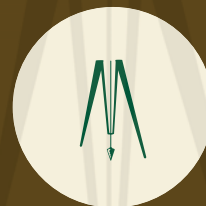




REDEFINING WACONIA

CITY OF WACONIA, MN DOWNTOWN MASTER PLAN

Submitted to
CITY OF WACONIA, MN



April 2014

ACKNOWLEDGEMENTS

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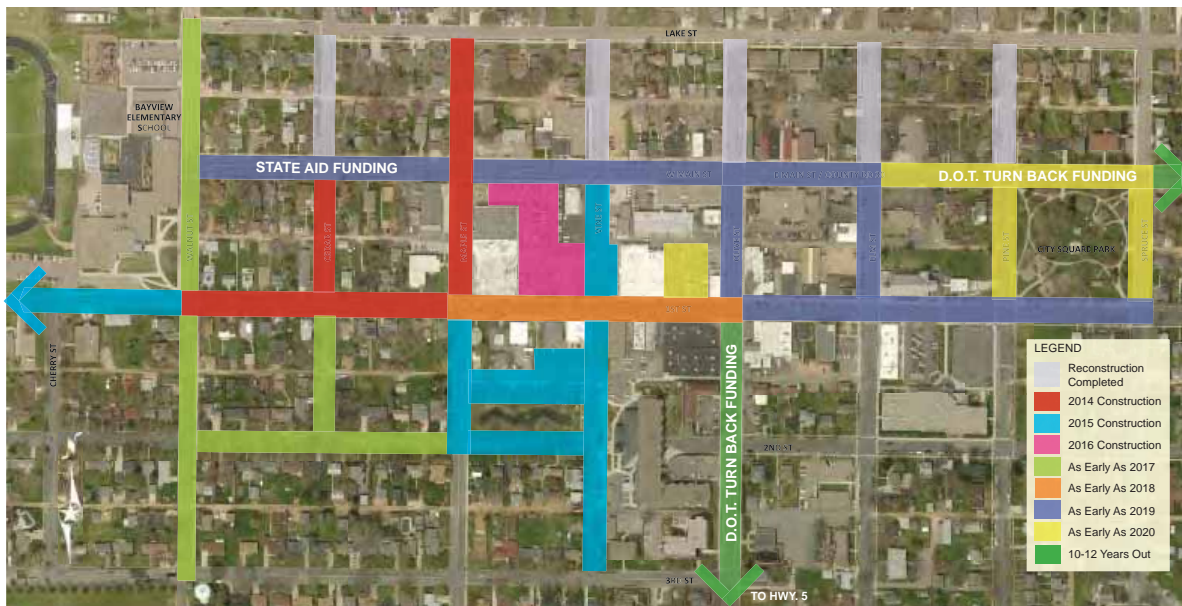
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CONCEPTUAL PLANNING PROCESS

SECTION 1: Project Overview & History

The existing infrastructure for the downtown core of Waconia is reaching the end of its design life. Rather than having a piecemeal approach to the needed improvements, the City set forth to develop a plan that addresses the physical and economic revitalization of the downtown at the same time improvements are made to the infrastructure. The City has recently begun the removal and replacement of its existing street and utility infrastructure in certain places within downtown, with the majority of the work scheduled to occur between 2014 and 2020.



In early 2013 a task force was created with the purpose to develop an overall plan or sense of complete design for downtown Waconia. Working with city staff and designers, the task force established the following primary objectives for the master planning process:

- Improve and increase parking opportunities in critical areas of the downtown core
- Develop a unique identity for downtown Waconia through the creation of signage (wayfinding, monument/entry, branding), streetscape treatments, and site amenities
- Create a more pedestrian friendly experience in the downtown core through streetscape improvements and the inclusion of site amenities
- Re-establish Lake Waconia as a public destination accessible from the downtown core

The City of Waconia initiated a conceptual streetscape design process with a Request for Proposals in July 2012. Prior to this master planning effort, no document existed to guide the development of downtown, aside from existing zoning guidelines specific to the downtown commercial district. These guidelines however, are largely limited to addressing private property development, not public improvements. Working with the task force and city staff, Bolton & Menk began to develop a streetscape master plan for the downtown, which will include an overall scope of work, conceptual design ideas, and planning level cost estimates for the proposed work.



Project Location

SECTION 2: Project Area + Existing Conditions

Project Area

The scope of the Waconia Downtown Master Plan project focuses on the downtown core (loosely defined by Lake Street to the north, Spruce Street to the east, 2nd Street to the south, and Maple Street to the west), as well as potential connections to Highway 5 and Lake Waconia. The downtown core is home to a number of specialty shops, restaurants, and bars, which most patrons access by car. Approximately four blocks of residential development separate downtown Waconia from Highway 5. The downtown is also in close proximity to Lake Waconia, however it does not have a direct physical connection to the lake.

Existing Conditions

Currently, Waconia's downtown core caters primarily to vehicular traffic, with little focus on pedestrian movement and connectivity to the surrounding neighborhoods. The overall goal of this approach is to provide convenient parking directly adjacent to businesses, and smooth flowing wide travel lanes, while limiting sidewalk travel & gathering space for pedestrians.

While vehicular traffic is the primary means of transportation, pedestrian traffic is still important in the downtown, especially in summer months. The infrastructure downtown in some instances limit the experience of a pedestrian attempting to explore the environment on foot. Narrow sidewalk and limited visibility at intersections make car/pedestrian encounters frequent, and do not provide a safety buffer that makes a pedestrian feel secure in their surroundings. Additionally, it has been reported that vehicles often do not come to full stops at stop signs or ignore signage all together, leading to potential problems for pedestrians.

Aesthetically, downtown Waconia has the charming feel of a quaint town with a mix of architectural styles. It's close proximity and views to the lake give it a character unique from other communities. Right-of-way in the downtown is 80' on Main Street and 66' on the remaining streets as measured from building face to building face. The streets provide wide travel lanes (~16'), and many include angled parking on one side, and parallel parking on the other. Sidewalks are limited to less than 9' wide for the majority of the downtown. Street trees and other green treatments are largely absent, and when present, inconsistent. Amenities including seating, trash receptacles, and bike racks are also largely absent.

Lake Waconia and its proximity to downtown is a major asset for the community, but the connections between the two are currently underutilized. Public access to the lake is limited, due in part to roadway right-of-ways adjacent to the lake having been vacated by the city in the past. Currently, the only locations for public access in the downtown area include a fishing pier at Cedar Point Park, and a boat launch on N. Oak Street.



Project Area Enlargement

SECTION 3: Site Analysis

Right-of-Way Constraints

Public right-of-way on the majority of streets downtown is 66', and in many instances, spans from building face to building face. This is a narrow right-of-way to support the vehicular traffic in downtown, parking for shoppers, and the amenities for pedestrian and commercial interests. Main Street is the only street in downtown that has a significantly wider right-of-way width at 80'. Along many of the streets, the limited right of way width and desire to maintain angled parking have hampered the ability to provide additional pedestrian space or space for amenities such as benches, street trees, or bike parking.

Sidewalk Conditions

Sidewalk condition in downtown Waconia varies from excellent to poor depending on age, condition, and amount of use. In many areas the concrete sidewalks include a single band of pavers running from the curb to the storefront, which have become uneven and shifted over time. These pavers, along with cracked concrete have become hazards for tripping, as well as impediments to snow removal. Sidewalk width in downtown is limited to less than 9', which presents vehicular/pedestrian visibility issues at some intersections.

Parking Conditions

Parking in downtown Waconia is at a premium in certain locations. Prior to the start of the master planning process, the city had begun striping on-street parking stalls within the downtown core, to help in alleviating some of the parking demand issues. This striping effort increased on-street parking capacity by up to 15% over previous parking counts. Striping has continued and will be completed on remaining downtown streets in the near future. Currently, the City has limited term on-street parking guidelines (90 minute parking) in place within certain locations downtown, but no enforcement takes place. One of the primary concerns of business owners in the downtown core is the availability of on-street parking in front of their businesses, or off-street parking within close proximity. Several community members have expressed concern with the use of valuable on-street parking in front of businesses by store employees, forcing potential customers to park elsewhere and walk. While public parking lots are available and scattered throughout downtown, they can be challenging for potential users to find due to a lack of signage pointing out their locations, and difficult to identify as lots open to public use.

Street + Pedestrian Lighting

Street lighting in downtown Waconia is comprised of acorn style lighting mounted on 20' fiberglass poles that utilize high pressure sodium (HPS) bulbs, resulting in a yellowish hue. In several places, including Vine street in front of City Hall, HPS bulbs have been replaced by more efficient light emitting diode (LED) bulbs that provide more realistic colors, require less maintenance, and do not emit UV light that attracts insects and other bugs.

Impervious Surfaces

Currently, downtown Waconia is dominated by impervious surfacing (asphalt and concrete as well as building roofs). Buildings and infrastructure needs do not provide a lot of opportunities for landscaping, which can play an important part both aesthetically, and functionally in the form of stormwater treatment prior to water entering the sewer system.

Site Furnishings + Pedestrian Amenities

With little green space within the project area, there is an overall lack of site furnishings and pedestrian amenities in downtown Waconia.

SECTION 4: Planning Process Overview & Summary

The conceptual design process was guided from start to finish by a task force representing the business owners, property owners, residents, and neighborhood groups of the City of Waconia. Conceptual design was guided by task force input. Public input was also sought throughout the project and at particular stages to serve as a check for downtown stakeholders and to refine design concepts as they were being developed. The following timeline illustrates the conceptual planning and design process used during development of this project.



Task Force

In addition to the design team, a task force was formed for this project and consisted of leadership from various departments in the City of Waconia. This group met seven times during the planning process to provide leadership and guide decision making.

The following goals were identified by the task force as top priorities for the streetscape planning process:

- Improve/increase downtown parking supply
- Develop downtown branding, identity, and wayfinding
- Streetscape improvements and amenities

Downtown Task Force Meeting #1

February 28th, 2013

The initial meeting with the task force was held in the Council Chambers at Waconia City Hall. It allowed time for members of the planning team and City staff to get acquainted with members of the downtown task force. It also opened channels of communication for future correspondence. Several key questions were discussed in order to gauge the importance of particular elements within the downtown core, and issues that could potentially be addressed through the course of the master planning project. These questions included:

- What elements showcase Waconia's downtown?
- What are the 'sacred cows' of downtown?
- What don't you like about downtown Waconia?
- What special events take place in downtown?
- What other parts of the community should be linked to downtown?
- What would you like to see in downtown Waconia?
- Other general comments/thoughts/ideas about downtown Waconia

Public Open House Meeting #1

April 2nd, 2013

An open house was held in the Council Chambers at Waconia City Hall to begin a dialogue with interested residents, business owners, and property owners in downtown Waconia and throughout the community. The primary intent of this meeting was to gather additional information regarding the questions introduced at the first task force meeting. After gathering the data, a chart was developed that identified a cost/benefit ratio for each of the proposed downtown improvements. This helped in determining where efforts should be focused to maximize benefits to the downtown, while minimizing the overall project costs associated with the improvements.

Downtown Task Force Meeting #2

April 23rd, 2013

The second meeting of the downtown task force provided an opportunity for the design team to present initial analysis and concepts for the future revitalization of downtown Waconia. Using data gathered from the previous meeting, concepts focused on those items that maximized the benefit/cost ratio. This meeting also provided an opportunity for City staff to give a brief introduction to economic development opportunities within the city and county, and programs that are available to property owners to assist in offsetting some of the cost incurred during revitalization projects.

Downtown Task Force Meeting #3

May 30th, 2013

The task force met at the end of May to review and continue discussion on initial design concepts including downtown parking issues, potential changes in roadway configurations, entry/monument signage, and wayfinding signage. While

the task force liked the design of the brick monument columns, there was some desire to explore an archway concept that would span the roadway. Two wayfinding signage families were presented, and there was a general consensus that signage family two was the most appealing.

Public Open House Meeting #2

June 12th, 2013

The second open house meeting was the first opportunity for the general public to see the conceptual design ideas that had been developed up to this point in the process. Discussion focused largely around downtown parking issues, greening downtown through the use of bump-outs and street trees, and the design and placement of monument/wayfinding signage. A decision was made that design work would be put on hold for the summer, allowing for concepts developed up to this point to be presented at events including the Carver County Fair and Nickle Dickle Days in order to solicit additional input from the general public.

Downtown Task Force Meeting #4

October 10th, 2013

During its fourth meeting, the task force was able to finalize the design of the monument style signage for downtown Waconia, as well as approve the design of the wayfinding signage package that was discussed at the previous task force meeting. The group also discussed potential locations for additional parking lots adjacent to 1st Street in the southeast corner of downtown, where it was determined that parking is an issue. Several potential lot locations were identified on Elm and Second Streets. These areas were analyzed and cost estimates prepared for the next meeting.

Downtown Task Force Meeting #5

November 21st, 2013

The fifth task force meeting focused on several topics including potential locations and designs for downtown entry monument signage, wayfinding signage, and downtown parking. The majority of the group felt that Olive Street and Main Street adjacent to Highway 5 were the ideal locations for entry monument locations, however, there was still a question about which type of sign (monument or archway) would be the most suitable. It was decided that the gravel lot on the northwest corner of the 1st Street/ Elm Street intersection would be the ideal location for an additional public parking lot in downtown to alleviate parking shortages along 1st Street. The idea of a downtown business council that would handle maintenance and funding associated with things like landscaping, snow removal, and implementing/maintaining wayfinding signage was also discussed.

Downtown Task Force Meeting #6

January 29th, 2014

The sixth task force meeting offered a chance for city staff, the design team, and task force members to discuss some of the economic development programs available in Waconia that could offer financial assistance to those interested in improving properties. These programs include a revolving loan program, Tax Increment Financing, and Tax abatement. The group also reviewed gateway signage locations and styles for the Main Street/Olive Street & Highway 5 intersections. Additionally, locations were determined for parking and wayfinding signage, noting that less is more, and that we do not want to clutter the downtown with excess signage. There was also discussion on styles of site amenities including benches, litter receptacles, planters, bike racks, and potential opportunities to incorporate branding and city identity into these elements. Lastly, the group looked at cost estimates for the various portions of the project including roadway reconstruction (bump-outs and site amenities), land acquisition and development of an additional parking lot, and wayfinding and monument signage.

DESIGN RECOMMENDATIONS

SECTION 1: Project Goals

The main goals for the project were discussed and agreed upon at the initial meeting with the planning team, City, and downtown Waconia Task Force. These goals include the following:

Improve/Increase Downtown Parking Supply

A goal that the task force hoped to accomplish through the process was to identify more areas within the downtown core that could serve as future parking lot locations, as parking demands continue to outgrow the existing parking stock. One of the primary areas of concern is the southeast corner of downtown, near the intersection of Olive Street & 1st Street. This area hosts a large concentration of walk in restaurants and businesses, but have a limited supply of parking stock. Currently, potential parking lot locations are hampered by the limited supply of vacant land in the downtown vicinity. With potential parking locations identified, the City should actively purchase key properties as they become available to accommodate this parking lot construction in the future. In addition to capturing more off-street public parking, the committee recommended to continue striping the on-street parking in the downtown to promote more efficient parking. This resulted in an almost 15% increase in on-street parking areas when it was striped. Parking enforcement was also discussed including a review of existing on-street enforcement and policies. Finally, wayfinding for existing and proposed parking was identified as being deficient. As part of the wayfinding portion of the project, parking signage in accordance with the approved signage family was identified.

Develop Downtown Branding, Identity, and Wayfinding

One of the main objectives in establishing the task force was to develop a plan for improving the overall identity of downtown Waconia. Like many other communities, the lack of gateway features and branding materials has limited the ability of downtown to attract outside visitors. As part of this project, the task force hoped to have a better grasp of potential branding opportunities including major and minor gateway features, and wayfinding signage for use by visitors and residents in locating parking and local businesses and institutions. Throughout the design process there was a request that the materials used in development of these features compliment the existing character of the downtown Waconia, and relate to its waterfront/nautical theme. A signage family was developed for vehicular and pedestrian traffic to be used in the downtown area as well as outlying points that can lead people to the downtown district.

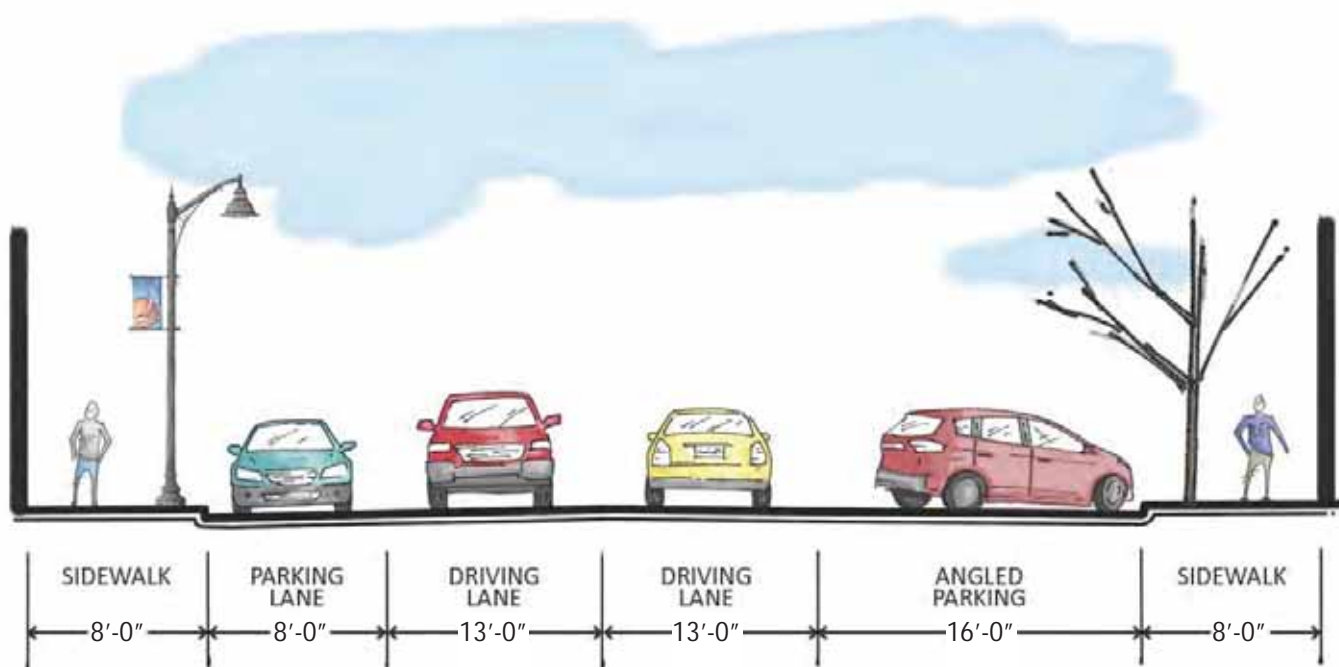
Streetscape Improvements and Amenities

Existing infrastructure in downtown Waconia largely caters to vehicular traffic, with pedestrian traffic taking on a secondary importance. Future streetscape improvements will aim to increase the prominence of pedestrian traffic in the downtown, while also maintaining vehicular traffic as the primary means of transit for those accessing businesses and destinations downtown. In order to better accommodate this pedestrian traffic, future street improvements will incorporate bump-outs at intersections, additional landscaping for aesthetic and stormwater benefits, and the addition of pedestrian amenities including benches, litter receptacles, and bike racks. When possible, these furnishings should be consistent with the style of benches currently being implemented in the community, and should be made of durable materials.

SECTION 2: Parking, Traffic, & Utilities Analysis

Street & Sidewalk Widths

The majority of streets in the downtown core are contained within a 66' right-of-way that spans from building face to building face. This right-of-way typically includes 8' wide sidewalks, 16' angled parking stalls on one side, 8' parallel parking stalls on the other side, and two 13' travel lanes. In some instances, on street parking is limited to parallel parking on both sides of the road. In these cases, the extra right-of-way space is absorbed by the travel lanes, which expand to 17'. Main Street is the only road in downtown that has an 80' right-of-way width. This additional space provides opportunities for additional streetscape treatments along this corridor. Currently, the right of way is comprised of 9' sidewalks on both sides, 16' angled parking on one side, 8' parallel parking on the other side, and 19' wide travel lanes. While the additional space created by narrowing travel lanes may allow for additional amenities, parking is still the highest priority in the downtown.



Typical Existing Downtown Roadway Layout (66'-0" R.O.W.)

