of 247 stalls meeting current parking Peak Demand. Elevators will be provided in NEW MIDDLE GARAGE and SOUTH GARAGE ARCHITECURAL ENHANCEMENT solutions providing improved accessibility. Restoration of the SOUTH GARAGE is incorporated into the scope to provided required deferred maintenance, enhance asset lifespan and improve aesthetics and public safety.

NEW MIDDLE GARAGE:

6 Level new precast parking garage with central stair /elevator tower, east and west stair towers, generator, accessible parking. *RECOMMENDED Consultant /Staff*

Stalls added: 252 Standard 6 Accessible	532 Stalls
Total Construction Cost	$7,070,000 RJM

SOUTH GARAGE ARCHITECTURAL ENHANCEMENT:

Replacement northeast stair elevator tower, new replacement alternate stair elevator tower 'C', architectural enhance France pedestrian access, and structural restoration. *RECOMMENDED Consultant /Staff*

Stalls within enhancement: (-) 10 Standard	397 Stalls
Total Construction Cost	$3,205,000 RJM

Additional Walker Parking Consultants and RJM Construction Cost estimates located in Appendix A

APPENDIX A –
PROJECT PROBABLE COSTS

WALKER
PARKING CONSULTANTS

CONSTRUCTION

March 29, 2012

Wayne Houle, PE
Director of Public Works / City Engineer
City of Edina
4801 West 50th Street
Edina, MN 55424

Re: 50th & France - South & Middle Ramps

Dear Wayne,

RJM Construction is pleased to present an estimate for the 50th & France - South & Middle Ramp project located in Edina, MN. Together with City of Edina and Mohagen Hansen, we can work as a team to deliver the project goals of cost, schedule and quality. Our estimate is based upon drawings dated February 21, 2012.

South Ramp Total Base Estimate:	**$4,845,328**
Middle Ramp Total Base Estimate:	**$5,936,107**

ALTERNATES:

No. 1:	Add Stair C and Elevator to South Ramp.	**Add**	**$749,966**
No. 2:	Add 6th Floor to Middle Ramp.	**Add**	**$1,134,457**
No. 3:	4 - Story addition at the South Ramp.	**Deduct**	**$2,390,879**

CLARIFICATIONS:

No. 1: This estimate assumes that all work will be done during regular business hours.
No. 2: Architectural and engineering fees are not included.
No. 3: Our estimate does not include any SAC and WAC fees.
No. 4: Phone, data, AV and security are all excluded.
No. 5: Middle Ramp includes generator.
No. 6: Snow Melt is excluded from the Middle Ramp.
No. 7: Middle ramp is a 5 - story precast parking structure.
No. 8: South Ramp includes removing all above grade piping and replace with new. RJM reccommends to camera below grade piping to verify in good condition.
No. 9: Moving Transformers are not included in Base Estimates.

Thank you for the opportunity to provide this estimate. Our team is experienced and competent in your market; this applied knowledge will assist the team in obtaining the best possible project value. Please feel free to contact RJM if you have any questions or need additional information.

Sincerely,

Randy Disrud
Estimator

cc: Ted Beckman

OUTSIDE THE STRUCTURE

CORPORATE OFFICE
HWY. 7 CORPORATE CENTER
7003 W. LAKE ST.
SUITE 400
ST. LOUIS PARK, MN 55426
PHONE 952-837-8600
FAX 952-832-9600

REGIONAL OFFICES
1331 17TH STREET
SUITE 605
DENVER, CO 80202
PHONE 720-898-4488
FAX 720-898-5888

9375 EAST BELL RD.
SUITE 202
PHOENIX, AZ 85260
PHONE 602-325-1450
FAX 952-893-8152

CONSTRUCTION

ESTIMATE SUMMARY

ESTIMATE DATE:	March 29, 2012
PROJECT:	50th & France - South Ramp
ARCHITECT:	Mohagen Hansen Architectural Group
DRAWING DATE:	March 20, 2012

DESCRIPTION	Notes	Base Estimate	$/sf 176,250
Construction Costs			
Structural / Selective Demolition		$203,498	$1.15
Concrete / Masonry		$1,210,701	$6.87
Restoration		$750,000	$4.26
Precast		$710,000	$4.03
Structural Steel		$83,000	$0.47
Roofing		$9,279	$0.05
Joint Sealants / Expansion Joint		$25,500	$0.14
H.M. Doors, Frames & Hardware		$7,748	$0.04
Overhead Doors		$2,500	$0.01
Aluminum Entrances & Storefront		$187,000	$1.06
Traffic Coating		$83,324	$0.47
Painting		$104,628	$0.59
Signage		$15,000	$0.09
Elevators		$66,950	$0.38
Fire Protection		$23,000	$0.13
Plumbing		$118,000	$0.67
HVAC		$11,350	$0.06
Electrical		$175,150	$0.99
Driven Piles		$138,000	$0.78
Earthwork		$70,735	$0.40
Asphalt Paving		$18,266	$0.10
Site Concrete		$25,610	$0.15
Landscaping & Irrigation		$4,118	$0.02
Site Utilities		$130,000	$0.74
General Conditions		$196,008	$1.11
General Liability Insurance		$43,694	$0.25
Builders Risk Insurance		$0	$0.00
Building Permit		$45,490	$0.26
Bond		$0	$0.00
Subtotal Construction Costs		***$4,458,549***	***$25.30***
Contingency		$222,927	$1.26
Contractor's Fee		$163,852	$0.93
Total Construction Estimate		***$4,845,328***	***$27.49***

CONSTRUCTION

ESTIMATE SUMMARY

ESTIMATE DATE:	March 28, 2012
PROJECT:	50th & France - Middle Ramp
ARCHITECT:	Mohagen Hansen Architectural Group
DRAWING DATE:	March 20, 2012

DESCRIPTION	Notes	Base Estimate	$/sf 149,428
Construction Costs			
Structural Demolition		$250,000	$1.67
Concrete / Masonry		$620,000	$4.15
Precast		$2,750,000	$18.40
Structural Steel		$149,700	$1.00
Canopy Feature		$12,800	$0.09
Roofing		$8,001	$0.05
Joint Sealants		$7,471	$0.05
H.M. Doors, Frames & Hardware		$7,748	$0.05
Overhead Doors		$7,500	$0.05
Aluminum Entrances & Storefront		$126,000	$0.84
Traffic Coating		$72,000	$0.48
Louver/Vision Screens		$328,704	$2.20
Signage		$15,000	$0.10
Elevators		$79,000	$0.53
Fire Protection		$38,000	$0.25
Plumbing		$140,000	$0.94
HVAC		$0	$0.00
Electrical		$344,856	$2.31
Earthwork		$126,037	$0.84
Asphalt Paving		$23,430	$0.16
Site Concrete		$24,985	$0.17
Landscaping & Irrigation		$0	$0.00
Site Utilities		$35,000	$0.23
General Conditions		$187,668	$1.26
General Liability Insurance		$53,539	$0.36
Builders Risk Insurance		$0	$0.00
Building Permit		$54,817	$0.37
Bond		$0	$0.00
Subtotal Construction Costs		***$5,462,256***	***$36.55***
Contingency		$273,113	$1.83
Contractor's Fee		$200,738	$1.34
Total Construction Estimate		***$5,936,107***	***$39.73***

WALKER Parking Consultants/Engineers, Inc.
1600 South Highway 100, Suite 350
Minneapolis, MN. 55416

Exist Sq FT 144,000

OPINON OF PROBABLE COST 100% Feasibility

PROJECT :	Edina 50th District SOUTH	**Area Slab-on-grade:**	46,250	**Date:**	March, 2012		
		Area Supported Deck:	125,000	**Foundation Type:**		Spread/Deep	
WALKER #:	21-3808.00	**Total Square Feet**	176,250	**Type of Frame:**		Post-tensioned cor	
OWNER :	City of Edina	**Construction Cost**	$4,124,623	**Number of Tiers:**		4.0	
		Const. Cost / Car:	$8,316	**Capacity:**	**In Structure**	496	
LOCATION:	Edina, MN	**Const. Cost / Sq.Ft.:**	$23.40		**Add Stalls**	89	
				Efficiency:	**Of Structure**	355	

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
01000	**GENERAL CONDITIONS**			$522,300.00	12.66%	2.96	1053.02
00100	Bond tot		0.50%	$18,000.00			
00110	Insurance tot		0.50%	$18,000.00			
00120	Building Permit tot		0.50%	$18,000.00			
00130	Mob/Overhead/Super mo		7.50%	$270,200.00			
00200	Contractor Profit tot		5.50%	$198,100.00			
00300	Civil Engineering (owner)	0.00	0.01	$0.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
02000	**SITE WORK**			$888,400.00	21.54%	5.04	1791.13
311000	Civil Work	1.00	$ 35,000.00	$35,000.00			
311000	Removals	1.00	$3,500.00	$3,500.00			
311000	Utility relocation (Trans)	1.00	$ 65,000.00	$65,000.00			
312200	Excavation cy	750.00	$ 14.00	$10,500.00			
312323	Fill cy	300.00	$ 20.00	$6,000.00			
321216	Paving yds	150.00	$ 12.00	$1,800.00			
321140	Curb ln ft	200.00	$ 8.00	$1,600.00			
26340	Site Lighting	1.00	$ 5,000.00	$5,000.00			
27450	Fencing	0.00	$ -	$0.00			
27660	Barricades roadway	1.00	$ 10,000.00	$10,000.00			
02776	Relocate Gas Line	0.00	$ 5,000.00	$0.00			
02826	Relocate Power Line	0.00	$ 125,000.00	$0.00			
02842	Landscape (see civil)	0.00	$ 8,000.00	$0.00			
200000	**Restoration**	1.00	$ 177,500.00	$177,500.00			
200000	Pan Joist Repair	6250.00	$ 50.00	$312,500.00			
200000	Traffic Toppling	42000.00	$ 3.75	$157,500.00			
200000	Stair Tower landing, tread, risers	1.00	$ 71,000.00	$71,000.00			
200000	Drain Bodies	21.00	$ 1,500.00	$31,500.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
03000	**CONCRETE**			$934,187.50	22.65%	5.30	1883.44
03301	Slab-On-Grade sf	10775.00	$ 4.50	$48,487.50			
03302	Retaining Walls sf	200.00	$ 25.00	$5,000.00			
03303	Supported Deck sf	29000.00	$ 22.50	$652,500.00			
03304	Pile Caps cy	50.00	$ 570.00	$28,500.00			
03305	Grade Beams cy	75.00	$ 400.00	$30,000.00			
03306	Conc Filled Pipe Pile 70	46.00	$ 3,200.00	$147,200.00			
03307	Ftg Fnd cy	75.00	$ 300.00	$22,500.00			
03308							

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
04000	**MASONRY/PRECAST**			$653,500.00	15.84%	3.71	1317.54
04400	CMU + CMU Brick tower sf	4000.00	$ 30.00	$120,000.00			
04200	Façade precast sf	11700.00	$ 45.00	$526,500.00			
04300	Stair special sf	0.00	$ 18.00	$0.00			

04400	Stair Tower special sf	0.00	$	14.00	$0.00			
04500	Misc. Masonry elec sf	500.00	$	14.00	$7,000.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
5001.00	**ORNAMENTAL RAILING**			$8,000.00	0.19%	0.05	16.13
05101	Railing and Cast stone lf	40.00	$ 200.00	$8,000.00			
05201	Security Screen sf	0.00	$ 20.00	$0.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
05000	**METALS**			$192,000.00	4.65%	1.09	387.10
05500	Bollards ea	15.00	$ 600.00	$9,000.00			
5700	Roof Decking sf	1100.00	$ 5.00	$5,500.00			
05600	Stairs riser	140.00	$ 575.00	$80,500.00			
05600	Landings sf	1100.00	$ 70.00	$77,000.00			
05700	Canopy ls	2.00	$ 10,000.00	$20,000.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
07000	**MOISTURE PROTECTION**			$47,900.00	1.16%	0.27	96.57
07421	Roofs sf	1100.00	$ 15.00	$16,500.00			
07910	Expansion Joints lf	380.00	$ 75.00	$28,500.00			
07920	Caulk and Sealants sf	29000.00	$ 0.10	$2,900.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
08000	**DOORS,WINDOWS,GLASS**			$144,000.00	3.49%	0.82	290.32
08110	Curtainwall sf	1600.00	$ 85.00	$136,000.00			
08710	Door Hardware ea	16.00	$ 500.00	$8,000.00			
08911							

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
09000	**FINISHES**			$67,460.00	1.64%	0.38	136.01
09920	Floor Striping sp	496.00	$ 10.00	$4,960.00			
09950	Staining Bms & Clg sf	125000.00	$ 0.50	$62,500.00			
09990	Misc. Painting ls	0.00	$ -	$0.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
10000	**SPECIALTIES**			$75,000.00	1.82%	0.43	151.21
10440	Signs incl electronic ls	1.00	$ 75,000.00	$75,000.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
11000	**EQUIPMENT**			$0.00	0.00%	0.00	0.00
		0.00	0.00	$0.00			

	PERCENT	COST PER	COST PER

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Minneapolis, MN. 55416

Exist Sq FT 144,000

OPINON OF PROBABLE COST 100% Feasibility

		QUANTITY	UNIT COST	ITEM COST	TOTAL	SQ. FT.	CAR
14000	**ELEVATORS**			$68,000.00	1.65%	0.39	137.10
142400.00	Hydro (Landing	4.00	17000.00	$68,000.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
15000	**MECHANICAL**			$127,313.00	3.09%	0.72	256.68
15200	General Plumbing sf	176250.00	$ 0.45	$79,313.00			
23000.00	HVAC	1.00	$ 48,000.00	$48,000.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
16000	**ELECTRICAL**			$396,562.50	9.61%	2.25	799.52
16100	Electrical Package sf	176250.00	$ 2.25	$396,562.50			

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Exist Sq FT 144,000

OPINON OF PROBABLE COST 100% Feasibility

SUMMARY

PROJECT :	Edina 50th District SOUTH	Area Slab-on-grade:	46,250	Date:		March, 2012
		Area Supported Deck:	125,000	Foundation Type:		Spread/Deep
WALKER #:	21-3808.00	Total Square Feet	176,250	Type of Frame:		Post-tensioned cor
OWNER :	City of Edina	Construction Cost	$4,124,623.00	Number of Tiers:		4.0
		Const. Cost / Car:	$8,315.77	Capacity:	Of Structure	496
LOCATION:	Edina, MN	Const. Cost / Sq.Ft.:	$23.40		Of Project	89
				Efficiency:	Of Structure	355
	65% Cost Estimate					

	DIVISION			ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
01000	General Conditions			$522,300	12.66%	2.96	1053.02
02000	Site Work/Restoration			$888,400	21.54%	5.04	1791.13
03000	Concrete			$934,188	22.65%	5.30	1883.44
40000	Masonry/Precast			$653,500	15.84%	3.71	1317.54
50001	Ornamental Railing			$8,000	0.19%	0.05	16.13
05000	Metals			$192,000	4.65%	1.09	387.10
07000	Moisture Protection			$47,900	1.16%	0.27	96.57
08000	Doors,Windows,Glass			$144,000	3.49%	0.82	290.32
09000	Finishes			$67,460	1.64%	0.38	136.01
10000	Specialties			$75,000	1.82%	0.43	151.21
11000	Equipment			$0	0.00%	0.00	0.00
14000	Elevators			$68,000	1.65%	0.39	137.10
15000	Mechanical			$127,313	3.09%	0.72	256.68
16000	Electrical			$396,563	9.61%	2.25	799.52
	TOTAL CONSTRUCTION COST			$4,124,623	100.00%	$23.40	$8,316
	Contingency		10.00%	$412,000			
				$4,536,623			

NOTES: 1. Since the Engineer has no control over the cost of labor, materials, or equipment, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, opinions of probable cost, as provided above, are made on the basis of experience and qualifications of the Engineer and represent the best judgement as a design professional familiar with the construction industry. However, the Engineer cannot and does not guarantee that proposals, bids, or the construction cost will not vary from opinions of probable cost as shown above.

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Exist Sq FT 86,000

OPINON OF PROBABLE COST 100% Feasibility

PROJECT :	Edina 50th District MIDDLE **One Additional Level**	**Area Slab-on-grade:**	32,000	**Date:**	March, 2012	
		Area Supported Deck:	85,900	**Foundation Type:**		Spread/Deep
WALKER #:	21-3808.00	**Total Square Feet**	128,700	**Type of Frame:**		Precast concrete
OWNER :	City of Edina	**Construction Cost**	$3,905,635	**Number of Tiers:**		4.0
		Const. Cost / Car:	$10,730	**Capacity:**	**In Structure**	364
LOCATION:	Edina, MN	**Const. Cost / Sq.Ft.:**	$30.35		**Add Stalls**	92
				Efficiency:	**Of Structure**	354

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
01000	**GENERAL CONDITIONS**			$494,700.00	12.67%	3.84	1359.07
00100	Bond tot		0.50%	$17,100.00			
00110	Insurance tot		0.50%	$17,100.00			
00120	Building Permit tot		0.50%	$17,100.00			
00130	Mob/Overhead/Super mo		7.50%	$255,800.00			
00200	Contractor Profit tot		5.50%	$187,600.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
02000	**SITE WORK/RESTORATION**			$647,400.00	16.58%	5.03	1778.57
3111000	Civil Work	1.00	$ 15,000.00	$15,000.00			
311000	Removals	1.00	$25,000.00	$25,000.00			
311100	Utility relocation	1.00	$ 15,000.00	$15,000.00			
312200	Excavation cy	850.00	$ 14.00	$11,900.00			
312323	Fill cy	100.00	$ 20.00	$2,000.00			
321216	Paving yds	100.00	$ 12.00	$1,200.00			
321400	Curb In ft	100.00	$ 8.00	$800.00			
02634	Site Lighting	1.00	$ 5,000.00	$5,000.00			
02745	Fencing	0.00	$ -	$0.00			
02766	Barricades roadway	1.00	$ 6,000.00	$6,000.00			
02776	Relocate Gas Line	1.00	$ 5,000.00	$5,000.00			
02826	Relocate Power Line	1.00	$ 6,000.00	$6,000.00			
02842	Landscape (granite wall)	1.00	$ 4,500.00	$4,500.00			
200000	**Restoration**	1.00	$ 250,000.00	$250,000.00			
200000	Floor Repair conc wash	1.00	$ 250,000.00	$250,000.00			
200000	Tee Flange	1.00	$ 50,000.00	$50,000.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
03000	**CONCRETE**			$1,035,450.00	26.51%	8.05	2844.64
03301	Slab-On-Grade sf	3600.00	$ 4.50	$16,200.00			
03302	Retaining Walls sf	300.00	$ 25.00	$7,500.00			
03303	Precast Decorative sf	0.00	$ 45.00	$0.00			
03304	Mini Piles soil solidify	0.00	$ 2,200.00	$0.00			
03305	Foundation Correction	5.00	$ 4,000.00	$20,000.00			
03306	Stair Tower frame sf	1850.00	$ 15.00	$27,750.00			
03400	Precast spandrel replacement	3.00	$ 12,000.00	$36,000.00			
03308	Supperstructure Precast sf	32000.00	$ 29.00	$928,000.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
04000	**MASONRY**			$287,400.00	7.36%	2.23	789.56
04400	CMU sf	2600.00	$ 14.00	$36,400.00			
04200	Precast wall panel sf	3200.00	$ 40.00	$128,000.00			
04300	Stair CMU + Brick sf	2000.00	$ 45.00	$90,000.00			
04400	Stair Tower special sf	0.00	$ 14.00	$0.00			

04500	Masonry shear wall sf	1100.00	$	30.00	$33,000.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
5001.00	**ORNAMENTAL METAL**			$266,000.00	6.81%	2.07	730.77
05101	Railing with Concrete lf	0.00	$ 200.00	$0.00			
05201	Façade Screen sf	7000.00	$ 38.00	$266,000.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
05000	**METALS**			$151,375.00	3.88%	1.18	415.87
05500	Bollards ea	15.00	$ 600.00	$9,000.00			
5700	Roof Decking sf	1400.00	$ 5.00	$7,000.00			
05600	Stairs riser	155.00	$ 575.00	$89,125.00			
05600	Landings sf	1050.00	$ 25.00	$26,250.00			
05700	Canopy ls	2.00	$ 10,000.00	$20,000.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
07000	**MOISTURE PROTECTION**			$45,100.00	1.15%	0.35	123.90
07421	Roofs sf	1400.00	$ 15.00	$21,000.00			
07910	Expansion Joints lf	150.00	$ 75.00	$11,250.00			
07920	Caulk and Sealants sf	128500.00	$ 0.10	$12,850.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
08000	**DOORS,WINDOWS,GLASS**			$382,775.00	9.80%	2.97	1051.58
08110	Curtainwall sf	4415.00	$ 85.00	$375,275.00			
08710	Door Hardware ea	15.00	$ 500.00	$7,500.00			
08911							

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
09000	**FINISHES**			$47,640.00	1.22%	0.37	130.88
09920	Floor Striping sp	364.00	$ 10.00	$3,640.00			
09950	Staining Bms & Clg sf	88000.00	$ 0.50	$44,000.00			
09990	Misc. Painting ls	0.00	$ -	$0.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
10000	**SPECIALTIES**			$50,000.00	1.28%	0.39	137.36
10440	Signs incl electronic ls	1.00	$ 50,000.00	$50,000.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
11000	**EQUIPMENT**			$0.00	0.00%	0.00	0.00
		0.00	0.00	$0.00			

	QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR

14000	**ELEVATORS**			$85,000.00	2.18%	0.66	233.52
142400.00	Hydro (Landings)	5.00	17000.00	$85,000.00			

		QUANTITY		UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
15000	**MECHANICAL**				$123,220.00	3.15%	0.96	338.52
15200	General Plumbing sf	128700.00	$	0.60	$77,220.00			
23000	hvac	1.00	$	46,000.00	$46,000.00			

		QUANTITY		UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
16000	**ELECTRICAL**				$289,575.00	7.41%	2.25	795.54
16100	Electrical Package sf	128700.00	$	2.25	$289,575.00			

WALKER Parking Consultants/Engineers, Inc.
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Exist Sq FT 86,000

OPINON OF PROBABLE COST 100% Feasibility

SUMMARY

PROJECT :	Edina 50th District MIDDLE	Area Slab-on-grade:	32,000	Date:		March, 2012
		Area Supported Deck:	85,900	Foundation Type:		Spread/Deep
WALKER #:	21-3808.00	Total Square Feet	128,700	Type of Frame:		Precast concrete
OWNER :	City of Edina	Construction Cost	$3,905,635.00	Number of Tiers:		4.0
		Const. Cost / Car:	$10,729.77	Capacity:	Of Structure	364
LOCATION:	Edina, MN	Const. Cost / Sq.Ft.:	$30.35		Of Project	92
				Efficiency:	Of Structure	354

	DIVISION			ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
01000	General Conditions			$494,700	12.67%	3.84	1359.07
02000	Site Work/Restoration			$647,400	16.58%	5.03	1778.57
03000	Concrete/Precast			$1,035,450	26.51%	8.05	2844.64
40000	Masonry			$287,400	7.36%	2.23	789.56
50001	Ornamental metals			$266,000	6.81%	2.07	730.77
05000	Metals			$151,375	3.88%	1.18	415.87
07000	Moisture Protection			$45,100	1.15%	0.35	123.90
08000	Doors,Windows,Glass			$382,775	9.80%	2.97	1051.58
09000	Finishes			$47,640	1.22%	0.37	130.88
10000	Specialties			$50,000	1.28%	0.39	137.36
11000	Equipment			$0	0.00%	0.00	0.00
14000	Elevators			$85,000	2.18%	0.66	233.52
15000	Mechanical			$123,220	3.15%	0.96	338.52
16000	Electrical			$289,575	7.41%	2.25	795.54
	TOTAL CONSTRUCTION COST			$3,905,635	100.00%	$30.35	$10,730
	Contingency		10.00%	$391,000			
				$4,296,635			

NOTES: 1. Since the Engineer has no control over the cost of labor, materials, or equipment, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, opinions of probable cost, as provided above, are made on the basis of experience and qualifications of the Engineer and represent the best judgement as a design professional familiar with the construction industry. However, the Engineer cannot and does not guarantee that proposals, bids, or the construction cost will not vary from opinions of probable cost as shown above.

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Exist Sq FT 86,000

OPINON OF PROBABLE COST 100% Feasibility

PROJECT :	Edina 50th District MIDDLE **Two Additional Level**	**Area Slab-on-grade:**	32,000	**Date:**	March, 2012	
		Area Supported Deck:	119,000	**Foundation Type:**		Spread/Deep
WALKER #:	21-3808.00	**Total Square Feet**	151,370	**Type of Frame:**		Precast concrete
OWNER :	City of Edina	**Construction Cost**	$5,538,555	**Number of Tiers:**		5.0
		Const. Cost / Car:	$12,308	**Capacity:**	**In Structure**	450
LOCATION:	Edina, MN	**Const. Cost / Sq.Ft.:**	$36.59		**Add Stalls**	180
				Efficiency:	**Of Structure**	336

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
01000	**GENERAL CONDITIONS**			$701,400.00	12.66%	4.63	1558.67
00100	Bond tot		0.50%	$24,200.00			
00110	Insurance tot		0.50%	$24,200.00			
00120	Building Permit tot		0.50%	$24,200.00			
00130	Mob/Overhead/Super mo		7.50%	$362,800.00			
00200	Contractor Profit tot		5.50%	$266,000.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
02000	**SITE WORK**			$641,400.00	11.58%	4.24	1425.33
31100	Civil Work	1.00	$ 15,000.00	$15,000.00			
311000	Removals	1.00	$25,000.00	$25,000.00			
311000	Utility relocation (Trans)	1.00	$ 15,000.00	$15,000.00			
312200	Excavation cy	850.00	$ 14.00	$11,900.00			
312323	Fill cy	100.00	$ 20.00	$2,000.00			
321216	Paving yds	100.00	$ 12.00	$1,200.00			
321140	Curb ln ft	100.00	$ 8.00	$800.00			
02634	Site Lighting	1.00	$ 5,000.00	$5,000.00			
02745	Fencing	0.00	$ -	$0.00			
02766	Barricades roadway	1.00	$ 6,000.00	$6,000.00			
02776	Relocate Gas Line	1.00	$ 5,000.00	$5,000.00			
02826	Relocate Power Line	0.00	$ 6,000.00	$0.00			
02842	Landscape (granite wall)	1.00	$ 4,500.00	$4,500.00			
200000	**Restoration**	1.00	$ 250,000.00	$250,000.00			
200000	Floor Repair conc wash	1.00	$ 250,000.00	$250,000.00			
200000	Tee Flange	1.00	$ 50,000.00	$50,000.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
03000	**CONCRETE**			$2,060,250.00	37.20%	13.61	4578.33
03301	Slab-On-Grade sf	16600.00	$ 4.50	$74,700.00			
03302	Retaining Walls sf	300.00	$ 25.00	$7,500.00			
03303	Supported precast Deck sf	53550.00	$ 29.00	$1,552,950.00			
03304	Mini Piles	60.00	$ 2,900.00	$174,000.00			
03305	Fnd Correction Collar, Excav, Core	24.00	$ 6,900.00	$165,600.00			
03306	Stair Tower frame sf	2500.00	$ 15.00	$37,500.00			
03400	Precast Façade spandrel	4.00	$ 12,000.00	$48,000.00			
03308	Decorative Precast	0.00	$ 45.00	$0.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
04000	**MASONRY**			$359,300.00	6.49%	2.37	798.44
04400	CMU sf	3200.00	$ 14.00	$44,800.00			
04200	Precast wall panel sf	4000.00	$ 40.00	$160,000.00			
04300	Stair CMU + Brick sf	2500.00	$ 45.00	$112,500.00			
04400	Stair Tower special sf	0.00	$ 14.00	$0.00			
04500	Masonry shear wall sf	1400.00	$ 30.00	$42,000.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
5001.00	**ORNAMENTAL METAL**			$266,000.00	4.80%	1.76	591.11
05101	Railing with Concrete lf	0.00	$ 200.00	$0.00			
05201	Façade Screen sf	7000.00	$ 38.00	$266,000.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
05000	**METALS**			$194,200.00	3.51%	1.28	431.56
05500	Bollards ea	25.00	$ 600.00	$15,000.00			
5700	Roof Decking sf	1400.00	$ 5.00	$7,000.00			
05600	Stairs riser	206.00	$ 575.00	$118,450.00			
05600	Landings sf	1350.00	$ 25.00	$33,750.00			
05700	Canopy ls	2.00	$ 10,000.00	$20,000.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
07000	**MOISTURE PROTECTION**			$51,100.00	0.92%	0.34	113.56
07421	Roofs sf	1400.00	$ 15.00	$21,000.00			
07910	Expansion Joints lf	200.00	$ 75.00	$15,000.00			
07920	Caulk and Sealants sf	151000.00	$ 0.10	$15,100.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
08000	**DOORS,WINDOWS,GLASS**			$476,500.00	8.60%	3.15	1058.89
08110	Curtainwall sf	5500.00	$ 85.00	$467,500.00			
08710	Door Hardware ea	18.00	$ 500.00	$9,000.00			
08911							

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
09000	**FINISHES**			$64,000.00	1.16%	0.42	142.22
09920	Floor Striping sp	450.00	$ 10.00	$4,500.00			
09950	Staining Bms & Clg sf	119000.00	$ 0.50	$59,500.00			
09990	Misc. Painting ls	0.00	$ -	$0.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
10000	**SPECIALTIES**			$50,000.00	0.90%	0.33	111.11
10440	Signs incl electronic ls	1.00	$ 50,000.00	$50,000.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
11000	**EQUIPMENT**			$0.00	0.00%	0.00	0.00
		0.00	0.00	$0.00			
		0.00	0.00	$0.00			

	QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR

14000	**ELEVATORS**			$102,000.00	1.84%	0.67	226.67
142400.00	Hydro (Landing	6.00	17000.00	$102,000.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
15000	**MECHANICAL**			$146,822.00	2.65%	0.97	326.27
15200	General Plumbing sf	151370.00	$ 0.60	$90,822.00			
23000	HVAC	1.00	$ 56,000.00	$56,000.00			

		QUANTITY	UNIT COST	ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
16000	**ELECTRICAL**			$425,582.50	7.68%	2.81	945.74
16100	Electrical Package sf	151370.00	$ 2.25	$340,582.50			
23300.00	Generator	1.00	$ 85,000.00	$85,000.00			

WALKER Parking Consultants/Engineers, Inc.
1600 South Highway 100, Suite 424
Minneapolis, MN. 55416

Exist Sq FT 86,000

OPINON OF PROBABLE COST 100% Feasibility

SUMMARY

PROJECT :	Edina 50th District MIDDLE	Area Slab-on-grade:	32,000	Date:		March, 2012
		Area Supported Deck:	119,000	Foundation Type:		Spread/Deep
WALKER #:	21-3808.00	Total Square Feet	151,370	Type of Frame:		Precast concrete
OWNER :	City of Edina	Construction Cost	$5,538,554.50	Number of Tiers:		5.0
		Const. Cost / Car:	$12,307.90	Capacity:	Of Structure	450
LOCATION:	Edina, MN	Const. Cost / Sq.Ft.:	$36.59		Of Project	180
				Efficiency:	Of Structure	336
	65% Cost Estimate					

	DIVISION			ITEM COST	PERCENT TOTAL	COST PER SQ. FT.	COST PER CAR
01000	General Conditions			$701,400	12.66%	4.63	1558.67
02000	Site Work/Restoration			$641,400	11.58%	4.24	1425.33
03000	Concrete/Precast			$2,060,250	37.20%	13.61	4578.33
40000	Masonry			$359,300	6.49%	2.37	798.44
50001	Ornamental Metal			$266,000	4.80%	1.76	591.11
05000	Metals			$194,200	3.51%	1.28	431.56
07000	Moisture Protection			$51,100	0.92%	0.34	113.56
08000	Doors,Windows,Glass			$476,500	8.60%	3.15	1058.89
09000	Finishes			$64,000	1.16%	0.42	142.22
10000	Specialties			$50,000	0.90%	0.33	111.11
11000	Equipment			$0	0.00%	0.00	0.00
14000	Elevators			$102,000	1.84%	0.67	226.67
15000	Mechanical			$146,822	2.65%	0.97	326.27
16000	Electrical			$425,583	7.68%	2.81	945.74
	TOTAL CONSTRUCTION COST			$5,538,555	100.00%	$36.59	$12,308
	Contingency		10.00%	$554,000			
				$6,092,555			

NOTES: 1. Since the Engineer has no control over the cost of labor, materials, or equipment, or over the contractor's methods of determining prices, or over competitive bidding or market conditions, opinions of probable cost, as provided above, are made on the basis of experience and qualifications of the Engineer and represent the best judgement as a design professional familiar with the construction industry. However, the Engineer cannot and does not guarantee that proposals, bids, or the construction cost will not vary from opinions of probable cost as shown above.