Bumpouts & Traffic Calming

At critical intersections within the downtown core, bump-outs could be implemented that would aid in improving pedestrian safety, as well as traffic calming. Bump-outs (also referred to as curb extensions, bulb-outs, or neck-downs) narrow the street by extending the curb line out and increasing the sidewalk area available for pedestrian amenities, temporary snow storage, or landscape treatments. The primary function of a bump-out is pedestrian safety, which is achieved by reducing crosswalk distances. This in turn reduces the amount of time it takes a pedestrian to traverse the roadway, and limits the possible time for pedestrian/vehicle interactions. Visibility for both pedestrians and drivers are also improved when bump-outs are implemented. There are several concerns that people typically associate with bump-outs. The first concern is the potential loss of parking stalls near intersections. However, typical DOT guidelines

require a minimum 20' buffer from crosswalks in which parking is not allowed. When designed with these guidelines in mind, no additional parking is lost in these spaces. The second concern is that the turning radius at intersections is compromised when bump-outs are installed. During the design process, steps are taken to ensure that turning radii are large enough to accommodate all levels of vehicular traffic including emergency vehicles and tractor trailers that make required deliveries in the area. The last concern is that of cost. On average, the cost of constructing bump-outs is very similar, if not slightly less, than the cost of an asphalt roadway replacement.

Utility Replacement

The driving force behind the streetscape work contained in this master plan document is the impending replacement of underground utilities within the downtown core. Current utilities including storm sewer and water that are in place are nearing the end of their life cycles. As these utilities deteriorate, replacement becomes more of a priority. In order to maximize benefits while minimizing overall costs, it is beneficial to tie streetscape improvement and utility replacement work into one larger project. However, not all replacements will occur at once. Based on current information, phasing of the project will occur over a period of time ranging from 2014 to 2020.

SECTION 3: Recommended Design Concept

The recommended design concept for Waconia's downtown is comprised of numerous elements. All of these elements, large and small, are vital aspects of a comprehensive system aimed at improving the experience of every person who interacts with this corridor. Streetscape enhancements that are addressed as part of this report include:

- Decorative/Accent Paving
- Benches
- Bike Racks
- Litter Receptacles
- Public Art
- Landscaping Material
- Street Lighting
- Wayfinding & Branding Signage
- Gateway & Identity Features
- Lake Access
- Downtown Parking

These components have been described in terms of character; material, color and finish, and size. Though areas beyond the City right-of-way have been addressed as part of this study, it should be noted that improvements to these areas are beyond the scope of this project and will need to be addressed by each individual property owner accordingly.

Decorative/Accent Paving



Roadway: Concrete

- Total reconstruction of roadways



Parking Lot surfacing: Asphalt

- Mill and overlay parking lots



Sidewalks: Portland Cement Concrete with tooled joints

- Form and pour portland cement concrete sidewalks and paver banding. Provide tool joints and light broom finish for final surface finish.

Sidewalk Accents & Plazas: Colored Concrete

- Provide contrasting color concrete patterns for sidewalk accents along roadways and at intersections, as well as in public gathering spaces.
- Colored concrete provides an additional decorative feature for visual interest while also putting a strong importance on easy maintenance.
- Integral color & colors that resist fading over time
- Colors that compliment the existing downtown architecture

Benches

A wide range of styles and materials are available for outdoor seating.

Input received during public meetings was mixed. Though most business owners, residents, and patrons would like to see benches and seating included in the project, they were also concerned about vandalism, litter, and loitering. Of the bench styles and materials shown during the public involvement process, most indicated that they would prefer a simple design made of durable material.

- Pilot Rock: Oak Knoll - Color: Black
- Landscape Forms/DuMor: Plainwell - Color: Black



Bike Racks

Bike racks come in a variety of shapes, styles, and sizes. Discussions during public meetings centered around durable materials and simple shapes. Bike racks were also discussed as a possible medium for public art.

- Custom 'Art' Bike Rack- Color: Black
- Forms and Surfaces: Trio - Color: Black





Litter Receptacles

A wide range of styles and materials are available for litter receptacles.

Input received during public meetings was mixed. Though most business owners, residents, and patrons would like to see litter receptacles included in the project, they were also concerned about vandalism and litter. Maintenance and ownership of site furniture was also discussed. Overall, comments indicated that a litter receptacle with a simple design and durable material would be preferred.

- Landscape Forms: Plainwell - Color: Black
- Pilot Rock: Streetscape - Color: Black

Public Art

Public art can take many forms. Media can range from installations on fencing, custom site furniture, paving, rooftop designs, and even stand-alone sculpture. Temporary art is another avenue that may be explored downtown. A couple examples of public art are included to the left. These examples highlight how public art may be incorporated into the streetscape in intersection bump-outs, as well as how the art may function as both art and a play structure. While the inclusion of public art in proposed streetscape designs was discussed, no public art concepts were reviewed by the task force during the master planning process. The installation of public art would be a process that would engage a broader spectrum of the community, and utilize the skills of local artists. Any artwork that is incorporated into the downtown should be sustainable with minimal maintenance. Works such as murals that are easily worn, shall adhere to city code requirements.

Landscaping Material

Currently, road configurations and limited right of way width within the downtown core limit opportunities for the placement of trees and landscaping beds, leading to an inconsistent and non-uniform look and feel. While most streets downtown may be too narrow to include trees, Main Street, with its wider right-of-way could be designed to accommodate street trees, and stormwater tree grates. Being one of the major gateways into downtown, the trees could offer additional benefits of softening the Main Street corridor, and creating a separation between vehicular and pedestrian traffic. Considerations will need to be given to select a tree species that will maximize environmental and aesthetic benefits while minimizing issues with screening, bird roosting, and leaf litter. As street reconstruction occurs, traditional intersections will be replaced with bump-outs that house in-ground landscaping beds and/or above grade planters planted with hardy-low maintenance perennials. These planters will provide seasonal color and interest, and treat stormwater before it enters the storm sewer system and is released into Lake Waconia.



Street & Pedestrian Lighting

Street lighting capable of providing adequate light levels to ensure the safety of both vehicles and pedestrians will be an important part of this project. Energy conservation is also one of the key elements to be considered when selecting fixtures. LED (light emitting diodes) fixtures are strongly recommended for their long life and even light distribution capabilities. A recommendation of the Master Plan is to utilize LED bulbs as streetlight replacement occurs, which will allow for consistent light levels across both the roadway and pedestrian spaces, while also reducing light trespass to adjacent businesses. While current lighting in downtown Waconia is provided by Xcel Energy, future lighting could be supplied, owned, and maintained (whether by staff or contract) by the City.





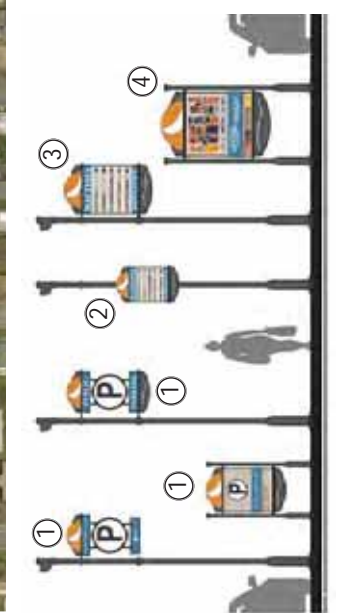
Wayfinding & Signage

One of the best ways to improve the pedestrian experience downtown is to provide signage that helps the user navigate the area, and find landmarks, shops, or other locations. The wayfinding signage package recommended by the task force does just this. General wayfinding signs that can be mounted to light poles or standalone poles throughout the community identify landmarks, and arrows provide general, easy to understand directions on how to get there. Signage that identifies and directs traffic to public parking opportunities take the stress off of the limited parking available on-street. Lastly, pedestrian scale signs that are strategically placed within the downtown core offer users a map that identifies major landmarks and civic destinations. A QR code on the sign can link smart phone users to a more detailed online map that can provide information on all available shopping, dining, and recreational opportunities in and around downtown.

A few of the wayfinding and branding opportunities noted during public meetings include:

- Public parking lots
- Area attractions + institutions





Wayfinding Signage Location Map



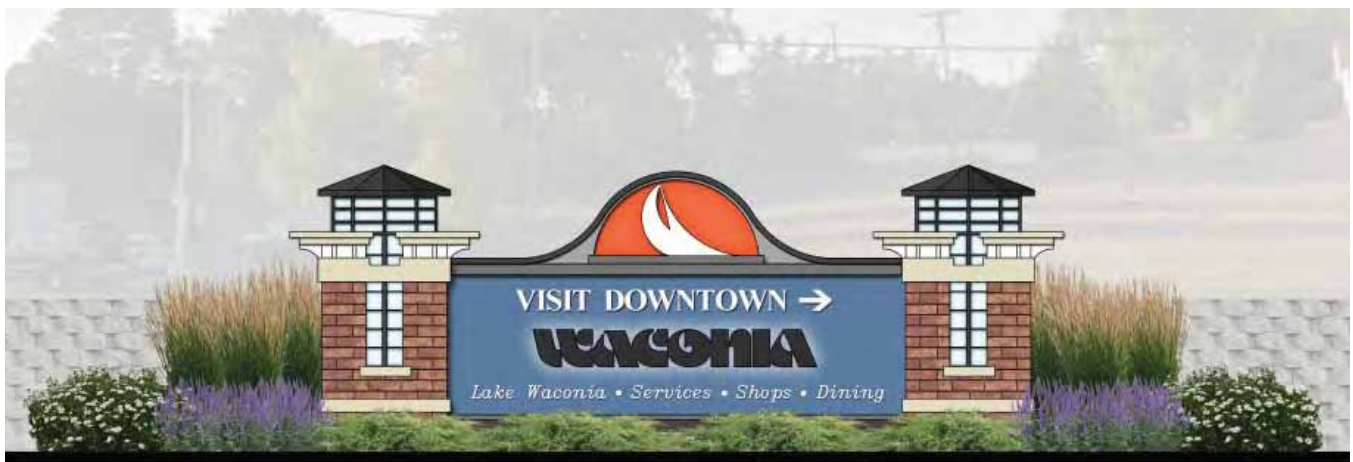
LCD Message Board Style Signage

Gateway & Identity Features

Whereas branding can be used to establish and enhance an area's identity, gateway & identity features announce arrival or departure from a district. These features are typically more permanent structures and are clearly recognizable as demarcating "Downtown Waconia". Several styles of gateway and monument features were developed through conversations with the downtown task force and through discussion at public meetings. The typical monument style sign pulls inspiration from the existing nautical/sailing theme present in the community through its 'lighthouse' look, and also from the architectural styles present downtown. These monuments can work as standalone elements, with their presence denoting an important area of town, or can be used in conjunction with other elements such as an LCD message board sign. Discussions within the task force showed a desire for a more decorative sign placed at the corner of Main Street and Highway 5, and an LCD message board sign at the corner of Olive Street and Highway 5. An additional sign could potentially be included on the west side of town in the future. Concepts for an archway style gateway feature that would span Main and Olive Streets were also developed, but ultimately ruled out due to the high construction costs and limited right-of-way space.



Monument Style Signage



Gateway Style Signage



Gateway & Identity Features Location Map



Preferred Gateway Treatment @ Main Street & Highway 5

Main Street Gateway: Existing & Proposed

The following image edit illustrates the improvements recommended for the enhancement of the Main Street/Highway 5 intersection. As one of the primary gateways into downtown Waconia, Main Street plays a vital role in getting people from the highway into downtown. Current signage is limited to lettering placed on a retaining wall that blends in with its surroundings. During the master planning process several alternatives were explored for this intersection, including an archway spanning the road. This alternative was eventually ruled out due to overall cost and a feeling that it didn't fit into this context. In order to create more of a presence, and reduce costs, a monument style sign was developed to replace the existing lettering. This sign is more prominent than the existing signage, but utilizes the retaining wall system that is currently in place. Care will need to be taken to ensure that the signs height is limited in order to preserve future views of existing development directly behind the sign location.



Existing Condition





Preferred Gateway Treatment @ Olive Street & Highway 5

South Gateway: Existing & Proposed

The following images illustrate the improvements recommended for the enhancement of the Olive Street/Highway 5 intersection. Prior to the Highway 5 realignment, Olive Street was the major entryway into downtown, and still serves as an access point. Current signage is limited to a static sign board that displays current events occurring within the community. During the master planning process several alternatives were explored for this intersection, including an archway feature, and decorative memorial columns. These alternative were ruled out due to overall cost and right-of-way limitations. To create more of a presence, and reduce costs, a monument style message board sign was developed to replace the existing message board sign. This sign will incorporate both the monument style signage recommended for downtown, as well as the city logo, and an LCD message board display. It will be constructed in such a way as to be easily removed and relocated in the future as development of the land on the northwest corner of the intersection occurs.



Existing Condition

Parking

Parking in downtown Waconia is at a premium in certain areas, and as such, there can often be a short supply. During the course of the last year, the city has added parking striping to the majority of streets downtown, which has resulted in an increased capacity of up to 15%, and has helped to alleviate some of the parking issues. Striping alone however cannot provide the additional capacity that is desired in certain areas of downtown. Perhaps the most parking challenged area of the community is on 1st Street between Olive and Elm Streets, where limited on and off street parking is lacking. Parking lot availability in the southeast corner of downtown is also lacking. Based on recommendations by the task force, this area of downtown would benefit in the short term by the acquisition and construction of a public parking lot on Elm Street behind the building that sits on the northwest corner of the 1st Street/Elm Street intersection (See P1). This lot would provide an additional 18-20 stalls to the parking stock.



During street reconstruction, Vine Street between Main & 1st will be realigned from its current location. As a result, the configuration of the public parking lot to the west will need to change. The proposed concept changes parking from angled to 90 degree, and reclaims the northwest corner where the daycare playground used to sit. The overall parking gain/loss is minimal and will not detract from the overall parking availability in the area. In the future, as parking demand shifts, there is potential for this lot to be converted into a multi-story parking structure.

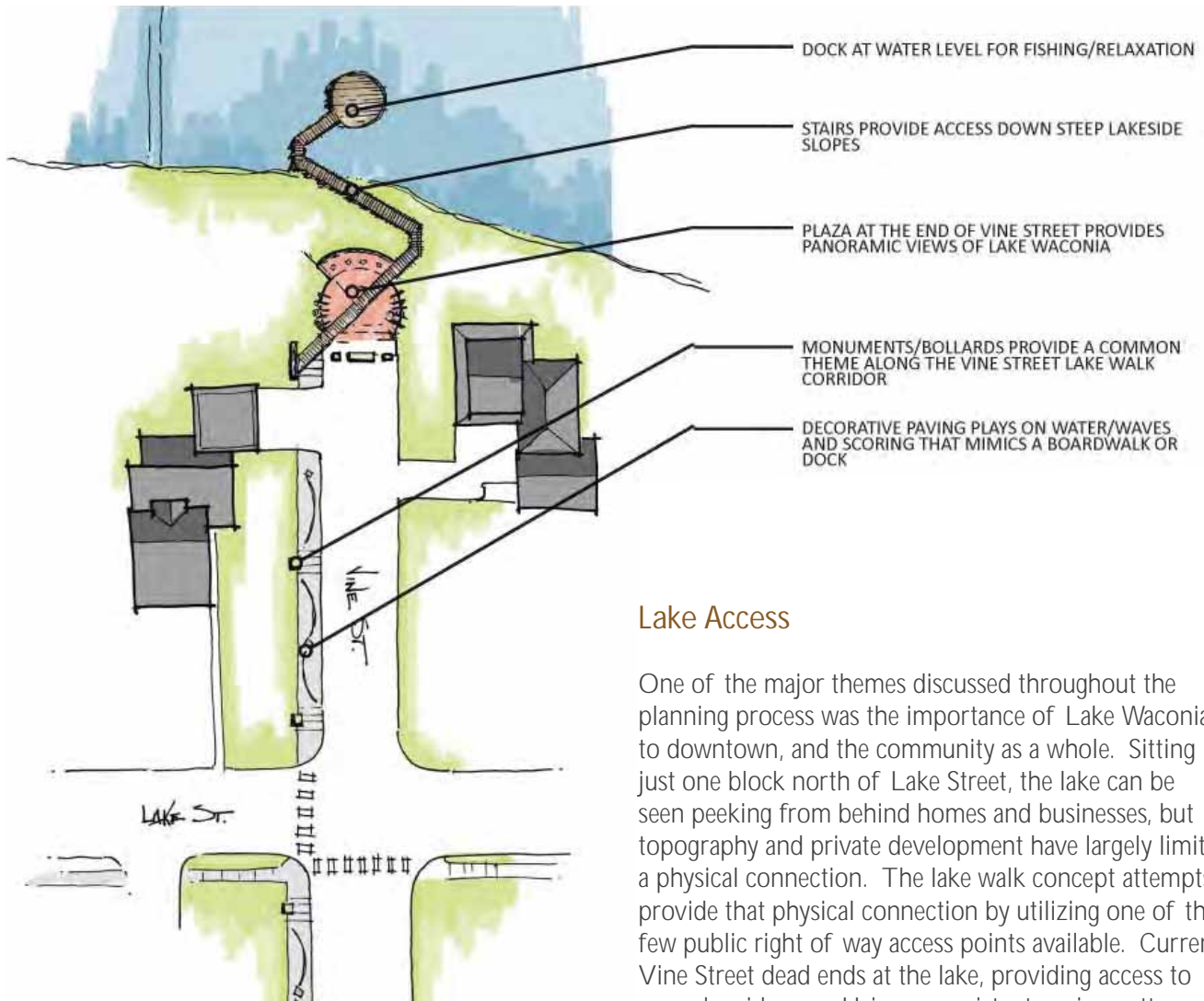
Long term, the southeast corner of downtown would also benefit from the construction of a secondary lot at the intersection of 2nd Street and Elm Street. Several alternative parking layouts (shown below) were explored on parcels adjacent to 2nd Street and in close proximity to the area in question. Construction of one of these secondary lots could increase the available parking in this area by 20 to 37 spaces. Regardless of the parking lot configuration selected, properties necessary to complete construction should be purchased over time as they become available.

Lastly, existing parking lots within downtown will become more visible to the public through the installation of parking lot wayfinding signage. These signs will be placed throughout the downtown and will aid visitors in finding off street parking options that are close to their destinations, but might be off the beaten path. Locations for these signs as well as other parking improvements in the downtown can be seen on the phasing plan on the following page.





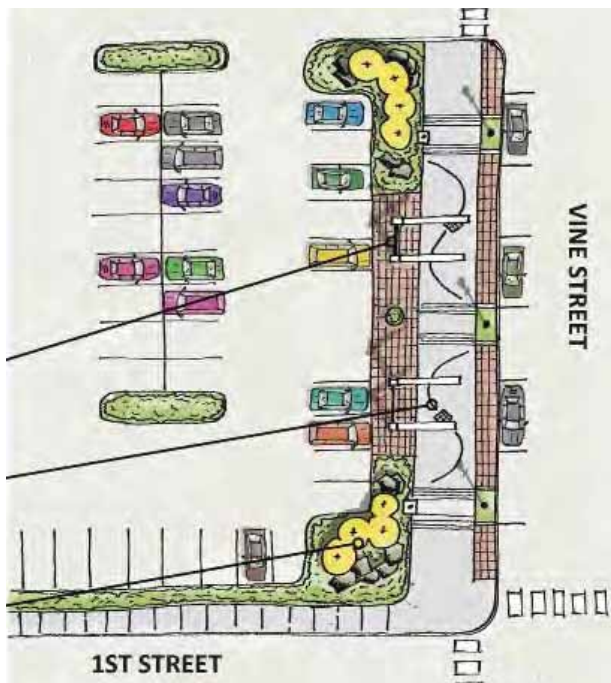
Downtown Parking Phasing Diagram



Proposed Vine Street overlook & fishing pier

Lake Access

One of the major themes discussed throughout the planning process was the importance of Lake Waconia to downtown, and the community as a whole. Sitting just one block north of Lake Street, the lake can be seen peeking from behind homes and businesses, but topography and private development have largely limited a physical connection. The lake walk concept attempts to provide that physical connection by utilizing one of the few public right of way access points available. Currently, Vine Street dead ends at the lake, providing access to several residences. Using a consistent paving pattern, and extending sidewalks beyond Lake Street would provide access to an overlook plaza at road level, with steps leading down to a public fishing pier at water level.



Plaza @ 1st Street/Vine Street Intersection



Plaza @ 1st Street/Vine Street Intersection

Implementation

Discussion & Recommendations

Implementation

Streetscape improvement projects represent a significant capital expense for planning, design, engineering, and long-term maintenance. As a result, and since City funds are limited, the revitalization of the downtown core must be implemented in a series of phases that capitalizes on the City's available funding and allows the business district to function during construction. Completion of this Master Plan is only the beginning of a multi-step process aimed at turning this District's vision into a reality. Implementation was analyzed based on priority streetscape areas, the need for utilities replacement throughout the downtown project, the City's ongoing capital roadway projects, and the ability to implement some of the aforementioned streetscape entities independent of roadway and/or utilities reconstruction.

Implementation has been divided into three different parallel tracks: Streetscape Improvements, Parking Needs, and Wayfinding and Branding. All three are critical to the success of the downtown project, but can be implemented, at least in part, independently of each other with unique timelines.