WALKER
RESTORATION CONSULTANTS

REPAIR SUMMARY OF PROBABLE CONSTRUCTION COST - March 9, 2012

City of Edina South Parking Ramp

Item	Description	Units	Total	4th Tier	3rd Tier	2nd Tier	1st Tier	Cost
1.10	Project Mobilization	LS	1					$68,200
3.04	Floor Repair - Curb	SF	33			33		$1,000
3.10	Floor Repair - P/T Slab	SF	239	172	28	39		$10,800
3.20	Floor Repair - Slab-On-Grade	SF	105				105	$3,700
5.10	Beam Repair	SF	10			10		$1,100
6.10	Column Repair - Shallow	SF	63		9	12	42	$5,000
7.09	Wall Repair - Bumper - Shallow	SF	15		5	10		$1,200
7.10	Wall Repair	SF	20				20	$1,000
8.90	Pan / Joist Repair - Joist	LF	50				50	$5,000
8.91	Pan / Joist Repair - Pan Slab / Full Depth	SF	4,920			4,920		$246,000
9.12	Expansion Joint - Preparation - Blockout Replacement	LF	255			255		$19,100
10.01	Expansion Joint - Premolded (Floor to Floor)	LF	335	60	20	255		$25,100
10.02	Expansion Joint - Premolded (Floor to Vertical)	LF	25	10	15			$1,900
10.03	Expansion Joint - Elastomeric Edge	LF	172	28	56	56	32	$17,200
11.10	Seal Random Cracks	LF	200	100	100			$900
11.11	Seal Wide Joint	LF	15		15			$100
11.20	Seal Construction Joint	LF	500		500			$2,300
11.70	Cove Sealant	LF	1,002	668	334			$4,000
12.01	Asphalt Repair	SF	50				50	$2,000
13.02	Overlay - Latex Modified Concrete	SF	20				20	$400
14.20	Supplemental Adhesive Anchor	EA	140	20	20	100		$5,600
14.30	Supplemental Reinforcement	LBS	400	50	50	300		$1,600
15.10	Floor Sealer	SF	39,500	26,400	13,100			$19,800
16.11	Traffic Topping - Heavy Duty	SF	20,739	1,000	8,064	11,675		$72,600
16.13	Traffic Topping - Heavy Duty w/Additional Wear Coat	SF	21,280		10,640	10,640		$85,100
19.80	Floor Drain Repair - Drain Replacement	EA	21	2	7	7	5	$31,500
22.10	Protect P/T Sheathing	EA	25	10	5	10		$300
22.15	P/T Tendon Replacement	EA	5		5			$25,000
28.10	Barrier Cable Repair	LF	450			450		$13,500
35.01	Tuckpointing	SF	32				32	$600
35.07	Masonry Unit Replacement - Block	EA	18				18	$1,400
41.04	Replace Landing/Tread/Riser/Fill/Paint	LS	1					$75,000
45.06	Paint Structural Steel	LS	1				1	$2,000
							Total Construction	**$750,000**

Notes: No new drain lines or NE stairtower rehab, general painting, lighting, or exterior sealants included.

WALKER
RESTORATION CONSULTANTS

REPAIR SUMMARY OF PROBABLE CONSTRUCTION COST - March 9, 2012

City of Edina Middle Parking Ramp

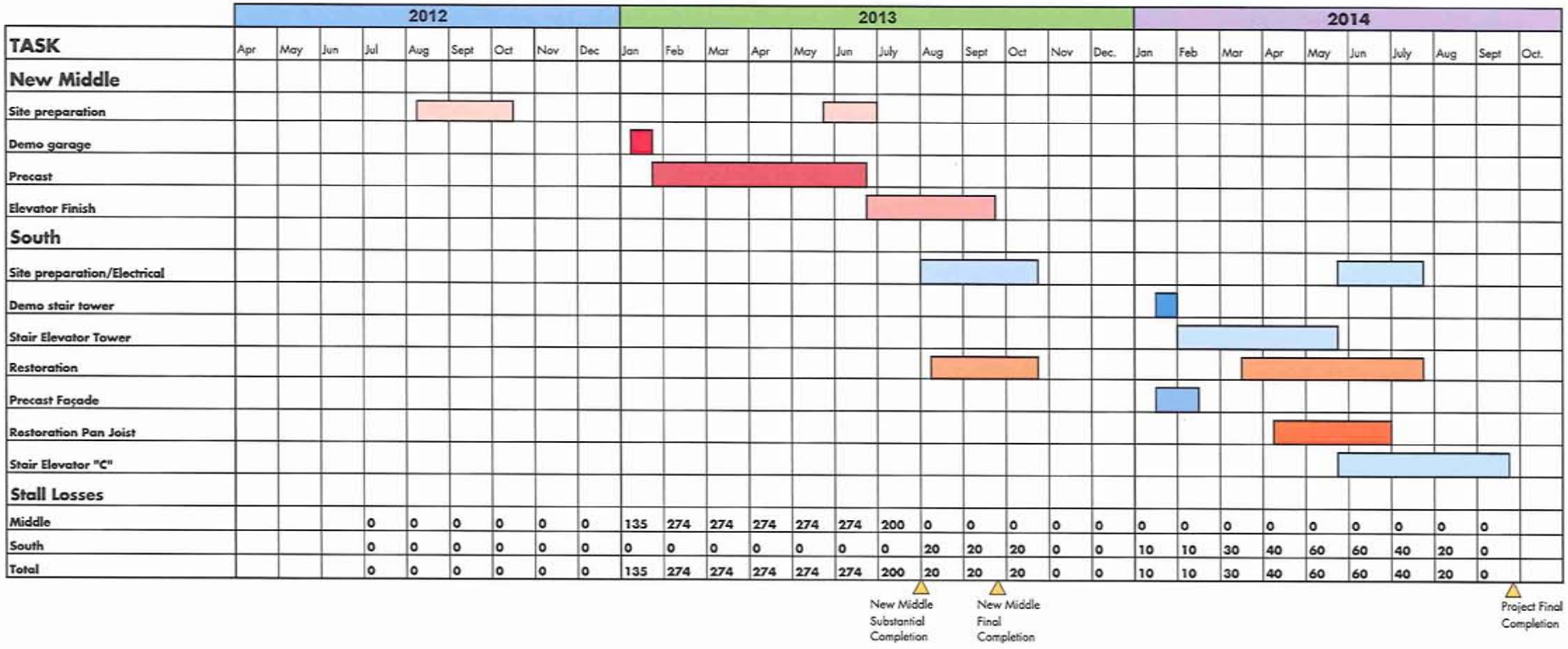
Item	Description	Units	Total	3rd Tier	2nd Tier	1st Tier	Cost
1.10	Project Mobilization	LS	1				$45,500
3.07	Floor Repair - Concrete Wash	SF	6,290	3,145	3,145		$188,700
3.20	Floor Repair - Slab-On-Grade	SF	132			132	$4,600
3.90	Floor Repair - Stair Tread Repair	EA	30	12	18		$2,300
4.12	Ceiling Repair - Cast-in-Place	SF	3		3		$200
4.40	Ceiling Repair - Tee Flange	SF	65		45	20	$7,200
5.30	Beam Repair - Shallow P/C	SF	30		20	10	$3,000
6.10	Column Repair - Shallow	SF	10			10	$800
7.10	Wall Repair	SF	40	20		20	$2,000
7.71	Panel Connection Pocket Repair	EA	1			1	$500
7.90	Wall Repair - Lift Loop Plugs	EA	32	32			$800
8.10	Tee Stem Repair - Shallow	LF	24		12	12	$1,200
8.40	Floor Repair - Full Depth	SF	644	212	312	120	$38,600
8.80	Tee Stem Bearing Pad Replacement	EA	18	3	6	9	$9,000
8.81	Tee Stem Bearing Grout Replacement	EA	18	3	6	9	$9,000
9.10	Expansion Joint - Preparation - Blockout Replacement	LF	32			32	$3,200
10.03	Expansion Joint - Elastomeric Edge	LF	32			32	$3,200
10.06	Expansion Joint - Silicone Seal	LF	120	60	60		$1,800
11.08	Seal Tee Flange Joint	LF	6,510	3,255	3,255		$26,000
11.10	Seal Random Cracks	LF	880	440	440		$4,000
11.20	Seal Construction Joint	LF	3,298	1,634	1,634	30	$14,800
12.01	Asphalt Repair	SF	100			100	$4,000
14.20	Supplemental Adhesive Anchor	EA	70	50	20		$2,800
14.30	Supplemental Reinforcement	LBS	140	100	40		$600
15.10	Floor Sealer	SF	50,000	25,000	25,000		$25,000
16.06	Traffic Topping - Tread/Landing/Risers	SF	600	200	200	200	$4,500
16.11	Traffic Topping - Heavy Duty	SF	10,096	5,048	5,048		$35,300
16.13	Traffic Topping - Heavy Duty w/Additional Wear Coat	SF	840	420	420		$3,400
19.80	Floor Drain Repair - Drain Replacement	EA	25	8	8	9	$37,500
22.20	Install Shear Connectors	EA	40	30	10		$14,000
22.30	Re-weld Shear Connectors	EA	70	50	20		$3,500
35.01	Tuckpointing	SF	80			80	$1,600
35.07	Masonry Unit Replacement - Block	EA	18			18	$1,400
						Total Construction	**$500,000**

Notes: No new drain lines, NW/SE stairtowers rehab, general painting, lighting, or exterior sealants included.

APPENDIX B –
COMBINED CONSTRUCTION SCHEDULE

WALKER
PARKING CONSULTANTS

EDINA 50TH DISTRICT
Parking Structure Addition
Feasibility Project Schedule
April 10, 2012



APPENDIX C –
CHLORIDE ION DETERMINATION TEST

WALKER
PARKING CONSULTANTS

WALKER
RESTORATION CONSULTANTS

CHLORIDE ION CONTENT DETERMINATION
LABORATORY ANALYSIS RESULTS FORM

Sample No.	Sample Identification	CHLORIDE ION CONTENT -PPM- Depth Increment Tested 0" – 1"	1" – 2"	2" – 3"	Comments
CL-1	Drive Lane	76000	4365	655	Level 2, North Bay, Grid
CL-2	Drive Lane	5240	910	270	Level 3, North Bay, Grid

American Information

Date Received: 12/20/07
Test Required: Acid Soluble Chloride Content
Samples Tested By: Megan Koch

AMERICAN ENGINEERING TESTING, INC.
St. Paul, MN

Walker Information

Project Name: Center Parking Ramp
Project Number: 21-3477.00
Samples Taken By: JCL
Date Sampled: 12/20/07
Number Submitted: 6
Date Submitted: 12/20/07

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WALKER
PARKING CONSULTANTS

CHLORIDE ION CONTENT DETERMINATION
LABORATORY ANALYSIS RESULTS FORM

Sample No.	Sample Identification	CHLORIDE ION CONTENT -PPM- Depth Increment Tested 0" – 1"	1" – 2"	2" – 3"	Comments
Cl-1	Drive Lane	1190	< 80	200	Level 2, North Bay, Grid 5-6, B-C
Cl-2	Drive Lane	> 6000	1735	300	Level 3, North Bay, Grid 4-5, B-C

American Information

Date Received: 01/10/05
Test Required: Water Soluble Chloride Content
Samples Tested By: B. DMOIR

AMERICAN ENGINEERING TESTING, INC.
St. Paul, MN

Walker Information

Project Name: Center Ramp
Project Number: 21-3239.00
Samples Taken By: JCL
Date Sampled: 01/06/05
Number Submitted: 6
Date Submitted: 01/10/05

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WALKER
PARKING CONSULTANTS

CHLORIDE ION CONTENT DETERMINATION
LABORATORY ANALYSIS RESULTS FORM

Sample No.	Sample Identification	CHLORIDE ION CONTENT -PPM- Depth Increment Tested 0" - 1"	1" - 2"	2" - 3"	Comments
CL-1	Drive Lane				Level 1, North Bay, Grid 7-8
CL-2	Drive Lane				Level 2, North Bay, Grid 6-7
1	Center Ramp	2910	145	<80	
2	"	1470	195	<80	

American Information 10-01710

Date Received: 8-6-01
Test Required: ~~Water Soluble~~ Chloride Content
Samples Tested By: M Lasein

AMERICAN ENGINEERING TESTING, INC.
St. Paul, MN

Walker Information

Project Name: Center Ramp
Project Number: 21-3015.00
Samples Taken By: JER
Date Sampled: 03 Aug 2001
Number Submitted: 6
Date Submitted: 03 Aug 2001

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WALKER
RESTORATION CONSULTANTS

CHLORIDE ION CONTENT DETERMINATION
LABORATORY ANALYSIS RESULTS FORM

Sample No.	Sample Identification	CHLORIDE ION CONTENT -PPM- Depth Increment Tested 0" – 1"	1" – 2"	2" – 3"	Comments
CL-1	Drive Lane	1035	230	145	B.5-3.5
CL-2	Drive Lane	3350	1585	460	B.5-5

American Information

Date Received: 8/6/08
Test Required: Acid Soluble Chloride Content
Samples Tested By: Andrew Hanson

AMERICAN ENGINEERING TESTING, INC.
St. Paul, MN

Walker Information

Project Name:	Edina South Ramp
Project Number:	21-3477.00
Samples Taken By:	Michael Stevens
Date Sampled:	08/06/2008
Number Submitted:	6
Date Submitted:	08/06/2008

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WALKER
PARKING CONSULTANTS

CHLORIDE ION CONTENT DETERMINATION
LABORATORY ANALYSIS RESULTS FORM

Sample No.	Sample Identification	CHLORIDE ION CONTENT -PPM- Depth Increment Tested 0" - 1"	1" - 2"	2" - 3"	Comments
CL-1	Drive Lane	595	275	235	Level 4, Center Bay, Grid 3-5
CL-2	Drive Lane	2845	1155	310	Level 3, East Bay, Grid 5-6

American Information

Date Received: 8-17-2001
Test Required: Water Soluble Chloride Content
Samples Tested By: Jennifer Wilkins

AMERICAN ENGINEERING TESTING, INC.
St. Paul, MN

Walker Information

Project Name: South Ramp
Project Number: 21-3015.00
Samples Taken By: JER
Date Sampled: 08 Aug 2001
Number Submitted: 6
Date Submitted: 08 Aug 2001

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APPENDIX D –
50TH & FRANCE MIDDLE RAMP PRICING PLANS

WALKER
PARKING CONSULTANTS

50 th & FRANCE MIDDLE RAMP
PARKING STRUCTURE EXPANSION
EDINA , MINNESOTA

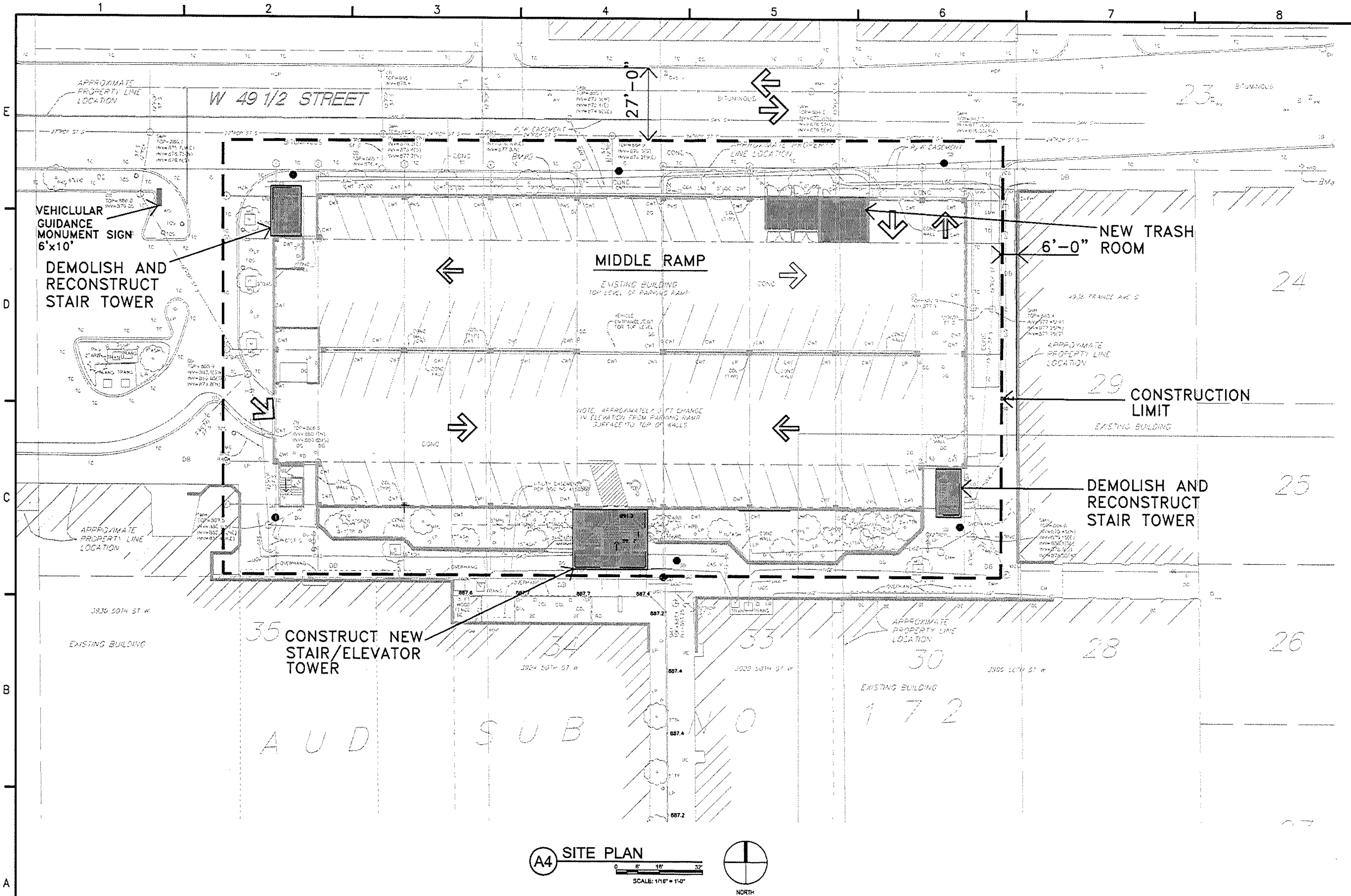
21-3808.00/ FEASIBILITY DESIGN ACTIVITY ID: 02-2012-001

WALKER
PARKING CONSULTANTS
1660 South Highway 100
Suite 424
Minneapolis, MN 55416
952.595.9116 Ph
952.595.9518 Fax
www.walkerparking.com

Mohagen Hansen
Architectural Group
1000 Twelve Oaks Center Dr.
Suite 200
Wayzata MN 55391
Tel 952.426.7400
Fax 952.426.7440
www.mohagenhansen.com

SHEET INDEX

NOT FOR CONSTRUCTION
FEASIBILITY PRICING
FEBRUARY 2012



A4 SITE PLAN

SCALE: 1/16" = 1'-0"

WALKER PARKING CONSULTANTS
1660 South Highway 100
Suite 424
Minneapolis, MN 55416
952.595.9116 Ph
952.595.9518 Fax
www.walkerparking.com

Mohagen Hansen Architectural Group

50th & FRANCE MIDDLE RAMP

PARKING STRUCTURE-EXPANSION

EDINA MINNESOTA

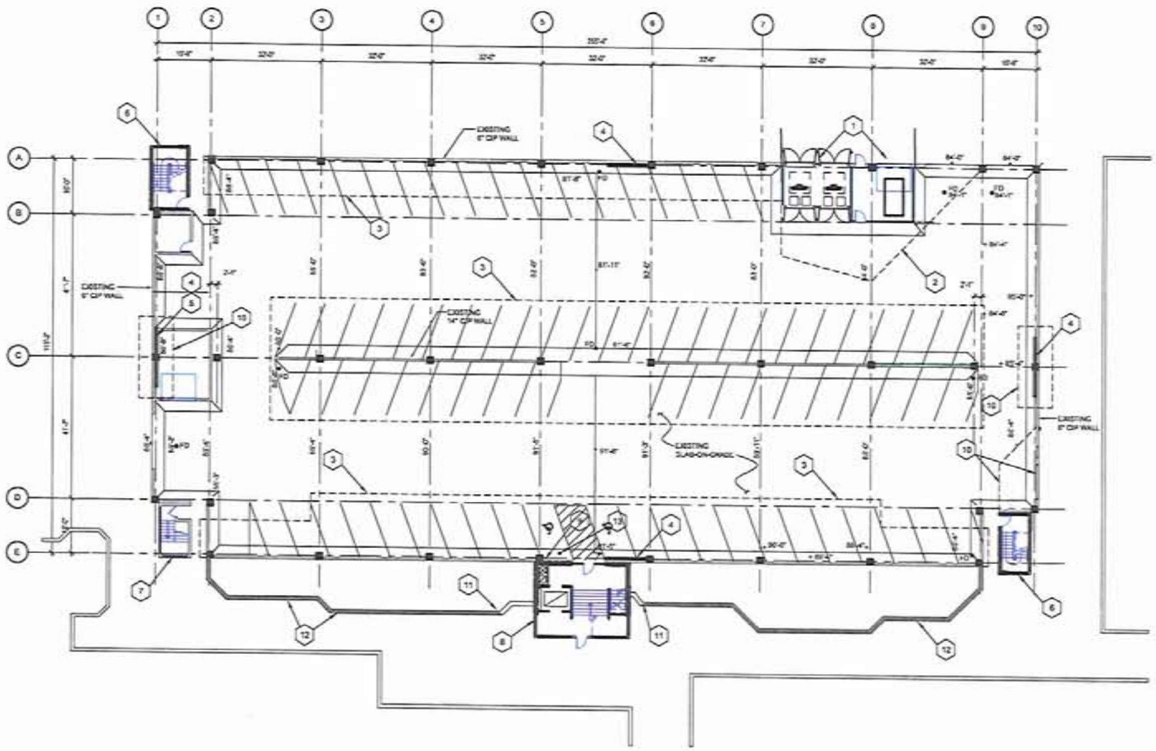
MARK	DATE	DESCRIPTION
	02/29/12	FEASIBILITY PRICING NOT FOR CONSTRUCTION

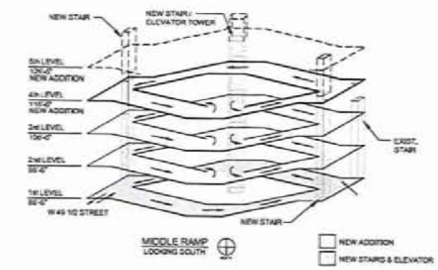
ISSUE:

PROJECT NO: 21-3808.00
DRAWN BY: MAB
CHECKED BY: CLS
SHEET TITLE: CIVIL PLAN

C100

4:\21-3808-00-50TH_&_FRANCE_FEASABILITY\ACAD\MIDDLE RAMP\02-CIVIL\3808CSK100.DWG 3/1/2012 11:12:05 AM BALDWIN, MARK





KEY NOTES:-

1. PROVIDE NEW CMU PARTITION WALLS. BOND BEAMS W/ (2) #5 x CONT. ABOVE ALL DOOR OPENINGS. DEMOLISH EXISTING CIP AND P/C WALLS AS REQUIRED FOR NEW OPENINGS.
2. REMOVE AND REPLACE 5" SLAB-ON-GRADE AS REQUIRED. REGRADE FOR NEW ENTRY AND TRASH ROOMS/ENCLOSURE. APPROX. 1400 SF
3. 2-LEVEL ADDITION: REMOVE AND REPLACE SLAB-ON-GRADE FOR FOUNDATION AUGMENTATION EXCAVATION. SEE S100.
4. PROVIDE NEW CMU SHEAR WALLS AT ALL TIERS; SEE S100 FOR DESCRIPTION AND REINFORCING.
5. DEMOLISH EXISTING PARTITIONS AS REQUIRED FOR NEW STRUCTURE CONSTRUCTION.
6. DEMOLISH EXISTING STAIR. PROVIDE NEW STEEL FRAME STAIR AND CMU WALLS. PROVIDE CONCRETE FILLED TREADS ATOP STEEL STRINGERS.
7. EXISTING STAIR TO REMAIN.
8. REMOVE EXISTING IMPROVEMENTS AND PROVIDE NEW STAIR/ELEVATOR TOWER. STRUCTURE TO BE STRUCTURAL STEEL AND CMU WALLS. PROVIDE NEW CONCRETE SLAB-ON-GRADE AND CONCRETE FILLED TREADS ATOP STEEL STRINGERS.
9. REMOVE EXISTING CONCRETE WALL FLUSH WITH PARKING GRADE.
10. PROVIDE NEW 5" SLAB ON GRADE AS REQUIRED.
11. SAW CUT & DEMOLISH EXISTING GRANITE WALL FOR NEW STAIR / ELEV. TOWER. PRESERVE REMAINING PLANTERS ,TO REMAIN.
12. LANDSCAPING WALLS TO REMAIN.
13. NEW 8" DIA. STEEL BOLLARDS, TYP. ALL LEVELS.

A6 FIRST LEVEL PLAN

SCALE: 1/16" = 1'-0"

NORTH

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THERE IS A MINIMUM OF 7'-0" HEADROOM BETWEEN ALL DRIVING SURFACES AND OVERHEAD BEAMS PRIOR TO PLACING CONCRETE.

CAR COUNT

LEVEL	STANDARD	COMPACT	CAR ACCESSIBLE	VAN ACCESSIBLE	TOTAL
		8'-6" 90° STANDARD SPACE			
		8'-6" 75° STANDARD SPACE			
FIRST	81	0	2	0	83
SECOND	93	0	2	0	95
THIRD	93	0	2	0	95
FOURTH	84	0	2	[illegible]	[illegible]
TOTAL	[illegible]	0	8	0	[illegible]

WALKER PARKING CONSULTANTS
5000 South Highway 100, Suite 420
Minneapolis, MN 55416
952.595.9116 Ph
952.595.9518 Fax
www.walkerparking.com

Mohagen Hansen Architectural Group

50th & FRANCE MIDDLE RAMP

PARKING STRUCTURE-EXPANSION

EDINA MINNESOTA

MARK	DATE	DESCRIPTION
	07/27/12	FEASIBILITY PRICING NOT FOR CONSTRUCTION
		ISSUE

PROJECT NO: 21-3808.00
DRAWN BY: MAB
CHECKED BY: DLS
SHEET TITLE:
FIRST LEVEL PLAN

S201

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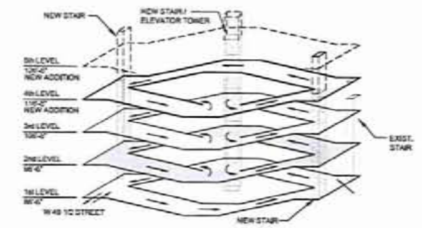
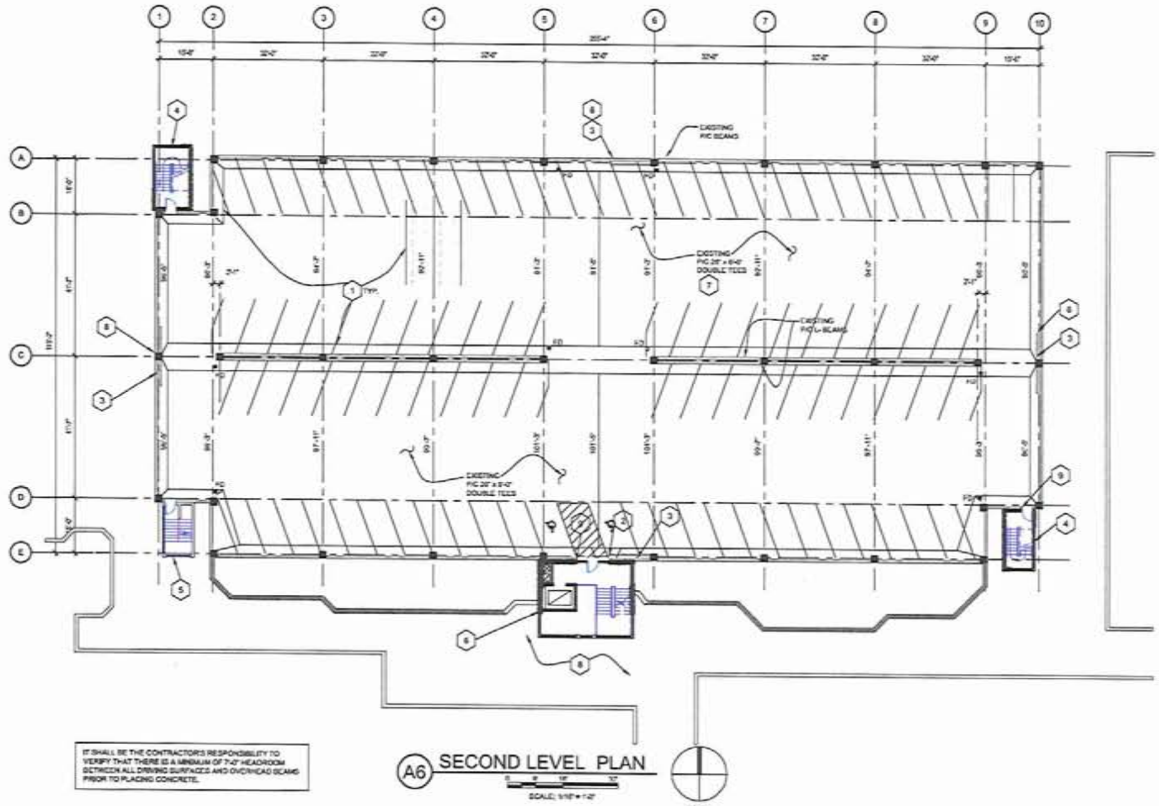


MIDDLE RAMP
LOOKING SOUTH

KEY NOTES:

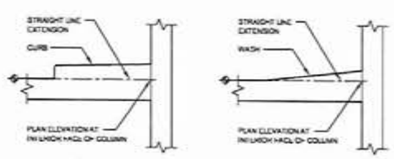
1. RESTORE AND REHABILITATE EXISTING STRUCTURE, $500,000 ALLOWANCE FOR REPAIRS TO: CONC. FLOORS, WASHES, TEE FLANGE CONNECTIONS, TEE/ L-BEAM BEARINGS, SPANDRELS, COLUMNS AND IT BEAM BEARINGS. ALSO, REPLACEMENT AND REPAIR TO TEE FLANGE SEALANTS, MISC. SEALANTS, AND EXPANSION JOINT REPLACEMENT AS REQUIRED TYP. ALL LEVELS.
2. REMOVE EXISTING L-BEAM AND PROVIDE NECESSARY SHORING TO DOUBLE TEE FLOOR SYSTEM. REPLACE WITH NEW PRECAST IT BEAMS, GRID D/3-6 AT ALL SUPPORTED TIERS.
3. PROVIDE NEW C.M.U. SHEAR WALLS.
4. REMOVE AND REPLACE STAIR TOWER.
5. EXISTING STAIR TO REMAIN.
6. PROVIDE NEW STAIR / ELEVATOR TOWER.
7. EXISTING DOUBLE TEES TO REMAIN.
8. REPAIR AND REPLACE EXISTING PAVEMENT LANDSCAPING AND OR PAVERS AS REQUIRED AS REQUIRED BY EXCAVATION.
9. NEW WABOCRETE (ME-400) EXPANSION JOINTS AT STAIR TOWERS ALL SUPPORTED LEVELS.



IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY THAT THERE IS A MINIMUM OF 7'-0" HEADROOM BETWEEN ALL DRIVING SURFACES AND OVERHEAD BEAMS PRIOR TO PLACING CONCRETE.

A6 SECOND LEVEL PLAN

SCALE: 1/16" = 1'-0"



NOTE: DETAILS APPLY TO SLAB-ON-GRADE AND SUPPORTED SLABS, UNLESS OTHERWISE NOTED.

A1 PLAN ELEVATION KEY

WALKER PARKING CONSULTANTS
505 South Highway 100, Suite 424
Minneapolis, MN 55416

Mohagen Hansen Architectural Group

50th & FRANCE MIDDLE RAMP

PARKING STRUCTURE-EXPANSION

EDINA MINNESOTA

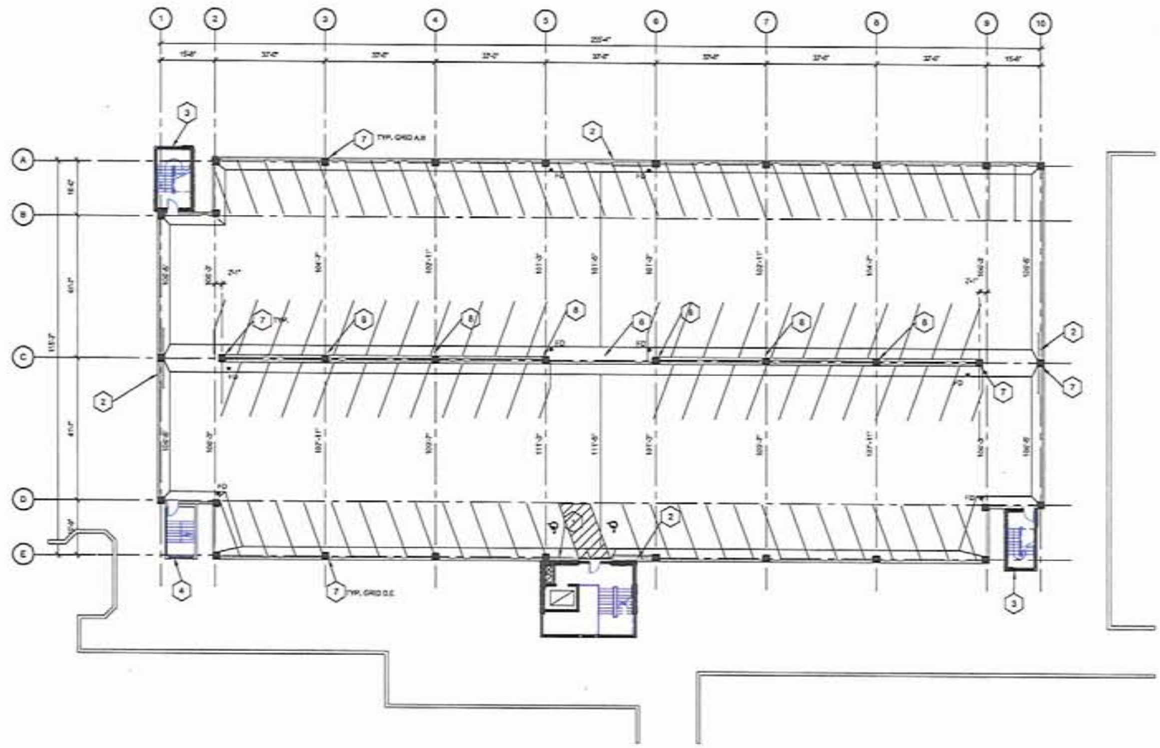
MARK	DATE	DESCRIPTION
	02/23/12	FEASIBILITY PRICING NOT FOR CONSTRUCTION

ISSUE:

PROJECT NO: 21-3808.00
DRAWN BY: MAB
CHECKED BY: CLS
SHEET TITLE: SECOND LEVEL PLAN

S202

J:\21-3808-00-50th_&_FRANCE_FEASIBILITY\ACAD\MIDDLE RAMP\04-STRUCT\3808S202.DWG 4/3/2012 8:48:37 AM BALDWIN, MARK

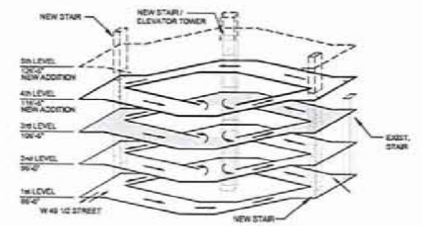


A6 THIRD LEVEL PLAN

SCALE: 1/16" = 1'-0"

NORTH

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THERE IS A MINIMUM OF 7'-0" HEADROOM BETWEEN ALL DRIVING SURFACES AND OVERHEAD BEAMS PRIOR TO PLACING CONCRETE.



MIDDLE RAMP
LOOKING SOUTH

NEW ADDITION

NEW STAIRS & ELEVATOR

KEY NOTES :

1. REMOVE EXISTING : L- BEAM AND PROVIDE NECESSARY SHORING. REPLACE WITH NEW PRECAST IT BEAMS , GRID E/5-6 AT ALL SUPPORTED TIERS.
2. PROVIDE NEW C.M.U. SHEAR WALLS.
3. REMOVE AND REPLACE STAIR TOWER.
4. EXISTING STAIR TO REMAIN.
5. PROVIDE NEW STAIR / ELEVATOR TOWER.
6. REMOVE EXISTING L -BEAM AND PROVIDE NECESSARY SHORING , REPLACE WITH NEW P/C IT- BEAM FOR EXPANSION FLOOR GRID C /5-6.
7. PREPARE COLUMN TOP FOR NEW P/C COLUMN. NEW COLUMN TO BE FASTENED WITH DOWELED AND EPOXY ANCHOR BOLTS INTO EXISTING COLUMN TOP, TYPICAL U.N.O.
8. PREPARE EXISTING P/C COLUMN FOR NEW L- BEAM, ADD STEEL BRACKET / CORBEL WITH THROUGH -COLUMN BOLTS , EACH COLUMN FACE. DEMOLISH AND RECONSTRUCT COLUMN TOP AS REQUIRED FOR NEW L- BEAM BEARING.

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50th & FRANCE MIDDLE RAMP

PARKING STRUCTURE-EXPANSION

EDINA MINNESOTA

MARK	DATE	DESCRIPTION
	02/29/12	FEASIBILITY PRICING NOT FOR CONSTRUCTION
		ISSUED

PROJECT NO: 21-3808.00
DRAWN BY: MAB
CHECKED BY: GLS
SHEET TITLE:

THIRD LEVEL PLAN

S203

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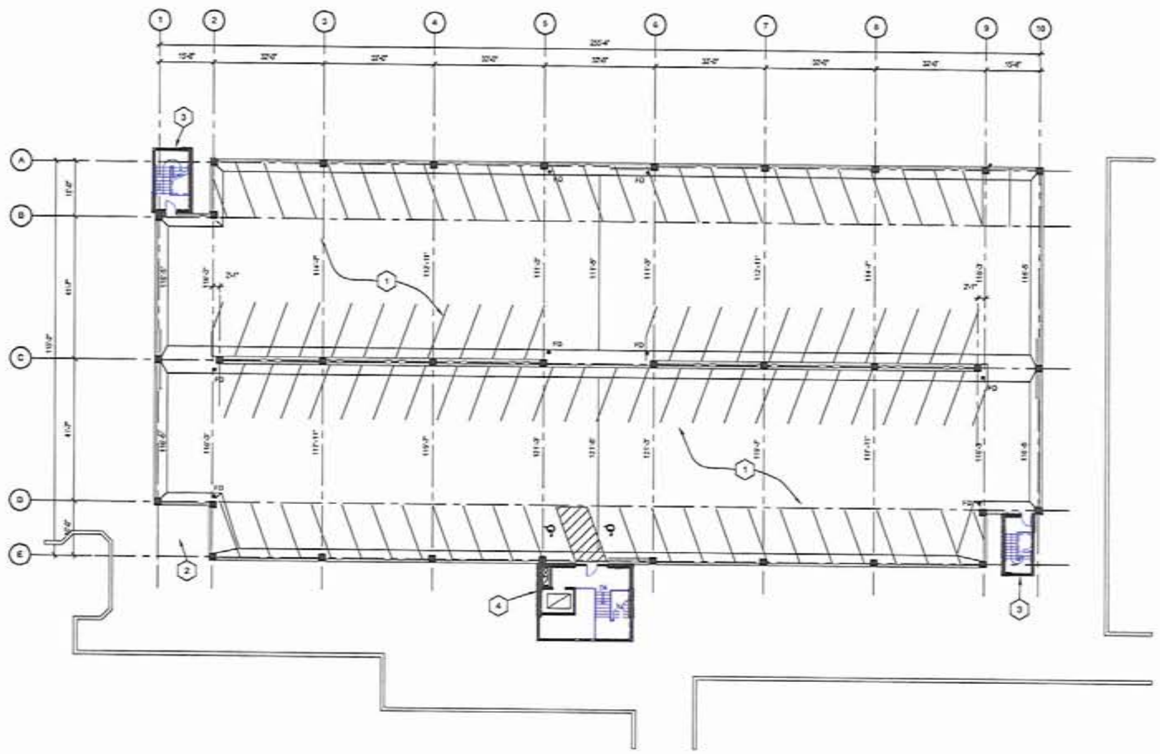
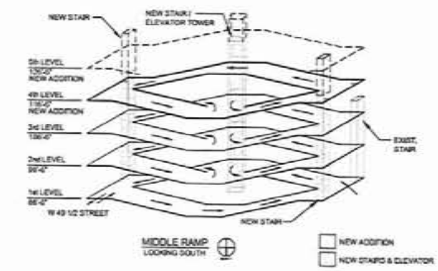


(A6) FOURTH & FIFTH LEVEL PLAN

SCALE: 1/16" = 1'-0"

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THERE IS A MINIMUM OF 7'-0" HEADROOM BETWEEN ALL DRIVING SURFACES AND OVERHEAD BEAMS PRIOR TO PLACING CONCRETE.



MIDDLE RAMP
LOOKING SOUTH

NEW ADDITION
NEW STAIRS & ELEVATOR

KEY NOTES:

1. NEW PRECAST CONC. DOUBLE TEE L-BEAM, COLUMNS, IT BEAMS AND SPANDRELS TO MATCH EXISTING ONE OR TWO LEVEL VERTICAL ADDITION : 10'-0" FLOOR HEIGHTS.
2. STAIR TO REMAIN, DOES NOT CONTINUE TO 4TH AND 5TH LEVELS.
3. NEW STAIR, STEEL AND C.M.U. STRUCTURE.
4. NEW STAIR / ELEVATOR TOWER.

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50th & FRANCE MIDDLE RAMP

PARKING STRUCTURE-EXPANSION

EDINA MINNESOTA

MARK	DATE	DESCRIPTION
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PROJECT NO: 21-3808.00
DRAWN BY: MAD
CHECKED BY: DLS

SHEET TITLE:
FOURTH & FIFTH LEVEL PLAN

S204

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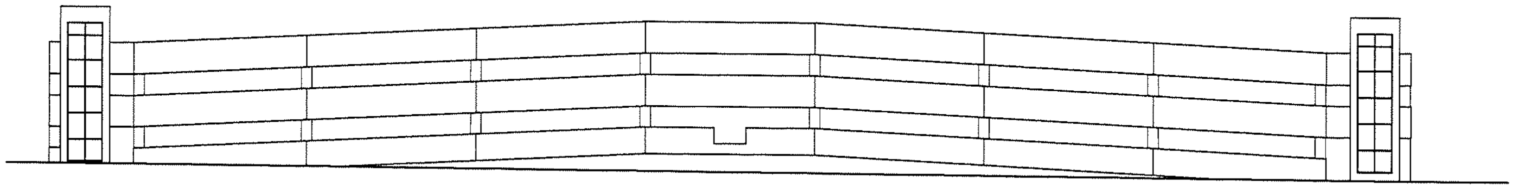
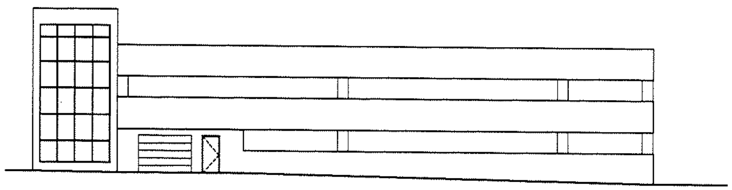
1 2 3 4 5 6 7 8

E



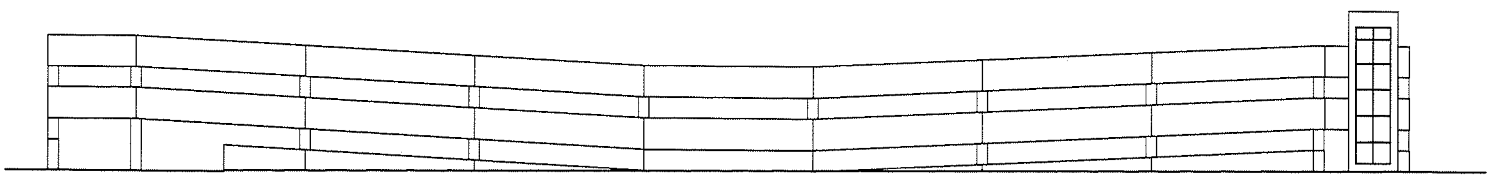
(1 / A300) EXISTING SOUTH ELEVATION
3/32" = 1'-0"

D



(2 / A300) EXISTING EAST ELEVATION
3/32" = 1'-0"

C



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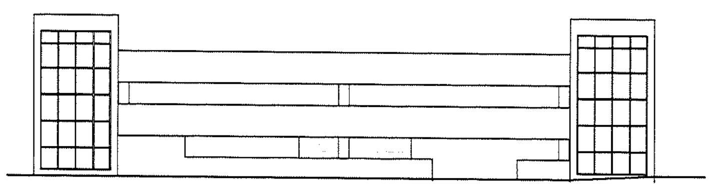
(3 / A300) EXISTING NORTH ELEVATION
3/32" = 1'-0"



A

(4 / A300) EXISTING WEST ELEVATION
3/32" = 1'-0"

K:\JOBS\EDINA_PARKING_RAMP\05_DWG\CENTER PARKING RAMP - EDINA\SHEETS\11435-A300 EXISTING EXTERIOR ELEVATIONS.DWG 2/16/2012 2:37:43 PM
JENNIFER KAPLAN

WALKER PARKING CONSULTANTS
1660 South Highway 100
Suite 424
Minneapolis, MN 55416
952.595.9116 Ph
952.595.9518 Fax
www.walkerparking.com

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

MARK L. HANSEN, AIA, NCARB, LEED AP

REGISTRATION NUMBER: 20606

Mohagen Hansen Architectural Group

50th & FRANCE MIDDLE RAMP

PARKING STRUCTURE-EXPANSION

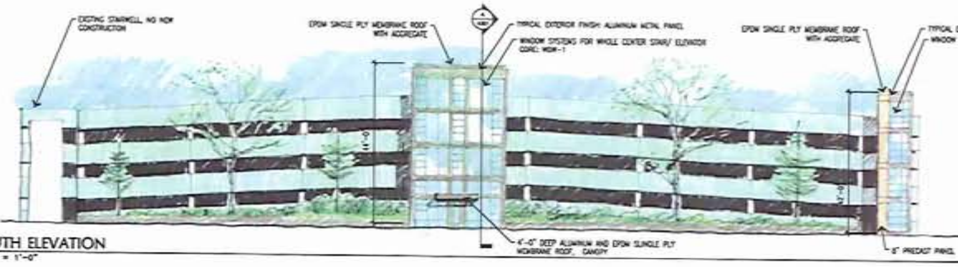
EDINA MINNESOTA

ISSUE:		
1	2-21-2012	PRELIMINARY PRICING

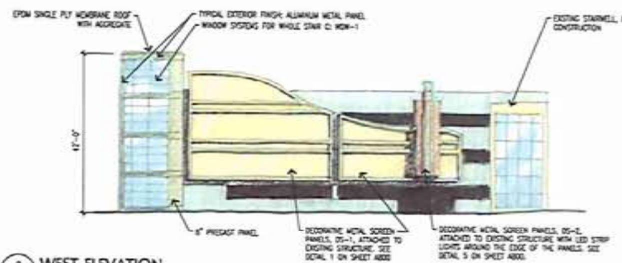
PROJECT NO:	11435.0WPC
DRAWN BY:	K. CRANBROOK
CHECKED BY:	M. HANSEN
SHEET TITLE:	

EXIST. EXTERIOR ELEVATIONS MIDDLE RAMP

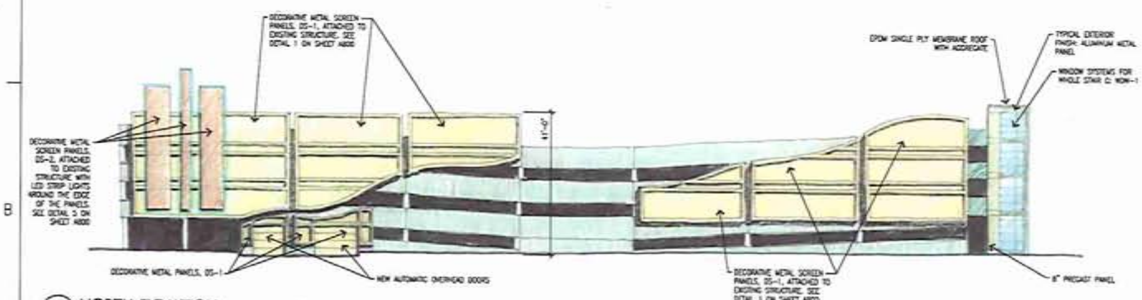
A300



1 A301 SOUTH ELEVATION 1/16" = 1'-0"



2 A301 WEST ELEVATION 1/16" = 1'-0"



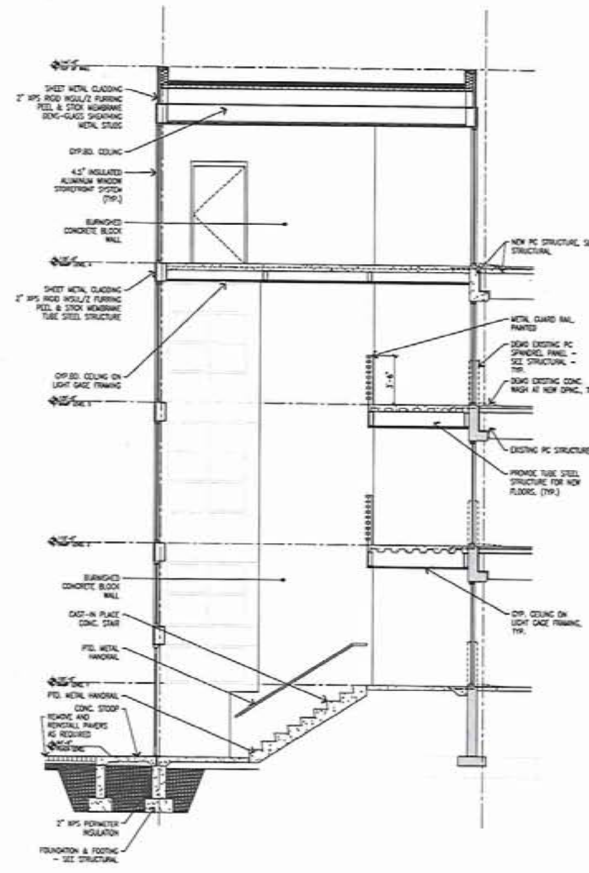
3 A301 NORTH ELEVATION 1/16" = 1'-0"

ELEVATION NOTES

1. WOW-1: THERMALLY BROKE ALUMINUM FRAME WITH 1" LOW "E" INSULATED GLASS. TINT: TBD
2. WOW-2: 45 MIN. FIRE RATED WINDOW SYSTEM: STEEL FRAMES WITH +/- 1" INSULATED CERAMIC GLASS. TINT: TBD
3. DECORATIVE SCREENS: GALVANIZED STEEL FRAMES, PAINTED WITH SCREENS BOLTED TO THE FRAME. SEE DETAILS ON SHEET A800.

   DS-1: MONCHOLS, "I ROUND PERFORATED METAL, 14 GA., 1 1/4" STAGGERED CENTERED, MATERIAL: STAINLESS STEEL, 304

   DS-2: MONCHOLS, WIRE MESH, TECHNA 8103, 1" SQUARE, MATERIAL: BRONZE



4 A301 STAIR A BUILDING SECTION 1/4" = 1'-0"

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50th & FRANCE MIDDLE RAMP

PARKING STRUCTURE-EXPANSION

EDINA MINNESOTA

1	2/21/2012	PRELIMINARY PRICING

ISSUE

PROJECT NO:	11425.DWPC
DRAWN BY:	K. CRANBROOK
CHECKED BY:	M. HANSEN
SHEET TITLE:	

EXTERIOR ELEVATIONS MIDDLE RAMP

A301

K:\JOBS\EDINA_PARKING_RAMP\05_DWG\CENTER PARKING RAMP - EDINA\SHEETS\11435-A301 NEW EXTERIOR ELEVATIONS - MIDDLE RAMP.DWG 2/22/2012 4:04:07 PM JENNIFER KAPLAN

50 th & FRANCE NEW MIDDLE RAMP PARKING STRUCTURE EXPANSION

EDINA , MINNESOTA

21-3808.00/ FEASIBILITY DESIGN ACTIVITY ID: 04-2012-001

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SHEET INDEX

ARCHITECTURAL

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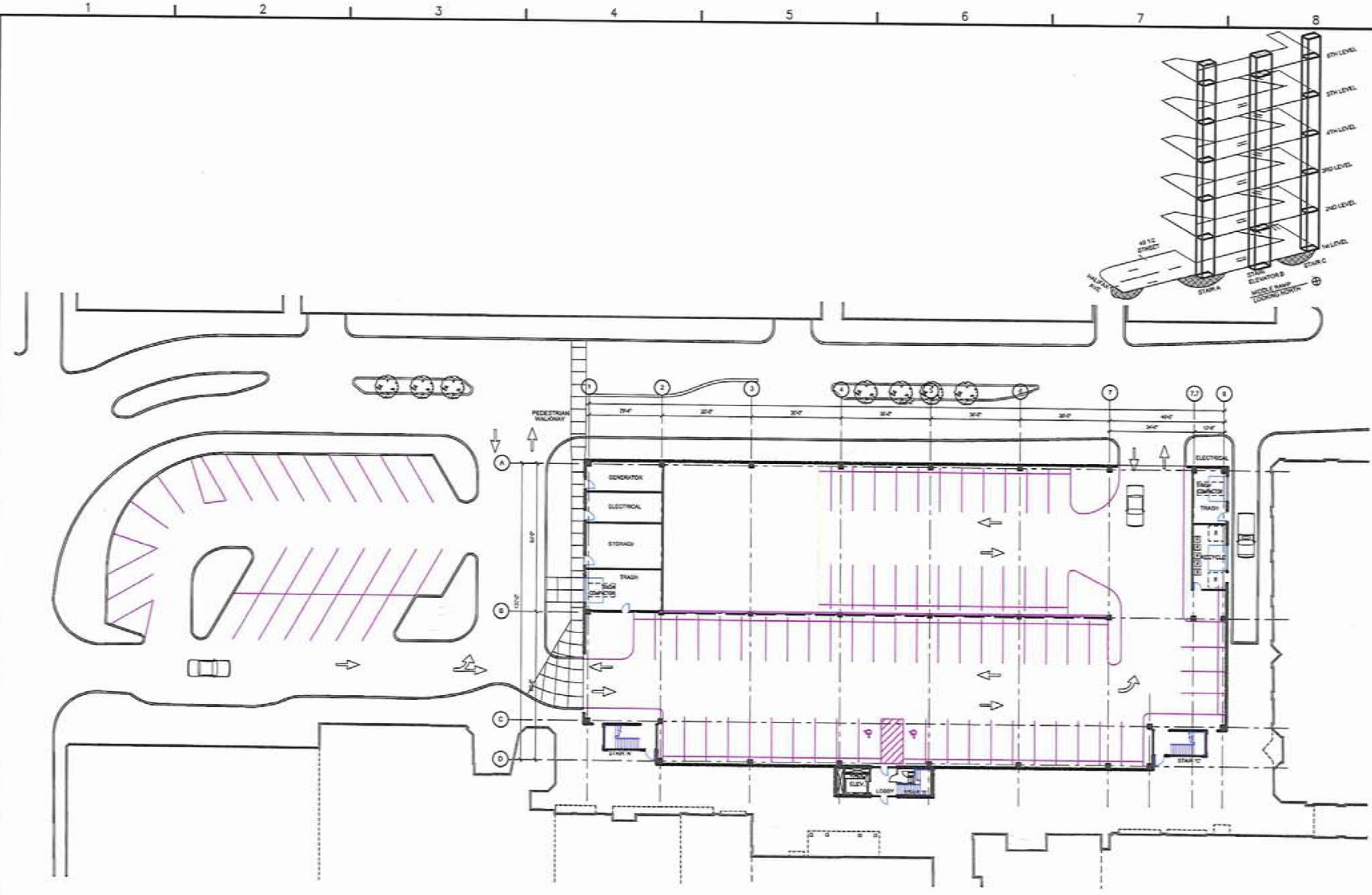

A6 FIRST LEVEL PLAN

SCALE: 1/16" = 1'-0"

NORTH

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THERE IS A MINIMUM OF 7'-0" HEADROOM BETWEEN ALL DRIVING SURFACES AND OVERHEAD BEAMS PRIOR TO PLACING CONCRETE.