SECTION 1: Streetscape Improvements

Streetscape improvements are implicitly integrated into the need for infrastructure improvements for the downtown. It is inherently expensive to implement some of the streetscape elements such as bump-outs, special paving, and lighting independent of roadway reconstruction. Because of the age of the underground infrastructure, it would not be cost effective to reconstruct the roadway and implement the streetscape improvements without addressing the underground utility needs. With this 'whole systems' approach in mind, we have developed a phasing approach for the downtown that integrates infrastructure and streetscape needs, funding sources, and City Capital improvements planning.

Streetscape elements would include reconstruction of roadways and sidewalks, bump-outs where appropriate, special colored accent paving in sidewalk areas, street lighting improvements, landscaping, and site amenities such as benches and litter receptacles. Density of these improvements will vary depending on the area of the downtown, with the highest density of amenities in the downtown core.



Currently planned City construction improvements 2014-2016

The City currently has several construction projects planned or in the design stages for the 2014-2016 construction season. These areas were planned for reconstruction prior to the completion of the downtown master plan and afford the potential of implementing some of the streetscape elements. Many of these streets are on the edge of the downtown and will receive less intense treatment of streetscape elements than the downtown core. Because they are already planned for construction, they afford an opportunity to integrate some of the streetscape elements in the short term and provide a catalyst for future design phases.

Future Phases Beyond 2016

Future Phases beyond 2016 have been identified and sized based on anticipated potential revenue sources, the necessity for replacement of utilities, and the impact on property owners. Because of the size of the downtown, the project has been divided into multiple phases with annual construction projects programmed for the downtown through 2020. While sequencing of phasing and magnitude of annual projects may change as time goes on, this strategy will provide a road map for the City in determining budget cycles for the future.

Preliminary Street Improvement Cost Estimate

	Basic Streetscape	Streetscape with a la carte amenities	Comments
2014 Construction			
0 block N. Maple	\$213,390.00	\$ 249,030.00	Assumes this area has 75% of typical costs associated to account for reduced amenities
0 block S. Maple	\$213,390.00	\$ 249,030.00	Assumes this area has 75% of typical costs associated to account for reduced amenities
200-300 block W. 1st. St.	\$426,780.00	\$ 498,060.00	Assumes this area has 75% of typical costs associated to account for reduced amenities
0 block S. Cedar St.	\$142,260.00	\$ 166,020.00	Assumes this section has 50% of typical costs associated to account for reduced amenities, paving.
Utilities for 2014 construction area		\$ 1,430,000.00	
Total:		\$ 2,592,140.00	

	Basic Streetscape	Streetscape with a la carte amenities	Comments
2015 Construction			
0-200 blocks S. Vine St.	\$640,170.00	\$ 747,090.00	Assumes N-S streets have 75% of typical costs associated to account for reduced amenities, paving.
100 block W. 2nd St. and Parking lot	\$142,260.00	\$ 166,020.00	Assumes this section has 50% of typical costs associated to account for reduced amenities, paving.
100 block S. Maple	\$213,390.00	\$ 249,030.00	Assumes N-S streets have 75% of typical costs associated to account for reduced amenities, paving.
400 block W. 1st St.	\$142,260.00	\$ 166,020.00	Assumes this section has 50% of typical costs associated to account for reduced amenities, paving.
Utilities for 2015 construction area		\$ 1,110,000.00	
Total:		\$ 2,438,160.00	

	Basic Streetscape	Streetscape with a la carte amenities	Comments
2016 Construction			
Parking lot overlay (public lot 100 block W. 1st. St.)		\$ 150,000.00	No Streetscape Projects proposed for 2016
Total:		\$ 150,000.00	

	Basic Streetscape	Streetscape with a la carte amenities	Comments
2017 Construction			
100 block S. Cedar St.	\$142,260.00	\$ 166,020.00	Assumes this section has 50% of typical costs associated to account for reduced amenities, paving.
200-300 block W. 2nd St.	\$284,520.00	\$ 332,040.00	Assumes this section has 50% of typical costs associated to account for reduced amenities, paving.
0 block N. Walnut	\$142,260.00	\$ 166,020.00	Assumes this section has 50% of typical costs associated to account for reduced amenities, paving.
0-200 block S. Walnut	\$426,780.00	\$ 498,060.00	Assumes this section has 50% of typical costs associated to account for reduced amenities, paving.
Parking lot overlay (public lot 0 block W. 1st st.)		\$ 50,000.00	
Utilities for 2017 construction area		\$ 890,000.00	
Total:		\$ 2,102,140.00	

	Basic Streetscape	Streetscape with a la carte amenities	Comments
2018 Construction			
0-100 block W 1st S.	\$569,040.00	\$ 664,080.00	
Utilities for 2018 construction area		\$ 1,670,000.00	
Total:		\$ 2,334,080.00	

	Basic Streetscape	Streetscape with a la carte amenities	Comments
2019 Construction			
0-200 Block E. 1st St.	\$853,560.00	\$ 996,120.00	
0-300 blocks E. Main St.	\$1,365,960.00	\$1,556,040.00	100' ROW
0 block E. Main St.	\$341,490.00	\$389,010.00	100' ROW
0 block S. Olive St.	\$213,390.00	\$ 249,030.00	Assumes this area has 75% of typical costs associated to account for reduced amenities
0 block S. Elm St.	\$213,390.00	\$ 249,030.00	Assumes this area has 75% of typical costs associated to account for reduced amenities
Utilities for 2019 construction area		\$ 2,230,000.00	
Total:		\$ 5,669,230.00	

	Basic Streetscape	Streetscape with a la carte amenities	Comments
2020 Construction			
100-200 block E. Main St.	\$512,235.00	\$583,515.00	100' ROW, Assumes this area has 75% of typical costs associated to account for reduced amenities
0 block S. Pine St.	\$213,390.00	\$ 249,030.00	Assumes this area has 75% of typical costs associated to account for reduced amenities
0 block Spruce St.	\$213,390.00	\$ 249,030.00	Assumes this area has 75% of typical costs associated to account for reduced amenities
Utilities for 2020 construction area		\$ 785,000.00	
Total:		\$1,866,575.00	

SECTION 2: Parking Needs

As part of the master plan, parking was identified as a priority for the downtown. This included both on-street and off-street parking. It was important to the business owners to have adequate parking in the appropriate sections of downtown to serve users. Several ideas were developed to increase parking in appropriate areas:

1. Development of better on-street parking facilities through better delineation of parking stalls on street. Prior to the start of the master planning process, the City began striping on-street parking stalls. Through the master plan process it was identified that without striping of stalls in the downtown, there was a loss of as much as 15% of available on-street parking.
2. Identification of off-street parking opportunities in areas of high use that currently have limited on-street parking facilities that do not support the demand in the area. 1st Street from Olive Street to Elm Street was identified as the highest need for off-street parking. Several versions of off-street parking concepts were developed for this area and were analyzed for effectiveness in relieving some of the on-street parking demands, as well as cost and feasibility of implementation. As a mid-term solution, a private lot northwest of the intersection of Elm Street and 1st Street was identified as a potential site for public parking that will ease some of the demands in this area. Planning level cost estimates for these parking lot concepts are presented on the following page.
3. In looking at long-term off-street parking solutions, several parcels were identified for potential acquisition and future public parking lot construction. As businesses grow, parking demand increases, and the targeted properties become available, they should be acquired by the City. In addition to the identified surface lots, a potential future parking structure on the west side of the downtown core was identified on Vine Street between 1st Street and Main Street, where the public surface lot currently sits.

Preliminary Parking Lot Cost Estimates

	UNIT	QUANTITY	UNIT COST	TOTAL	COMMENTS
Parking Lot Alternative P1					
Property Acquisition	EA	1	\$200,000.00	\$200,000.00	Purchase of necessary properties
Parking Lot Stalls	EA	20	\$3,250.00	\$65,000.00	Includes stalls/grading/lighting/stormwater/drive lanes
P.C.C. 5" Sidewalk	SY	53	\$40.00	\$2,120.00	
P1 SUBTOTAL				\$267,120.00	
CONTINGENCY (20%)				\$53,424.00	
SITE IMPROVEMENTS TOTAL				\$320,544.00	

	UNIT	QUANTITY	UNIT COST	TOTAL	COMMENTS
Parking Lot Alternative P2					
Property Acquisition	EA	2	\$200,000.00	\$400,000.00	Purchase of necessary properties
Removal of Existing Property	EA	2	\$10,000.00	\$20,000.00	Demo & removal of existing structures
Parking Lot Stalls	EA	37	\$3,250.00	\$120,250.00	Includes stalls/grading/lighting/stormwater/drive lanes
P.C.C. 5" Sidewalk	SY	123	\$40.00	\$4,920.00	
Pedestrian Walkway	LS	1	\$8,750.00	\$8,750.00	Concrete walk and curb
P2 SUBTOTAL				\$553,920.00	
CONTINGENCY (20%)				\$110,784.00	
SITE IMPROVEMENTS TOTAL				\$664,704.00	

	UNIT	QUANTITY	UNIT COST	TOTAL	COMMENTS
Parking Lot Alternative P2R					
Property Acquisition	EA	1	\$200,000.00	\$200,000.00	Purchase of necessary properties
Removal of Existing Property	EA	1	\$10,000.00	\$10,000.00	Demo & removal of existing structures
Parking Lot Stalls	EA	20	\$3,250.00	\$65,000.00	Includes stalls/grading/lighting/stormwater/drive lanes
P.C.C. 5" Sidewalk	SY	92	\$40.00	\$3,680.00	
Pedestrian Walkway	LS	1	\$8,750.00	\$8,750.00	Concrete walk and Curb
P2R SUBTOTAL				\$287,430.00	
CONTINGENCY (20%)				\$57,486.00	
SITE IMPROVEMENTS TOTAL				\$344,916.00	

	UNIT	QUANTITY	UNIT COST	TOTAL	COMMENTS
Parking Lot Alternative P3					
Property Acquisition	EA	2	\$200,000.00	\$400,000.00	Purchase of necessary properties
Removal of Existing Property	EA	2	\$10,000.00	\$20,000.00	Demo & removal of existing structures
Parking Lot Stalls	EA	26	\$3,250.00	\$84,500.00	Includes stalls/grading/lighting/stormwater/drive lanes
P.C.C. 5" Sidewalk	SY	180	\$40.00	\$7,200.00	
Pedestrian Walkway	LS	1	\$8,750.00	\$8,750.00	Concrete walk and Curb
P3 SUBTOTAL				\$520,450.00	
CONTINGENCY (20%)				\$104,090.00	
SITE IMPROVEMENTS TOTAL				\$624,540.00	

	UNIT	QUANTITY	UNIT COST	TOTAL	COMMENTS
Parking Lot Alternative P4					
Property Acquisition	EA	2	\$200,000.00	\$400,000.00	
Removal of Existing Property	EA	2	\$10,000.00	\$20,000.00	Demo & removal of existing structures
Parking Lot Stalls	EA	37	\$3,250.00	\$120,250.00	Includes stalls/grading/lighting/stormwater/drive lanes
P.C.C. 5" Sidewalk	SY	123	\$40.00	\$4,920.00	
Unit Pavers w/ 6" P.C.C. Subbase	SF	5,680	\$12.50	\$71,000.00	Alley and parking lot island treatment
Pedestrian Walkway	LS	1	\$8,750.00	\$8,750.00	Concrete walk and Curb
P4 SUBTOTAL				\$624,920.00	
CONTINGENCY (20%)				\$124,984.00	
SITE IMPROVEMENTS TOTAL				\$749,904.00	

SECTION 3: Wayfinding & Branding

In order to allow visitors to more easily navigate around Waconia, the task force recognized the need to develop a family of wayfinding signage. These signs will serve several functions including identifying and directing visitors to local landmarks, identifying public parking lots, and providing information on different parts of the community (restaurant row may be one example). The signs included in this family are designed at different scales and with different information based on their intended use. Larger wayfinding signs may be periodically placed along streets downtown and on entry corridors to assist vehicular traffic in locating their chosen destination. Smaller pedestrian scale signage will serve the same function but be directed primarily at users on foot or on bicycle. Larger, more detailed billboard style signage will be placed in key locations throughout the community and will offer pedestrians a map showing important information about particular areas of the community. Because of the relatively low cost of implementation for the wayfinding signage package recommended in this master plan, it is something that can be created and installed quickly, without taking a large chunk out of available city funds.

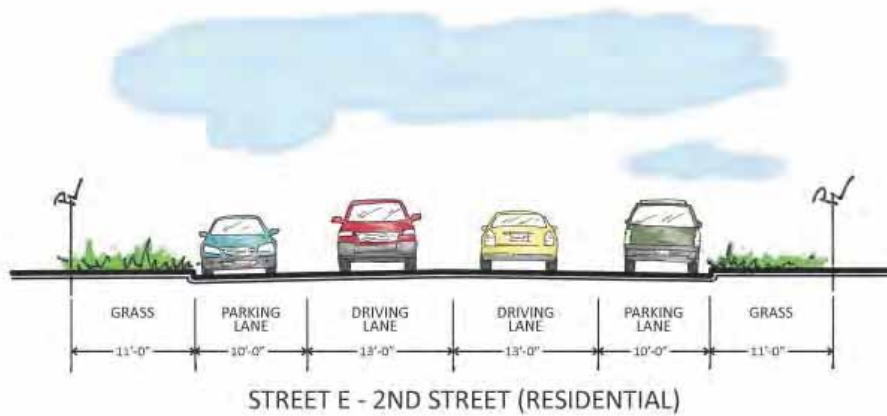
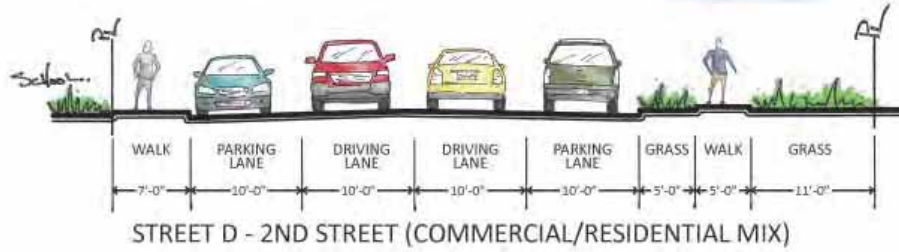
Wayfinding signage is great at providing direction to visitors and residents of the community once they have arrived. But monument signage lets passing traffic on Highway 5 know that there is shopping, dining, and other opportunities in the downtown just blocks away, and aims to pull them into the community. The two locations that were identified as critical entry points to downtown from the highway were Main Street and Olive Street. Originally, archways spanning the road were explored at these locations to provide a dramatic entry feature. However, cost was eventually decided to be prohibitive in the construction of these features. As an alternative, signage with slightly varying purposes were developed for each location. At Main Street, signage will aim to direct visitors to turn north onto Main, and see what downtown has to offer. This sign will be incorporated into the existing retaining wall at the northwest corner of the intersection. At Olive Street, signage will raise awareness of the presence of downtown, but also provide information about important community events on an LCD display board. In addition to these entry monument signs, a third type of monument sign will be used at important locations in the community such as city hall, City Square Park, Ridgeview Medical Center, and at a future lake access. When placing signage, it will be important to work with adjacent property owners and adjust sign locations based on their input. Costs for each type of sign will vary, but preliminary cost estimates assume gateway features being installed at Olive Street and Main Street, as well as nine additional monument signs being installed throughout the community.

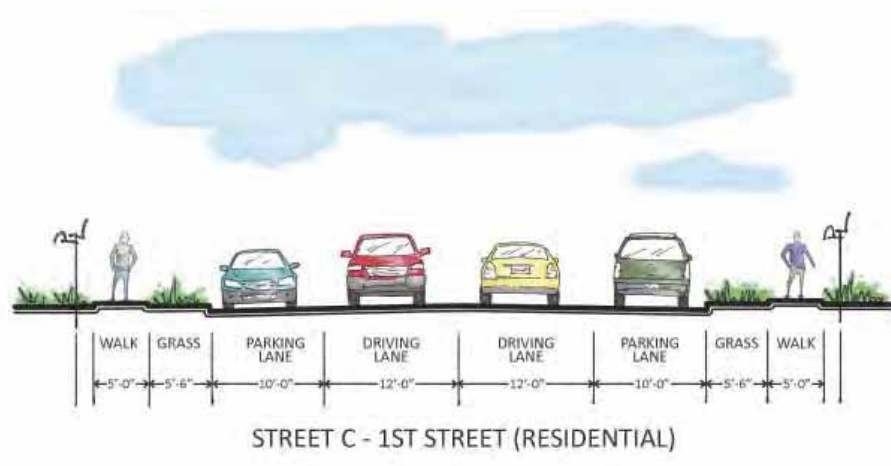
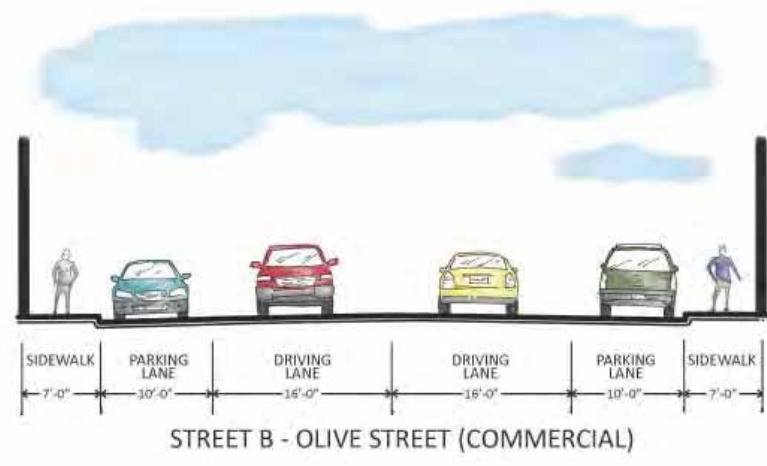
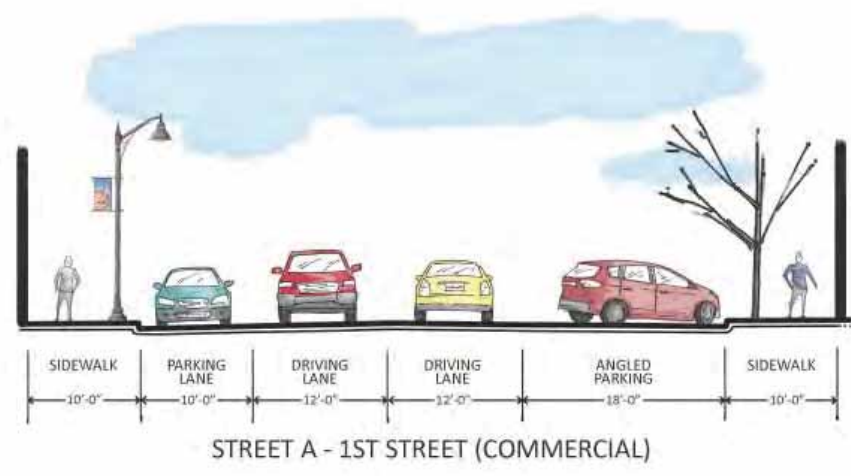
Preliminary Wayfinding & Branding Cost Estimate

	UNIT	QUANTITY	UNIT COST	TOTAL	COMMENTS
Wayfinding, Signage, and Identity					
Gateway Element - Olive St and Hwy 5	EA	1	\$150,000.00	\$27,000.00	LCD message board style sign
Gateway Element - Main Street and Hwy 5	EA	1	\$225,000.00	\$22,000.00	Enhanced monument style sign
Gateway Landscaping	LS	1	\$5,000.00	\$5,000.00	Total cost for Olive & Main gateways
Monument Style Sign	EA	9	\$7,500.00	\$67,500.00	Locations as shown on mapping
Parking signage (style 1)	EA	12	\$1,500.00	\$18,000.00	As shown on mapping plus 4 extra, Assumes pole and footing cost
Wayfinding signage (style 2)	EA	9	\$350.00	\$3,150.00	As shown on map plus 4 extra, Assumes sign attached to existing post
Wayfinding signage (style 3)	EA	20	\$400.00	\$8,000.00	As shown on map plus 4 extra, Assumes sign attached to existing post
Downtown map (style 4)	EA	8	\$2,500.00	\$20,000.00	As shown on map plus 2 extra, Assumes posts and footing costs
Wayfinding, Signage and Identity subtotal				\$170,650.00	
Contingency (20%)				\$34,130.00	
Total				\$204,780.00	