5-LEVEL CAR COUNT
8'-6" 90° STANDARD SPACE

LEVEL	STANDARD	COMPACT	CAR ACCESSIBLE	VAN ACCESSIBLE	TOTAL
FIRST	65	0	2	0	67
SECOND	96	0	2	0	98
THIRD	96	0	2	0	98
FOURTH	96	0	2	0	98
FIFTH	71	0	2	0	73
TOTAL	424	0	10	0	434

6-LEVEL CAR COUNT
8'-6" 90° STANDARD SPACE

LEVEL	STANDARD	COMPACT	CAR ACCESSIBLE	VAN ACCESSIBLE	TOTAL
FIRST	65	0	2	0	67
SECOND	96	0	2	0	98
THIRD	96	0	2	0	98
FOURTH	96	0	2	0	98
FIFTH	96	0	2	0	98
SIXTH	71	0	2	0	73
TOTAL	520	0	12	0	532

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50th & FRANCE MIDDLE RAMP

PARKING STRUCTURE

EDINA MINNESOTA

MARK	DATE	DESCRIPTION
	04/03/12	FEASIBILITY STUDY NOT FOR CONSTRUCTION

ISSUE

PROJECT NO: 21-3808.00
DRAWN BY: MAB
CHECKED BY: CLS
SHEET TITLE:
FIRST LEVEL PLAN

S201

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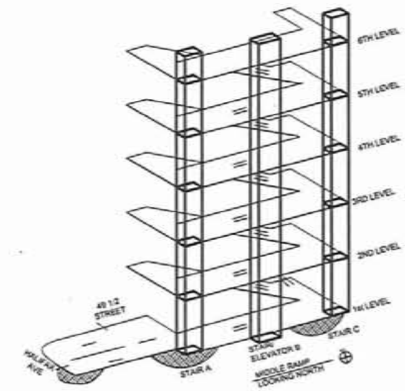

A6 SECOND THRU FIFTH LEVEL PLAN

SCALE: 1/16" = 1'-0"

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THERE IS A MINIMUM OF 7'-2" HEADROOM BETWEEN ALL DRIVING SURFACES AND OVERHEAD BEAMS PRIOR TO PLACING CONCRETE.

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PARKING STRUCTURE

EDINA MINNESOTA

MARK	DATE	DESCRIPTION
	04/03/12	FEASIBILITY STUDY NOT FOR CONSTRUCTION

ISSUE:

PROJECT NO: 21-3808.00
DRAWN BY: MAB
CHECKED BY: CLS
SHEET TITLE:

SECOND THRU FIFTH LEVEL PLANS

S202

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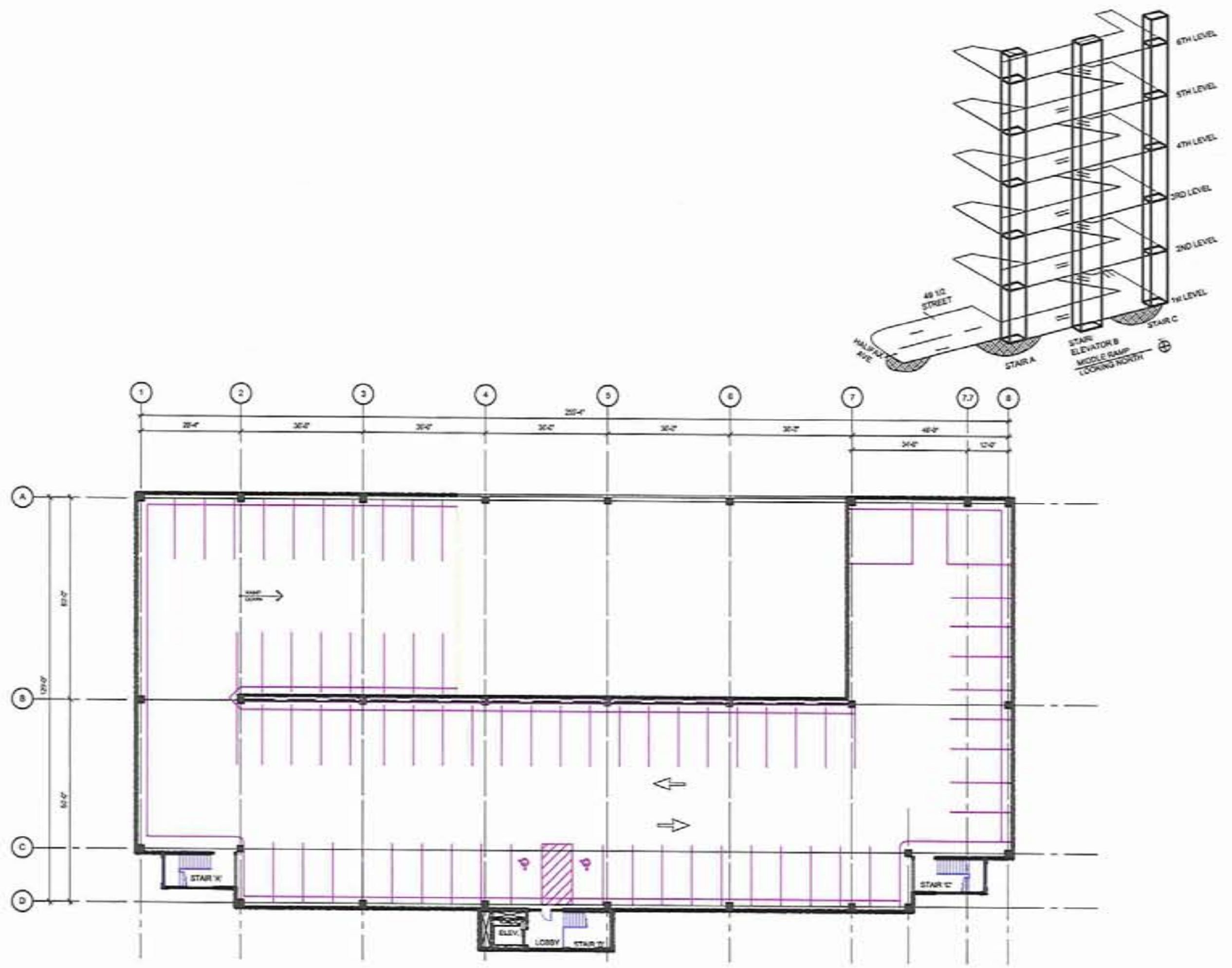

A6 SIXTH LEVEL PLAN

SCALE: 1/16" = 1'-0"

NORTH

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THERE IS A MINIMUM OF 7'-0" HEADROOM BETWEEN ALL DRIVING SURFACES AND OVERHEAD BEAMS PRIOR TO PLACING CONCRETE.

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PROJECT NO: 21-3808.00
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SHEET TITLE: SIXTH LEVEL PLAN

S203

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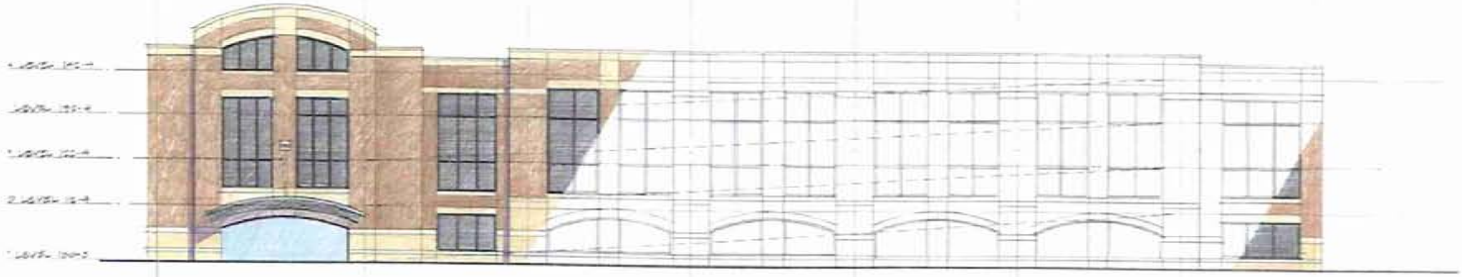
SOUTH ELEVATION

WEST ELEVATION



FIVE STORY NORTH ELEVATION

MIDDLE PARKING RAMP - EDINA - ELEVATIONS

SIX STORY NORTH ELEVATION

MIDDLE PARKING RAMP - EDINA - ELEVATION

Mohagen Hansen Architectural Group

EDINA, MN
March 22, 2012

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APPENDIX E
50TH AND FRANCE SOUTH RAMP PRICING PLAN

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50 th & FRANCE SOUTH RAMP
PARKING STRUCTURE EXPANSION
EDINA , MINNESOTA

21-3808.00/ FEASIBILITY DESIGN ACTIVITY ID: 02-2012-001

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SHEET INDEX

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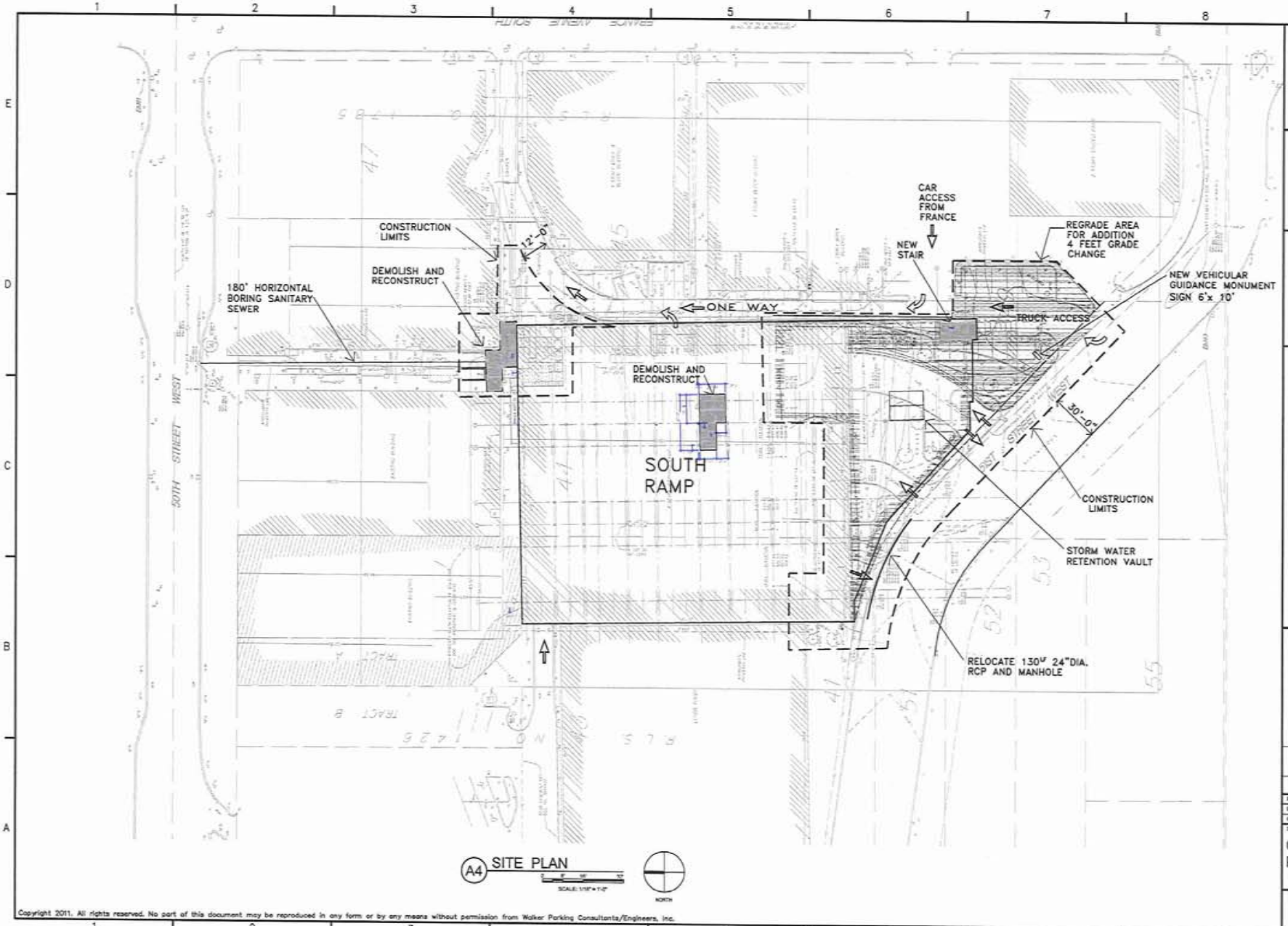
FEBRUARY 2012



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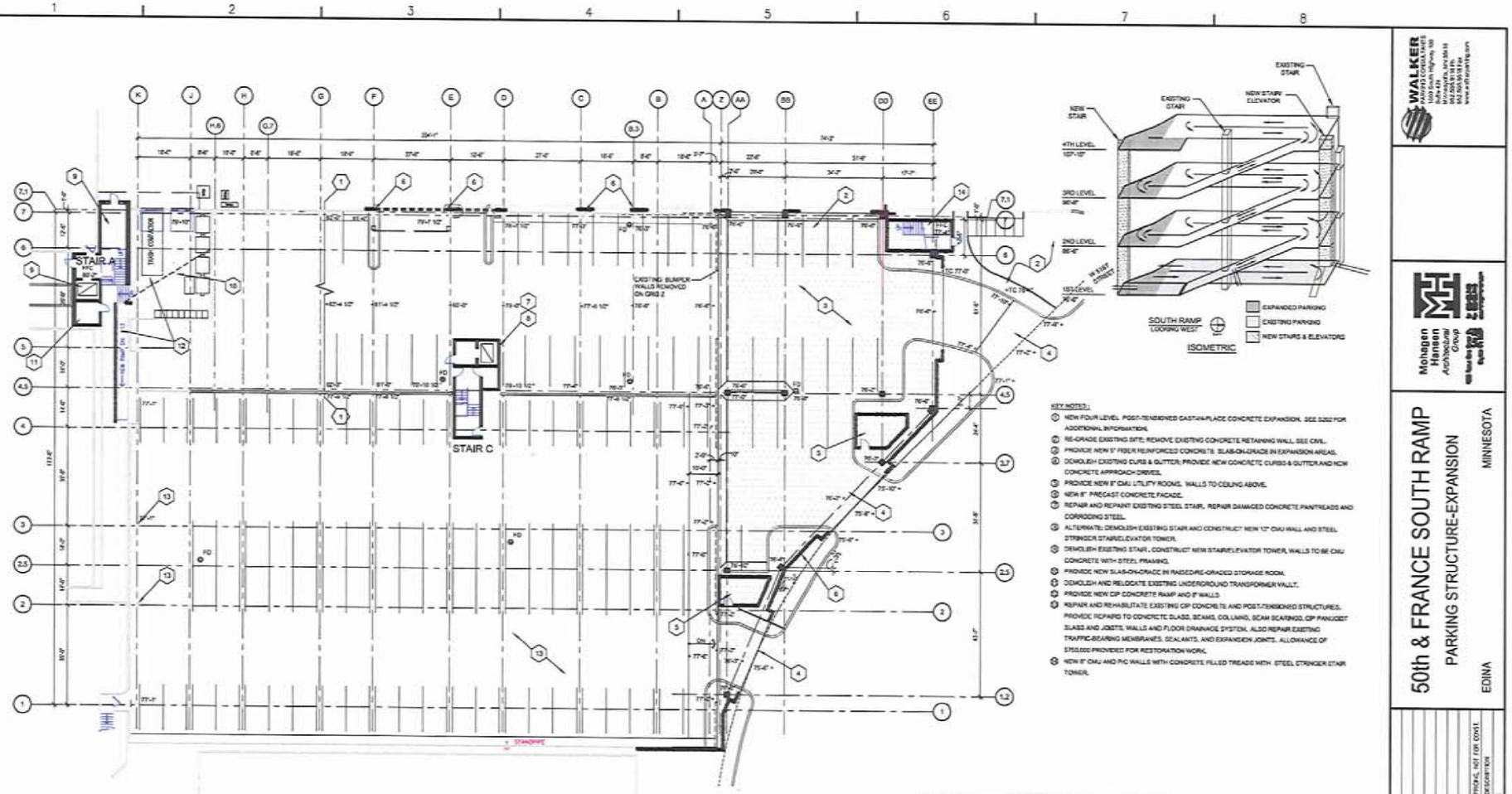
50th & FRANCE SOUTH RAMP
PARKING STRUCTURE-EXPANSION
EDINA MINNESOTA

ISSUE	DATE	DESCRIPTION
	02/29/12	FEASIBILITY PRICING, NOT FOR CONST.

PROJECT NO: 21-3808.00
DRAWN BY: MAB
CHECKED BY: CLS
SHEET TITLE:
CIVIL PLAN

C100



KEY NOTES:

1. NEW FOUR LEVEL POST-TENSIONED CAST-IN-PLACE CONCRETE EXPANSION. SEE S202 FOR ADDITIONAL INFORMATION.
2. RE-GRADE EXISTING SITE; REMOVE EXISTING CONCRETE RETAINING WALL. SEE CIVIL.
3. PROVIDE NEW 5" FIBER REINFORCED CONCRETE SLAB-ON-GRADE IN EXPANSION AREAS.
4. DEMOLISH EXISTING CURB & GUTTER; PROVIDE NEW CONCRETE CURBS & GUTTER AND NEW CONCRETE APPROACH DRIVES.
5. PROVIDE NEW 8" CMU UTILITY ROOMS. WALLS TO CEILING ABOVE.
6. NEW 8" PRECAST CONCRETE FACADE.
7. REPAIR AND REPAINT EXISTING STEEL STAIR. REPAIR DAMAGED CONCRETE PANTREADS AND CORRODING STEEL.
8. ALTERNATE: DEMOLISH EXISTING STAIR AND CONSTRUCT NEW 12" CMU WALL AND STEEL STRINGER STAIR/ELEVATOR TOWER.
9. DEMOLISH EXISTING STAIR. CONSTRUCT NEW STAIR/ELEVATOR TOWER. WALLS TO BE CMU CONCRETE WITH STEEL FRAMING.
10. PROVIDE NEW SLAB-ON-GRADE IN RADIO/RE-GRADED STORAGE ROOM.
11. DEMOLISH AND RELOCATE EXISTING UNDERGROUND TRANSFORMER VAULT.
12. PROVIDE NEW CIP CONCRETE RAMP AND 8" WALLS.
13. REPAIR AND REHABILITATE EXISTING CIP CONCRETE AND POST-TENSIONED STRUCTURES. PROVIDE REPAIRS TO CONCRETE SLABS, BEAMS, COLUMNS, BEAM SCARRING, CIP PANJOIST SLABS AND JOISTS, WALLS AND FLOOR DRAINAGE SYSTEM. ALSO REPAIR EXISTING TRAFFIC-BEARING MEMBRANES, SEALANTS, AND EXPANSION JOINTS. ALLOWANCE OF $750,000 PROVIDED FOR RESTORATION WORK.
14. NEW 8" CMU AND P/C WALLS WITH CONCRETE FILLED TREADS WITH STEEL STRINGER STAIR TOWER.

CAR COUNT
9'-0" 90° STANDARD SPACE
8'-6" 75° STANDARD SPACE

LEVEL	STANDARD	COMPACT	CAR ACCESSIBLE	VAN ACCESSIBLE	TOTAL
FIRST	133	0	0	0	133
SECOND	129	0	4	0	133
THIRD	122	0	4	0	126
FOURTH	95	0	2	0	97
TOTAL	409	0	10	0	409
STAIR / ELEVATOR TOWER		(-) 10 CARS			409

A6 FIRST LEVEL PLAN
SCALE: 1/16" = 1'-0"

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THERE IS A MINIMUM OF 7'-0" HEADROOM BETWEEN ALL DRIVING SURFACES AND OVERHEAD BEAMS PRIOR TO PLACING CONCRETE.

WALKER PARKING CONSULTANTS
Mohagen Hansen Architectural Group

50th & FRANCE SOUTH RAMP
PARKING STRUCTURE-EXPANSION
EDINA MINNESOTA

MARK	DATE	ISSUE DESCRIPTION
	8/27/12	FEASIBILITY PRICE, NOT FOR CONST

PROJECT NO: 21-3808.00
DRAWN BY: MAB
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SHEET TITLE: FIRST LEVEL PLAN

S201

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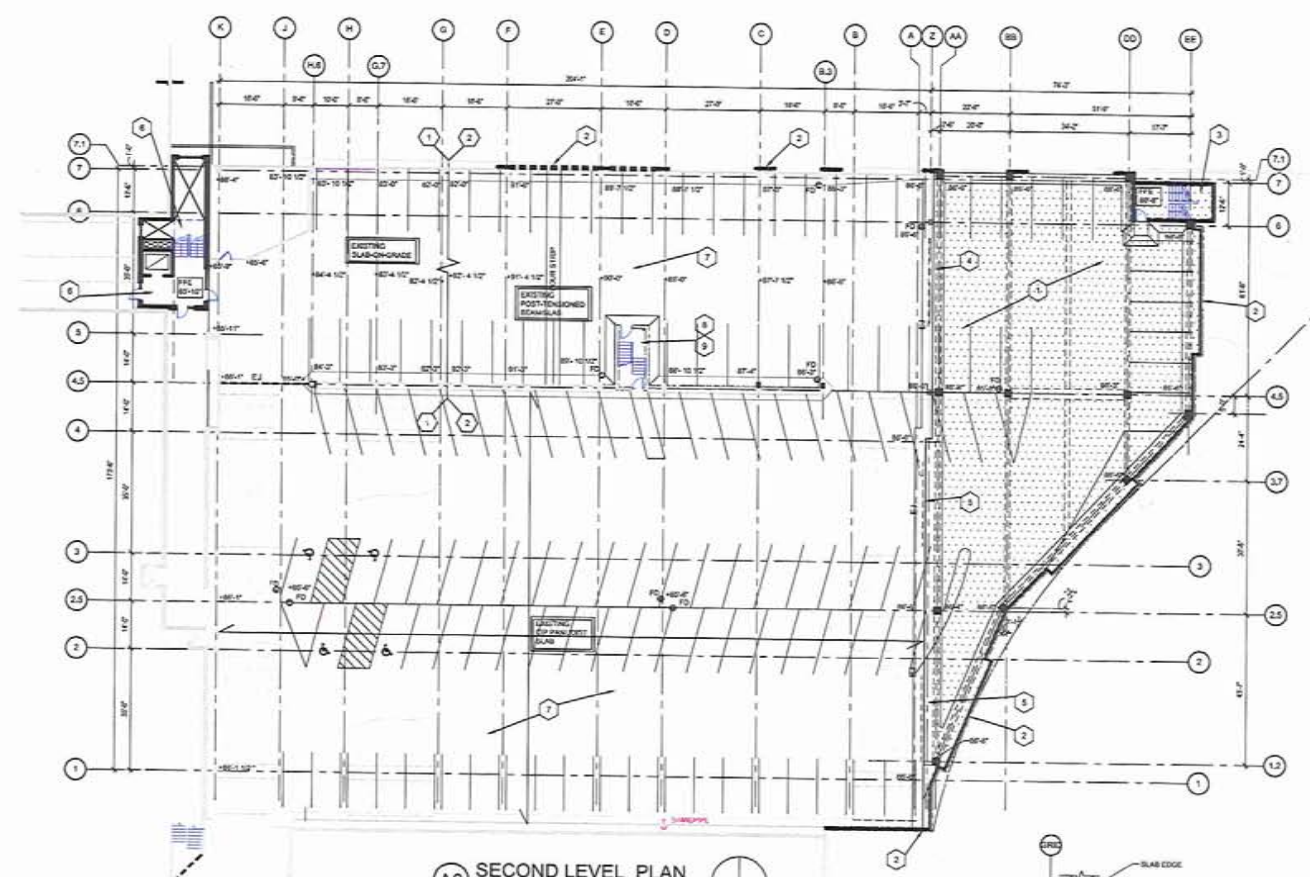
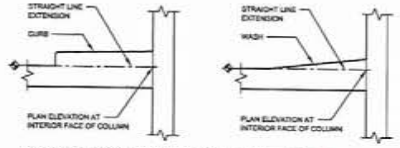


A6 SECOND LEVEL PLAN

SCALE: 1/16" = 1'-0"

NORTH

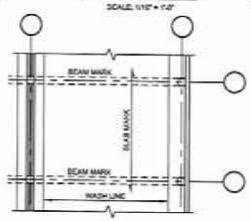
IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THERE IS A MINIMUM OF 7'-0" HEADROOM BETWEEN ALL DRIVING SURFACES AND OVERHEAD BEAMS PRIOR TO PLACING CONCRETE.



NOTE: DETAILS APPLY TO SLAB-ON-GRADE AND SUPPORTED SLABS, UNLESS OTHERWISE NOTED.

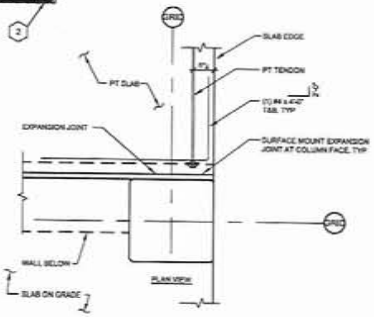
A1 PLAN ELEVATION KEY

3/4" = 1'-0" 03321501 Mar-12

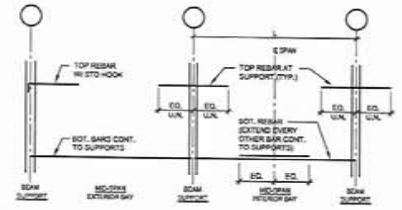


A2 TYPICAL BAY PLAN

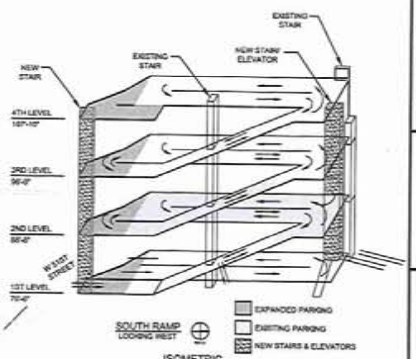
3/4" = 1'-0" 03321502 Mar-12



A3 EXPANSION JOINT DETAIL AT COLUMN



A4 P/T SLAB MILD REINFORCEMENT DETAIL



ISOMETRIC

KEY NOTES:

1. NEW FOUR LEVEL POST-TENSIONED CONCRETE ADDITION. CONSTRUCTION TO BE CAST-IN-PLACE CONCRETE WITH 8" SLABS, 18" WIDE x 24" DEEP BEAMS AND FULLY ENCAPSULATED PIT SYSTEM. ALL SLAB REINFORCING TO BE EPOXY COATED. COLUMNS TO BE 24" SQUARE, TYPICAL.
2. NEW P/C CONCRETE FACADE.
3. DEMOLISH EXISTING CURB AND GUTTER; PROVIDE NEW CONCRETE CURBS AND NEW CONCRETE APPROACH DRIVE.
4. DEMOLISH EXISTING POST-TENSIONED BEAM AND PROVIDE SHORING TO SLAB AS REQUIRED. CONSTRUCT NEW P/T BEAM SUPPORT WITH EXPANSION TO SOUTH. SEE C1/S522.
5. DEMOLISH EXISTING CIP PANJOIST AND PROVIDE SHORING TO SLAB AS REQUIRED. CONSTRUCT NEW P/T BEAM SUPPORT WITH EXPANSION TO SOUTH.SEE A1/S522.
6. NEW STAIR/ELEVATOR TOWER.
7. REPAIR AND REHABILITATE EXISTING CIP CONCRETE AND POST-TENSIONED STRUCTURES. PROVIDE REPAIRS TO CONCRETE SLABS, BEAMS, COLUMNS, BEAM BEARINGS, CIP PANJOIST SLABS AND JOISTS, WALLS AND FLOOR DRAINAGE SYSTEM. ALSO REPAIR EXISTING TRAFFIC-BEARING MEMBRANES, SEALANTS, AND EXPANSION JOINTS. ALLOWANCE OF $750,000 PROVIDED FOR RESTORATION WORK.
8. REPAIR EXISTING STAIR TOWER AND REPAINT.
9. ALTERNATE: PROVIDE NEW STAIR/ELEVATOR TOWER.

WALKER
PARKING CONSULTANTS
Mohagen Hansen Architectural Group

50th & FRANCE SOUTH RAMP

PARKING STRUCTURE-EXPANSION

EDINA MINNESOTA

MARK	DATE	DESCRIPTION
	03/29/13	FEASIBILITY PRICING, NOT FOR CONST.