Design Recommendation Graphics

Presentation and Deliverables





Benches



Trash Receptacles



Bike Racks



Bollards



Planters

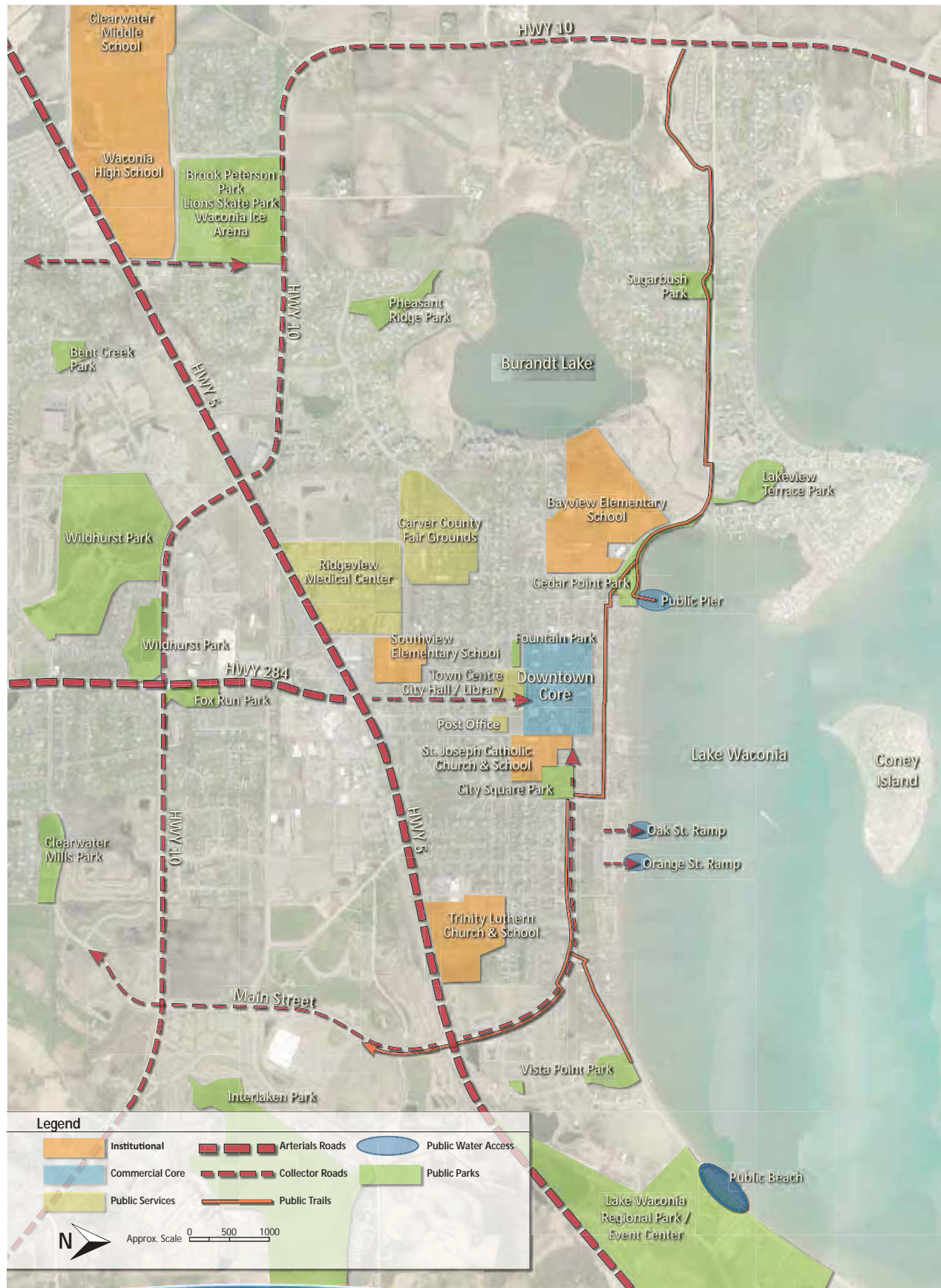


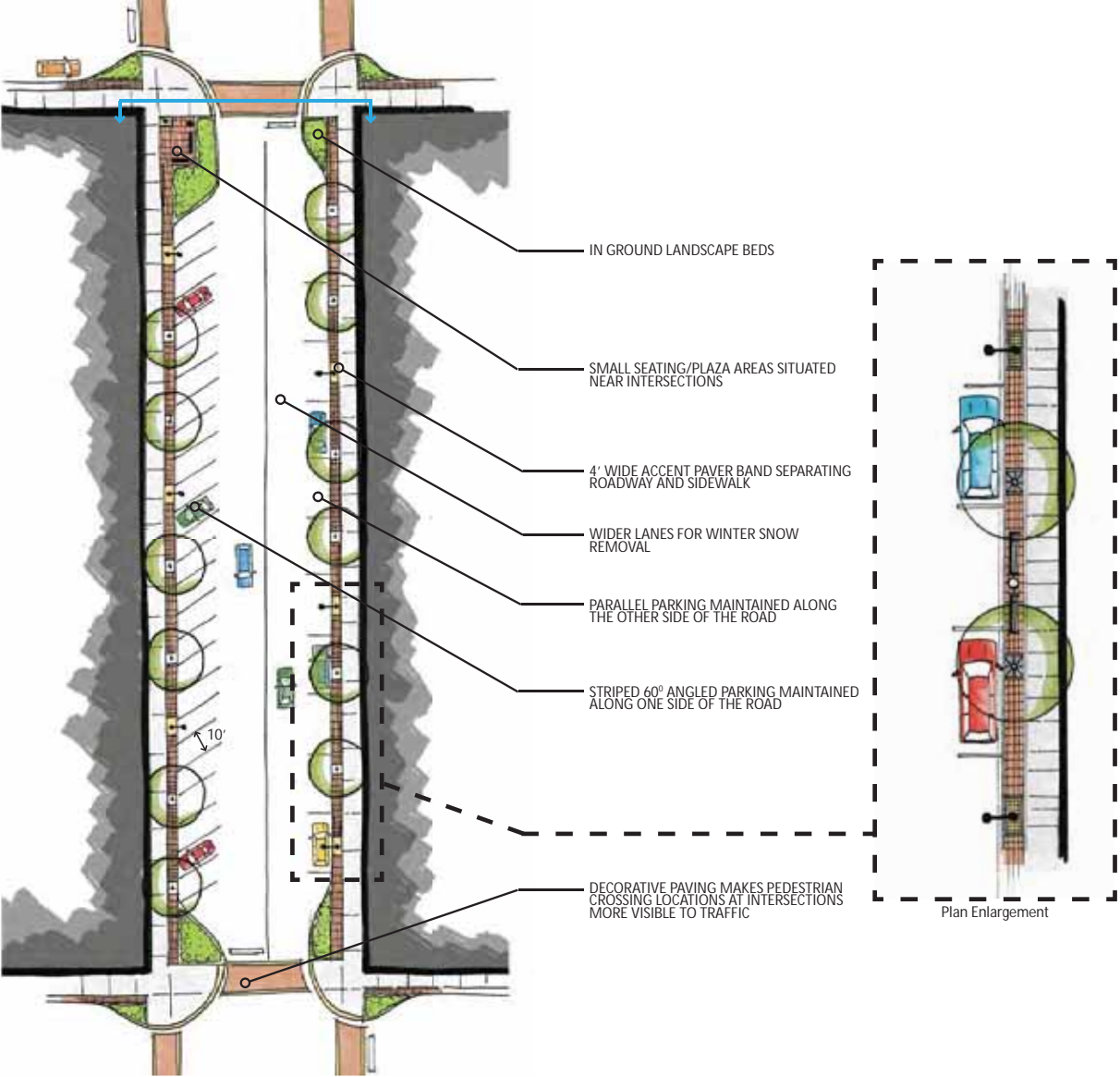
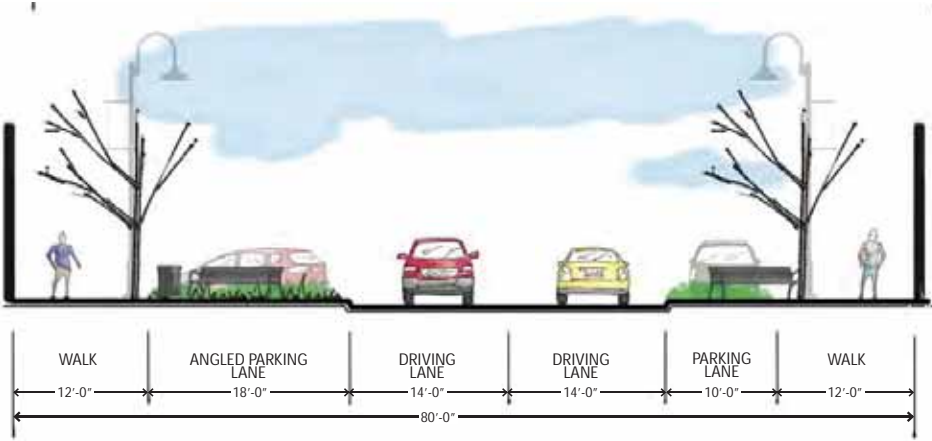
Lighting

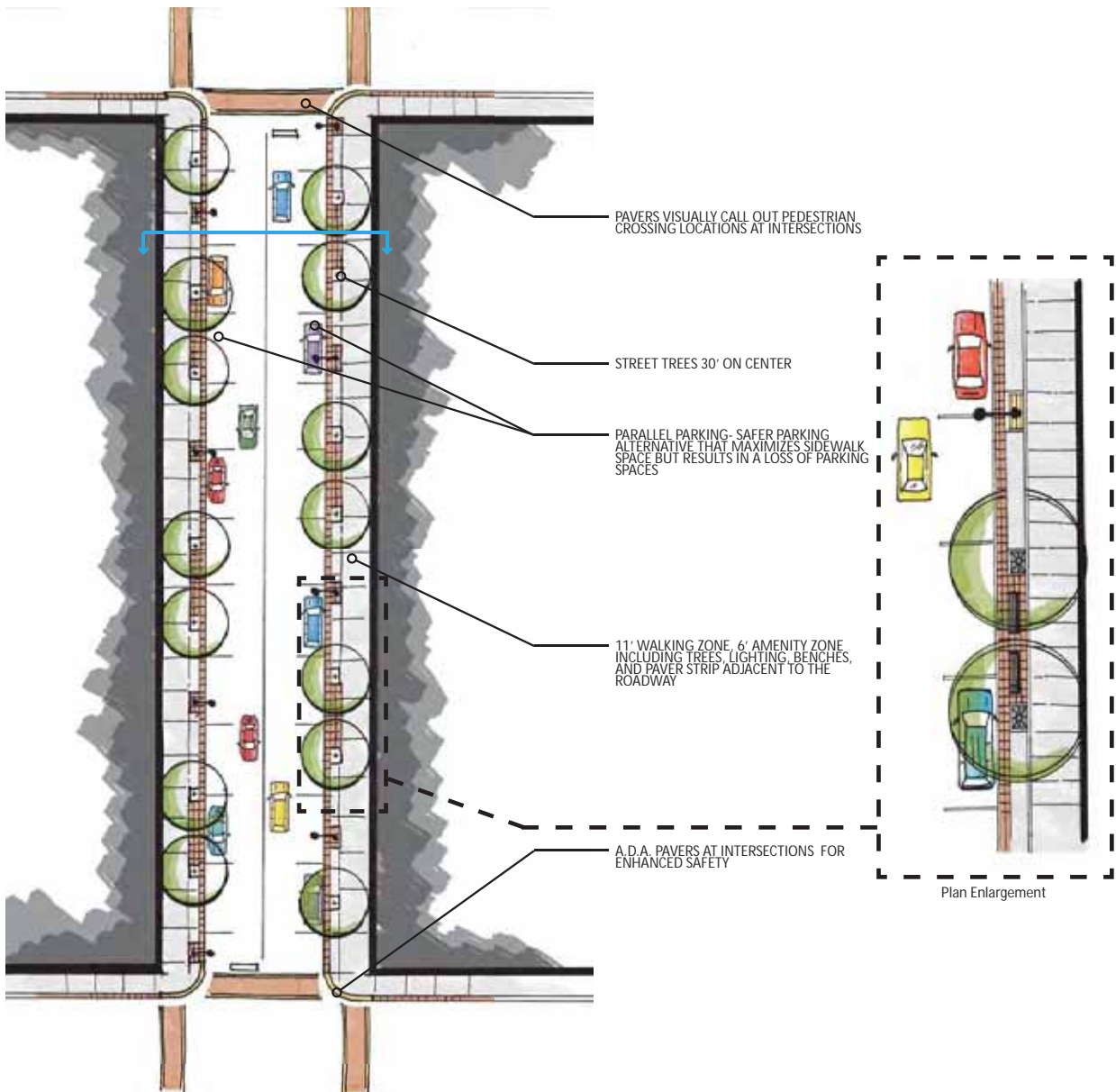
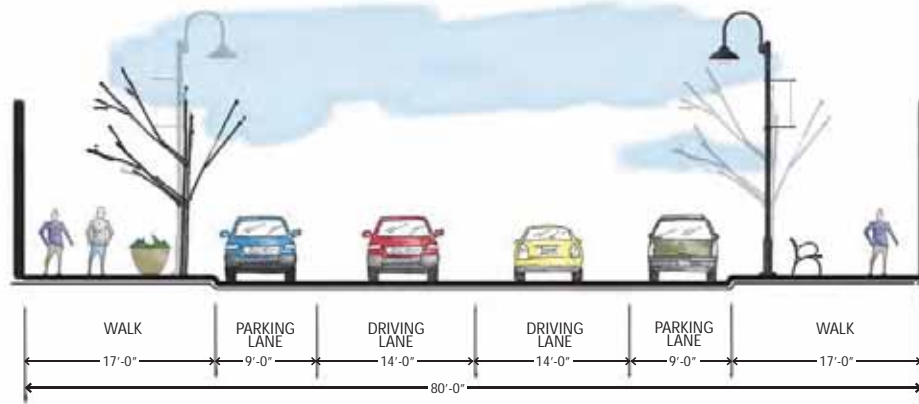


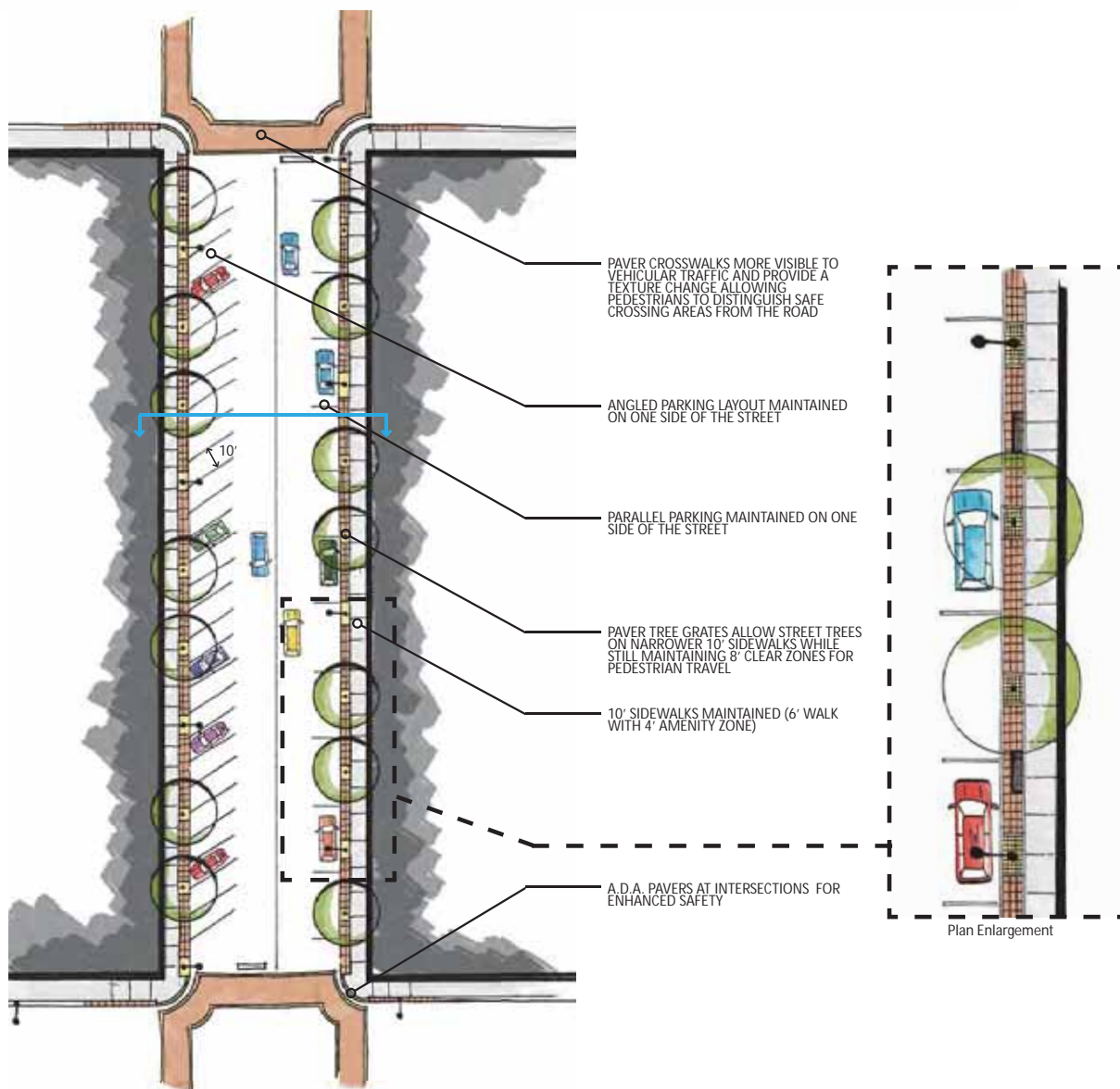
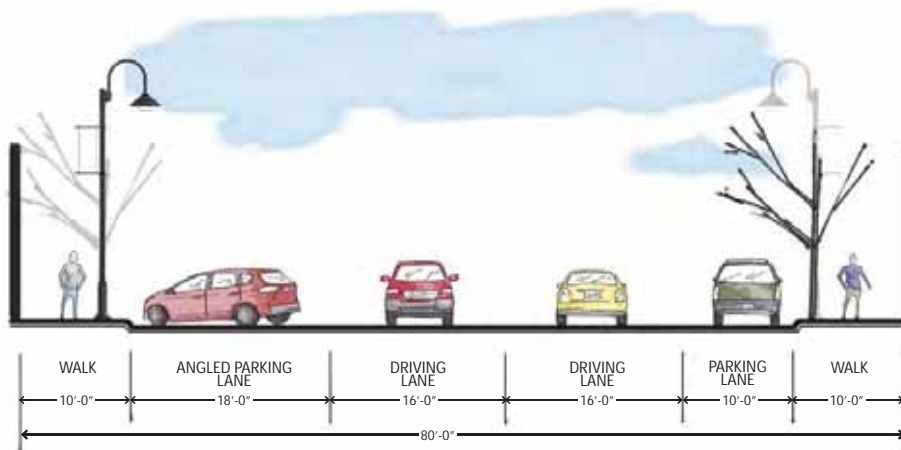


Issues & Challenges Map
April 23, 2013

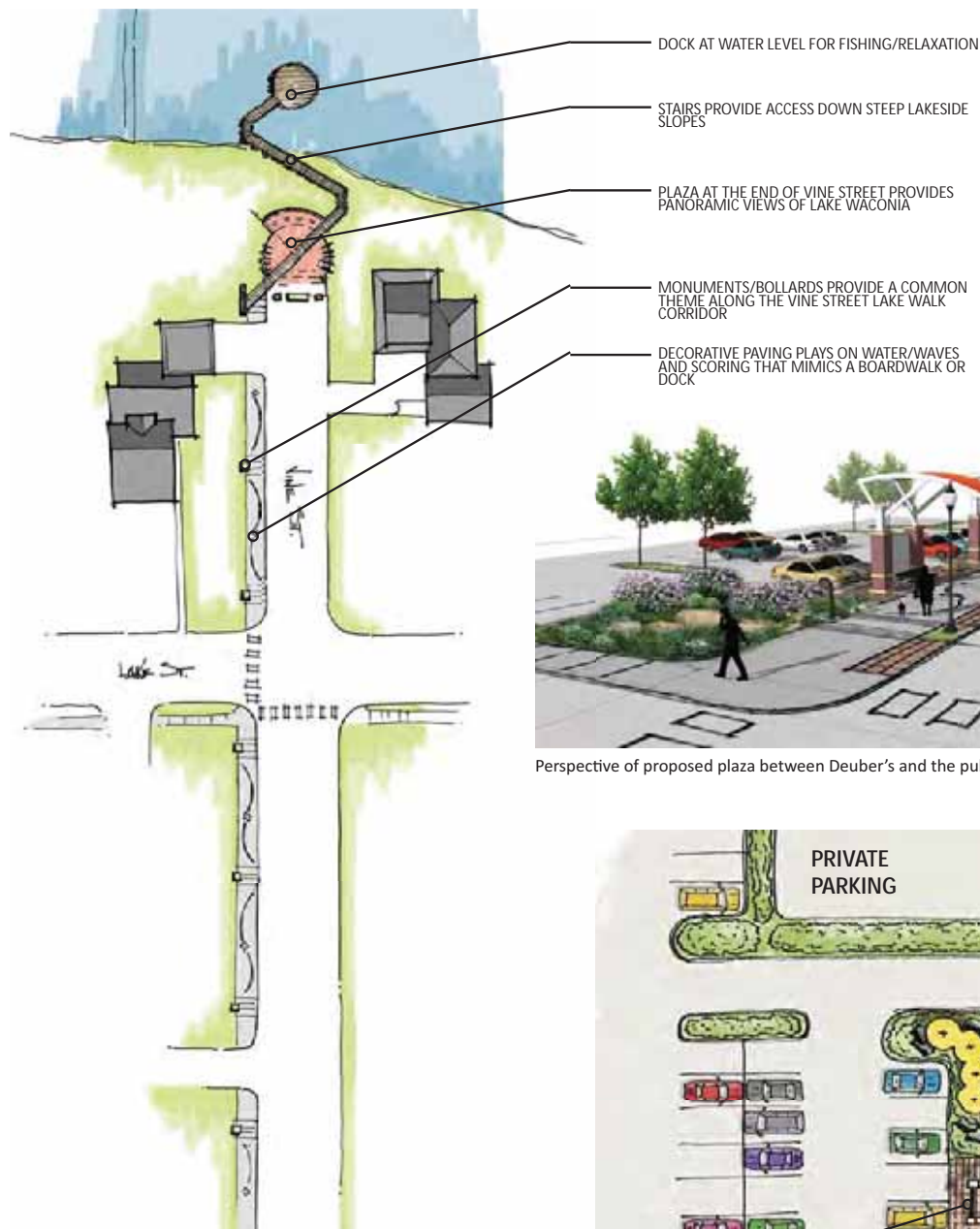








Typical Downtown Block-Existing Curb Line
April 23, 2013



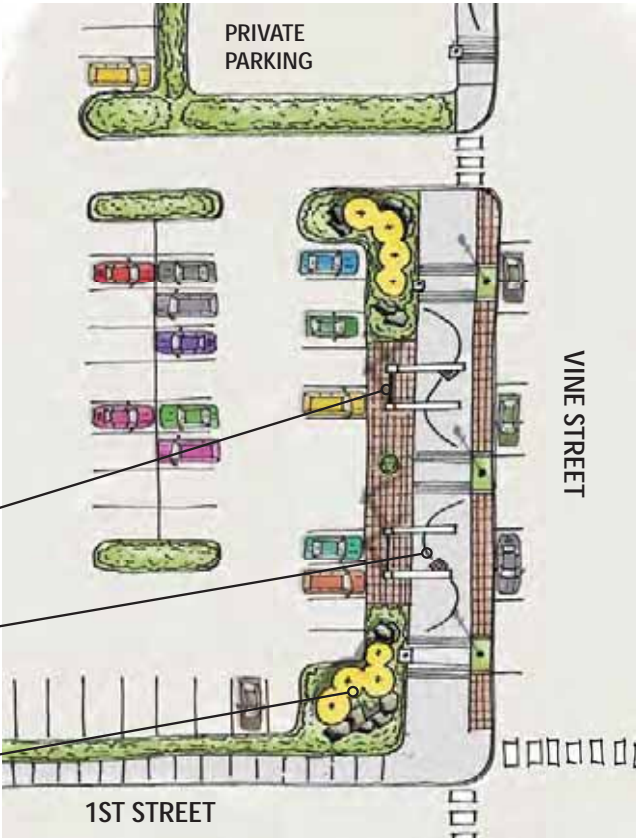
Perspective of proposed plaza between Deuber's and the public parking lot

Themed walking path from downtown terminates with an overlook plaza and water access

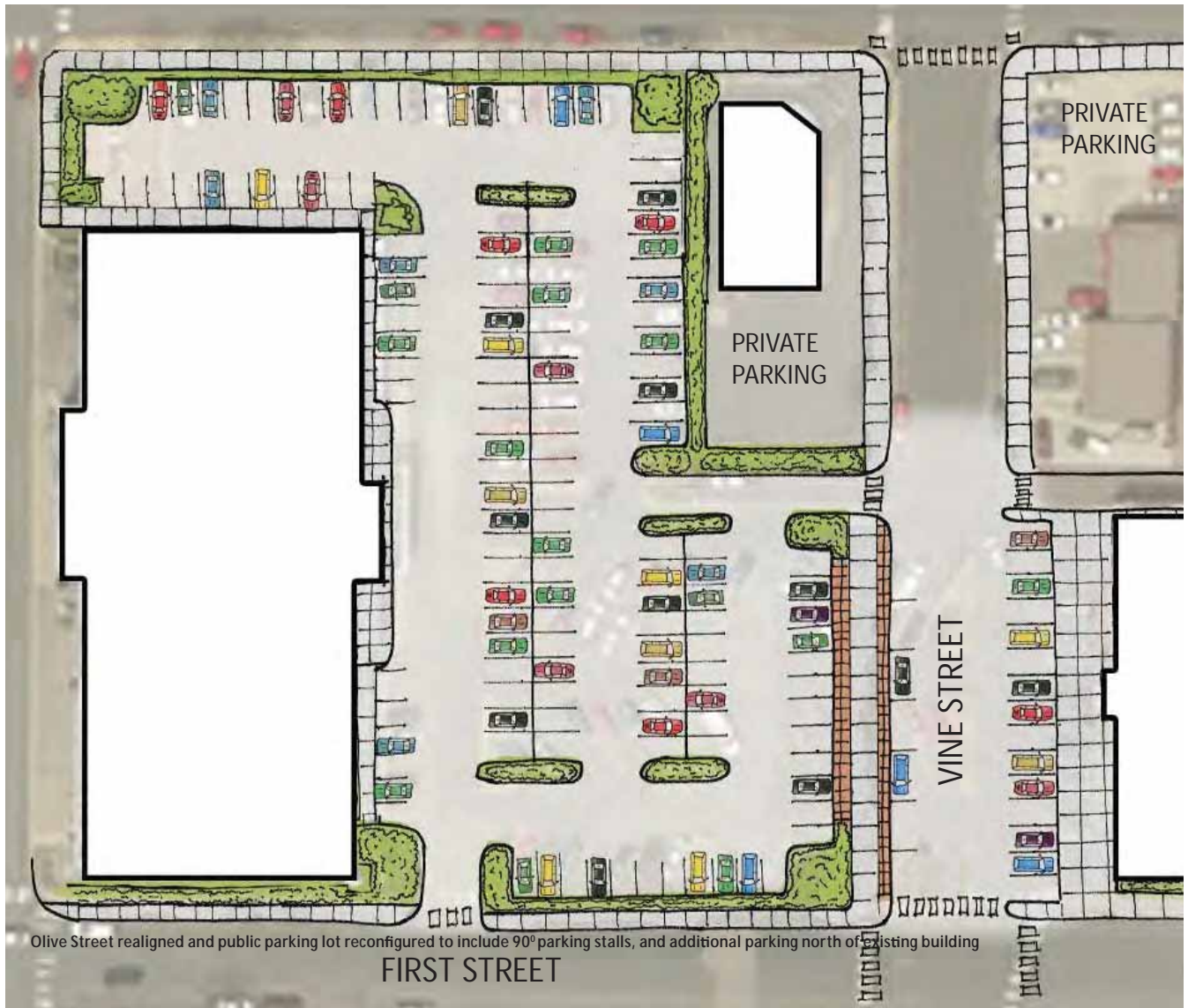
VERTICAL ELEMENTS WITH DECORATIVE PANELS THAT ADD VISUAL INTEREST AND ACT AS SCREENING

DECORATIVE PAVING PATTERNS CARRIED ALL THE WAY DOWN VINE STREET TO THE OVERLOOK AND LAKE ACCESS

BERMED PLANTING AREAS PROVIDE COLOR AND HELP SCREEN LARGE MASS OF COLORLESS PARKING LOTS



Downtown plaza breaks up the mass of parking and is the terminus of the Vine Street Lake Walk

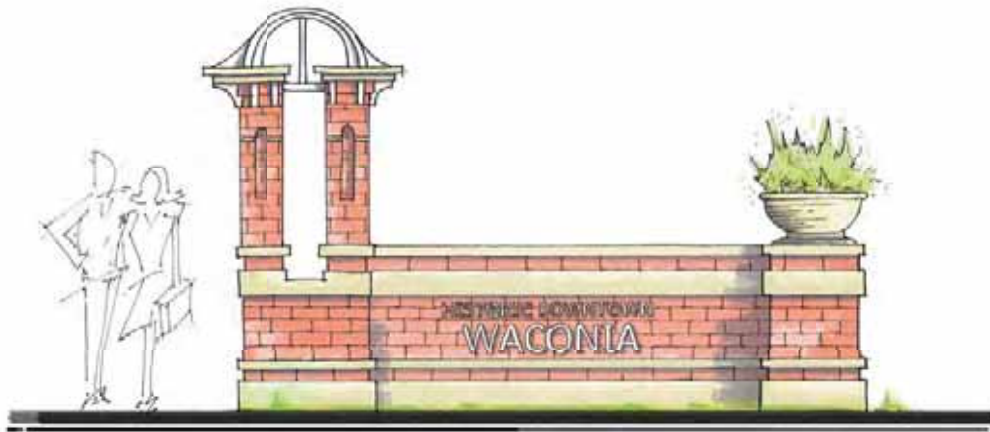




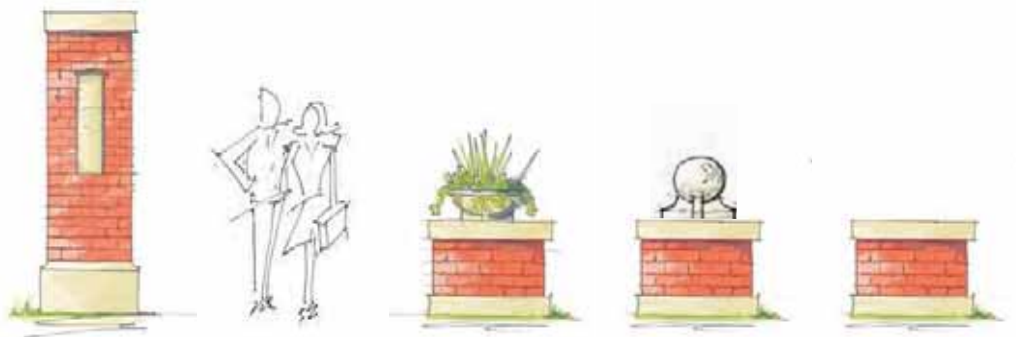
Signage Alternative 1 Monument Style Signage Inspired by Italianate Architecture of Downtown Waconia Buildings



Signage Alternative 2 Light House Themed Monument Sign inspired by waterfront location and existing nautical themes



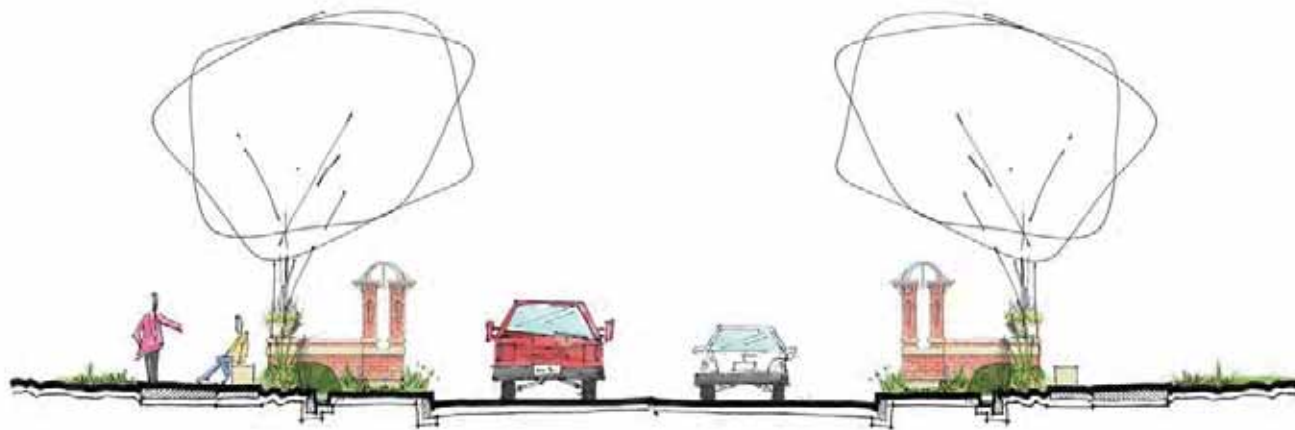
Signage Alternative 3 Bell Tower Theme that draws on architectural features of the old Waconia City Hall and historic downtown architecture.



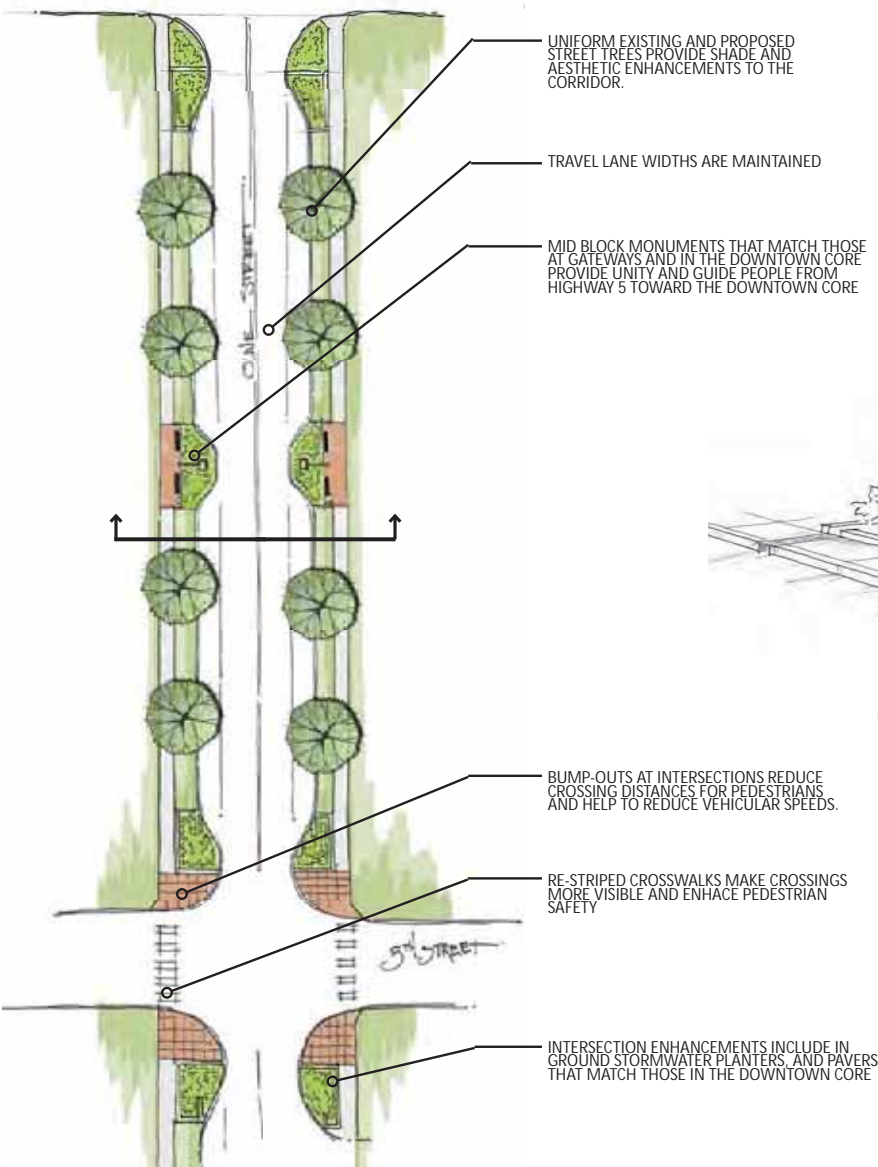
Signage Alternative 4 Simple but elegant brick elements reflect the historic nature of Waconia's downtown and compliment materials that are frequently used in building construction.

Monument Signage Concepts

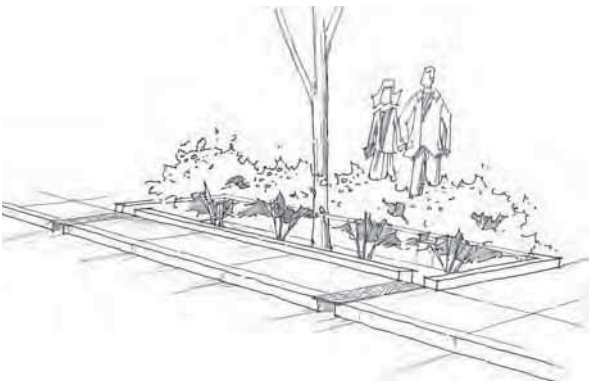
April 23, 2013



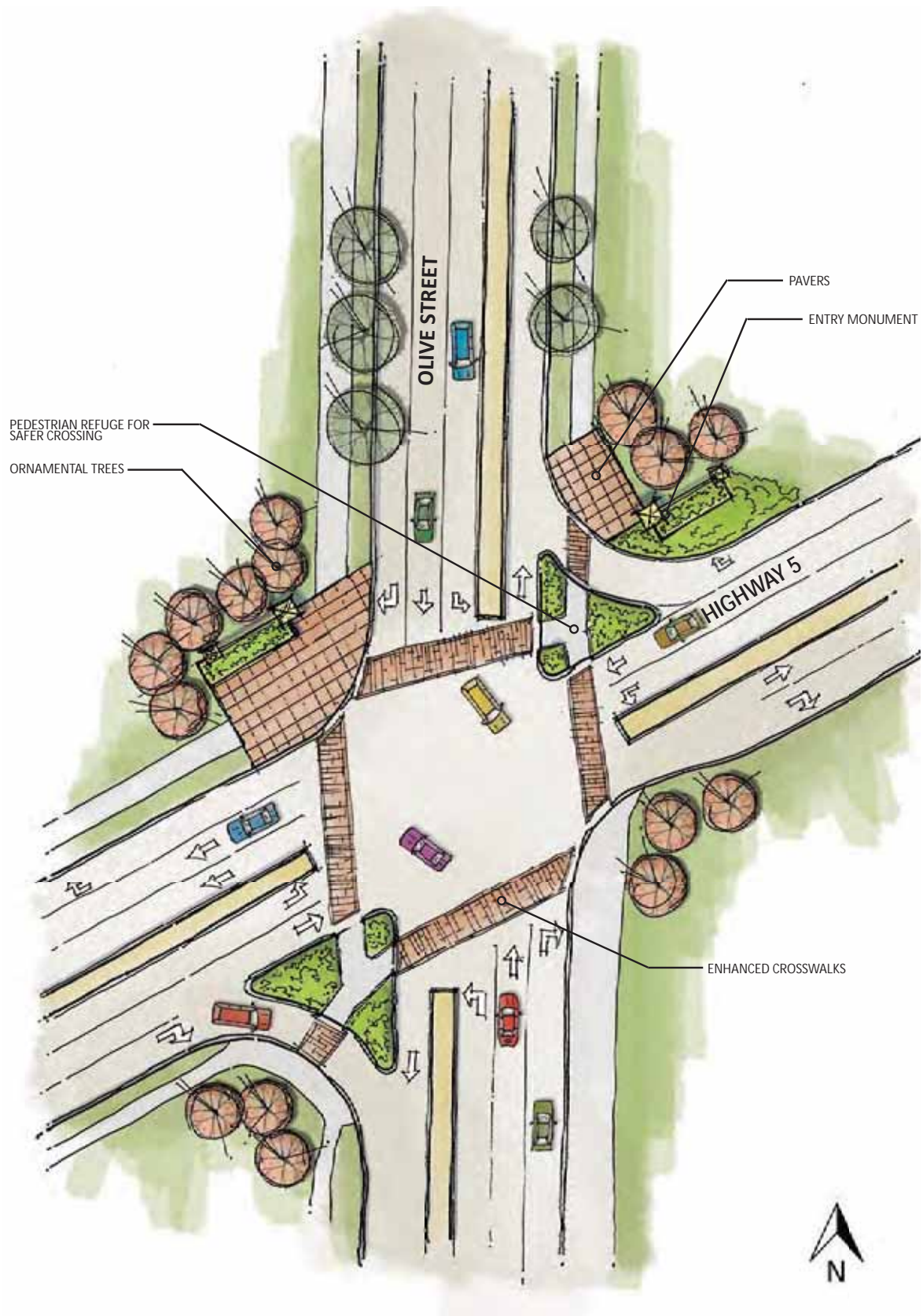
Section showing mid block enhancements along the Olive Street corridor including monuments, planting beds, and benches.