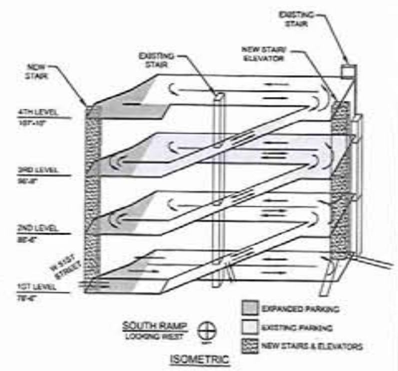
ISSUED:

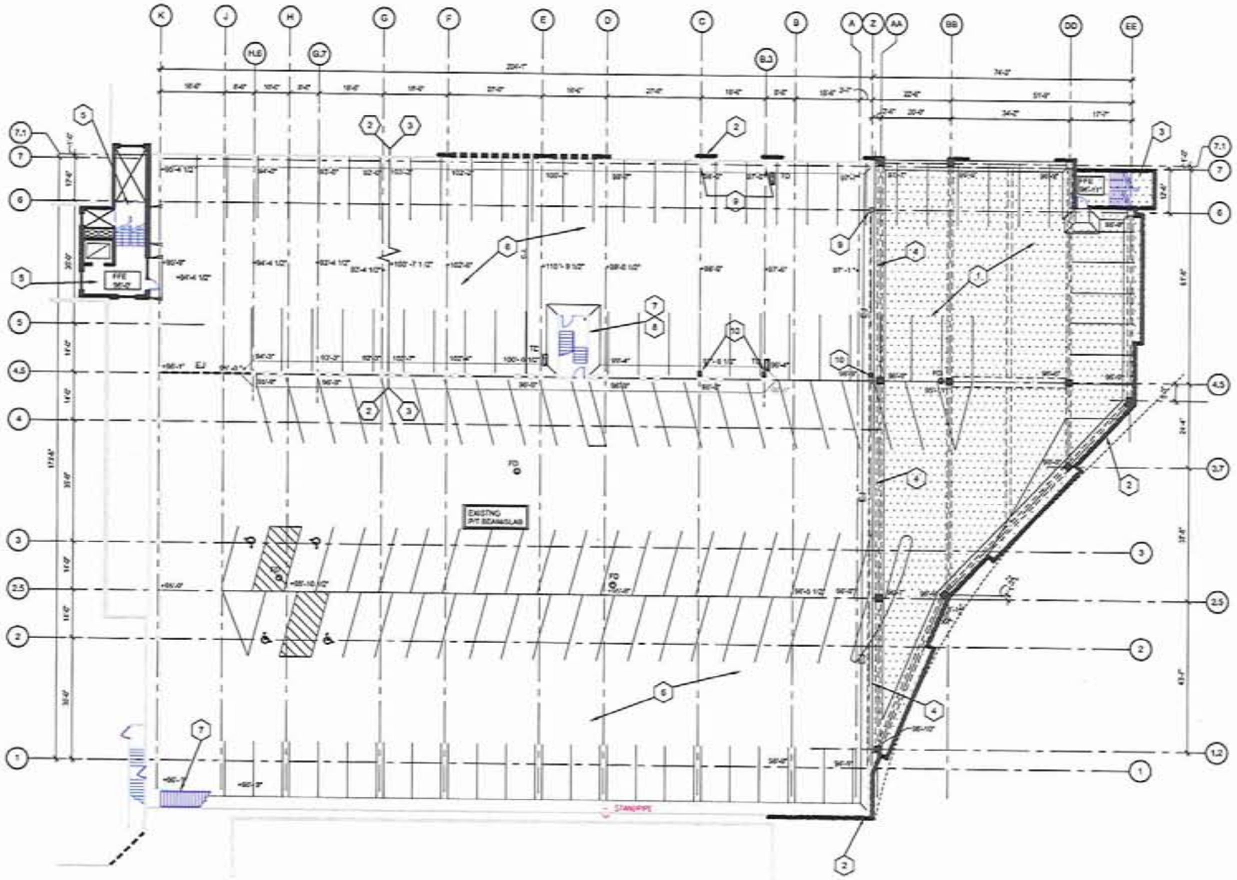
PROJECT NO. 21-3808.00
DRAWN BY: MAB
CHECKED BY: CLS

SHEET TITLE:
SECOND LEVEL PLAN

S202

J:\21-3808-00-50TH_&_FRANCE_FEASIBILITY\CAD\SOUTH RAMP\04-SHEET\3808202.DWG 3/20/2013 1:34:14 PM BADWIN, MARK





A6 THIRD LEVEL PLAN

SCALE: 1/16" = 1'-0"

NORTH

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THERE IS A MINIMUM OF 7'-0" HEADROOM BETWEEN ALL DRIVING SURFACES AND OVERHEAD BEAMS PRIOR TO PLACING CONCRETE.

KEY NOTES:

1. NEW FOUR LEVEL POST-TENSIONED CONCRETE ADDITION. CONSTRUCTION TO BE CAST-IN-PLACE CONCRETE WITH 6" SLABS, 18" WIDE x 34" DEEP BEAMS AND FULLY ENCAPSULATED P/T SYSTEM. ALL SLAB REINFORCING TO BE EPOXY COATED. COLUMNS TO BE 24" SQUARE, TYPICAL.
2. NEW P/C CONCRETE FACADE.
3. NEW 12" CMU WALL AND STEEL STRINGER STAIR TOWER.
4. DEMOLISH EXISTING POST-TENSIONED BEAM AND PROVIDE SHORING TO SLAB AS REQUIRED. CONSTRUCT NEW P/T BEAM SUPPORT WITH EXPANSION TO SOUTH. SEE C1/S521.
5. NEW STAIR/ELEVATOR TOWER.
6. REPAIR AND REHABILITATE EXISTING CIP CONCRETE AND POST-TENSIONED STRUCTURES. PROVIDE REPAIRS TO CONCRETE SLABS, BEAMS, COLUMNS, BEAM BEARINGS, CIP PAN/JOIST SLABS AND JOISTS, WALLS AND FLOOR DRAINAGE SYSTEM. ALSO REPAIR EXISTING TRAFFIC-BEARING MEMBRANES, SEALANTS, AND EXPANSION JOINTS. ALLOWANCE OF $750,000 PROVIDED FOR RESTORATION WORK.
7. REPAIR EXISTING STAIR TOWER AND REPAINT.
8. ALTERNATE: PROVIDE NEW STAIR/ELEVATOR TOWER.
9. PROVIDE 18" SQ. CIP CONC. VERTICAL COLUMN EXTENSION ATOP LEVEL 3 COLUMN TO LEVEL 4. EPOXY DOWEL NEW COLUMN REINFORCING INTO EXISTING STRUCTURE.
10. PROVIDE 18" SQ. CIP CONC. PIER ADJACENT EXISTING COLUMN EXTENSION ATOP LEVEL 3 COLUMN TO BELOW NEW BEAMS ON LEVEL 4. EPOXY DOWEL NEW COLUMN REINFORCING INTO EXISTING STRUCTURE. AT TOP OF NEW PIER PROVIDE TEFLON SLIDE BEARINGS.

WALKER PARKING CONSULTANTS
Mohagen Hansen Architectural Group

50th & FRANCE SOUTH RAMP
PARKING STRUCTURE-EXPANSION
EDINA MINNESOTA

MARK	DATE	DESCRIPTION
	02/29/12	FEASIBILITY PRICING, NOT FOR CONST.

ISSUE:

PROJECT NO: 21-3808.00
DRAWN BY: MAB
CHECKED BY: CLS
SHEET TITLE: THIRD LEVEL PLAN

S203

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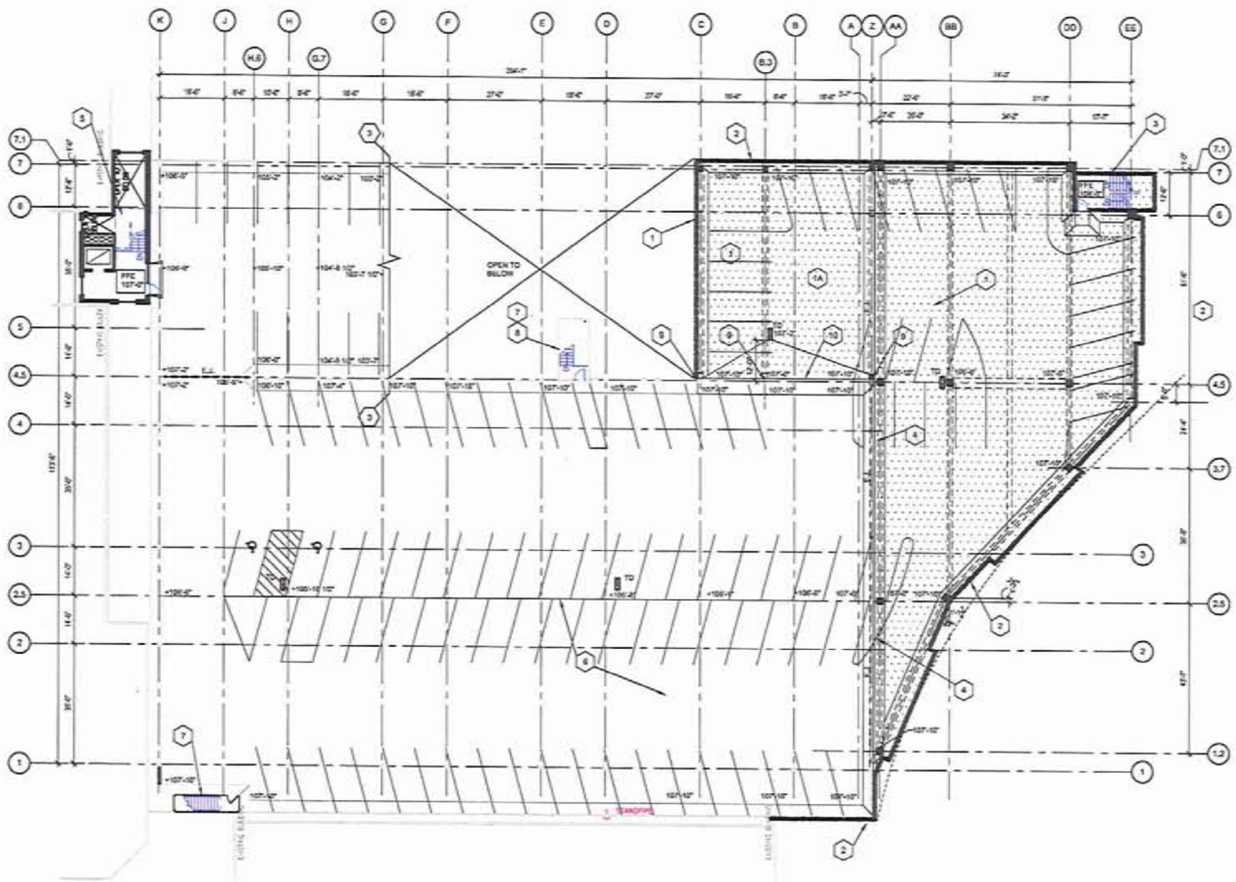
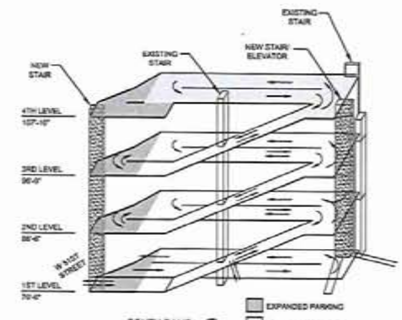


FOURTH LEVEL PLAN

A6 FOURTH LEVEL PLAN

SCALE: 1/16" = 1'-0"

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THERE IS A MINIMUM OF 7'-0" HEADROOM BETWEEN ALL DRIVING SURFACES AND OVERHEAD BEAMS PRIOR TO PLACING CONCRETE.



SOUTH RAMP
LOOKING WEST

ISOMETRIC

KEY NOTES:

1. NEW FOUR LEVEL POST-TENSIONED CONCRETE ADDITION. CONSTRUCTION TO BE CAST-IN-PLACE CONCRETE WITH 6" SLABS, 16" WIDE x 34" DEEP BEAMS AND FULLY ENCAPSULATED PT SYSTEM. ALL SLAB REINFORCING TO BE EPOXY COATED. COLUMNS TO BE 24" SQUARE, TYPICAL.
1A. POST-TENSIONED SLABS B/T B.3 - 2 TO BE 8" THICK.
2. NEW P/C CONCRETE FACADE.
3. NEW 12" CMU WALL AND STEEL STRINGER STAIR TOWER.
4. DEMOLISH EXISTING POST-TENSIONED BEAM AND PROVIDE SHORING TO SLAB AS REQUIRED. CONSTRUCT NEW PT BEAM SUPPORT WITH EXPANSION TO SOUTH SEE C1/S522.
5. NEW STAIR/ELEVATOR TOWER.
6. REPAIR AND REHABILITATE EXISTING CIP CONCRETE AND POST-TENSIONED STRUCTURES. PROVIDE REPAIRS TO CONCRETE SLABS, BEAMS, COLUMNS, BEAM BEARINGS, CIP PAN/JOIST SLABS AND JOISTS, WALLS AND FLOOR DRAINAGE SYSTEM. ALSO REPAIR EXISTING TRAFFIC-BEARING MEMBRANES, SEALANTS, AND EXPANSION JOINTS. ALLOWANCE OF $750,000 PROVIDED FOR RESTORATION WORK.
7. REPAIR EXISTING STAIR TOWER AND REPAINT.
8. ALTERNATE: PROVIDE NEW STAIR/ELEVATOR TOWER.
9. PROVIDE 24" SQ. COLUMN PIER FOR EXPANDED PARKING BEAM SUPPORTS EPOXY DOWEL TO EXISTING COLUMNS/ PILASTER FROM LEVEL 3 UP TO LEVEL 4.
10. DEMOLISH EXISTING C.I.P. WALL AND EXTEND PARKING FLOOR- SLABS. SEE A3/S522.

WALKER PARKING CONSULTANTS

Mohagen Hansen Architectural Group

50th & FRANCE SOUTH RAMP
PARKING STRUCTURE-EXPANSION
EDINA MINNESOTA

MARK	DATE	DESCRIPTION
	02/29/12	FEASIBILITY PRICING, NOT FOR CONST.

ISSUE

PROJECT NO: 21-3808.00
DRAWN BY: MAB
CHECKED BY: CLS
SHEET TITLE:
FOURTH LEVEL PLAN

S204

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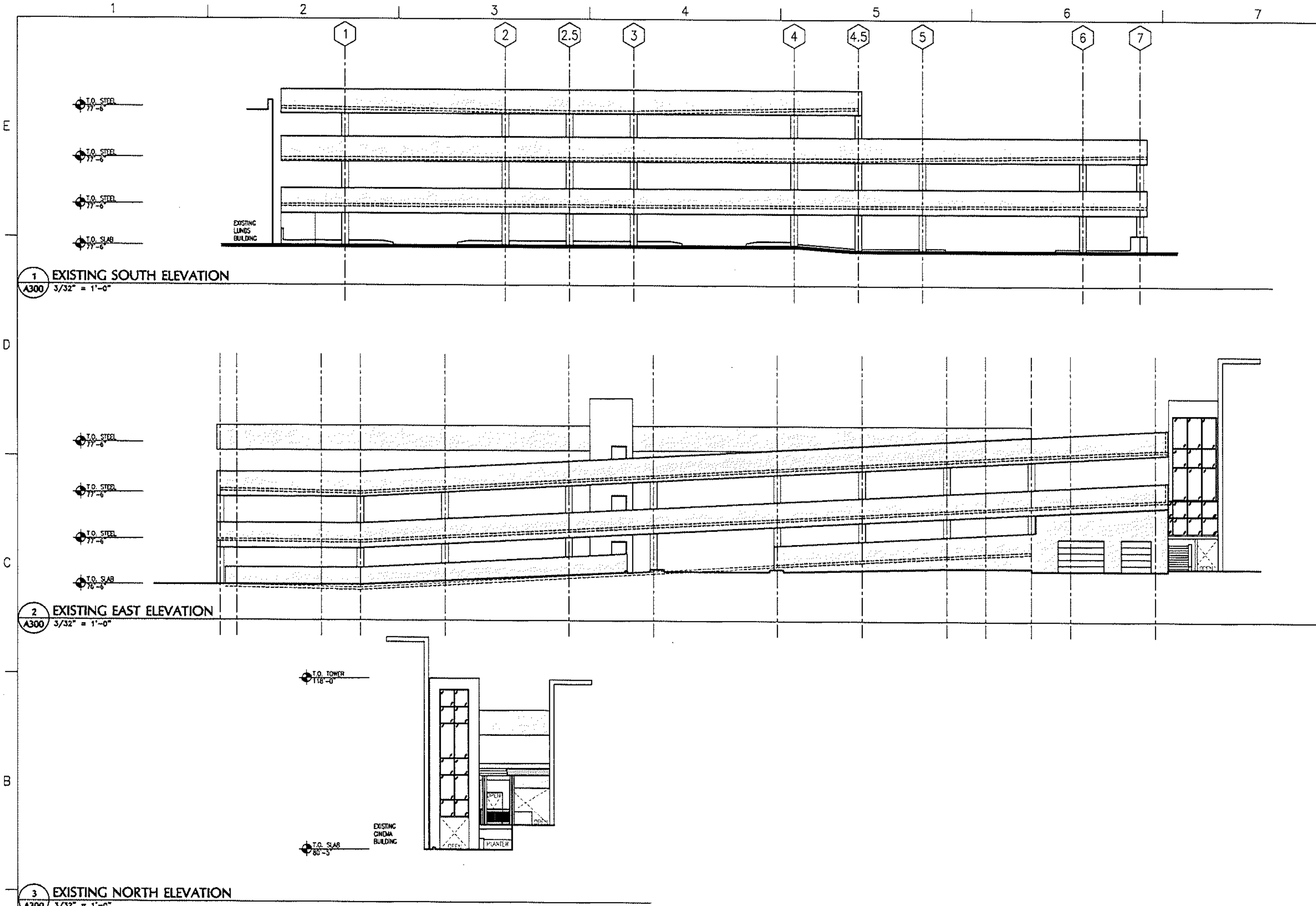


WALKER
PARKING CONSULTANTS
1660 South Highway 100
Suite 424
Minneapolis, MN 55416
952 595 9116 Ph
952 595 9518 Fax
www.walkerparking.com

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.
MARK L. HANSEN, AIA, NCARB, LEED AP
REGISTRATION NUMBER: 20506

Mohagen Hansen Architectural Group

50th & FRANCE SOUTH RAMP

PARKING STRUCTURE-EXPANSION

EDINA MINNESOTA

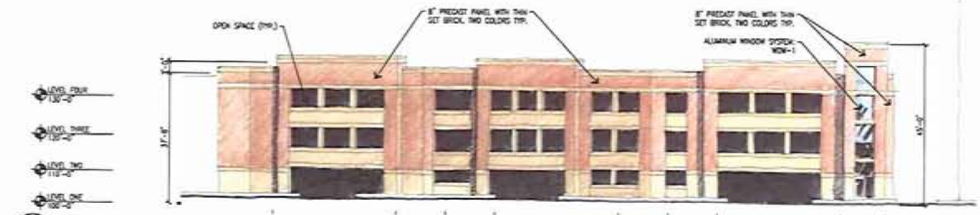
1	2/21/2012	PRELIMINARY PRICING
		ISSUE

PROJECT NO:	11435.0WPC
DRAWN BY:	K. CRANBROOK
CHECKED BY:	M. HANSEN
SHEET TITLE:	

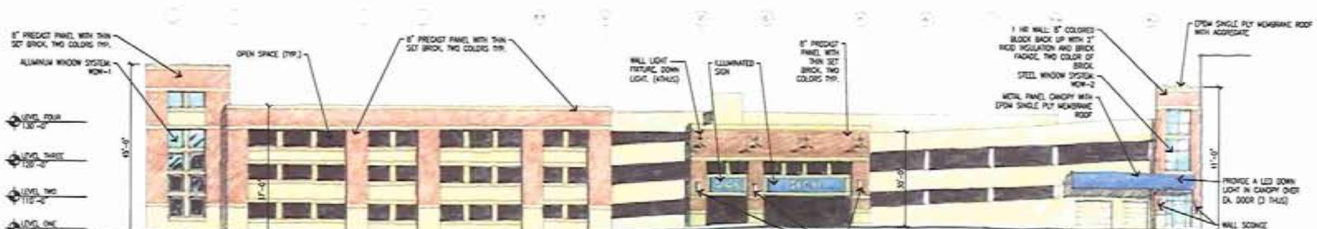
EXISTING EXTERIOR ELEVATIONS

A300

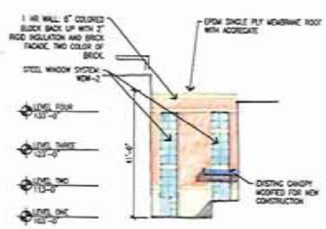
K:\JOBS\EDINA_PARKING_RAMP\05_DWG\SOUTH PARKING RAMP - EDINA\SHEETS\11435-A300 EXTERIOR ELEVATIONS.DWG 2/21/2012 7:57:50 AM JENNIFER KAPLAN



1 SOUTH ELEVATION
A301 1/16" = 1'-0"



2 EAST ELEVATION
A301 1/16" = 1'-0"



3 NORTH ELEVATION
A301 1/16" = 1'-0"

ELEVATION NOTES

1. MOW-1: THERMALLY BROKE ALUMINUM FRAME WITH 1" LOW "E" INSULATED GLASS. TINT: TBD
2. MOW-2: 45 MIN. FIRE RATED WINDOW SYSTEM: STEEL FRAMES WITH +/- 1" INSULATED CERAMIC GLASS. TINT: TBD

WALKER
PARKING CONSULTANTS

Mohagen Hansen Architectural Group

REGISTRATION NUMBER 20606

50th & FRANCE SOUTH RAMP

PARKING STRUCTURE-EXPANSION

EDINA MINNESOTA

1	2010012	PRELIMINARY PRICING

ISSUE

PROJECT NO: 11435.DWPC
DRAWN BY: K. CRANBROOK
CHECKED BY: W. HANSEN
SHEET TITLE:

EXTERIOR ELEVATIONS

A301

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APPENDIX F
PARKING CONCEPT DESIGN REPORT

Concept Design
Reprot

WALKER
PARKING CONSULTANTS

April 19, 2011

Mr. Wayne D. Houle
Director of Public Works
City of Edina
4801 West 50th Street
Edina, Minnesota 55424-1394

Re: Parking Concept Design Report
City of Edina, Minnesota
Walker Project No. 21-3732.00

Dear Mr. Houle:

Pursuant to your request, Walker Parking Consultants (Walker) is pleased to present our 50th and France area parking conceptual design report. To complete the project, Walker analyzed the existing Middle and South parking ramps to evaluate their existing parking efficiency. Secondly, we utilized the City of Edina 50th and France District Improvements Plan as provided by City for conceptualization of parking stall quantity enhancement improvements for the Middle and South parking ramp sites.

The Middle ramp is considered with a one level vertical, and two level horizontal addition strategies. The South ramp is considered for a small triangular horizontal four level additions as well as complete replacement.

Both Middle and South ramps are anticipated to be required to include pedestrian vertical transportation improvement of a new elevator. Locations for the conceptual elevator cores are provided in the ramp concept diagrams.

PROJECT OBJECTIVE

The primary objective of the study is to analyze the existing parking ramp improvements to more completely understand the opportunities to add parking stall capacities and elevator service for each site. Providing elevator service to all levels of each parking structure may be required per current building codes if substantial construction occurs. Complete architectural, structural, electrical, mechanical, building code or constructability studies of the displayed conceptual options are beyond the scope of this report.

PARKING EFFICIENCY ANALYSIS

Parking efficiency metric provides numerical quantification for insight into reconfiguring the existing parking ramps for increased stall capacities. Parking efficiency for the context of this report is identified as the ramp square footage required for each parking stall. The calculation is gross building square footage divided by observed stall quantities. Multiple geometric parking ramp layout possibilities can be evaluated quickly using this metric.

A modern high efficiency parking structure is anticipated to provide a parking efficiency value of 300 – 320 square feet/parking stall. Parking efficiency above approximately 350 sqft/stall indicates a facility layout that may have the possibility for efficiency improvement.

PARKING EFFICIENCY - MIDDLE RAMP

The Middle ramp existing conditions parking efficiency of 317 is clearly within the expectations for an efficient ramp layout. Reconfiguring the site layout for this facility will not improve stall capacity improvements. To successfully add stall quantities on this site a vertical expansion or horizontal expansion beyond existing site limits will be required. Vertical and horizontal expansions of the Middle ramp are considered later in this report.

PARKING EFFICIENCY - SOUTH RAMP

The existing South ramp parking efficiency of 346 sqft/stall shows limited possibility for stall quantity improvements through reconfiguration of the existing parking ramp layout. Substantial existing site access locations and differing access point elevations constrain conceptual options for ramp layout. A small additional south east corner site area addition is thought to be a design consideration for ramp expansion. Ramp provided access points on Level 1 for the 5000 France property and Level 2 entry access from the Lund's surface lot are vital to the local area parking functionality and are expected to remain.

RAMP EFFICIENCY SUMMARY

Based on the existing ramps small size, existing access constraints and relative efficiency, large stall quantity additions are not anticipated to be realized through ramp reconfiguration within existing facility footprints. Age, repair condition, accessibility, and suitability for future vertical or horizontal additions may be of greater importance than efficiency. Below find attached Table 1 tabulating the parking efficiency and number of added stalls per study Concept.

Table 1: Parking efficiency and stall quantities

Stall Data

	Stalls	Efficiency (sf/stall)	Added Stalls
Existing Middle Ramp	274	317	
Existing South Ramp	407	346	
Middle - Concept 1	364	318	90
Middle - Concept 2	414	326	140
South - Concept 3	501	329	94
South - Concept 4	516	338	109

PARKING CONCEPTUAL DESIGN

The existing Middle and South parking ramps were originally constructed in 1975 and 1969 respectively. The two Study ramps are considerably older than the other 50th and France District North ramp constructed in 1991, and are currently projected for replacement in City of Edina Parking Facility 50 year Budget Forecast. The Middle ramp is forecast for replacement in the years 2035-39, and South ramp years 2030-34. Middle and South ramps therefore are assumed to have similar useful life expectancies.

Review of the City of Edina Parking Facility 50 year Budget Forecast for maintenance repairs indicates the relative serviceability of the ramps until reaching end of useful life. The opinion of annual capital budgets shows similar values for Middle and South ramps. No clear indication of a less serviceable facility is indicated therefore neither is considered a preference for earlier replacement within the use of this study.

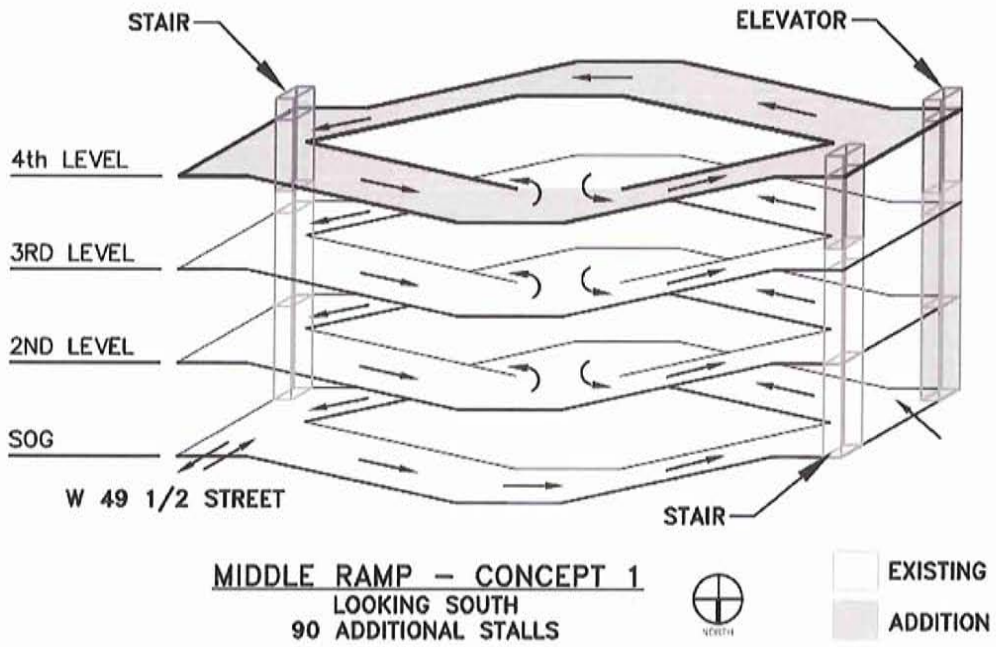
With efficiency, lifespan and serviceability conditions of Middle and South ramps generally on similar levels, we analyzed the possibility of expansion for the existing ramps. Site use and basic proximity to adjacent buildings are displayed in City of Edina 50th and France District Improvements plan provided for our use. We have used this document for conceptually locating sites limits, adjacent existing buildings, existing building limits and access points for study sites.

MIDDLE RAMP - CONCEPT 1

The Middle ramp is an existing three storey facility accessed from west 49 ½ street with 274 parking stalls, three stairways located in the "dead" parking corners, with internal vehicular path utilizing one-way traffic flow. The ramp geometry would be described as a single treaded helix with a "Camelback" layout.
Very limited flat parking floor areas are provided where accessible stalls can be located. The existing ramp design does not meet the current accessibility requirement for parking areas and does not provide accessible path for the parking area to the public way (2% max slope parking area; 5% maximum slope on pathway).

In Middle ramp future addition Concept 1 has been conceived to capitalize on the ability of this site to accommodate a one level vertical addition. A one level addition will raise the height of the facility to four stories by adding one parking floor. A new elevator for this concept is identified in the existing stairway shaft of the southwest building corner preserving stalls. The concept maximizes stall capacity while not improving internal accessible stall parking. The stair core could be moved to the south center of the Concept to provide minimum accessible stall access to all floor levels at the expense of stall loss (8 est.) and building footprint expansion. See Figure 1.