Plan view of a typical block in the Olive Street corridor



In ground stormwater planters located at intersections



Branding/Identity



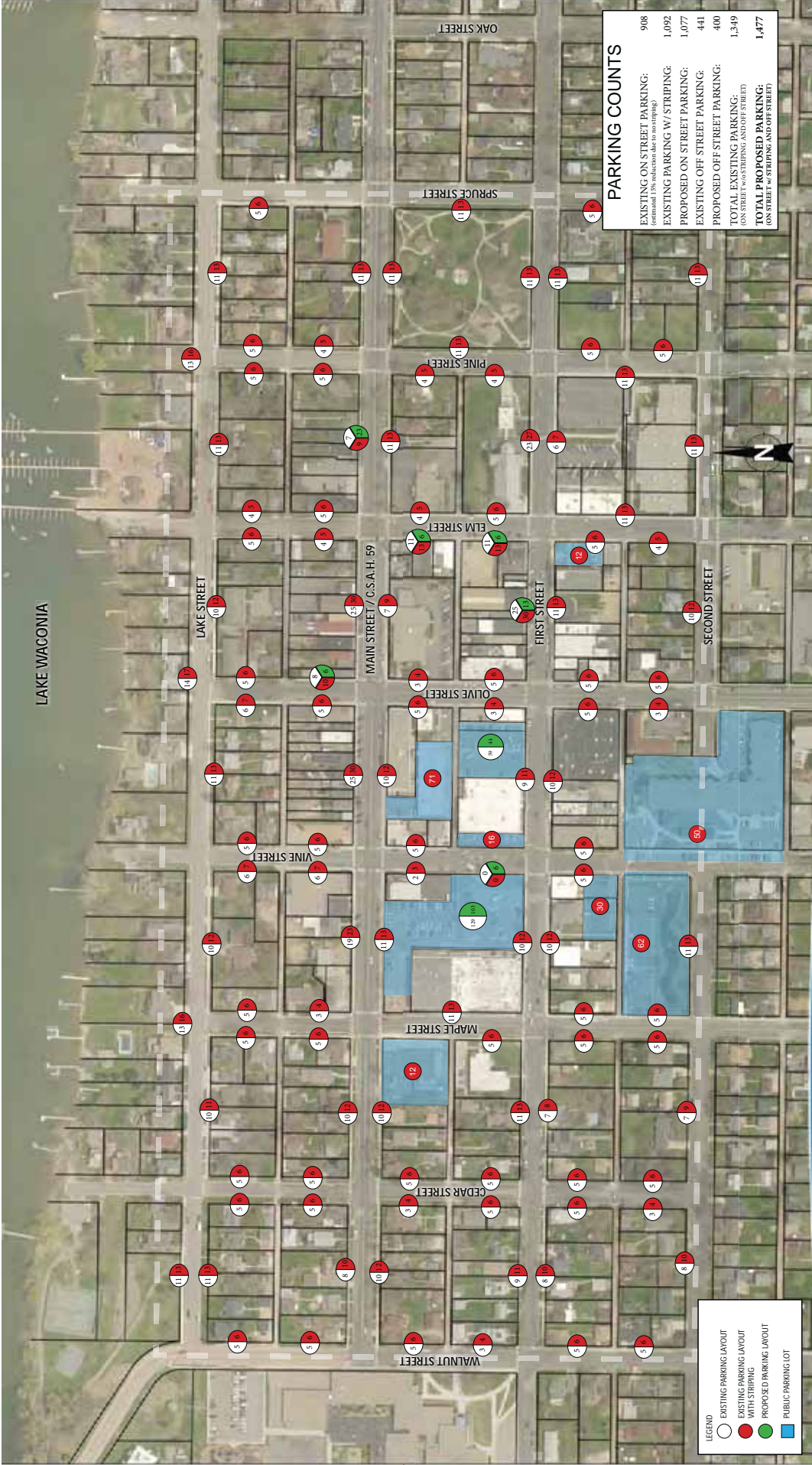
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Site Furnishings



Site Furnishings/Site Amenities

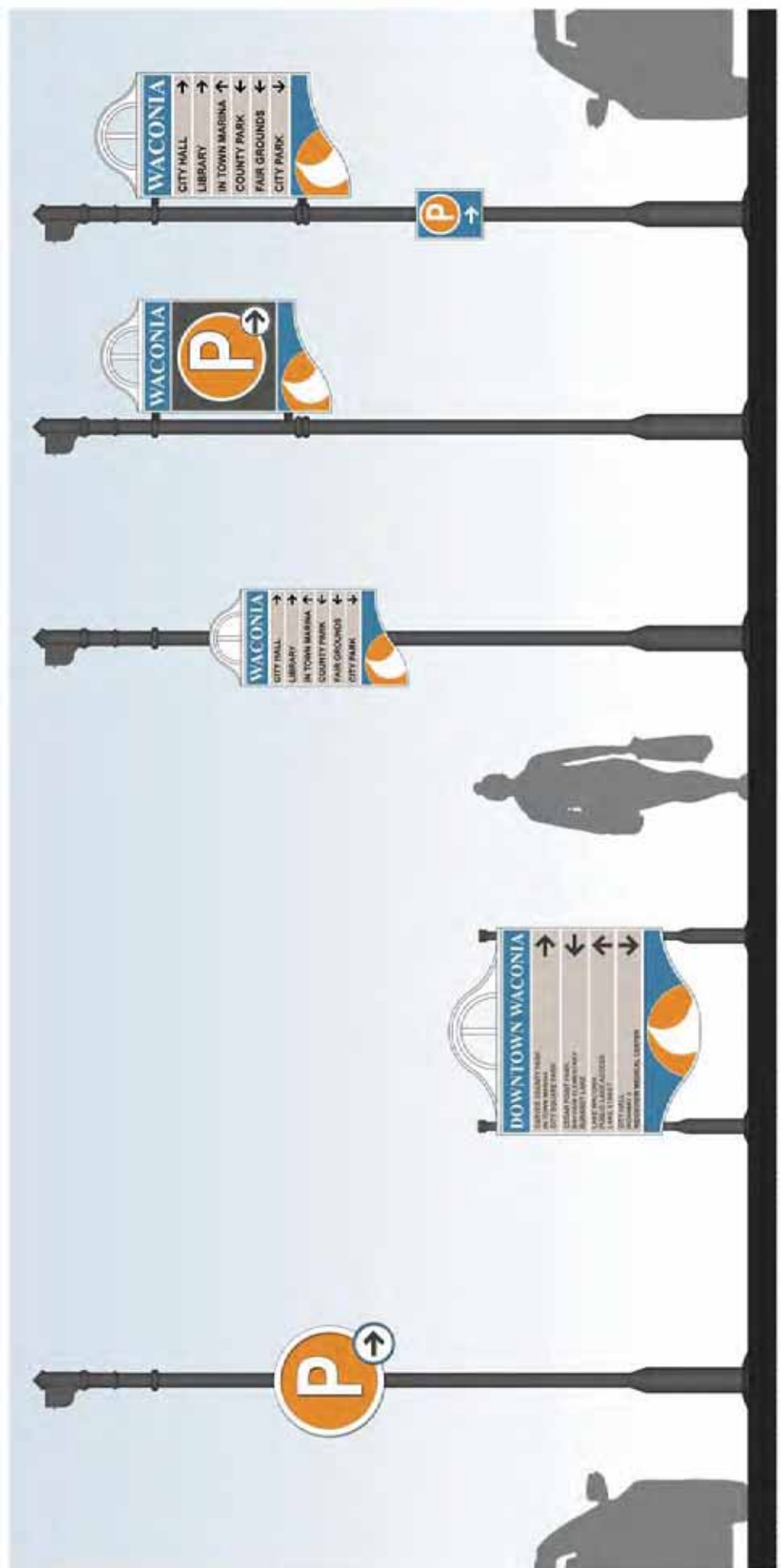
April 23, 2013

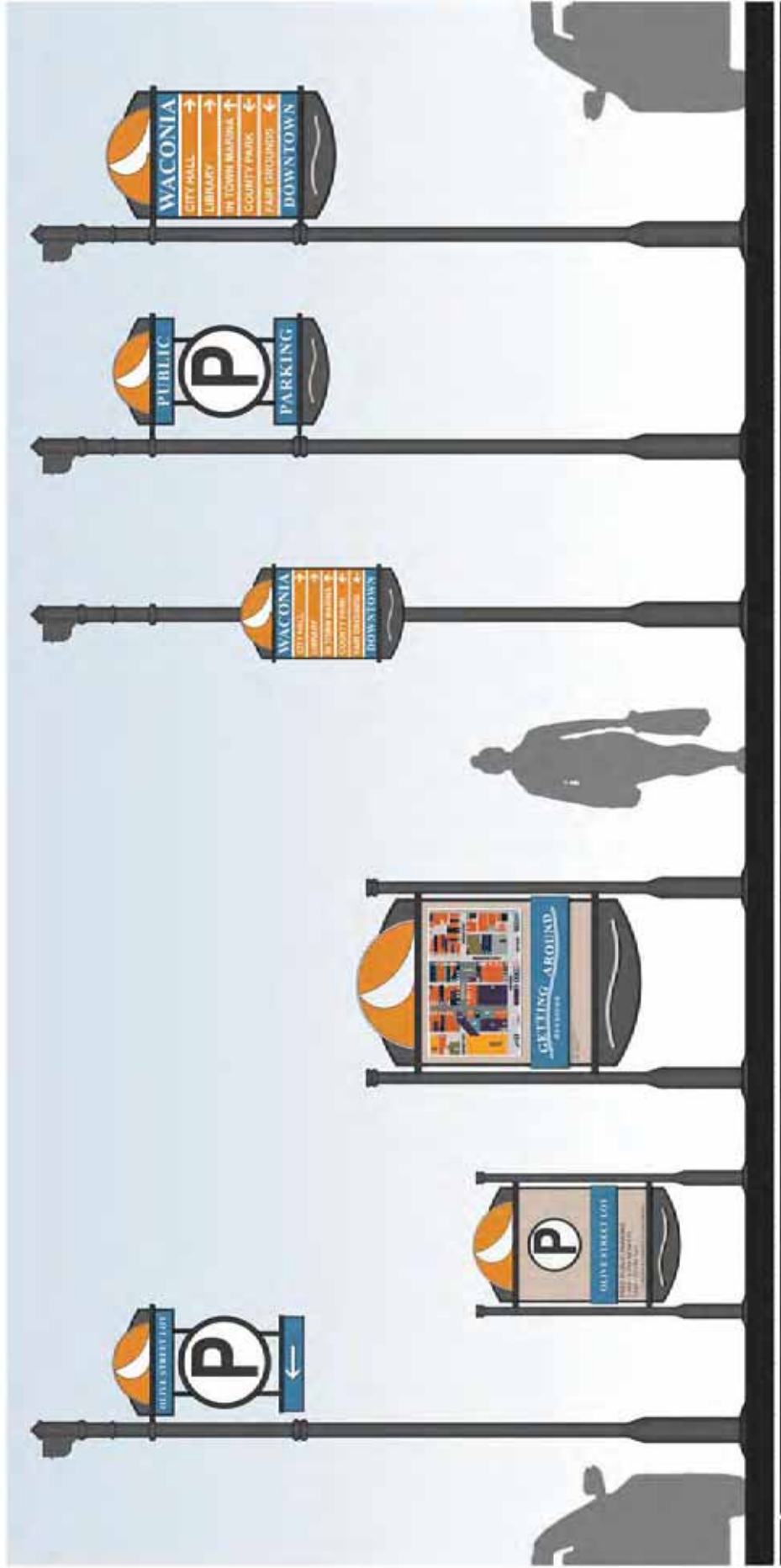




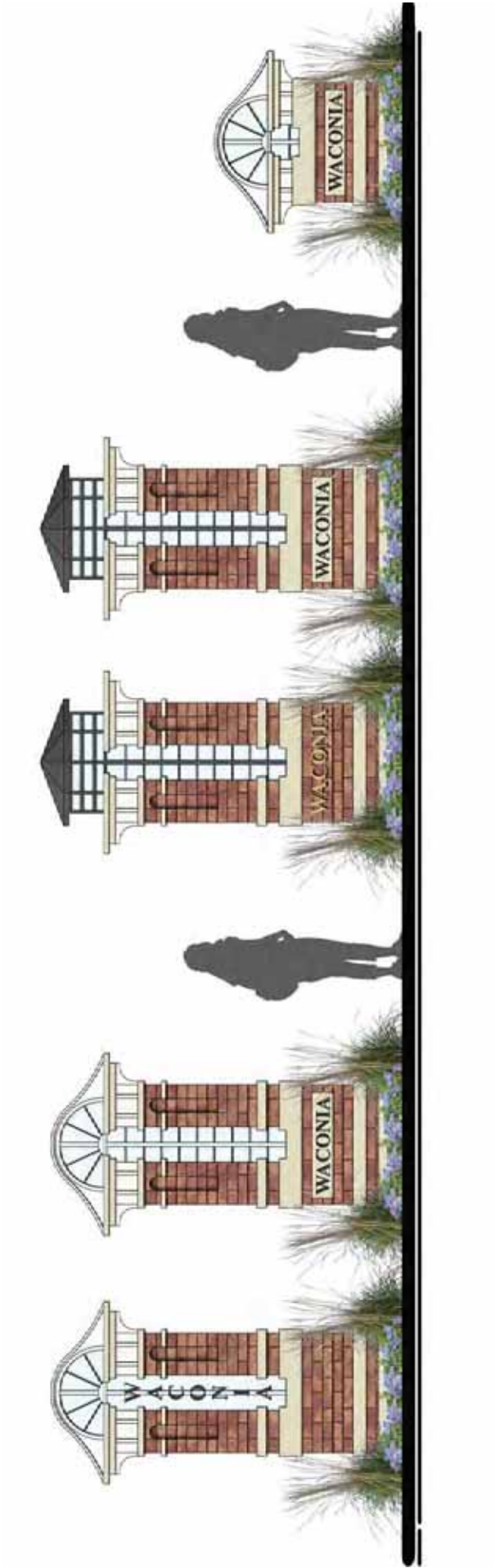
Potential Roadway Modifications

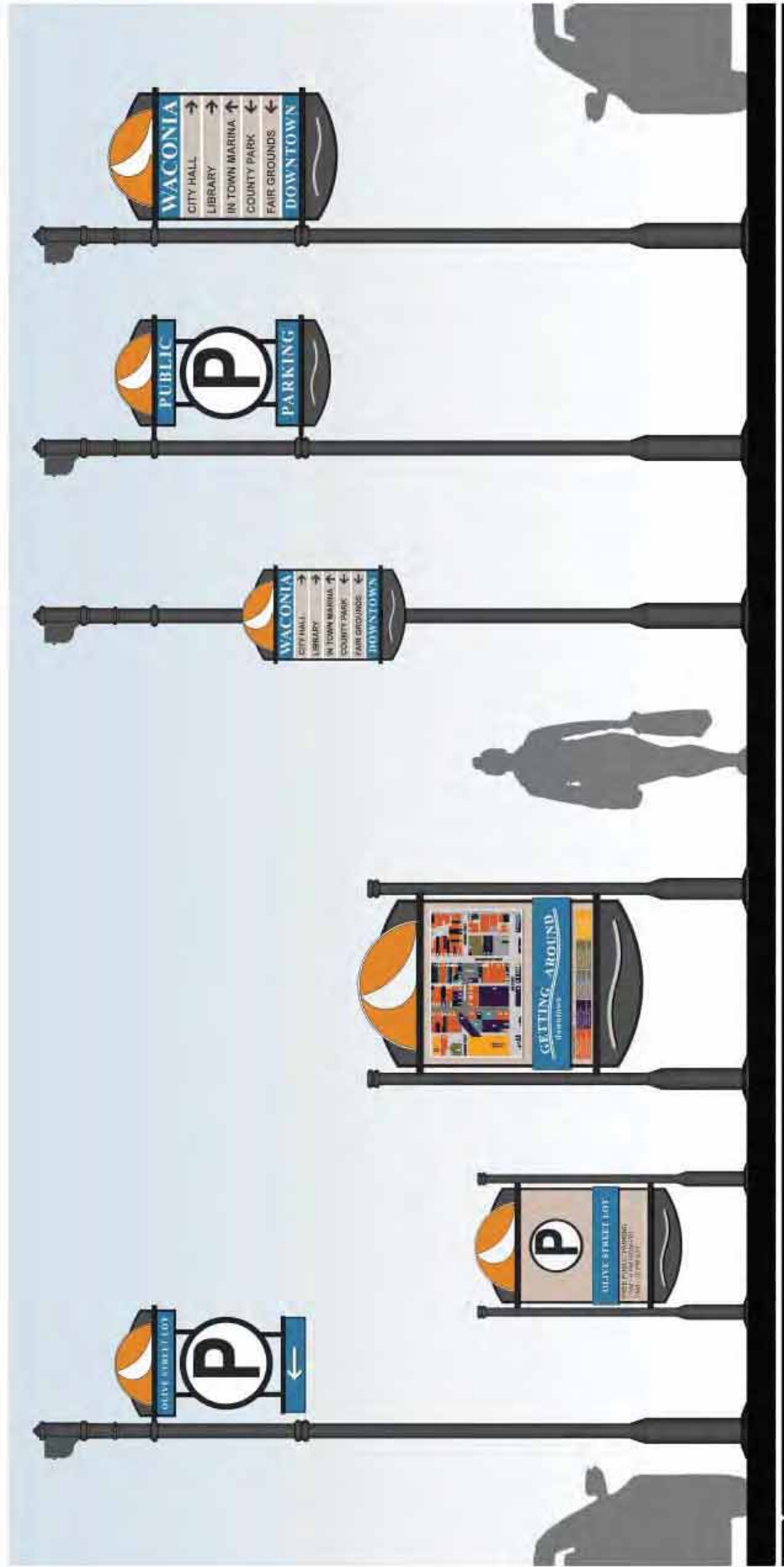
May 30, 2013





Wayfinding Signage Family 2
May 30, 2013





Updated Wayfinding Signage Family 2
June 12, 2013

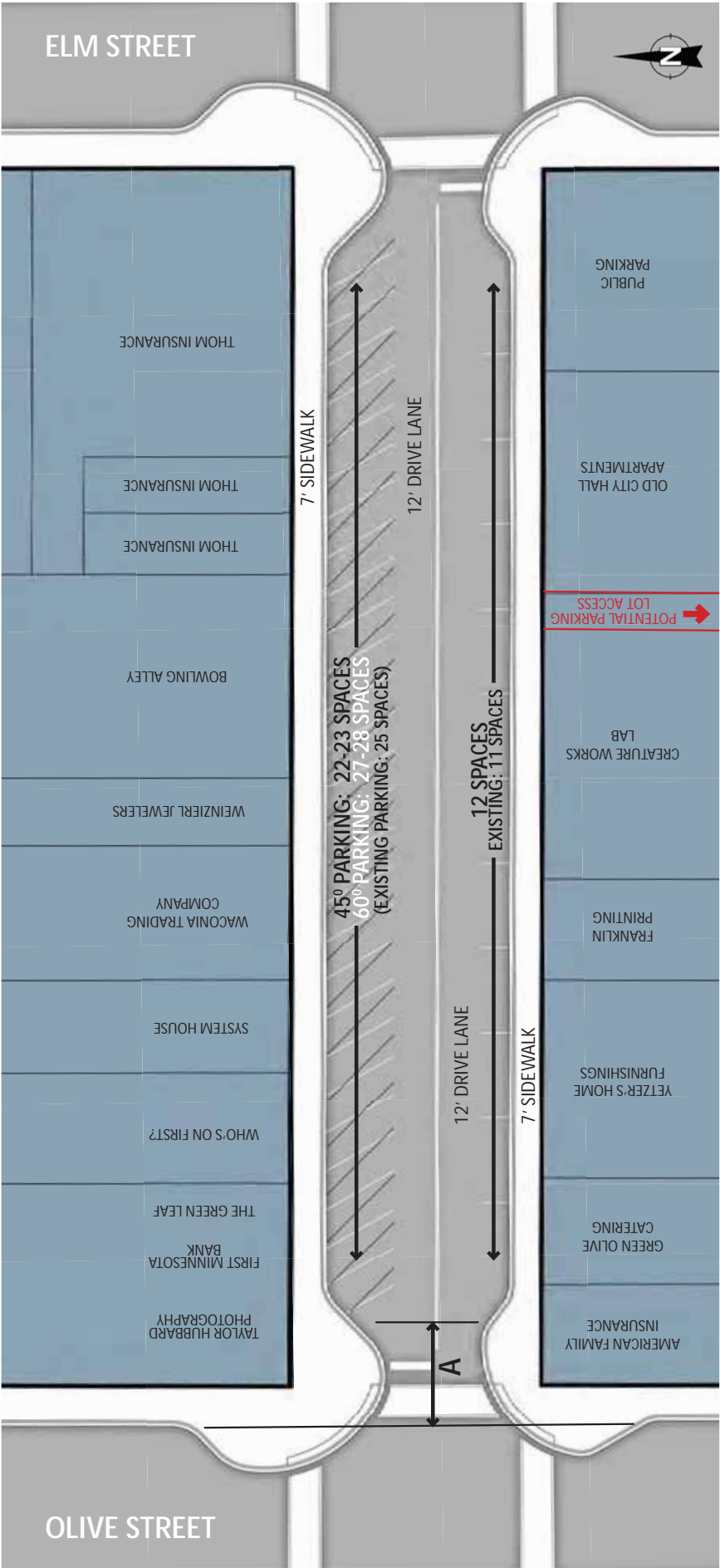


Item	Estimated Cost (\$-\$\$\$\$)	Benefit Rank (* - ****)
Underground Parking	\$\$\$\$	**
Pedestrian Plaza	\$	***
Infill Building	\$\$\$\$	**
Parklets	\$	***
Street Lighting (More decorative)(Brighter)	\$	**
Parking Restriping	\$	****
Widened Sidewalks	\$	****
Bumpouts	\$	****
Street Trees	\$	**
Lake Access	\$\$\$	***
Wayfinding Signage	\$	***
Entry/Monument Signage	\$	***
Archway Signage	\$\$\$	***
Recreation Trail loop around lake?	\$\$\$\$	**
Stormwater Greening Project @ playground corner	\$	**
Raingardens	\$	****
Sculpture/statue @ Doeber's Parking Lot	\$	**
Highway 5 pedestrian crossing	\$\$\$	***
More visible crosswalks/matching crosswalks	\$	****
Bigger parking lots/more identifiable parking lots	\$	***
Good & Durable Public Art/murals	\$	***
Downtown to county park trail connection	\$\$\$	**
Performing arts center	\$\$\$\$	***
Mixed Use Development	\$\$\$\$	**
Entry corridor (banners/planters)	\$\$\$	***
Site amenities (benches/bike racks/trash receptacles)	\$	**
Farmers Market	\$	**
Grocery Store	\$\$\$\$	***
Sidewalks that drain	\$	***
Dog park by City Hall (Stormwater pond not a good spot)	\$	*
More green in parking lots	\$	*
Off street parking on 2nd Street	\$\$\$	**

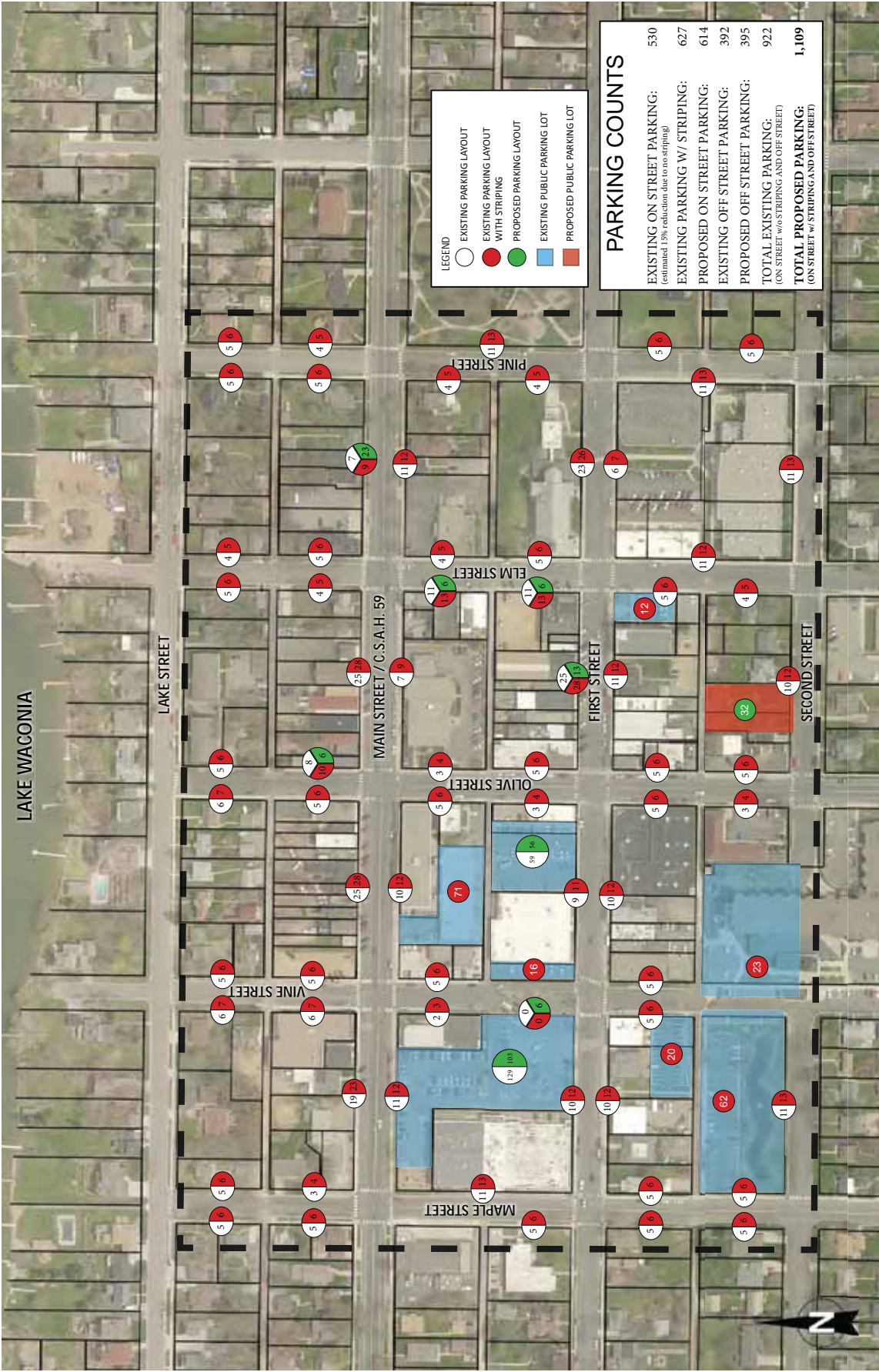


Second Street Parking Lot Study

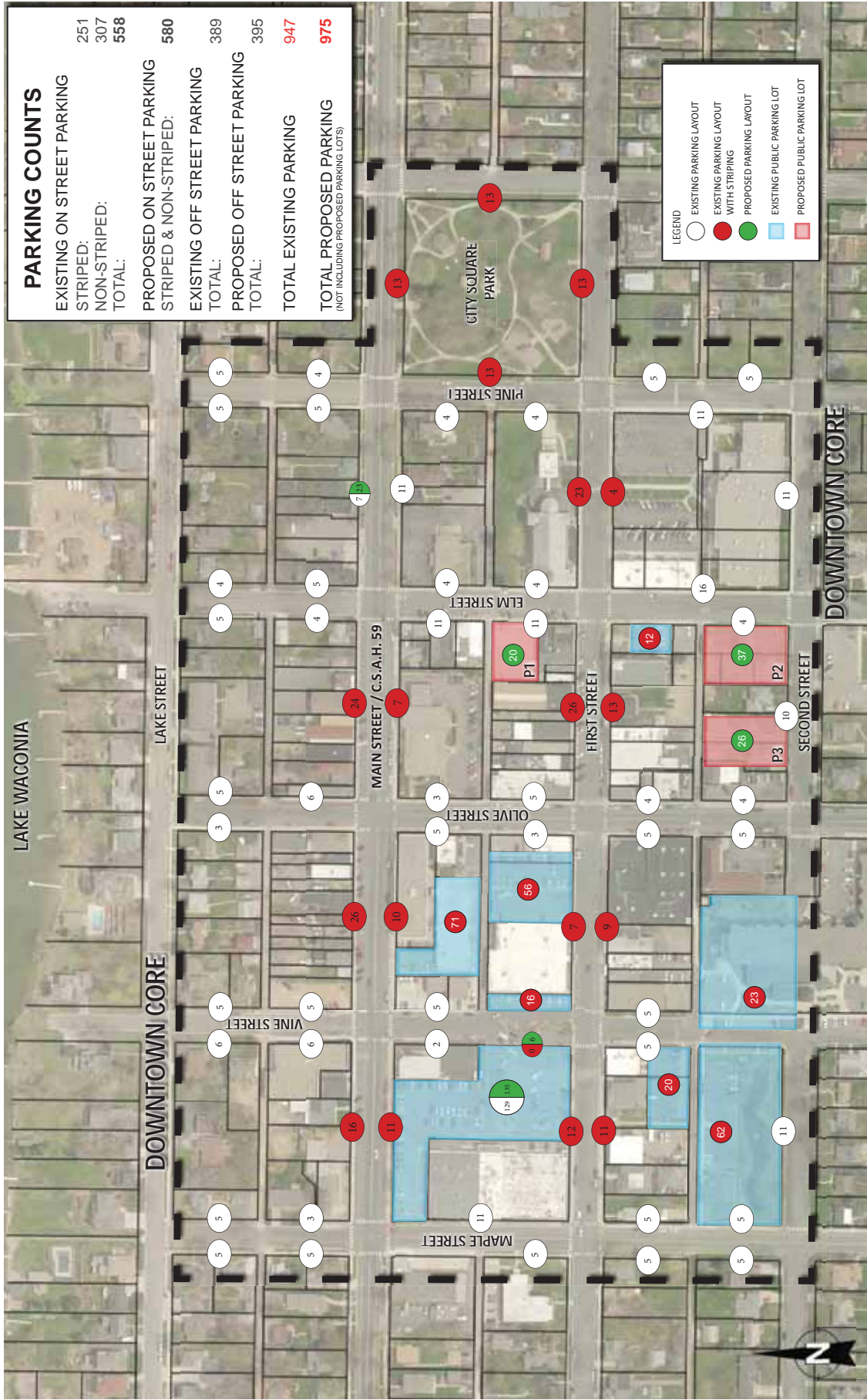
August 7, 2013



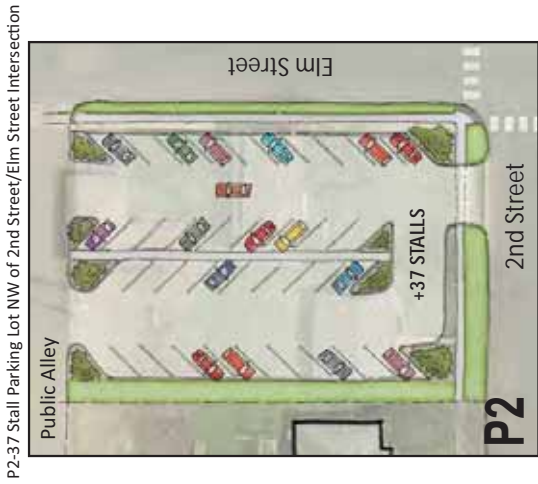
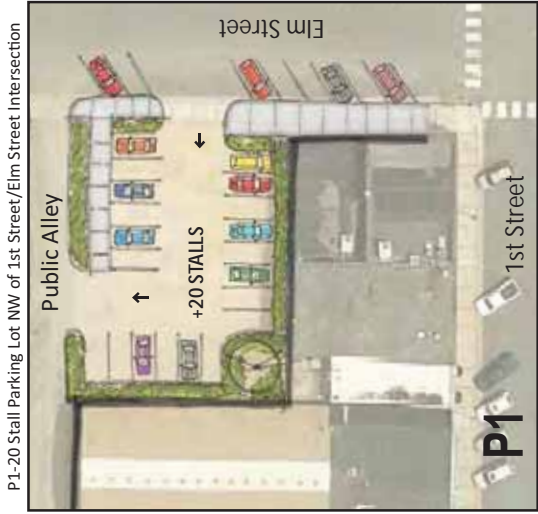
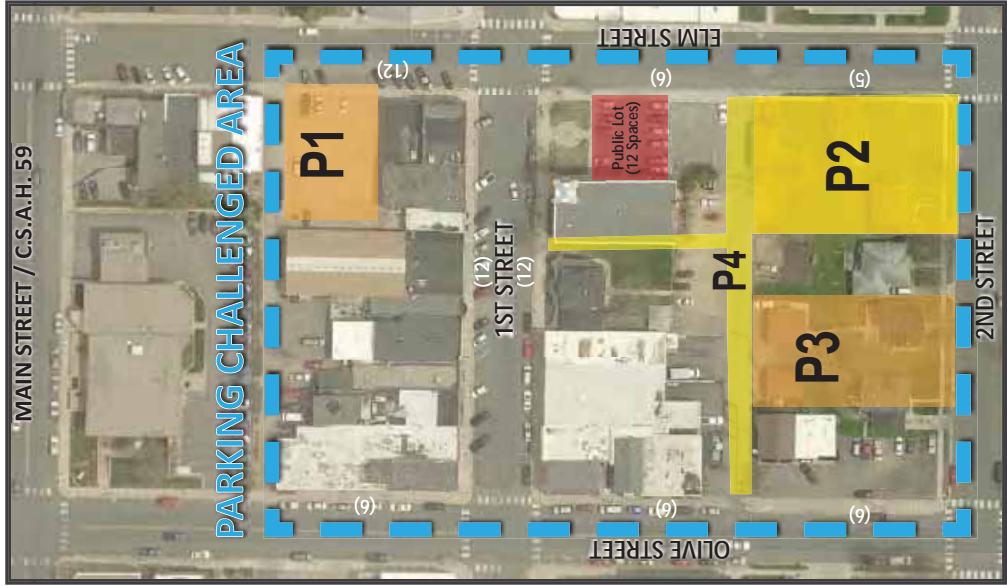
A: 25' PARKING BUFFER INCREASES PEDESTRIAN AND VEHICULAR SAFETY AT INTERSECTIONS
(American Association of State Highway Transportation Officials)

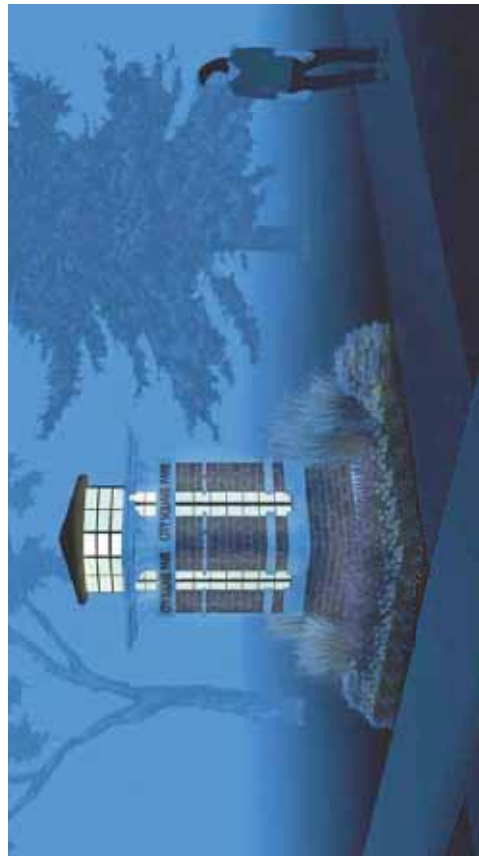


Downtown Core Parking Counts
August 7, 2013

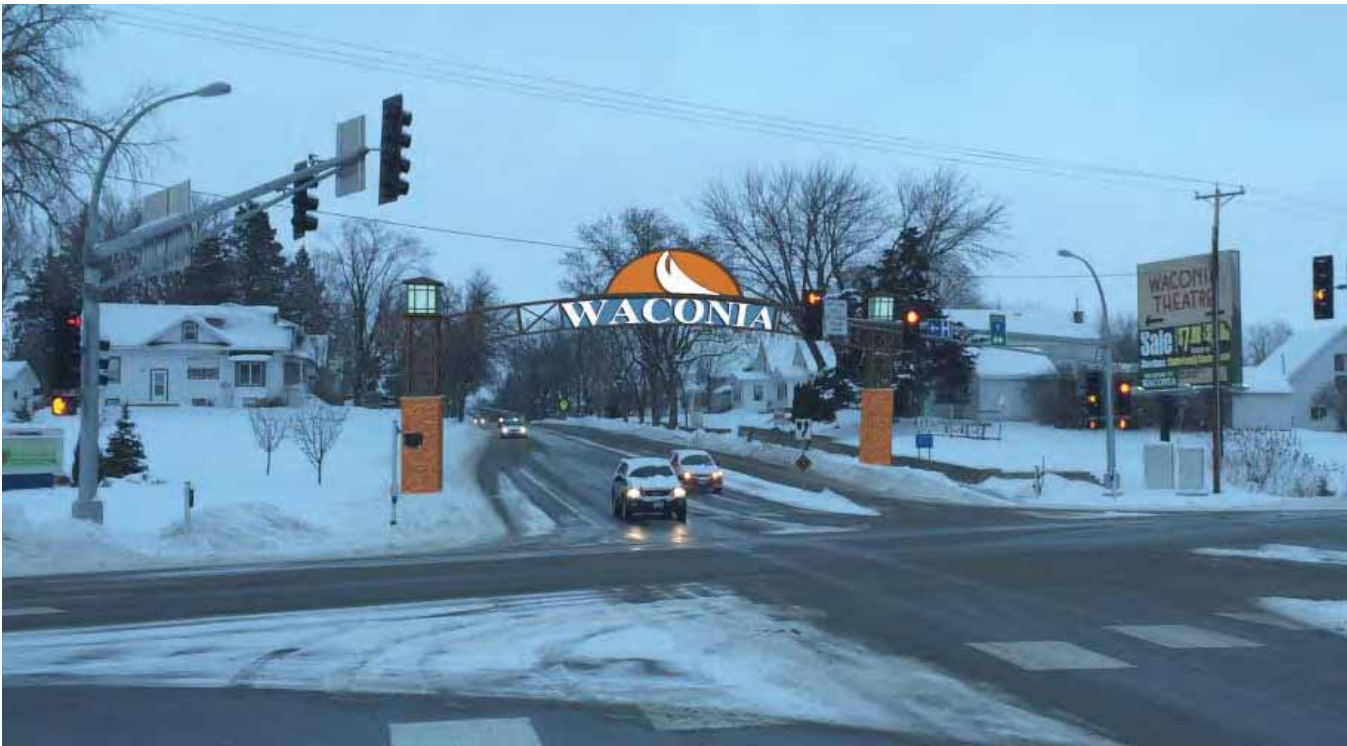


Downtown Core Updated Parking Counts
October 10, 2013





Monument Style Signage
October 10, 2013



Archway Concept Visualizations
November 20, 2013



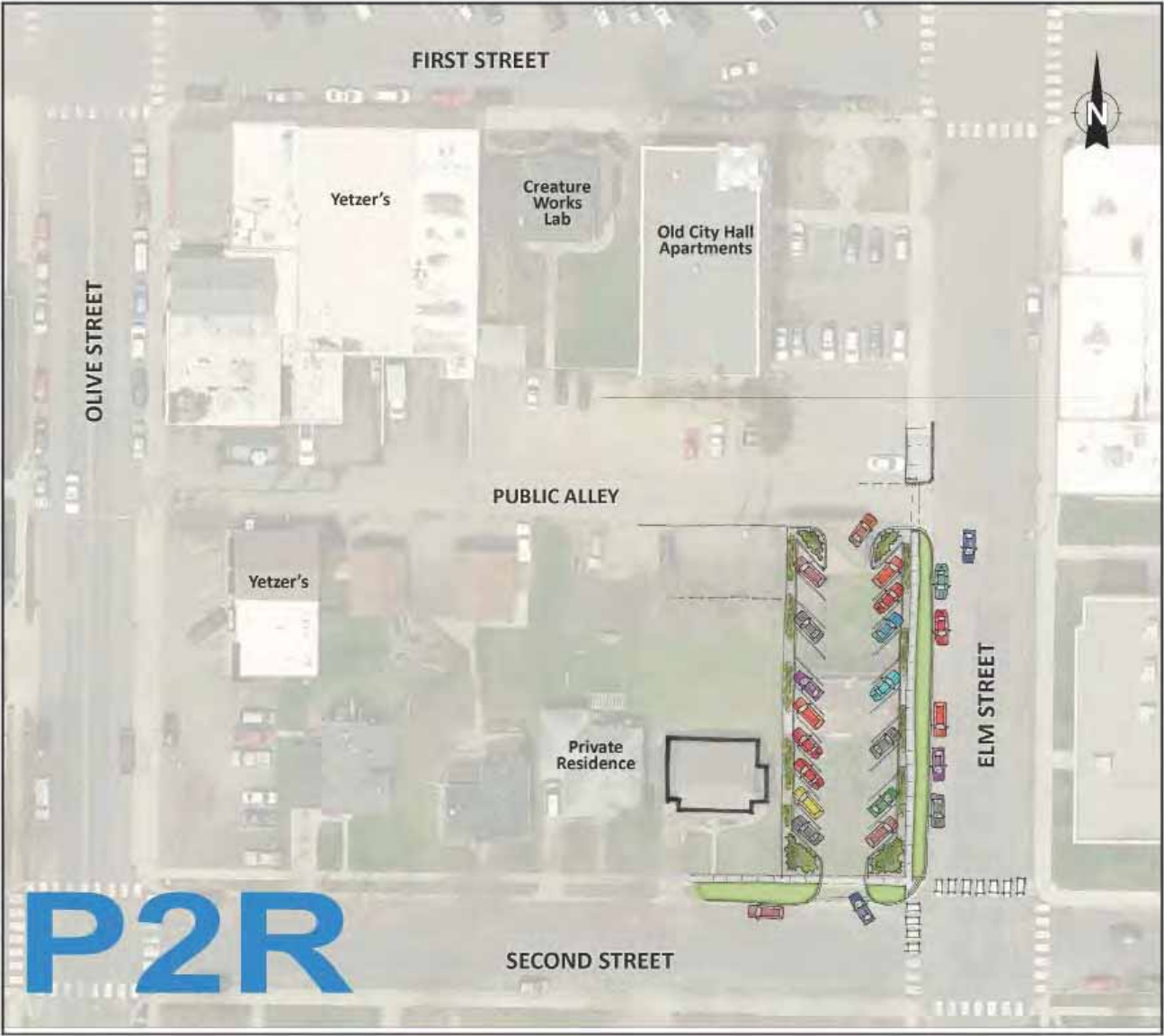
net parking gain **20 spaces**

BOLTON & MENK, Inc. 2730 Ford Street Ames, IA 50010 515.233.6100 November 12, 2012		DOWNTOWN MASTER PLAN PROJECT City of Waconia Public Parking Lot Cost Opinion			
	UNIT	QUANTITY	UNIT COST	TOTAL	COMMENTS
Parking Lot Alternative P1					
Property Acquisition	EA	1	\$200,000.00	\$200,000.00	Purchase of necessary properties
Parking Lot Stalls	EA	20	\$3,250.00	\$65,000.00	Includes stalls/grading/lighting/stormwater/drive lanes
P.C.C. 5" Sidewalk	SY	53	\$40.00	\$2,120.00	
P1 SUBTOTAL				\$267,120.00	
CONTINGENCY (20%)				\$53,424.00	
SITE IMPROVEMENTS TOTAL				\$320,544.00	



net parking gain **37 spaces**

BOLTON & MENK, Inc. 2730 Ford Street Ames, IA 50010 515.233.6100 November 12, 2012		DOWNTOWN MASTER PLAN PROJECT City of Waconia Public Parking Lot Cost Opinion			
	UNIT	QUANTITY	UNIT COST	TOTAL	COMMENTS
Parking Lot Alternative P2					
Property Acquisition	EA	2	\$200,000.00	\$400,000.00	Purchase of necessary properties
Removal of Existing Property	EA	2	\$10,000.00	\$20,000.00	Demo & removal of existing structures
Parking Lot Stalls	EA	37	\$3,250.00	\$120,250.00	Includes stalls/grading/lighting/stormwater/drive lanes
P.C.C. 5" Sidewalk	SY	123	\$40.00	\$4,920.00	
Pedestrian Walkway	LS	1	\$8,750.00	\$8,750.00	Concrete walk and curb
P2 SUBTOTAL				\$553,920.00	
CONTINGENCY (20%)				\$110,784.00	
SITE IMPROVEMENTS TOTAL				\$664,704.00	