Figure 1: Middle Ramp - Concept 1 Isometric.



MIDDLE RAMP - CONCEPT 2

Middle ramp future addition Concept 2 provides a one level parking floor vertical expansion and horizontal two story addition beyond current site limits. The horizontal addition projects over the adjacent Clancy's surface lot. The horizontal project is limited to approximately the center of the Clancy's surface lot to maintain the external view out of existing second story office occupancy.

The primary advantage of this concept is to provide the largest stall capacity increase of 140 stalls (Table 1). A conceptual stair elevator tower is located in the southwest portion of the proposed addition providing accessible path to ground from accessible stalls located on the new horizontal expansion Levels 3 and 4. See Figures 2 and 3.

Figure 2: Middle Ramp - Concept Sketch 2 Isometric

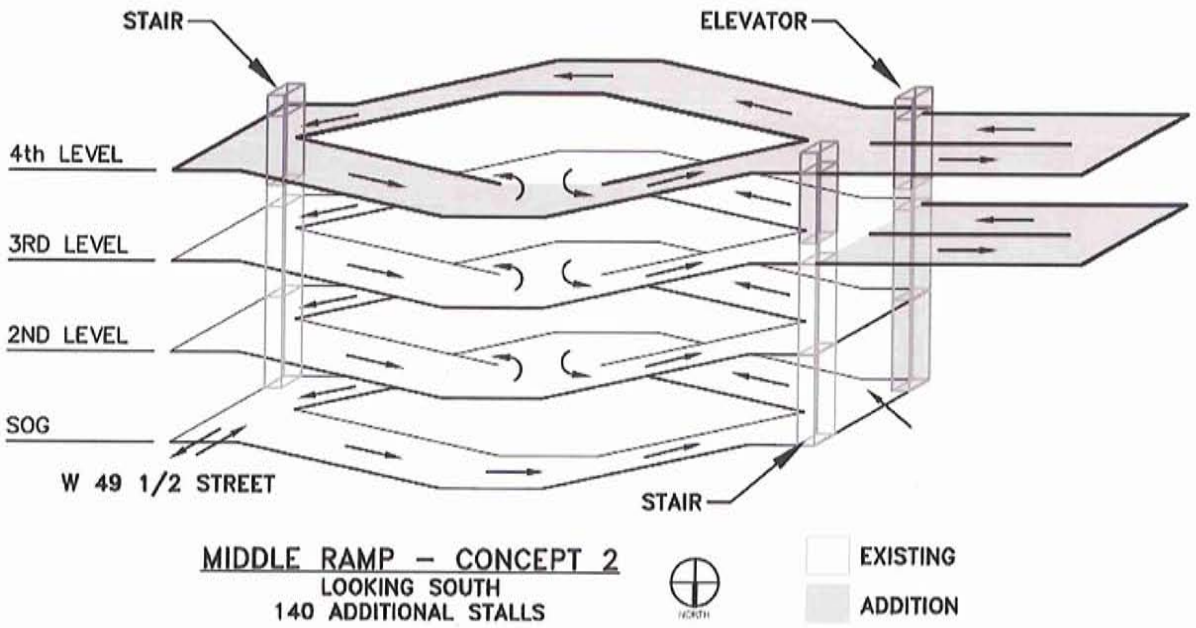
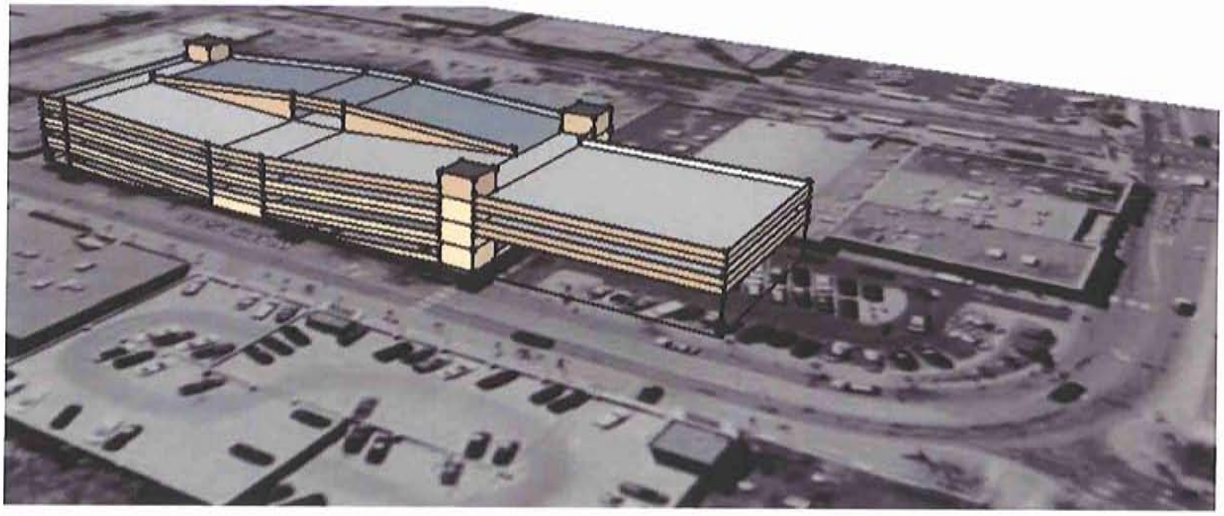


Figure 3: Middle Ramp - Concept 2 Image



SOUTH RAMP - CONCEPT 3

The South ramp is an existing four story facility with 407 parking stalls, four stairways with main entry/ exit access from West 51st Street and entry from Lund's surface lot. One and two-way traffic patterns are effectively used to distribute and organize traffic flow. The ramp has been constructed during three building efforts utilizing varying building grids and parking bay geometries. Because the building is currently four stories in height a vertical expansion was not considered. Below grade expansion was also not considered based on highest first cost.

South ramp future addition Concept 3 has been conceived to capitalize on the ability of this site to allow a small triangular addition on the ramp's south side facing West 51st street. This concept increases stall capacity without interrupting existing site access points to/from West 51st Street, Lund's surface lot, and 5000 France. New elevator core is located in existing northeast stair location at building corner connecting to ground and all four building levels. Accessible path from accessible stalls from floor levels 2, 3, and 4 could be achieved with this new elevator tower location. Elevator lobby interconnection with the existing covered north-south walkway to 50th street could be maintained. See Figures 4 and 5.

Figure 4: South Ramp - Concept 3 Isometric

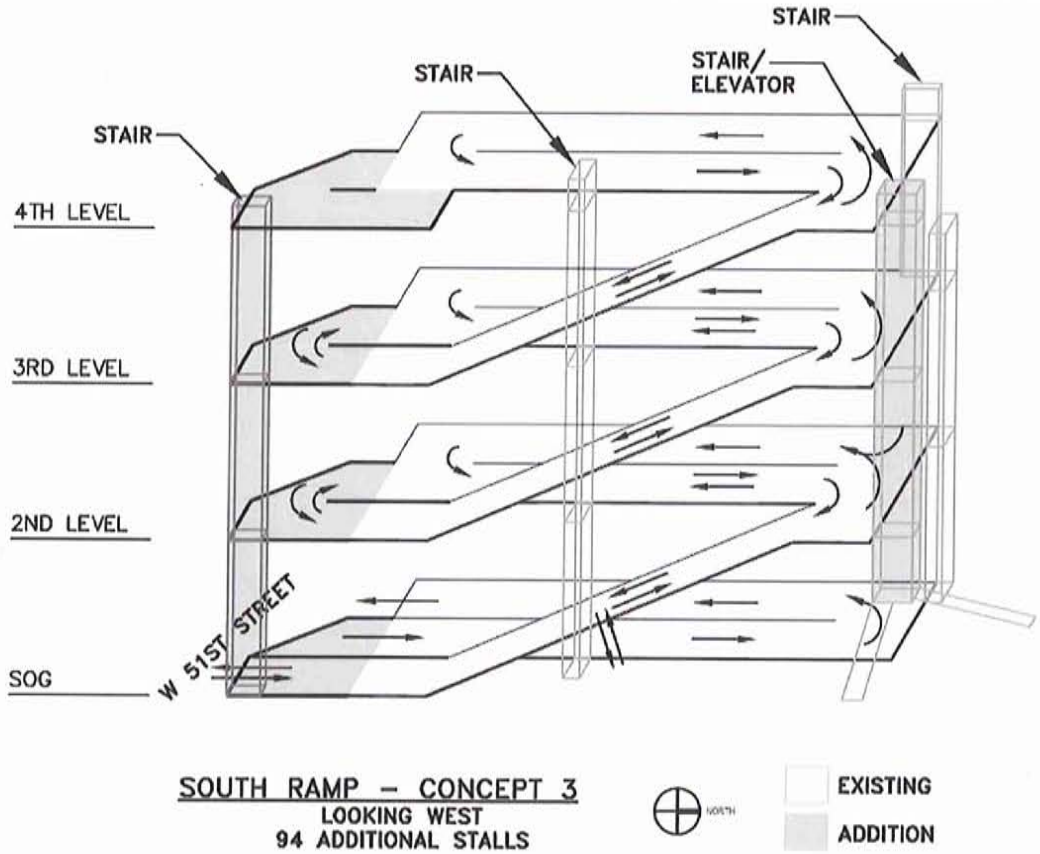
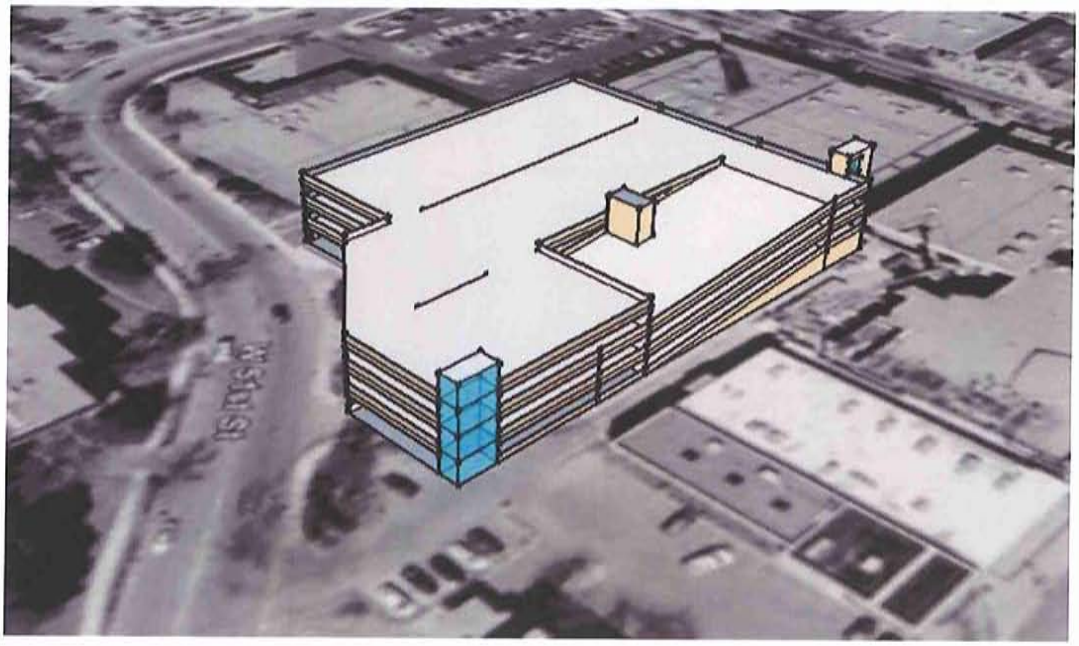


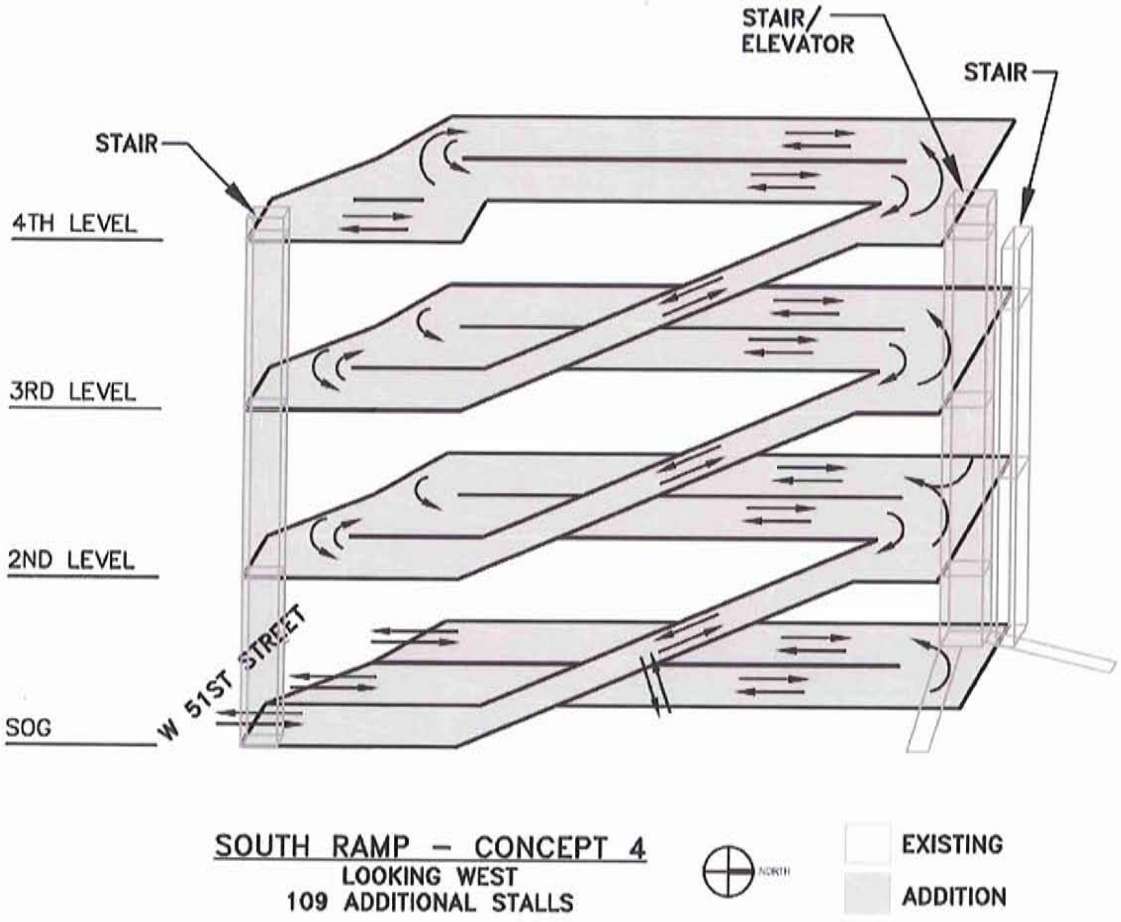
Figure 5: South Ramp - Concept 3 Image



SOUTH RAMP - CONCEPT 4

South ramp future addition Concept 4 has been conceived considering a complete demolition of the entire ramp. This concept has minor stall efficiency gains from slightly re-sized parking bay geometries and column locations. This concept includes similar south triangular footprint expansion as identified in South Ramp - Concept 3. Existing site access points to/from West 51st Street, Lund's surface lot, 5000 France are maintained in existing configuration. New elevator core is located in existing northeast stair location at building corner connecting to ground and all four building levels. Accessible path from accessible stalls from floor levels 1, 2, 3, and 4 may possibly be achieved with proposed new elevator tower location. Elevator lobby interconnection with the existing covered north-south walkway to 50th street would be maintained. See Figure 6.

Figure 6: South Ramp - Concept 4 Isometric



CONCEPT PROJECT COST

Estimate of probable construction cost have been tabulated for the use of this study. As important as project cost, the Project cost identified in a cost per additional stall is equally important. Below find Table 2 - Project Costs - for the study concepts.

Table 2: Project Costs

Project Costs

	Cost	Efficiency ($/added stall)	Efficiency ($/stall)	Estimated Lifespan (years)
Middle - Concept 1	$2,414,000	$26,800		28
Middle - Concept 2	$3,367,000	$24,100		28
South - Concept 3	$2,520,000	$26,800		23
South - Concept 4	$9,610,000	$88,200	$18,600	60

CONCLUSION

The provided parking conceptual design solutions provided contain varying quantities of additional stalls within the four Concepts. Maximizing the limits of the available site area, and maximizing the vertical expansion of the site provides the largest number of added stalls at the lowest cost per added stall. Should substantial construction be performed on a ramp improvement some anticipation of up-grading accessibility should be included.

We hope this study contains the required information to make informed parking ramp improvement planning decisions. We look forward to discussing the Parking Conceptual Design Study with you and the stakeholders should you request.

Respectfully submitted,

WALKER PARKING CONSULTANTS

Scott R. Froemming, P.E.
Project Manager

APPENDIX G
SHARED PARKING MODEL UPDATE

WALKER
PARKING CONSULTANTS

WALKER PARKING CONSULTANTS
1660 South Highway 100, Suite 424
Minneapolis, MN 55416

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April 12, 2011

Mr. Wayne D. Houle
Director of Public Works
City of Edina
4801 West 50th Street
Edina, Minnesota 55424-1394

Re: City of Edina, Minnesota
Shared Parking Model Up-Date
Walker Project No. 21-3492.10

Dear Mr. Houle:

Pursuant to your request, Walker Parking Consultants (Walker) is pleased to present an updated Shared Parking Model report for 2011. Walker originally developed a shared parking model that was used for this report to estimate demand under future conditions. The shared parking model is based upon updated land use data provided by the City and was used to calculate the unadjusted and shared parking demand under existing and future conditions. In addition, the enclosed Excel spreadsheet model can be utilized to assess the shared parking demand under future scenarios, assuming new developments are constructed that impact the City parking system.

The primary objective of this update is to ascertain the approximate number of spaces required to meet the peak parking demand conditions when they occur in the City of Edina. To best assess the current peak parking demand we updated the previously developed simple *"Shared Parking"* demand analysis model.

SHARED PARKING ANALYSIS

Shared parking is defined as the use of a parking space to serve two or more individual land uses without conflict or encroachment[1]. The ability to share parking spaces is the result of two conditions: variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses, and relationships among the land uses that result in visiting multiple land uses on the same vehicle trip. Sharing parking spaces typically allows 20-40% more users compared with assigning each space to an individual motorist, since some potential users are usually away at any particular time. For example, 100 employees can typically share 60-80 parking spaces, since typically some employees are on leave, away on business, or using an alternative mode of commuting. Even greater reductions are possible with mixed land uses, since different activities have different peak demand times. For example, a restaurant can share parking with an office complex, since restaurant parking demand peaks in the evening while office parking demand peaks during the mid-day hours.

[1] Smith, Mary S. *Shared Parking*, Second Edition. Washington, D.C.: ULI – the Urban Land Institute and the International Council of Shopping Centers, 2005.

The tables and figures shown in the Appendix are itemized and discussed in detail below:

- Table 1: City of Edina, MN - Land Use Data, contains information that was provided by the City and used to develop the latest shared parking model. All tables included herein were developed utilizing the information contained in Table 1 and changes made to this table are reflected automatically in each of the tables that comprise the report.

- Figure 1: Study Area – Depicts the approximate study area used to develop the shared parking model. All of the parking structures and lots owned and operated by the City as well as any private parking lots utilized within the study area to meet the parking demand are identified. The map also shows the locations of the various land uses and includes locator numbers that can be cross-referenced with the locator numbers shown in Table 1.

- Table 2: City of Edina, MN - Shared Parking Model – Depicts the weekday and weekend unadjusted and shared parking demand generated by the various land uses served by the City parking system.

  The weekday and weekend models are based upon gross leasable office, retail, convenience retail, bank, grocery and restaurant space as well as the number of residential units and the number of seats within the local multiplex theatre.

  The model assumes driving ratios that range from 88% for employees to 100% for customers and visitors. The 88% driving ratio for employees assumes that 12% of the employees utilize other forms of transportation[2] (i.e. bus, rail, taxicab, motorcycle, bicycle, walk or work from home, as shown in the chart on the right). The model also assumes non-captive ratios that range from 50% for fast food customers to 100% for other land uses. Non-captive ratios identify the percentage of customers or employees frequenting the various land uses that are not already present on the site. For example, if 60% of the customers frequenting a fast food location were already on-site for work or to shop, the non-captive ratio for the fast food location would be 40%.

Means of Transportation[2] Minneapolis - St. Paul, MN Urban Area	
Car - Drove Alone	77.7%
Car - Carpool	9.8%
Bus	5.3%
Taxi	0.1%
Motorcycle	0.1%
Bicycle	0.5%
Walk	2.6%
Work at Home	3.5%
Other	0.4%
Total	100.0%

  Utilizing the land use information provided by the City, the weekday model depicts that a peak unadjusted demand of 2,222 vehicles will occur during the month of December at 1:00 p.m. When the peak weekday demand is adjusted to show the effects of shared parking, the weekday shared parking demand is reduced by 28% to 1,594 vehicles.

  The weekend model depicts that a peak unadjusted demand of 2,163 vehicles will occur during the month of December at 7:00 p.m. When the peak weekend demand is

[2] http://factfinder.census.gov/servlet/QTTable QT-P23. Journey to Work: 2000, Minneapolis – St. Paul Area

adjusted to show the effects of shared parking, the weekend shared parking demand is reduced by 27% to 1,576 vehicles.

Parking peak demand has increased approximately 19% from our previous demand model prepared in the summer of 2008. Parking capacity increase of 5% or 64 stalls is included in the up-dated study as a result of more accurate stall counting within study area.

- Table 3: City of Edina, MN - Supply Model – The table depicts the existing supply of parking spaces that are available for the various land uses contained in the model. The spaces are itemized by owner, type (structure or lot) and number of spaces by location.

  The total number of available spaces including both City and private parking facilities is 1,347 spaces. In order to show the most accurate model we applied an effective supply adjustment of - 7% to the existing space count; reducing the total available spaces to an effective supply of 1,253 spaces. The effective parking supply accounts for spaces within the system that are either lost to mis-parked vehicles, snow cover or other maintenance projects that may occur from time to time that reduce the number of useable spaces within the parking system.

  The results obtained from the shared parking model show that during the peak weekday demand period at 1:00 p.m. in December a deficit of 969 ± spaces will occur in the City system (unadjusted demand of 2,222 compared to the effective supply of 1,253 spaces). When the demand is adjusted to show the effect of shared parking a deficit of 342 ± spaces will exist (shared demand of 1,594 compared to the effective supply of 1,253 spaces).

  If the total parking supply is unaffected by snow cover, mis-parked vehicles or maintence projects, the deficit with shared parking would be reduced to approximately 247 ± spaces during peak periods (shared demand of 1,594 compared to the existing capacity of 1,347).

- Table 4: Shared Parking Demand by Time of Day – Weekdays - Peak Month (December) – The table depicts demand on the peak weekday day in December by hour and by land use beginning at 6:00 a.m. through 12:00 midnight. This table also shows how the shared parking demand is calculated by land use and confirms how the shared parking demand represents a more accurate calculation than the unadjusted demand when evaluating the number of spaces required during peak demand periods.

- Table 5: Shared Parking Demand by Time of Day – Weekends - Peak Month (December) - The table depicts the demand on the peak weekend day in December by hour and by land use showing the percentage of the daily demand that will be generated by hour beginning at 6:00 a.m. through 12:00 midnight.

- Figure 2: Shared Parking by Time of Day - Weekdays - Peak Month (December) – Figure 2 is a graphic illustration of the peak weekday demand in December compared to the total capacity of the City system of 1,347 spaces.

- Figure 3: Shared Parking by Time of Day - Weekends - Peak Month (December) - Figure 3 is a graphic illustration of the peak weekend day demand in December compared to the total capacity of the City system of 1,347 spaces.

CONCLUSION

The shared parking analysis shows that under current conditions the total supply of parking spaces is inadequate to meet the peak demand at 1:00 p.m. in December (247 ± deficit compared to the total capacity (1,347 spaces); additionally, a 340 ± deficit is noted when compared to the effective supply (1,253 spaces). However, most days throughout the year, the City system contains capacity that meets the 95th percentile of weekday demand. In addition, the peak month shared weekend evening 95th percentile parking demand will exceed total capacity.

To address deficit conditions that may exist on peak days, we recommend that consideration be given to providing additional parking supply. Adding approximately 140 - 200 parking stalls would bring parking supply and peak demand ratios back to 2008 levels. Additionally, a parking management plan could be developed that would entail the use of off-study area parking for employees. Employee parking would occur out of the study area with employee shuttle service provided to and from the core study area to the employee parking area. Valet parking for study area guests during peak demands will also mimic employee shuttle demand reduction with valet parking storage outside of the study area.

In addition to remote employee parking and shuttling, the City is already exploring the implementation of facility counters that will show the number of spaces available in the structures during peak occupancy periods. Once implemented, the facility counters should assist in traffic management during peak demand.

While not completely eliminating the supply problem, our recommendations provide multiple strategies that will ensure that more premium spaces are available during peak periods and also alleviate customers navigating the structures looking for an open space, as occurs today.

We look forward to discussing the shared parking model and our proposed management strategies for the City of Edina parking system with you at your earliest convenience.

Respectfully submitted,
Walker Parking Consultants

Scott R. Froemming, P.E.
Project Manager

APPENDIX

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Table 1: City of Edina, MN - Land Use Data

City of Edina, MN - Land Use Data													
Location	Descriptor	Locator	Office (s.f.)	Retail (s.f.)	Convenience Retail (s.f.)	Bank (s.f.)	Grocery (s.f.)	Multiplex (seats)	Residential (units)	Restaurant - Casual (s.f.)	Restaurant - Family (s.f.)	Restaurant - Fast Food (s.f.)	Total (s.f.)
3948 W. 49½ Street	Post Office	1			2,450								2,450
3944 W. 49½ Street	Dry Cleaner	2			1,855								1,855
3930 W. 49½ Street	Realty	3	13,400										13,400
3918 W. 49½ Street	Office	4	3,707										3,707
4916 France Avenue	Drug Store	5		4,809									4,809
4924 France Avenue	Florist	6		2,316									2,316
4930 France Avenue	Clothing	7		3,274									3,274
4936 France Avenue	Spa	8			16,241								16,241
4948 France Avenue	Retail	9			4,986								4,986
3902 W. 50th Street	Off/Ret	10	4,747	8,867									13,614
3906 W. 50th Street		11		20,980						7,500	0	0	28,480
3922 W. 50th Street		12	10,362	2,500									12,862
3924 W. 50th Street		13		12,960									12,960
3930 W. 50th Street		14	29,760	29,767						0	0	0	59,527
4100 W. 50th Street	Bank	15	10,000			9,176							19,176
3939 W. 50th Street		16	7,000	10,497						6,000	3,000	3,500	29,997
3939 W. 50th Street	Liquor	17		5,143									5,143
3917 W. 50th Street		18	9,924	13,000									22,924
3911 W. 50th Street [1]	Multiplex	19						1,300					
5000 France Avenue [2]	Mixed	20		14,130					23	3,000	7,000		24,130
5000 France Avenue	Mixed	20										1,158	1,158
5030-34 France Avenue	Rest	21								13,168			13,168
5036 France Avenue		22	0							6,835			6,835
5050 France Avenue	Bank	23	6,600			6,000							12,600
3945 W. 50th Street	Grocery	24					12,226					2,000	14,226
Insert New Location													
Insert New Location													0
Insert New Location													0
Insert New Location													0
Insert New Location													0
Insert New Location													0
Insert New Location													0
Insert New Location													0
Insert New Location													0
TOTALS:			95,500	128,243	25,532	15,176	12,226	1,300	23	36,503	10,000	6,658	329,838

[1] Demand based upon the number of seats, not the s.f.

[2] Residential demand acommodated in a 46 space private garage; demand based on the number of units, not s.f., retail demand based upon s.f.