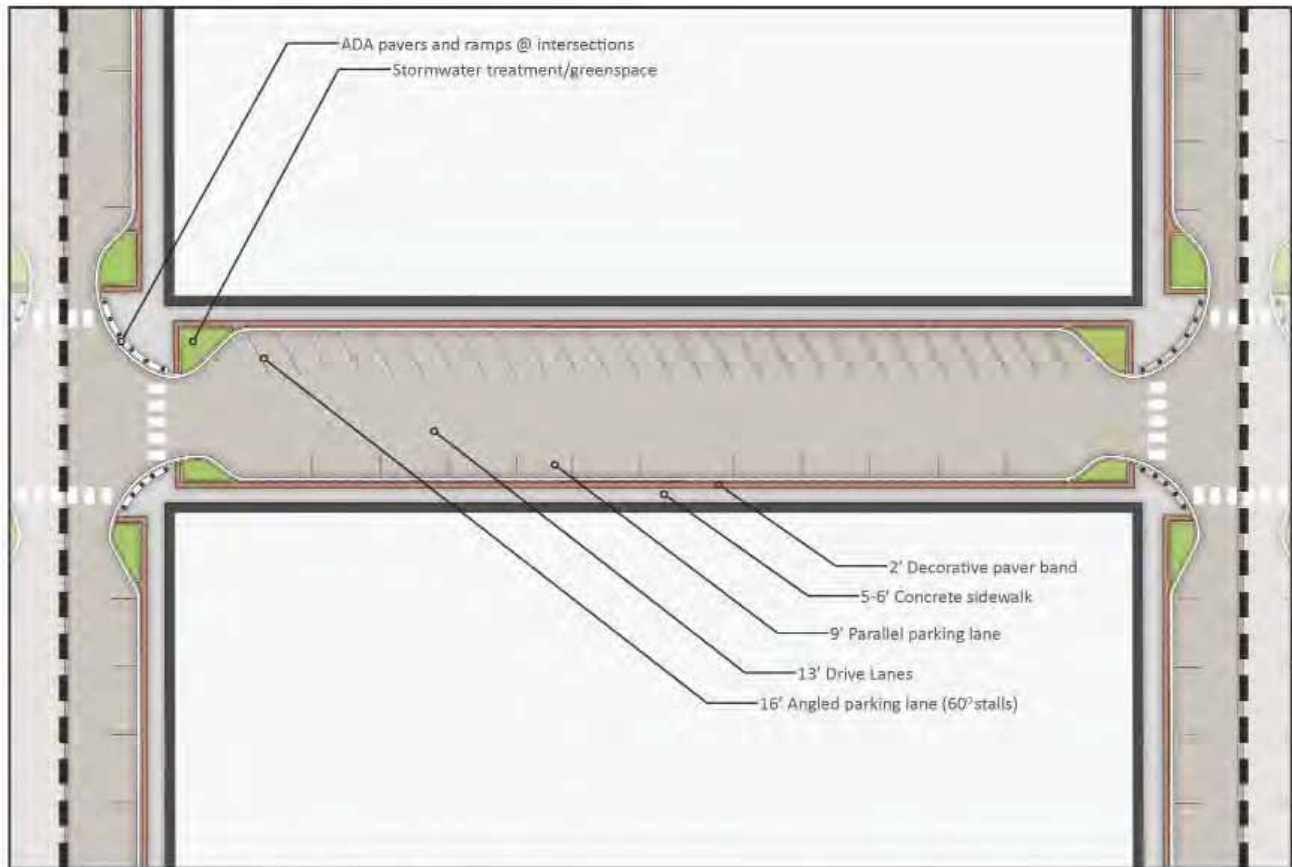
net parking gain **20 spaces**

BOLTON & MENK, Inc. 2730 Ford Street Ames, IA 50010 515.233.6100 November 12, 2012		DOWNTOWN MASTER PLAN PROJECT			
		City of Waconia			
		Public Parking Lot Cost Opinion			
	UNIT	QUANTITY	UNIT COST	TOTAL	COMMENTS
Parking Lot Alternative P2R					
Property Acquisition	EA	1	\$200,000.00	\$200,000.00	Purchase of necessary properties
Removal of Existing Property	EA	1	\$10,000.00	\$10,000.00	Demo & removal of existing structures
Parking Lot Stalls	EA	20	\$3,250.00	\$65,000.00	Includes stalls/grading/lighting/stormwater/drive lanes
P.C.C. 5" Sidewalk	SY	92	\$40.00	\$3,680.00	
Pedestrian Walkway	LS	1	\$8,750.00	\$8,750.00	Concrete walk and Curb
P2R SUBTOTAL				\$287,430.00	
CONTINGENCY (20%)				\$57,486.00	
SITE IMPROVEMENTS TOTAL				\$344,916.00	



net parking gain **26 spaces**

BOLTON & MENK, Inc. 2730 Ford Street Ames, IA 50010 515.233.6100 November 12, 2012		DOWNTOWN MASTER PLAN PROJECT			
		City of Waconia			
		Public Parking Lot Cost Opinion			
	UNIT	QUANTITY	UNIT COST	TOTAL	COMMENTS
Parking Lot Alternative P3					
Property Acquisition	EA	2	\$200,000.00	\$400,000.00	Purchase of necessary properties
Removal of Existing Property	EA	2	\$10,000.00	\$20,000.00	Demo & removal of existing structures
Parking Lot Stalls	EA	26	\$3,250.00	\$84,500.00	Includes stalls/grading/lighting/stormwater/drive lanes
P.C.C. 5" Sidewalk	SY	180	\$40.00	\$7,200.00	
Pedestrian Walkway	LS	1	\$8,750.00	\$8,750.00	Concrete walk and Curb
P3 SUBTOTAL				\$520,450.00	
CONTINGENCY (20%)				\$104,090.00	
SITE IMPROVEMENTS TOTAL				\$624,540.00	



BOLTON & MENK, Inc.
November 18, 2013

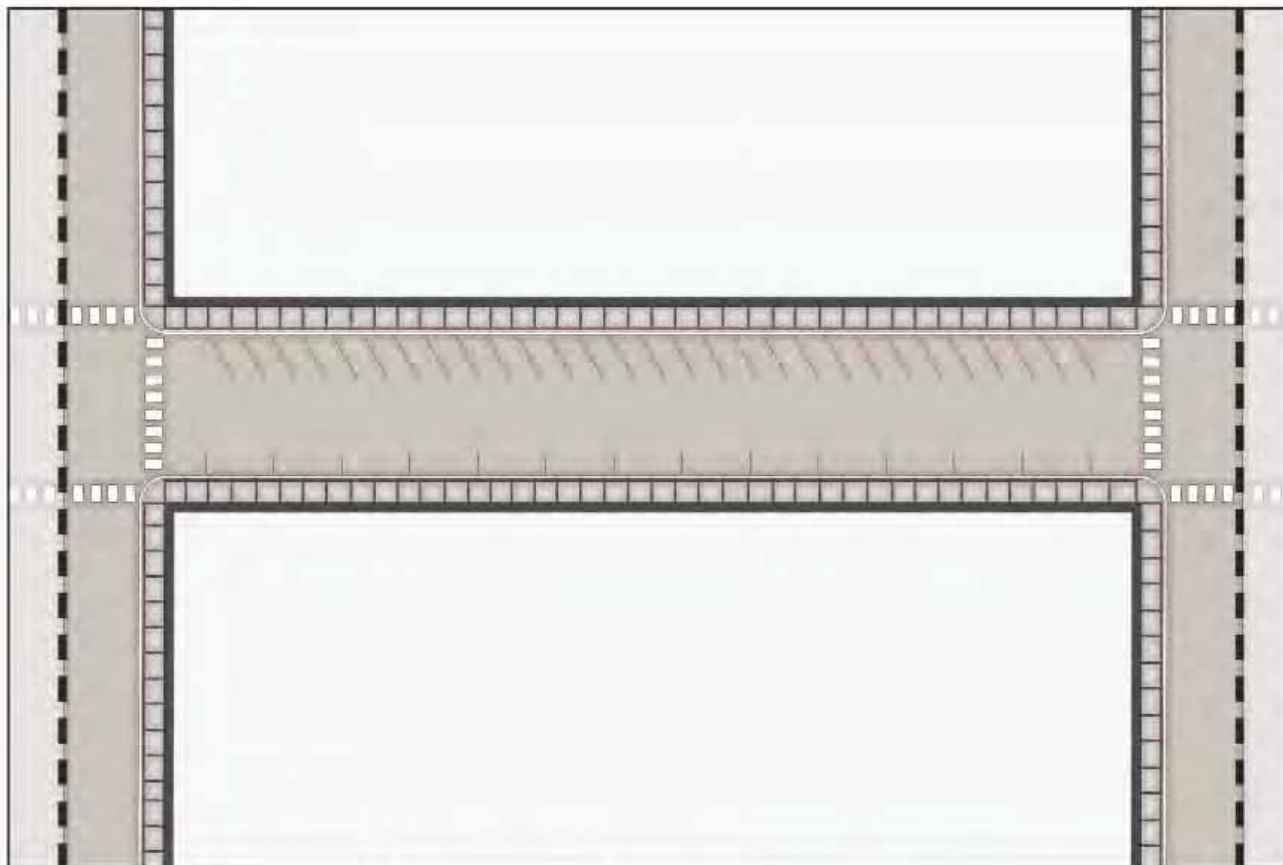
DOWNTOWN MASTERPLAN PROJECT

City of Waconia
Preliminary Cost Opinion

	UNIT	QUANTITY	UNIT COST	TOTAL	Comments
Typical Block w/ Bumpouts (66' R.O.W.)					
Mobilization & General Conditions	LS	1	\$15,350.00	\$15,350.00	5% of total
Traffic Controls	LS	1	\$15,350.00	\$15,350.00	5% of total
P.C.C. 5" Sidewalk	SY	1,000	\$40.00	\$40,000.00	
Unit Pavers w/ 4" P.C.C. Subbase	SF	3,270	\$11.50	\$37,605.00	Pavers on walk
ADA Ramp w/ Detectable Warning Strip	EA	4	\$500.00	\$2,000.00	
Curb & Gutter	LF	1,470	\$15.00	\$22,050.00	
P.C.C. 8" Pavement	SY	3,200	\$50.00	\$160,000.00	roadway pavement
Planting Bed (At Grade)	SF	1,100	\$10.00	\$11,000.00	Plants, Soil, Mulch
Light Unit w/ Banner	EA	7	\$6,500.00	\$45,500.00	Light unit, base, circuits, banner
Removals	SF	50,000	\$1.00	\$50,000.00	building face to building face
			Base Block Subtotal	\$398,855.00	
			Contingency (20%)	\$79,771.00	
			Base Block Total	\$478,626.00	
Additional Amenities (as necessary)					
Tree Grate - Stormwater Planter	EA	1	\$2,000.00	\$2,000.00	Grate, frame, soil, p.c.c. edge, drain
Tree Canopy (2.5" cal.)	EA	1	\$450.00	\$450.00	2.5" B&B
Bench	EA	1	\$1,200.00	\$1,200.00	
Litter Receptacle	EA	1	\$800.00	\$800.00	
Bollard	EA	1	\$500.00	\$500.00	
Planter	EA	1	\$500.00	\$500.00	

Typical Block Layout w/ Bump-outs (66' R.O.W.)

November 20, 2013



BOLTON & MENK, Inc. November 18, 2013		DOWNTOWN MASTERPLAN PROJECT City of Waconia Preliminary Cost Opinion			
	UNIT	QUANTITY	UNIT COST	TOTAL	Comments
Typical Block Existing (66' R.O.W.)					
Mobilization & General Conditions	LS	1	\$13,800.00	\$13,800.00	Building Face to Building Face
Traffic Controls	LS	1	\$13,800.00	\$13,800.00	5% of total
P.C.C. 5" Sidewalk	SY	900	\$40.00	\$36,000.00	5% of total
Unit Pavers w/ 4" P.C.C. Subbase	SF	1,550	\$11.50	\$17,825.00	Pavers on walk
Unit Pavers w/ 6" P.C.C. Subbase	SF	0	\$12.50	\$0.00	Crosswalks
ADA Ramp w/ Detectable Warning Strip	EA	4	\$500.00	\$2,000.00	
Curb & Gutter	LF	1,340	\$15.00	\$20,100.00	
P.C.C. 8" Pavement	SY	4,006	\$50.00	\$200,300.00	roadway pavement
Planting Bed (At Grade)	SF	0	\$10.00	\$0.00	Plants, Soil, Mulch
Light Unit w/ Banner	EA	7	\$6,500.00	\$45,500.00	Light unit, base, circuits, banner
Removals	SF	50,000	\$1.00	\$50,000.00	building face to building face
			Base Block Subtotal	\$399,325.00	
			Contingency (20%)	\$79,865.00	
			Base Block Total	\$479,190.00	
Additional Amenities (as necessary)					
Tree Grate - Stormwater Planter	EA	1	\$2,000.00	\$2,000.00	Grate, frame, soil, p.c.c. edge, drain
Tree Canopy (2.5" cal.)	EA	1	\$450.00	\$450.00	2.5" B&B
Bench	EA	1	\$1,200.00	\$1,200.00	
Litter Receptacle	EA	1	\$800.00	\$800.00	
Bollard	EA	1	\$500.00	\$500.00	
Planter	EA	1	\$500.00	\$500.00	

Typical Block Layout using Existing Curbline (66' R.O.W.)

November 20, 2013



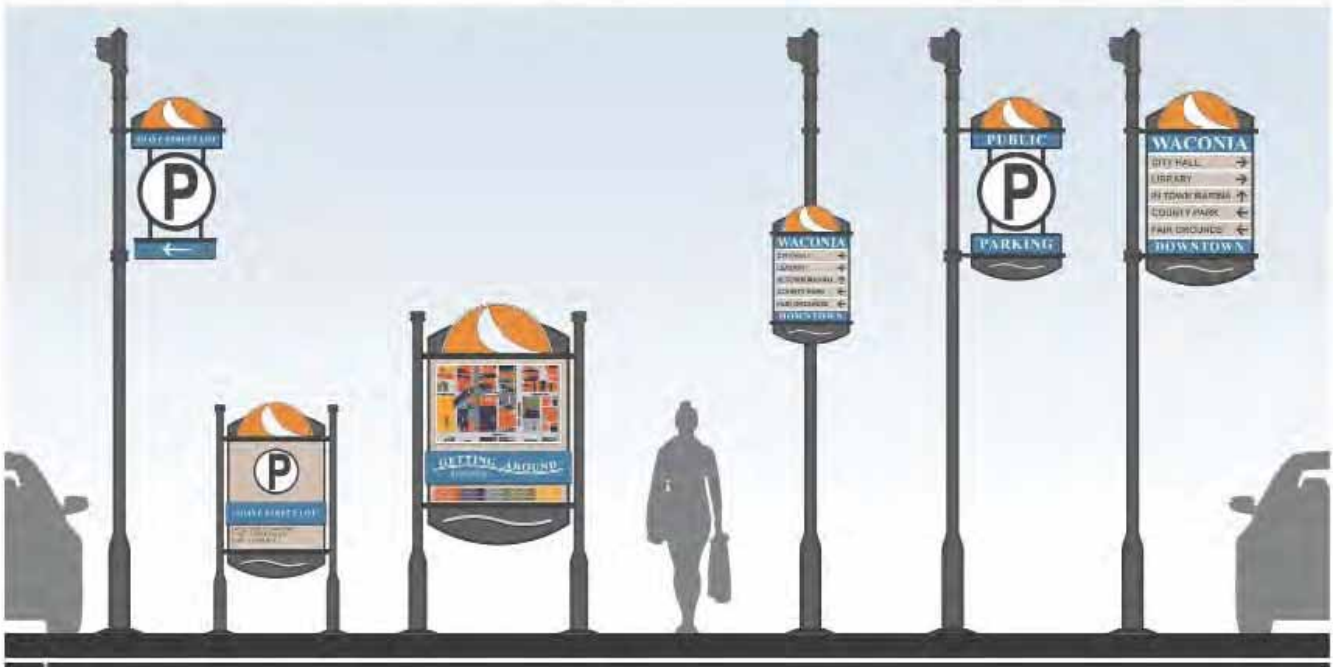
BOLTON & MENK, Inc. November 18, 2013		DOWNTOWN MASTERPLAN PROJECT City of Waconia Preliminary Cost Opinion			
	UNIT	QUANTITY	UNIT COST	TOTAL	Comments
Monument Style Signage					
Full Size Monument	LS	1	\$15,000.00	\$15,000.00	Full Cost
Reduced Size Monument	LS	1	\$10,000.00	\$10,000.00	Full Cost
			Base Monument Subtotal	\$25,000.00	
			Contingency (20%)	\$5,000.00	
			Base Monument Total	\$30,000.00	



BOLTON & MENK, Inc. November 18, 2013		DOWNTOWN MASTERPLAN PROJECT City of Waconia Preliminary Cost Opinion			
	UNIT	QUANTITY	UNIT COST	TOTAL	Comments
Archway Entry Signage					
Archway Structure	LS	1	\$100,000.00	\$100,000.00	Footings/metal/brick/ lettering
Electrical	LS	1	\$15,000.00	\$15,000.00	Ornamental Lighting
			Base Arch Subtotal	\$115,000.00	
			Contingency (20%)	\$23,000.00	
			Base Arch Total	\$138,000.00	

wayfinding signage

A.39



BOLTON & MENK, Inc. November 18, 2013		DOWNTOWN MASTERPLAN PROJECT City of Waconia Preliminary Cost Opinion			
	UNIT	QUANTITY	UNIT COST	TOTAL	Comments
Wayfinding Style Signage					
Major Wayfinding Signs	LS	1	\$2,500.00	\$2,500.00	Full Cost
Minor Wayfinding Signs	LS	1	\$500.00	\$500.00	Full Cost
			Base Monument Subtotal	\$3,000.00	
			Contingency (20%)	\$600.00	
			Base Monument Total	\$3,600.00	

Final Wayfinding Signage
November 20, 2013