Source: Walker Parking Consultants

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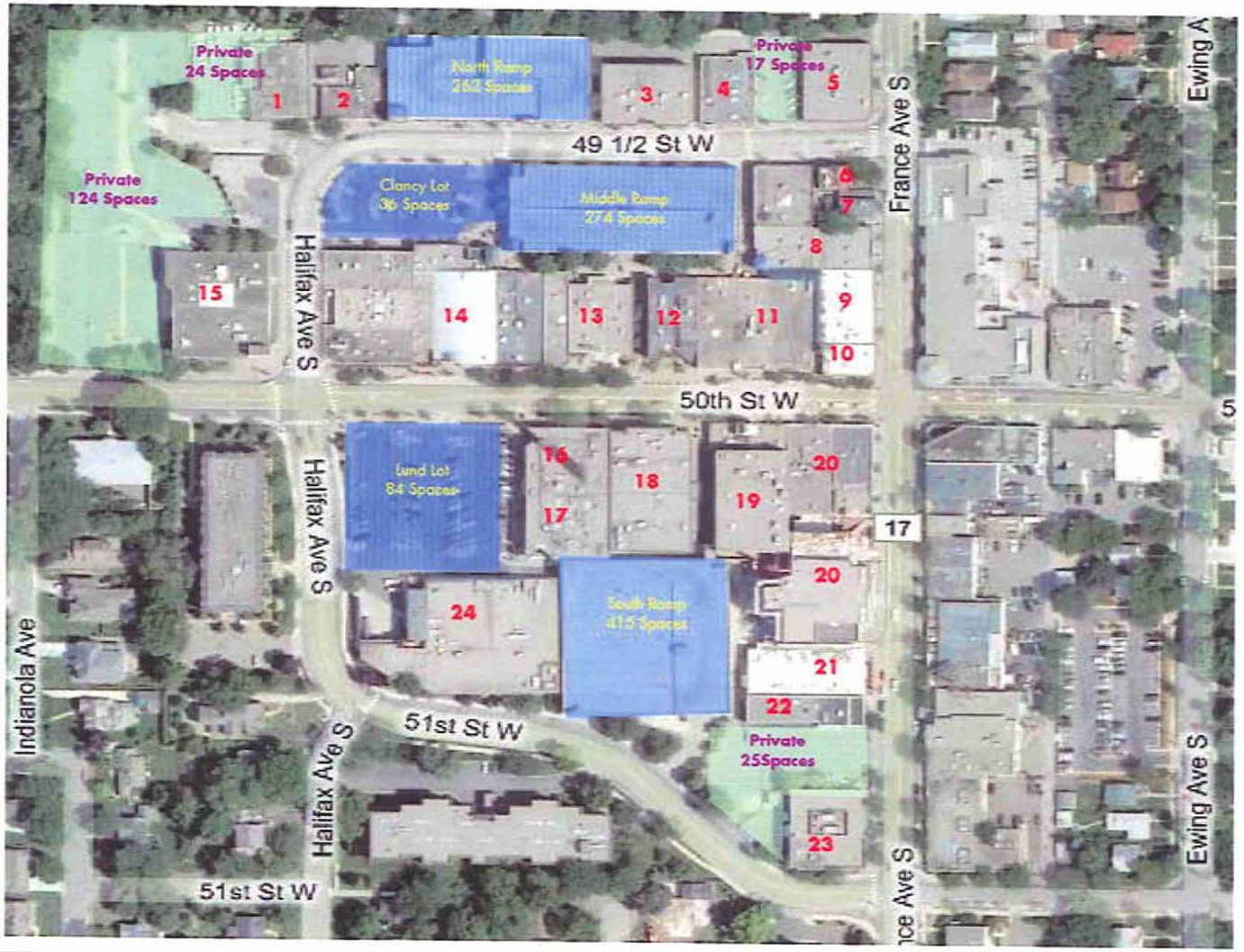
Figure 1: Study Area



Source: City of Edina, MN

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Table 2: City of Edina, MN - Shared Parking Model

Shared Parking Model - Edina, MN																	
			Weekdays								Weekends						
Land Use	Qty.	Unit	Base Ratio	Unit	Unadjusted Demand	Mo. Adjustment December	Peak Hour Adjustment 1:00PM	Non-Captive Daytime	Drive Ratio Daytime	Shared Parking Demand	Base Ratio	Unit	Unadjusted Demand	Mo. Adjustment December	Peak Hour Adjustment 7:00PM	Non-Captive Evening	Drive Ratio Evening	Shared Parking Demand
Office - Employees	95,500	s.f.	3.15	/ksf GLA	301	100%	90%	100%	88%	238	0.32	/ksf GLA	31	100%	0%	100%	88%	0
Visitors			0.25	/ksf GLA	24	100%	45%	100%	100%	11	0.03	/ksf GLA	3	100%	0%	100%	100%	0
Retail - Customers	128,243	s.f.	2.90	/ksf GLA	372	100%	100%	97%	100%	361	3.20	/ksf GLA	410	100%	75%	98%	100%	301
Employees			0.70	/ksf GLA	90	100%	100%	100%	88%	79	0.80	/ksf GLA	103	100%	80%	100%	88%	73
Convenience Retail - Customers	25,532	s.f.	4.90	/ksf GLA	125	100%	95%	98%	100%	116	4.00	/ksf GLA	102	100%	100%	99%	100%	101
Employees			1.20	/ksf GLA	31	100%	100%	100%	88%	27	1.00	/ksf GLA	26	100%	100%	100%	88%	23
Bank - Customers	15,176	s.f.	3.00	/ksf GLA	46	100%	50%	98%	100%	23	3.00	/ksf GLA	46	100%	0%	98%	100%	0
Employees			1.60	/ksf GLA	24	100%	100%	100%	88%	21	1.60	/ksf GLA	24	100%	0%	100%	88%	0
Grocery - Customers	12,226	s.f.	2.90	/ksf GLA	35	95%	63%	98%	100%	21	3.20	/ksf GLA	39	95%	58%	98%	100%	21
Employees			0.70	/ksf GLA	9	100%	100%	100%	88%	8	0.80	/ksf GLA	10	100%	40%	100%	88%	4
Cinema - Customers	1,300	seats	0.19	/seat	247	23%	45%	98%	100%	25	0.26	/seat	338	67%	80%	98%	100%	178
Employees			0.01		13	50%	60%	100%	88%	3	0.01		13	80%	100%	100%	88%	9
Residential	23	units	1.70	/unit	39	100%	70%	100%	100%	27	1.70	/unit	39	100%	97%	100%	100%	38
Residential - Visitors			0.15		3	100%	20%	100%	100%	1	0.15		3	100%	100%	100%	100%	3
Restaurant - Casual - Customers	36,503	s.f.	15.25	/ksf GLA	557	100%	75%	97%	100%	405	17.00	/ksf GLA	621	100%	95%	98%	100%	578
Employees			2.75	/ksf GLA	100	100%	90%	100%	88%	79	3.00	/ksf GLA	110	100%	100%	100%	88%	97
Restaurant - Family - Customers	10,000	s.f.	9.00	/ksf GLA	90	100%	90%	98%	100%	79	12.75	/ksf GLA	128	100%	70%	99%	100%	89
Employees			1.50	/ksf GLA	15	100%	100%	100%	88%	13	2.25	/ksf GLA	23	100%	95%	100%	88%	19
Restaurant - Fast Food - Customers	6,658	s.f.	12.75	/ksf GLA	85	100%	100%	50%	100%	43	12.00	/ksf GLA	80	100%	80%	50%	100%	32
Employees			2.25	/ksf GLA	15	100%	100%	100%	88%	13	2.00	/ksf GLA	13	100%	90%	100%	88%	10
Sub-Total - Employees					637					510			392					272
Sub-Total - Cust./Visitors					1,584					1,084			1,770					1,303
Peak Demand					2,222					1,594			2,163					1,576
% Reduction Unadjusted Demand vs. Shared Parking Demand										-28%								-27%

Source: Walker Parking Consultants

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Table 3: City of Edina, MN - Supply Model

Supply Model - Edina, MN			
Location	Owner	Type	Spaces
South Ramp	City	Structure	415
Middle Ramp	City	Structure	274
North Ramp	City	Structure	262
Lund Lot	City	Surface Lot	84
Clancy Lot	City	Surface Lot	36
5050 France Avenue [1]	Private	Surface Lot	25
4100 West 50th Street	Private	Surface Lot	124
3948 West 49 1/2 Street	Private	Surface Lot	24
5000 France Avenue	Private	Indoor	46
4916 France Avenue	Private	Surface Lot	17
France Avenue	City	On-Street	40
Input new location			
Input new location			
Input new location			
Input new location			
Sub - Total Spaces			1,347
less effective supply adjustment of: [2]		-7%	-94
Effective Supply			1,253
Unadjusted Demand (Peak)			2,222
Deficit vs. Unadjusted (Peak)			(969)
Shared Parking Demand (Peak)			1,594
Deficit vs. Shared Parking (Peak)			(342)

Source: City of Edina and Walker Parking Consultants

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Table 4: Shared Parking Demand by Time of Day – Weekdays - Peak Month (December)

Shared Parking Demand by Time of Day - Peak Month - Weekdays

Use - Weekday	Peak Hour - Unadjusted Demand PM	Peak Month - % Demand December	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Office - Employees	301	100%	3%	30%	75%	98%	100%	100%	90%	90%	100%	100%	90%	50%	25%	10%	7%	3%	1%	0%	0%
Visitors	24	100%	0%	1%	20%	60%	100%	45%	15%	45%	100%	45%	15%	10%	5%	2%	1%	0%	0%	0%	0%
Office - Employees			8	79	199	252	265	265	238	238	265	265	238	132	66	26	19	8	3	0	0
Visitors			0	0	5	14	24	11	4	11	24	11	4	2	1	0	0	0	0	0	0
Office Demand (Vehicles)			8	79	204	266	289	276	242	249	289	276	242	134	67	26	19	8	3	0	0
Retail - Customers	372	100%	1%	5%	15%	30%	55%	75%	90%	100%	100%	100%	95%	85%	80%	75%	65%	50%	30%	10%	0%
Employees	90	100%	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	95%	95%	90%	75%	40%	15%	0%
Retail - Customers			4	18	54	108	198	271	325	361	361	361	343	307	289	271	235	180	108	36	0
Employees			8	12	32	59	67	75	79	79	79	79	79	75	75	75	71	59	32	12	0
Retail Demand (Vehicles)			12	30	86	167	265	346	404	440	440	440	422	382	364	346	306	239	140	48	0
Convenience Retail - Customers	125	100%	5%	10%	25%	45%	66%	80%	90%	95%	100%	95%	100%	90%	70%	40%	30%	20%	15%	10%	10%
Employees	31	100%	20%	35%	50%	75%	100%	100%	100%	100%	100%	100%	100%	100%	75%	50%	35%	25%	20%	20%	20%
Convenience Retail - Customers			6	12	31	55	81	98	110	116	123	116	123	110	86	49	37	25	18	12	12
Employees			5	10	14	20	27	27	27	27	27	27	27	27	20	14	10	7	5	5	5
Convenience Retail Demand (Vehicles)			11	22	45	75	108	125	137	143	150	143	150	137	106	63	47	32	23	17	17
Bank - Customers	46	100%	0%	0%	50%	90%	100%	50%	50%	50%	70%	50%	80%	100%	0%	0%	0%	0%	0%	0%	0%
Employees	24	100%	0%	0%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%
Bank - Customers			0	0	23	41	45	23	23	23	32	23	36	45	0	0	0	0	0	0	0
Employees			0	0	13	21	21	21	21	21	21	21	21	21	0	0	0	0	0	0	0
Bank Demand (Vehicles)			0	0	36	62	66	44	44	44	53	44	57	66	0	0	0	0	0	0	0
Grocery - Customers	35	95%	9%	17%	32%	71%	92%	100%	88%	63%	54%	42%	35%	56%	70%	54%	31%	18%	4%	0%	0%
Employees	9	100%	10%	20%	40%	80%	90%	100%	100%	100%	100%	100%	100%	90%	80%	50%	35%	20%	15%	10%	5%
Grocery - Customers			3	6	11	25	30	33	29	21	18	14	11	18	23	18	10	6	1	0	0
Employees			1	2	3	6	7	8	8	8	8	8	8	7	6	4	3	2	1	1	0
Grocery Demand (Vehicles)			4	8	14	29	37	41	37	29	26	22	19	25	29	22	13	8	2	1	0
Cinema - Customers	247	25%	0%	0%	0%	0%	0%	0%	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	80%	65%	40%
Employees	13	50%	0%	0%	0%	0%	0%	0%	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%
Cinema - Customers			0	0	0	0	0	0	11	25	31	31	31	33	33	45	56	56	45	36	22
Employees			0	0	0	0	0	0	3	3	3	4	4	6	6	6	6	6	6	4	3
Cinema Demand (Vehicles)			0	0	0	0	0	0	14	28	34	35	35	39	39	51	62	62	51	40	25
Residential	39	100%	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
Residential - Visitors	3	100%	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Residential			39	35	33	31	29	27	25	27	27	27	29	33	35	38	38	39	39	39	39
Residential - Visitors			0	0	1	1	1	1	1	1	1	1	1	1	2	3	3	3	3	3	2
Residential Demand (Vehicles)			39	35	34	32	30	28	26	28	28	28	30	34	37	41	41	42	42	42	41
Restaurant - Casual - Customers	557	100%	0%	0%	0%	0%	15%	40%	75%	75%	66%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%
Employees	100	100%	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%
Restaurant - Casual - Customers			0	0	0	0	81	216	405	405	351	216	270	405	513	540	540	540	513	405	135
Employees			0	18	44	66	79	79	79	79	79	66	66	88	88	88	88	88	88	75	31
Restaurant Casual Demand (Vehicles)			0	18	44	66	160	295	484	484	430	282	336	493	601	628	628	628	601	480	166
Restaurant - Family - Customers	90	100%	25%	50%	60%	75%	85%	90%	100%	90%	50%	45%	45%	75%	80%	80%	80%	60%	55%	50%	25%
Employees	15	100%	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%
Restaurant - Family - Customers			22	44	53	66	75	79	88	79	44	40	40	66	71	71	71	53	49	44	22
Employees			7	10	12	12	13	13	13	13	13	10	10	13	13	13	13	11	9	9	5
Restaurant Family Demand (Vehicles)			29	54	65	78	88	92	101	92	57	50	50	79	84	84	84	64	58	53	27
Restaurant - Fast Food - Customers	85	100%	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
Employees	15	100%	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%
Restaurant - Fast Food - Customers			2	4	9	13	23	36	43	43	38	26	23	26	36	34	21	13	9	4	2
Employees			2	3	4	5	10	13	13	13	13	9	8	9	12	12	8	5	4	3	3
Restaurant Fast Food Demand (Vehicles)			4	7	13	18	33	49	56	56	51	35	31	35	48	46	29	18	13	7	5
Sub Total - Employees & Residents			70	169	354	472	518	528	506	508	535	516	490	411	321	276	256	225	187	148	84
Sub Total - Customers & Visitors			37	84	187	321	558	768	1,039	1,085	1,023	839	882	1,013	1,054	1,031	973	876	746	540	195
Total Demand (Vehicles)			107	253	541	793	1,076	1,296	1,545	1,593	1,558	1,355	1,372	1,424	1,375	1,307	1,229	1,101	933	688	281

Source: Walker Parking Consultants

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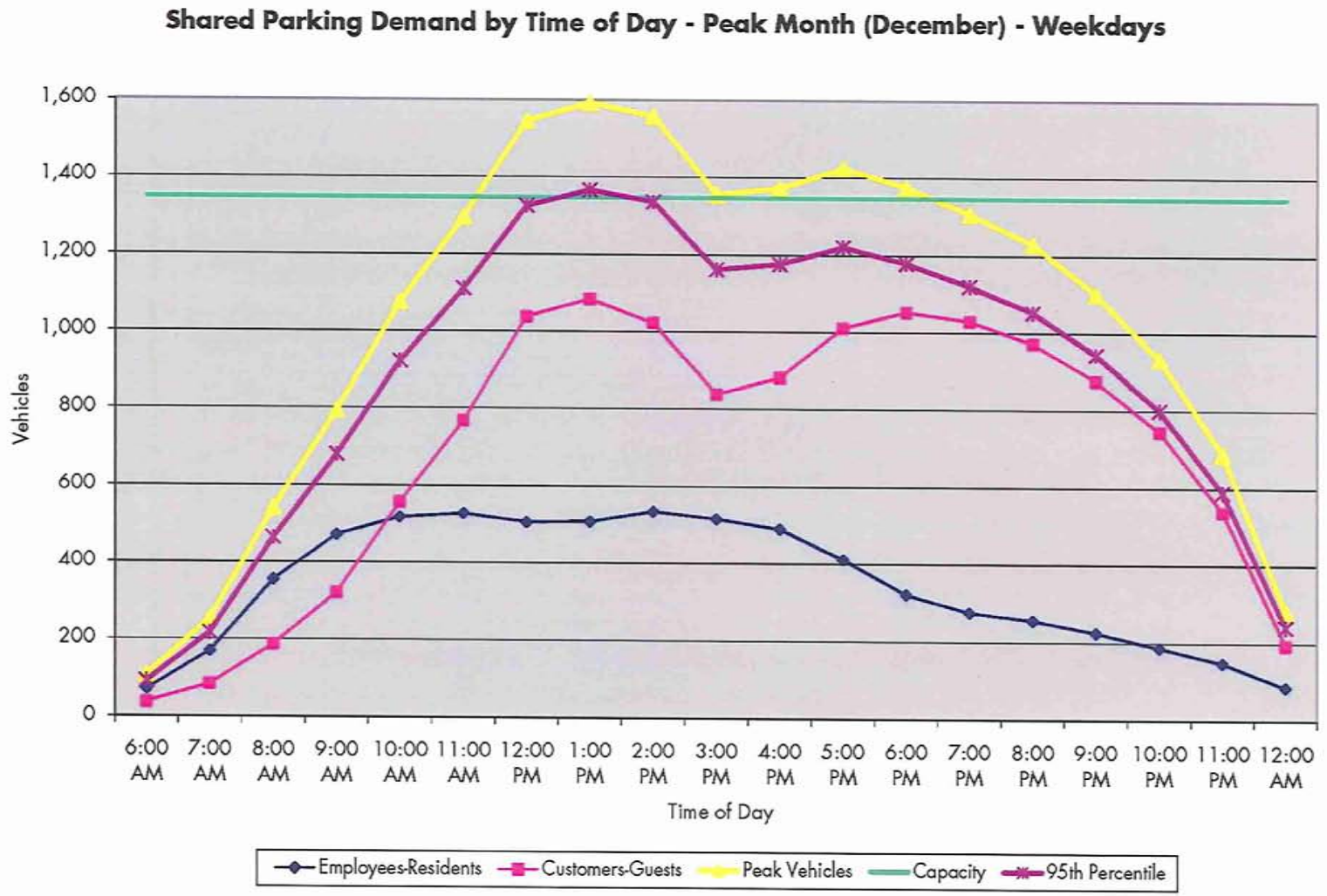
Figure 2: Shared Parking by Time of Day - Weekdays - Peak Month (December)



Source: Walker Parking Consultants

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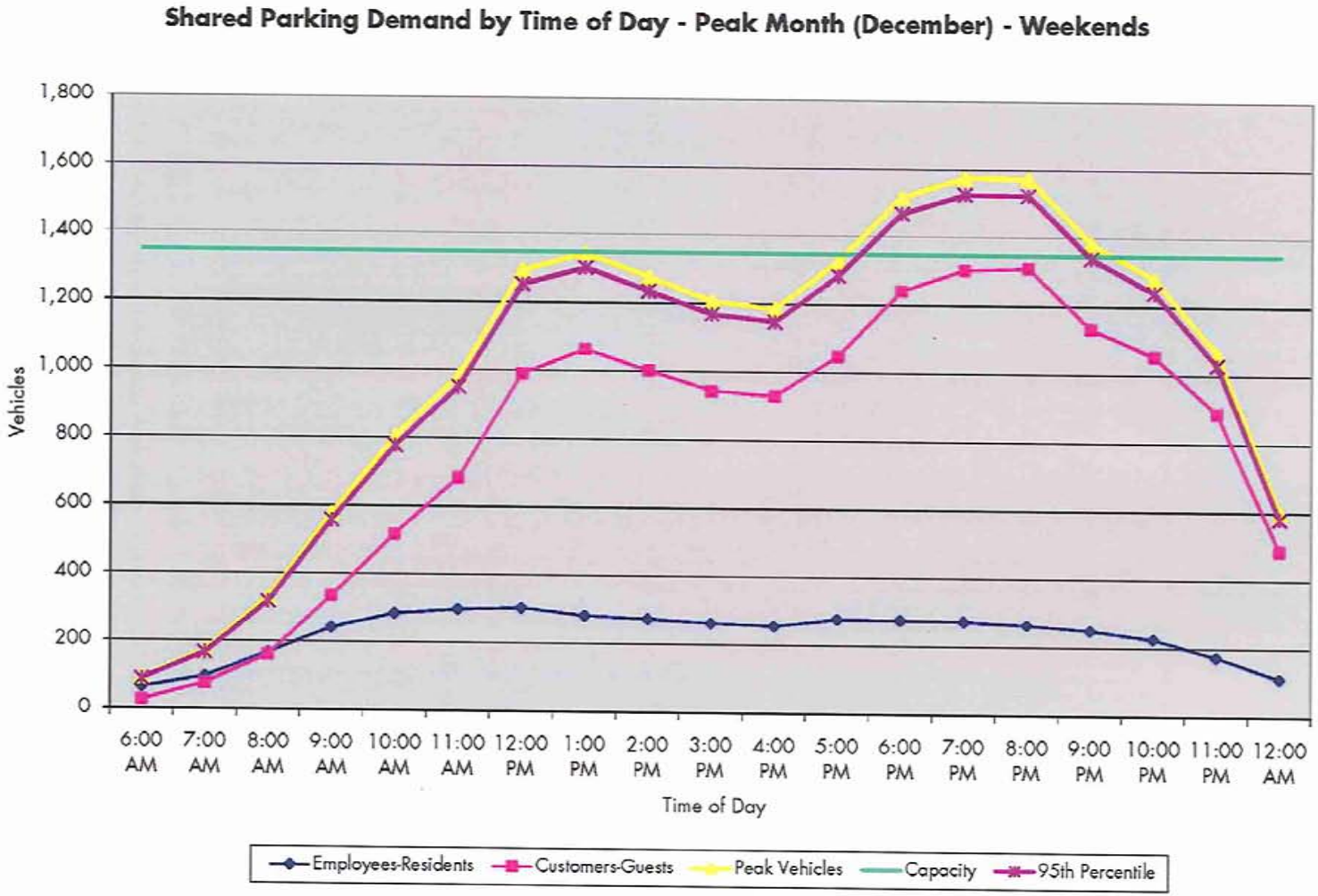
Table 5: Shared Parking Demand by Time of Day – Weekends - Peak Month (December)

Use - Weekday	Peak Hour - Unadjusted Demand 7:00 PM	Peak Month - % Demand December	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Office - Employees	31	100%	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
Visitors	3	100%	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
Office - Employees			0	5	16	22	25	27	25	22	16	11	5	3	1	0	0	0	0	0	0
Visitors			0	1	2	2	3	3	3	2	2	1	1	0	0	0	0	0	0	0	0
Office Demand (Vehicles)			0	6	18	24	28	30	28	24	18	12	6	3	1	0	0	0	0	0	0
Retail - Customers	410	100%	1%	5%	10%	35%	60%	70%	85%	95%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	0%
Employees	103	100%	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%
Retail - Customers			4	20	40	141	241	281	342	382	402	402	382	362	321	301	261	201	141	60	0
Employees			9	14	36	68	77	86	91	91	91	91	91	86	77	73	68	59	41	14	0
Retail Demand (Vehicles)			13	34	76	209	318	367	433	473	493	493	473	448	398	374	329	260	182	74	0
Convenience Retail - Customers	102	100%	5%	10%	25%	45%	66%	80%	60%	75%	65%	55%	60%	70%	90%	100%	100%	100%	95%	75%	55%
Employees	26	100%	10%	10%	30%	50%	90%	100%	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	75%	50%
Convenience Retail - Customers			5	10	25	45	67	81	61	76	66	56	61	71	91	101	101	101	96	76	56
Employees			2	2	7	11	21	23	23	23	23	23	23	17	23	23	23	23	23	17	11
Convenience Retail Demand (Vehicles)			7	12	32	56	88	104	84	99	89	79	84	88	114	124	124	124	119	93	67
Bank - Customers	46	100%	0%	0%	25%	40%	75%	100%	90%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Employees	24	100%	0%	0%	90%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bank - Customers			0	0	11	18	34	45	41	0	0	0	0	0	0	0	0	0	0	0	0
Employees			0	0	19	21	21	21	21	0	0	0	0	0	0	0	0	0	0	0	0
Bank Demand (Vehicles)			0	0	30	39	55	66	62	0	0	0	0	0	0	0	0	0	0	0	0
Grocery - Customers	39	95%	7%	23%	48%	78%	100%	94%	75%	51%	47%	35%	27%	48%	62%	58%	33%	22%	13%	4%	0%
Employees	10	100%	15%	35%	70%	85%	100%	100%	100%	100%	85%	75%	60%	55%	45%	40%	30%	20%	10%	10%	5%
Grocery - Customers			3	8	17	28	36	34	27	19	17	13	10	17	23	21	12	8	5	1	0
Employees			1	3	6	7	9	9	9	9	7	7	5	5	4	4	3	2	1	1	0
Grocery Demand (Vehicles)			4	11	23	35	45	43	36	28	24	20	15	22	27	25	15	10	6	2	0
Cinema - Customers	338	67%	0%	0%	0%	0%	0%	0%	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	100%	80%	50%
Employees	15	80%	0%	0%	0%	0%	0%	0%	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%
Cinema - Customers			0	0	0	0	0	0	44	100	122	122	122	133	133	178	222	222	222	178	111
Employees			0	0	0	0	0	0	5	5	5	7	7	9	9	9	9	9	9	6	5
Cinema Demand (Vehicles)			0	0	0	0	0	0	49	105	127	129	129	142	142	187	231	231	231	184	116
Residential	39	100%	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
Residential - Visitors	3	100%	0%	20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Residential			39	35	33	31	29	27	25	27	27	27	29	33	35	38	38	39	39	39	39
Residential - Visitors			0	1	1	1	1	1	1	1	1	1	1	1	2	3	3	3	3	3	2
Residential Demand (Vehicles)			39	36	34	32	30	28	26	28	28	28	30	34	37	41	41	42	42	42	41
Restaurant - Casual - Customers	621	100%	0%	0%	0%	0%	0%	15%	50%	55%	45%	45%	45%	60%	90%	95%	100%	90%	90%	90%	50%
Employees	110	100%	0%	20%	30%	60%	75%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%	100%	100%	85%	50%
Restaurant - Casual - Customers			0	0	0	0	0	91	304	335	274	274	274	365	548	578	609	548	548	548	304
Employees			0	19	29	58	73	73	73	73	73	73	73	97	97	97	97	97	97	82	48
Restaurant Casual Demand (Vehicles)			0	19	29	58	73	164	377	408	347	347	347	462	645	675	706	645	645	630	352
Restaurant - Family - Customers	128	100%	10%	25%	45%	70%	90%	90%	100%	85%	65%	40%	45%	60%	70%	70%	65%	30%	25%	15%	10%
Employees	23	100%	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%
Restaurant - Family - Customers			13	32	57	89	114	114	127	108	82	51	57	76	89	89	82	38	32	19	13
Employees			10	15	18	18	20	20	20	20	20	15	15	19	19	19	19	16	13	13	7
Restaurant Family Demand (Vehicles)			23	47	75	107	134	134	147	128	102	66	72	95	108	108	101	54	45	32	20
Restaurant - Fast Food - Customers	80	100%	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
Employees	13	100%	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	10%
Restaurant - Fast Food - Customers			2	4	8	12	22	34	40	40	36	24	22	24	34	32	20	12	8	4	2
Employees			2	2	3	5	9	11	11	11	11	8	7	8	10	10	7	5	3	2	2
Restaurant Fast Food Demand (Vehicles)			4	6	11	17	31	45	51	51	47	32	29	32	44	42	27	17	11	6	4
Sub Total - Employees & Residents			63	95	167	241	284	297	303	281	273	262	255	277	275	273	264	250	226	174	112
Sub Total - Customers & Visitors			27	76	161	336	518	684	990	1,063	1,022	944	930	1,049	1,241	1,303	1,310	1,133	1,055	889	688
Total Demand (Vehicles)			90	171	328	577	802	981	1,293	1,344	1,275	1,206	1,185	1,326	1,516	1,576	1,574	1,383	1,281	1,063	800

Source: Walker Parking Consultants

WALKER
PARKING CONSULTANTS

Figure 3: Shared Parking by Time of Day - Weekends - Peak Month (December)



Source: Walker Parking Consultants

APPENDIX C: 50th & France District Streetscape Improvements Feasibility Report – Kimley-Horn and Associates, Inc.

Kimley-Horn
and Associates, Inc.

City of Edina 50th and France District Streetscape Improvements Feasibility Study

April 12, 2012

A. Project Limits:

The limits of this feasibility study are generally described as the 2-block area of the 50th and France commercial and residential district. It is defined by the public streets of Halifax Avenue to the West and France Avenue to the east; West 49-1/2 Street to the north and W. 51st Street to the south. The limits of improvements are generally contained within the street rights-of-way, but are also proposed for the shared public access ways and pedestrian alleys within the district. *(See Figure 1)*

B. Initiation & Issues:

The City of Edina 50th and France District Streetscape Improvement project was initiated by the City Engineering Department following conversations with the districts' business owner group, who identified two general categories of work; ***1) repair existing streetscape elements***, and ***2) install new streetscape elements***. The overall purpose of the request and this project is to make the necessary improvements to help maintain this unique, high-quality commercial and residential community asset. The specific purpose of the **repairs** is to address both safety and aesthetic concerns, and the specific purposes of the **new** elements is to reduce maintenance time and costs, enhance customer and resident experience, and improve aesthetics.

Figure 1: Project Area and Improvement Delineation

The following are issues related to the existing streetscape and pedestrian alleys which have been identified in determining the feasibility of this project, and are addressed within this report:

- Deterioration of the existing concrete paver sidewalk pavers
- Continued care and long term viability of plant materials
- Replacement of plant materials due to condition and appropriateness
- Consideration for upgraded facilities that enhances customer experience

C. Existing Conditions:

Many of the district's streetscape and pedestrian access way improvements were either reconstructed or newly installed in 1990, making them nearly 20 years old. These elements include street and pedestrian lighting, bollards and bollard lighting, specialty entrance monuments and wayfinding signage, raised planters, movable planters, a fountain, raised planters with trees and shrubs, at-grade foundation plantings of trees and shrubs, street trees planted in pits with tree grates, benches, trash receptacles, bicycle racks, newspaper corrals, concrete paver sidewalks, decorative handrails and fencing systems. A majority of these improvements can generally be described as being in good condition. As addressed within this report, the following items fall under category ***1) repair existing streetscape elements:***

1. Concrete Paver Sidewalks: Approximately 35% of the current total sidewalk area is in need of replacement for primarily safety reasons. Pavers in these areas are in varying stages of failure, but in general present an unsafe surface for pedestrians. The failure is most likely attributed to an underlying drainage issue. The existing pavement section includes concrete pavers on 1" of leveling sand and a 6"+/- concrete underslab. There are no drains or means to remove water that accumulates on top of this concrete underslab. Therefore, deicing salt in combination with standing water has resulted in paver decomposition, from the bottom of the paver up. Over the last few years, Edina staff has either replaced pavers or temporarily patched the voids with asphalt at the removed pavers. *(See Figures 2 and 3).*

Figures 2 and 3: Typical Concrete Paver Sidewalk Areas in Need of Repair

2. Street Trees: For the purposes of this report, street trees are identified as trees located within the street boulevard or within the pedestrian alleys, and planted in pits with tree grates. These trees are watered primarily by rainfall, but sometimes watered manually by

city staff during drought conditions. The district does not have an automatic irrigation system for these trees or any other plantings within the public rights of way. There are approximately 80 street trees within the project. A majority of the trees are in reasonable condition, but approximately 15% require replacement due to damage from vehicles and vandalism, disease, sun scald, insects, lack of moisture and air, and a combination of all of these factors. Some street trees have reached the capacity of their tree grates ring openings, others have split trunks or large areas of bark removed, deformed, in general decline, or damaged in some way. Other trees are growing irregular and leaning towards buildings. *(See Figures 4, 5 and 6)*

Figure 4: Damage at Trunk

Figure 5: Damaged Leader

Figure 6: In Decline

3. Other Landscaping: Other plantings exist within the district beyond street trees, and for this report are identified as those in raised planters or at-grade (building foundation) planting beds. The plants in these areas, like street trees, are only watered by rainfall and the occasional manual watering by city staff. Many of the trees in these planting areas are in reasonable condition. However, approximately 25% require replacement because they have either outgrown their location and usefulness in their location, are leaning toward a building or pedestrian area, or have damage in some way. A majority of the ground plane plantings are shrubs, with some perennial plantings. While most are in reasonable condition, they have either outgrown their location or been damaged and need replacement. It is estimated that all shrubs and perennials will require replacement.*(See Figures 7, 8 & 9)*.

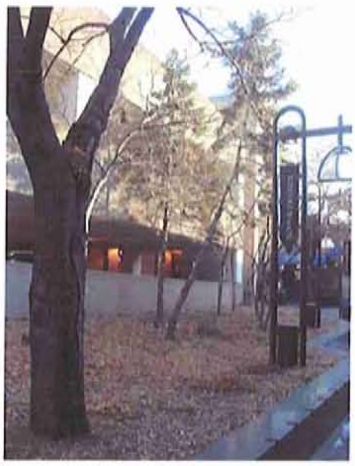


Figure 7: Outgrown Location

Figure 8: Trees Leaning

Figure 9: Shrub Replacement

D. Business Owner and Community Involvement:

Edina staff has met with the 50th and France district business owner group a number of times to review these issues and opportunities for improvements. Also, a neighborhood meeting was held on March 22, 2012, where the project was also reviewed by adjacent residents.

E. Proposed Improvements:

Two streetscape improvement design options were explored. The primary difference between the options center around the provisions of an automatic irrigation system in lieu of manually watering plantings. The first option included the installation of conduits through directional boring methods, where irrigation lines and potential future system audio wires are routed. The second option provided the audio system through a less protected wire-routing system and irrigation that required manual watering at multiple times during the growing season. Because of long term maintenance and overall cost effectiveness, the first option (automatic irrigation system) was the preferred option by both city staff and representatives of the 50th and France business owner group and is therefore included within this feasibility report.

Based on a draft feasibility study dated August 25, 2009, the first project for landscape improvements was implemented in 2010. The four raised planters along 50th Street were replanted with shrubs and perennials, and a few of the existing trees were replaced. Drip irrigation tubing was installed within the beds along with temporary irrigation plumbing connections provided. This project has established the landscape design character for future work within the district. *(See figures 10, 11 and 12).*

Figure 10: Irrigation Provisions

Figure 11: Planting Operations

Figure 12: Completed Planters

Considering parking ramp reconstruction timing issues, the landscape improvement project may need to be installed in multiple phases, in multiple years. It is anticipated that the next phase could be installed in summer of 2013. This would primarily include the landscaping surrounding the middle parking ramp.

The following describes the improvements, by categories of work, in the areas as shown on the project master plan:

Repair Existing Streetscape Elements

- Paver Sidewalks: Replace approximately 35% of the existing sidewalk paver areas which have a high priority need of replacement, per the master plan. It should be noted that this feasibility report only considers the replacement of the pavers within the high priority replacement areas, as shown within the master plan.
- Paver Sidewalks: Provide concrete underslab drainage for all concrete paver areas (see attached detail)
- Street Trees: Replace approximately 15% of the existing street trees (see attached plant material list)
- Other Landscaping: Replace approximately 25% of the existing trees and all of the shrubs and perennials in the planting beds. Provide new planting design that includes a combination of shrubs and perennial plantings, for increased seasonal color and interest. *(See attached plant material list).*

Install New Streetscape Elements

- Irrigation System: Install an automatic underground irrigation system to all landscape areas within the district. This will require directional boring under sidewalks and driveways to access irrigated areas with electric valve wires and water supply piping. To provide for potential future audio systems, a conduit will be provided as a part of this directional boring work. *(see attached detail)*
- Seasonal Lighting: Install lighting assemblies for seasonal and possibly year-round interest. Three different design options were explored: 1) pole mounted fixtures, 2) garland and light strings between light poles, and 3) string lights between buildings. The preferred option is a combination of three above, which includes installing new dedicated poles on opposing sides of the street on 75 foot centers, on which strings of lights would be mounted spanning the roadway. The current proposed location is at West 50th Street only, which includes nine pairs of poles and light strings. The City of Edina has applied for funding of the seasonal lighting through the Edina Rotary. If successful, it will then be recommended that this improvement be added to the project.
- West 49-1/2 Street Medians: To facilitate traffic movements to and from the north parking ramp and the proposed reconstructed middle parking ramp, and to introduce additional streetscaping, additional medians are proposed. Street trees, shrubs, perennials and irrigation systems will be included within the curbed roadway medians.
- Miscellaneous: The existing granite-clad raised planters on the south side of the middle ramp will require removal, salvage and reinstallation due to ramp reconstruction work. It is anticipated that this work will be included within the ramp reconstruction project. Landscape and irrigation renovations are included within this feasibility study, however.

F. Project Costs:

The opinion of probable costs for the total project is $831,815, which includes a combined 30% contingency and soft cost factor.

G. Project Schedule:

A project start of early August 2012 is currently anticipated, with a partial completion by mid-October 2012. The remainder of the work will be completed after the Edina Art Fair, in the summer of 2013.

H. Attachments:

1. Opinion of Probable Costs
2. Landscape Materials List
3. Preliminary Design Details:
    - Pavement Drains
    - Street Tree Irrigation
4. District Streetscape Improvements Master Plan

50th and France District
Feasibility Study Streetscape Improvements

Opinion of Probable Costs

City of Edina

April 12, 2012

Kimley-Horn and Associates, Inc.

No		ITEM	UNIT	QTY	PRICE	TOTAL
		DIRECTIONAL BORING / CONDUITS				
1		4"- 4 1/2" diameter bore, pulled conduits: (1) 1-1/2" dia. PVC for irrigation piping; (2) 3/4" dia. Poly - (1) for Audio cable; (1) for Irrigation wire	LF	5,000	30	150,000
					Subtotal	**150,000**
		IRRIGATION SYSTEM				
2		Drip irrigation system, plumbing and electrical connections, and controller for irrigating all street trees, at grade and raised planters	LS	1	75,000	75,000
					Subtotal	**75,000**
		LANDSCAPE				
3		50th Street Raised Planters (work completed in 2010)	LS	1	25,783	25,783
4		49-1/2 Street Median Landscape and Irrigation	LS	1	20,000	20,000
5		Street Trees (assumes 15% of existing require replacement)	EA	10	500	5,000
6		Trees in Planters (assumes 25% of existing require replacement)	EA	8	500	4,000
7	*	Shrubs	EA	300	35	10,500
8	*	Perennials	EA	650	15	9,750
9	*	Groundcover	EA	575	15	8,625
10		Miscellaneous Removals, Mulch	LS	1	5,000	5,000
					Subtotal	**88,658**
		PAVERS & PAVER SLAB THROUGH-DRAINAGE				
11		4"X8" Concrete Paver, High Priority Replacement Area	SF	21,900	8	175,200
12		2" PCV, 2-3' long, filled with pea rock, @ 2' OC in paver areas (5,300' length / 2' interval = 2650)	EA	2,650	40	106,000
					Subtotal	**281,200**
		SEASONAL LIGHTING				
13		Seasonal Light Poles (50th Street only): pair on roadway at 75' OC = 9 pairs	EA	18	2,500	45,000
					Subtotal	**45,000**
					SUB TOTAL	639,858
					30% Soft Costs and Contingency	191,957
					TOTAL	**831,815**

* Assumes all planters (except 50th St. raised planters) shown on plan are replanted. Total area = 4,850 SF

50th and France Streetscape Improvements
Landscape Materials List

Trees

- Skyline Honeylocust
- Discovery Elm
- Common Hackberry
- Ivory Silk Lilac

Shrubs

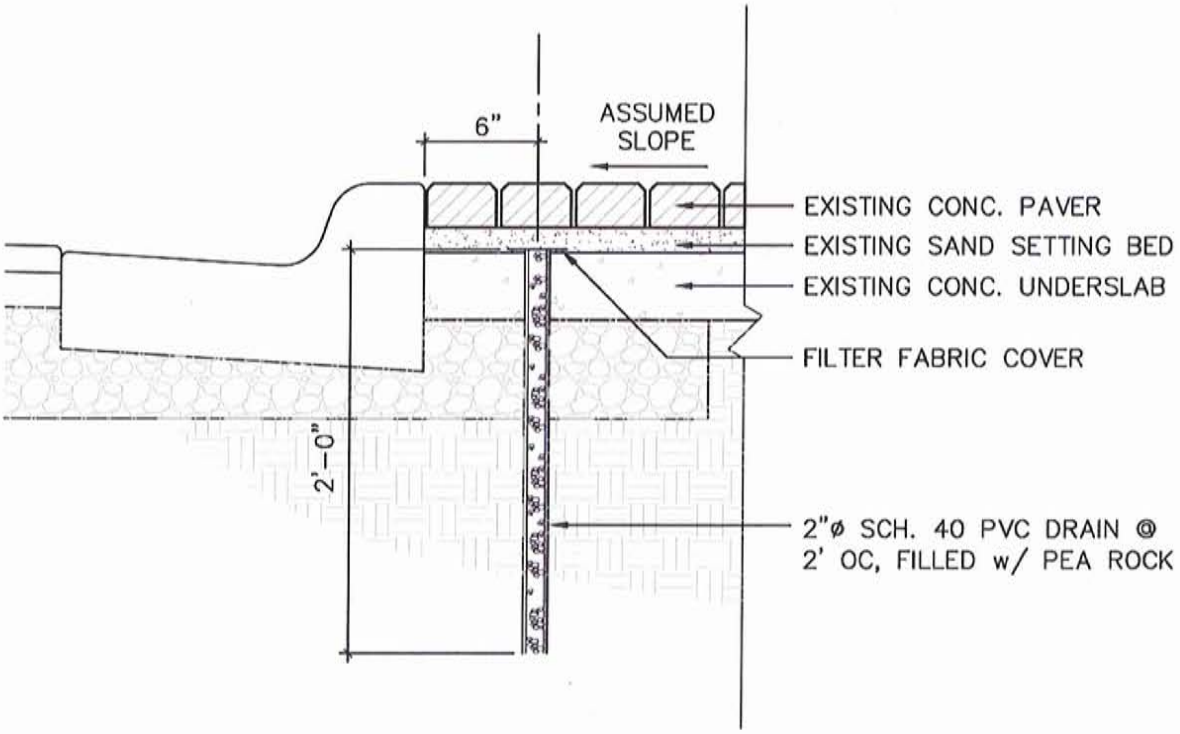
- Dwarf Korean Lilac
- Viburnum
- Yew
- Rose
- Fragrant Sumac
- Spirea

Perennials and Ornamental Grasses

- Daylily (mix) : Baja, Stella de Oro
- Black-Eyed Susan
- Purple Coneflower
- Aster
- Sedum
- Yarrow
- Lavender
- Feather Reed Grass
- Little Blue Stem
- Pachysandra
- Jolly Bee Geranium
- Hosta
- Little Bluestem
- Prairie Dropseed

Miscellaneous Landscape Materials

- Mulch – shredded hardwood
- Planter soil – Mn/DOT select topsoil borrow with amendments (compost and fertilizer)
- Weed control – Preen or equivalent pre-emergent (in lieu of weed barrier fabric)

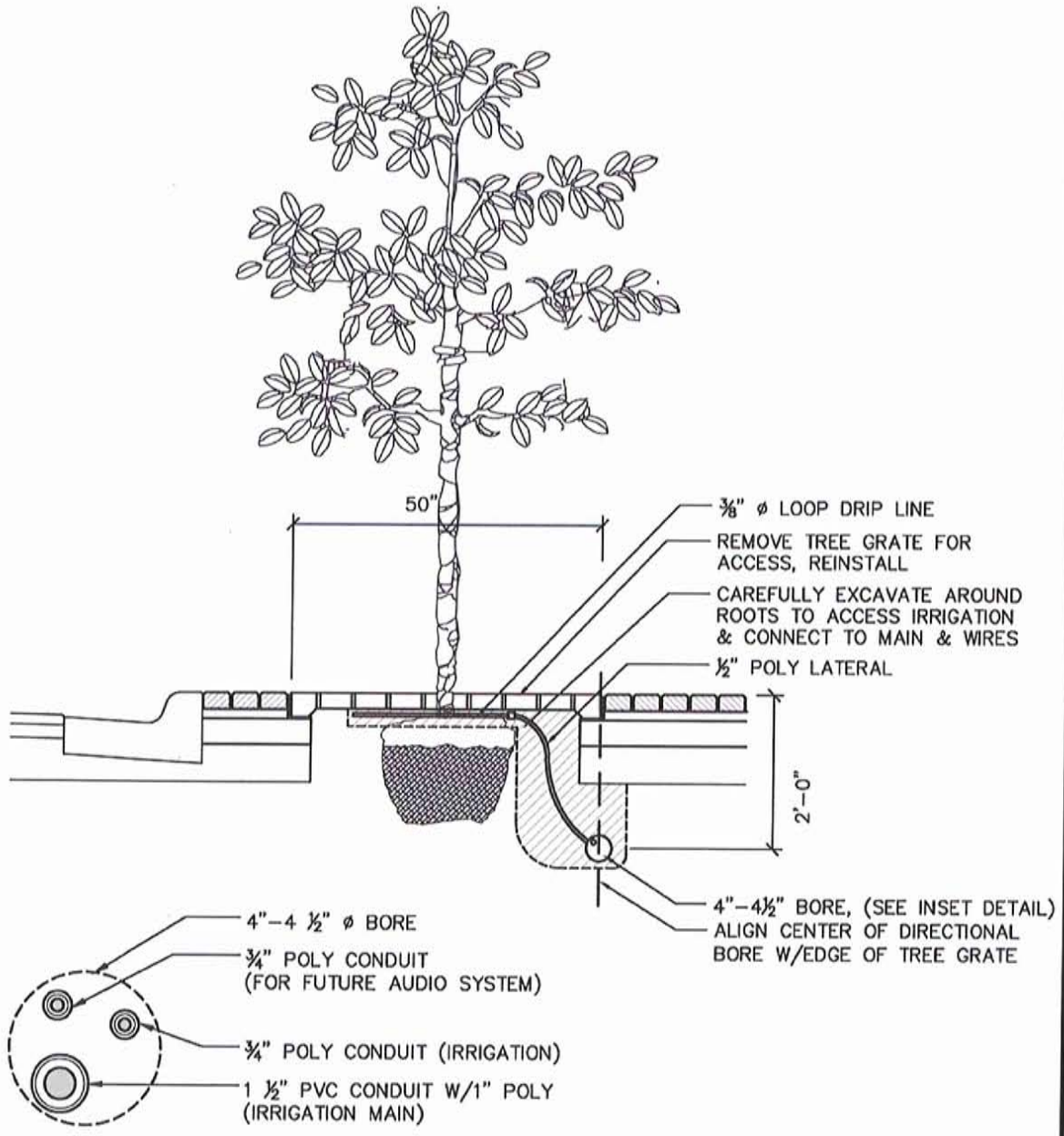


PAVEMENT DRAINS

(To Resolve Existing Concrete Underslab Drainage)

City of Edina
50th and France District Improvements
April 11, 2012

Kimley-Horn and Associates, Inc.



DIRECTIONAL BORING/CONDUIT
(INSET DETAIL)

STREET TREE IRRIGATION DETAIL

(At Existing Trees in Tree Grates)

City of Edina
50th and France District Improvements
April 11, 2012

Kimley-Horn and Associates, Inc.

APPENDIX D: Proposed Assessment Roll

50TH FRANCE BUSINESS DISTRICT
IMPROVEMENT NO. A242, P21, P22
PROPOSED ASSESSMENT ROLL

PID	NAME 1	NAME 2	PROP. ADD.	CITY	STATE	ZIP	PROP. NO	PROP_ADDRESS	GBA - SF	TOTAL ASSESSABLE SF	ASSESSMENT
18-028-24-14-0016	WILLIAM C KNAPP	WILLIAM C KNAPP ATTN: ACCTNG	4916 France	Edina,	MN	55434	4916	France	11,105	4,809	$161,715.39
18-028-24-14-0129	FRANK HOLDINGS LLC	FRANK HOLDINGS LLC	4936 France	Edina,	MN	55434	4936	France	18,557	18,557	$624,028.40
18-028-24-14-0020	FRANCE AVE PARTNERSHIPS	FRANCE AVE PARTNERSHIPS C/O K.C.S. MANAGEMENT CO.	4948 France	Edina,	MN	55434	4948	France	8,280	4,968	$167,062.19
18-028-24-14-0118	OMG PROPERTIES LLC	OMG PROPERTIES LLC	4930 France	Edina,	MN	55434	4930	France	4,199	3,274	$110,103.67
18-028-24-41-0055	FRANCE AT 50TH LLC	FRANCE AT 50TH LLC	5030/5034 France	Edina,	MN	55434	5030/5034	France	16,368	13,168	$442,808.96
18-028-24-41-0066	5036 FRANCE AVE S LTD. PTNRSP.	5036 FRANCE AVE S LTD. PTNRSP.	5036 France	Edina,	MN	55434	5036	France	6,835	6,835	$229,845.02
18-028-24-41-0383	5000 FRANCE COMPANY	5000 FRANCE COMPANY	5000 France	Edina,	MN	55434	5000	France	24,130	24,130	$811,435.32
18-028-24-41-0237	AMERICANA BANK OF EDINA	EXCEL BANK OF EDINA	5050 France	Edina,	MN	55434	5050	France	19,102	12,600	$423,695.00
18-028-24-14-0024	49.5 LLC	49.5 LLC C/O JOHN GROSS	3918 W 49 1/2	Edina,	MN	55434	3918	W 49 1/2	5,307	3,707	$124,657.72
18-028-24-14-0026	3930 BUILDING LLC	3930 BUILDING LLC c/o JAMES W. NELSON	3930 W 49 1/2	Edina,	MN	55434	3930	W 49 1/2	15,800	13,400	$450,610.58
18-028-24-14-0035	SOON YONG PARK/JUNG JA PARK	SOON YONG PARK/JUNG JA PARK	3944 W 49 1/2	Edina,	MN	55434	3944	W 49 1/2	5,061	1,855	$62,392.75
18-028-24-14-0108	1905 PARTNERSHIP LLP	1905 PARTNERSHIP LLP C/O KLEINMAN REALTY CO	3948 W 49 1/2	Edina,	MN	55434	3948	W 49 1/2	12,084	2,450	$82,401.21
18-028-24-14-0021	FRANCE AVE PARTNERSHIP	FRANCE AVE PROPERTIES c/o K.C.S. MANAGEMENT CO.	3902 W 50th	Edina,	MN	55434	3902	W 50th	13,614	13,614	$457,806.90
18-028-24-14-0022	EDINA PROPERTIES INC	EDINA PROPERTIES INC	3906 W 50th	Edina,	MN	55434	3906	W 50th	31,680	28,480	$957,715.62
18-028-24-14-0046	FIRST BUILDING CORP.	FIRST BUILDING CORP. c/o US BANK N.A.	4100 W 50th	Edina,	MN	55434	4100	W 50th	44,776	19,176	$644,843.91
18-028-24-14-0121	JSG COMPANY LLP	JSG COMPANY LLP	3924 W 50th	Edina,	MN	55434	3924	W 50th	12,960	12,960	$435,814.41
18-028-24-14-0122	PROPERTY ADMINISTRATION CO.	PROPERTY ADMINISTRATION CO.	3922 W 50th	Edina,	MN	55434	3922	W 50th	12,862	12,862	$432,518.90
18-028-24-14-0126	L.A. REAL ESTATE GROUP ETAL	L.A. REAL ESTATE GROUP ETAL	3930 W 50th	Edina,	MN	55434	3930	W 50th	80,330	59,527	$2,001,746.70
18-028-24-41-0049	EDINA PROPERTIES INC	EDINA PROPERTIES INC	3917 W 50th	Edina,	MN	55434	3917	W 50th	31,260	22,924	$770,880.37
18-028-24-41-0052	JSG COMPANY LLP	JSG COMPANY LLP	3911 W 50th	Edina,	MN	55434	3911	W 50th	27,290	27,290	$917,698.71
18-028-24-41-0178	LUND REAL ESTATE HOLDINGS LLC	LUND REAL ESTATE HOLDINGS LLC	3945 W 50th	Edina,	MN	55434	3945	W 50th	28,026	14,226	$478,387.02
18-028-24-41-0181	CITY OF EDINA	CITY OF EDINA	3939 W 50th	Edina,	MN	55434	3939	W 50th	8,572	5,143	$172,953.76
18-028-24-41-0182	A K LARSON FAMILY LLC	A K LARSON FAMILY LLC	3939 W 50th	Edina,	MN	55434	3939	W 50th	39,242	29,997	$1,008,735.50
Note:	This proposed assessment roll does not include the interest to borrow money								Assessable Units:	355,953	$11,969,858.01
	during the construction phase and any other financing costs.								Cost:	$ 11,969,858.00	
									Assessable Cost:	$ 33.6277	

FEASIBILITY STUDY
50th & France
Parking Structures and Streetscape Improvements
Improvement No. A-242, P-21, P-22

APPENDIX E: March 22, 2012 Neighborhood Meeting Comments

50th and France Parking Ramp and Landscape Improvements
Public Open House Questions and Comments Summary

March 22, 2012

1. How many stalls are proposed to be added to each of two ramps?

2. Can parking stalls be added to the south ramp within expanding/projecting so far to the south into the existing landscaped areas? There were concerns about the expansion being close to the residences without landscape a buffer/screen.

3. Concern was expressed about the south ramp expansion, specifically additional parking spaces and more vehicles on 51st Street which will increase traffic. Has increased traffic been studied?

4. Concern was also expressed about increased traffic accessing ramp and pedestrian safety at crossings at Halifax and France.

5. Concerns about the proposed parking ramp count/signing systems, and that this will bring more vehicles when people see available spaces on the signs, and this system may not be a viable solution.

6. Why haven't the Lanterns residents been more involved in the planning and design phase of the project? It seems that business owners have been consulted more. This is only more apparent given the graphics prepared for this open house did not show the Lantern's driveway.

7. Removing landscaping on the south ramp by adding building and more concrete for ramp expansion is not sensitive – there is a lack of sensitivity to 'environmental concerns', which is opposite of what this resident has heard at City Council meetings on other projects.

8. Safety needs to be the top priority.

9. Has there been a study on the middle ramp west access? Vehicle waiting and access would be in conflict with pedestrians – a safety concern.

10. Has there been a consideration for putting a roof over south ramp? This would eliminate the need to move snow – heavy equipment in the early morning hours is disturbing to adjacent residents.

11. Has there been a consideration for expanding the middle ramp to the west to fully or partially cover the surface (Clancy) lot?

12. Is there a code for building height limitations for parking ramps and other buildings in this district?

APPENDIX F: Public Hearing Notices and Certificate of Mailings

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

CERTIFICATE OF MAILING NOTICE

I, the undersigned, being the duly qualified acting City Clerk of the City of Edina, Minnesota, hereby certify that on the following date **April 5, 2012,** acting on behalf of said City, I deposited in the United States mail copies of the attached **Notice of Public Hearing for 50th & France Parking Structures and Streetscape Improvements, Improvement Nos. A-242, P-21 & P-22** (Exhibit A), enclosed in sealed envelopes, with postage thereon duly prepaid, addressed to the persons at the addresses as shown on the mailing list (Exhibit B), attached to the original hereof, which list is on file in my office, said persons being those appearing on the records of the County Auditor as owners of the property listed opposite their respective names, as of a date **11 days** prior to the date of the hearing; and that I also sent said notice to the following corporations at the indicated addresses whose property is exempt from taxation and is therefore not carried on the records of said County Auditor.

NAME ADDRESS

WITNESS my hand and the seal of said City this 5th day of April, 2012.

Edina City Clerk

April 5, 2012

NOTICE OF PUBLIC HEARING
PROPOSED IMPROVEMENT NOS. A-242, P-21 & P-22
50TH & FRANCE PARKING STRUCTURES AND
STREETSCAPE IMPROVEMENTS

The Edina City Council will meet at Edina City Hall, on Tuesday, April 17, 2012, at 7:00 p.m., to consider the public hearing for 50th & France Parking Structures and Streetscape Improvements. This hearing is being conducted under the authority granted by Minnesota Statutes, Chapter 429.

This hearing has been called as a recommendation from staff. The proposed project construction would begin summer of 2012 and be completed by late summer of 2013 with the anticipated final assessment hearing occurring in the fall of 2014. The estimated project cost is $12 million. The cost of the project will be funded by special assessment. The estimated cost per property is $33.628 per square foot. The assessments can be divided over a ten-year period with interest accumulating on the unpaid balance.

The area proposed to be assessed the cost of the proposed improvement includes the following:

4916 to 5050 France Avenue; 3918 to 3948 W. 49th ½ Street;
3902 to 4100 W. 50th Street

Your receipt of this notice is an indication that property whose ownership is listed to you is among those properties which are considered to be benefited by the improvement.

The City Council can authorize the proposed project immediately upon the close of the hearing.

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

50th & France

18-028-24-14-0016
WILLIAM C KNAPP
ATTN: ACCTNG
4949 WESTOWN PARKWAY #200
WEST DES MOINES, IA 50266

18-028-24-14-0129
FRANK HOLDINGS LLC
5223 EDINA INDUSTRIAL BLVD
EDINA, MN 55439

18-028-24-14-0020
FRANCE AVE PARTNERSHIPS
C/O K.C.S. MANAGEMENT CO.
8100 12TH AVE S #200
BLOOMINGTON, MN 55425

18-028-24-14-0118
OMG PROPERTIES LLC
4930 FRANCE AVE S
EDINA, MN 55410

18-028-24-41-0055
FRANCE AT 50TH LLC
7800 METRO PKWY, STE. 300
BLOOMINGTON, MN 55425

18-028-24-41-0066
5036 FRANCE AVE S LTD. PTNRSP.
5036 FRANCE AVE S
EDINA, MN 55410

18-028-24-41-0383
5000 FRANCE COMPANY
5850 OPUS PARKWAY, SUITE 108
MINNETONKA, MN 55343

18-028-24-41-0237
AMERICANA BANK OF EDINA
EXCEL BANK OF EDINA
P.O. BOX 1509
MINNEAPOLIS, MN 55480

18-028-24-14-0024
49.5 LLC
C/O JOHN GROSS
4520 ARDEN AVE
EDINA, MN 55424

18-028-24-14-0026
3930 BUILDING LLC
c/o JAMES W. NELSON
7790 LOCHMERE TERR
EDINA, MN 55439

18-028-24-14-0035
SOON YONG PARK/JUNG JA PARK
5275 GRANDVIEW SQ. #3308
EDINA, MN 55436

18-028-24-14-0108
1905 PARTNERSHIP LLP
C/O KLEINMAN REALTY CO
5301 EAST RIVER RD, #101
MINNEAPOLIS, MN 55421

18-028-24-14-0021
FRANCE AVE PROPERTIES
c/o K.C.S. MANAGEMENT CO.
8100 12TH AVE S #200
BLOOMINGTON, MN 55425

18-028-24-14-0022
EDINA PROPERTIES INC
4100 50TH ST W, #2100
EDINA, MN 55424

18-028-24-14-0046
FIRST BUILDING CORP.
C/o US BANK N.A.
2800 E. LAKE ST.
MINNEAPOLIS, MN 55406

18-028-24-14-0121
JSG COMPANY LLP
5850 OPUS PARKWAY, SUITE 108
MINNETONKA, MN 55343

18-028-24-14-0122
PROPERTY ADMINISTRATION CO.
3922 50TH ST W
EDINA, MN 55424

18-028-24-14-0126
L.A. REAL ESTATE GROUP ETAL
4100 50TH ST W, #2100
EDINA, MN 55424

18-028-24-41-0049
EDINA PROPERTIES INC
4100 50TH ST W, #2100
EDINA, MN 55424

18-028-24-41-0052
JSG COMPANY LLP
5850 OPUS PARKWAY, SUITE 108
MINNETONKA, MN 55343

18-028-24-41-0178
LUND REAL ESTATE HOLDINGS LLC
4100 50TH ST W #2100
EDINA, MN 55424

18-028-24-41-0181
CITY OF EDINA
4801 50TH ST W
EDINA, MN 55424

18-028-24-41-0182
A K LARSON FAMILY LLC
3939 50TH ST W #200
EDINA, MN 55424