The City of Madison and Marcus/ULI Block 88 Joint Venture LLC (a joint venture of Marcus Block 88, LLC and Urban Land Interests, LLC) entered into a contract to provide planning services for the development of Block 88 in Downtown Madison. The project to be planned was defined to include a hotel, and an underground parking ramp that would support the hotel, the needs of the general public and the needs of other air rights development that may occur in Blocks 88 and 105.

To undertake the planning work, the Joint Venture engaged the following consultants:

Valerio Dewalt Train Associates – Parking Architecture
Carl Walker – Parking Ramp Engineering and Design
Eppstein Uhen Architects – Hotel Design

The results of the planning efforts are presented in this report.

SECTION 1 - THE PLANS FOR A PARKING RAMP AND HOTEL

THE PARKING RAMP

Introduction

An underground parking ramp in Blocks 88 and 105 and extending beneath South Pinckney Street is essential to unlock the development potential in this strategic area of downtown Madison. Without adequate parking to support good urban infill development in the air rights above the ramp, the unique development potential in these two blocks will remain unrealized. At issue here is the character of the urban environment in this part of downtown as well as the potential to build the City of Madison tax base.

The underground parking structure needs to incorporate a number of important objectives: 1) It must be designed to be fully integrated with all of the potential air rights uses that may be located above the ramp (which may include office, hotel, retail and residential uses) and the potential redevelopment of the Madison Municipal Building ("MMB"). 2) The first phase of the ramp, to be located on Block 88, needs to provide enough parking stalls to replace the spaces that will be lost when the existing Government East ramp is demolished. 3) The Government East ramp needs to be operated until replacement spaces to be constructed in the first phase are available. 4) The underground spaces need to be cost effective and comparable in cost with the above- grade parking solution that was originally considered.

The Architectural Plans for the Underground Parking Ramp Including the Madison Municipal Building as Part of the Hotel

The architectural plans on the following pages present a five-level underground parking ramp that provides a total of 1,368 parking stalls. The first phase of the parking ramp to be constructed on Block 88 includes 572 parking stalls, which will replace the 516 parking stalls that are available in the current Government East ramp and the 81 surface parking stalls that are currently located behind MMB. The boundary between the first and second phases of the ramp is located (as shown in the plans at column line 7.5) just into the existing western drive lane on Pinckney Street. Unless an expensive temporary earth retention system is provided to protect one lane of traffic on Pinckney Street during construction of the first phase, it may be necessary to eliminate the current Pinckney Street entrance to the Government East ramp during construction and rely on the Wilson Street entry/exit.

The first phase of the proposed parking ramp is designed to provide entry/exits on both Doty Street and Wilson Street. The Doty entrance/exit is two lanes, and the Wilson Street entrance/exit has three lanes, with the center lane being reversible to provide two entrance lanes during peak morning arrivals and two exit lanes during peak afternoon departures. This ramp configuration provides what the design team believes is an optimal configuration from the perspective of user convenience both before and after the second phase of the parking ramp is constructed.

DOTY STREET

ONE WAY

1 2 3 3.5 4 5 5.5 5.8 6.8 7 7.5 8 9 10 11 12 13 13.5 14 15 16

A B C C.5 D E F G H J K L

ELEV:+909.00

ELEV:+908.50

ELEV:+907.00

ELEV:+907.00 (ASSUMED)

ELEV:+905.00 (ASSUMED)

PARKING STAIR

P

OFFICE LOBBY

OFFICE LOBBY FLOOR ELEV:+909.00

OFFICE

OFFICE

O

S

BLOCK 88 RETAIL 6782 SF

FIRST FLOOR ELEV:+908.00

SECOND FLOOR ABOVE - 923.00

PHASE ONE | PHASE TWO

ELEV:+906.00

ELEV:+907.00

RETAIL SERVICE

ELEV:+905.00

LINK TO SERVICE

DOWN TO P1

ELEV:+904.00

H

PINCKNEY ST.

MMB FIRST FLOOR ELEV:+913.60

FIRST FLOOR ELEV:+913.60

ELEV:+903.00

H PARKING SHUTTLE

H S

HOTEL CORE

H H

ELEV:+902.00

LID OF LOADING ELEV:+918.60

ELEV:+901.00

PARKING STAIR BELOW

ELEV:+900.00

ELEV:+902.00

B1

PUBLIC PARKING

BLOCK 105 AIR RIGHTS BUILDING 1 LOBBY

B1

ELEV:+903.50 (ASSUMED)

DOWN TO P1

P

FIRST FLOOR ELEV:+907.00

MEZZANINE ELEV:+911.00

BLOCK 105 AIR RIGHTS BUILDING 2 CORE

B2

LID OF LOADING ELEV:+916.00

MADISON BLOCK 88 + BLOCK 105 PARKING

DOTY STREET LEVEL : 01

DATE: 05.19.2011

WILSON STREET

ONE WAY

PHASE ONE: 35 PARKING SPACES | PHASE TWO: 105 PARKING SPACES

P1 TOTAL: 140 PARKING SPACES

1 2 3 3.5 4 5 5.5 5.8 6.8 7 8 9 10 11 11.5 12 13 13.5 14 15 16

A B C C.5 D E F G H J K

PHASE ONE PHASE TWO

P1 ELEV: +895.00

P1 ELEV: +895.00

PUBLIC PARKING ELEVATOR

BLOCK 105 AIR RIGHTS BLDG. 1 CORE

OFFICE

OFFICE

SERVICE CORRIDOR

HOTEL ACCESS

MMB LL ELEV: +902.10

ELEV: +901.60

HOTEL VEHICLES

UP TO DOTY

DOWN TO P2

DOWN TO P1

PINCKNEY ST.

ELEV: +903.00

VALET EXIT

P1 ELEV: +900.00

ELEV: +902.00

ELEV: +902.10

ELEV: +898.10

BLOCK 88 RETAIL 1283 SF

ELEV: +901.00

ELEV: +900.00

HOTEL SERVICE/ TRASH

HOTEL LOADING DOCK

BUILDING STORAGE/ MAINTENANCE

ELEV: +903.00

PARKING STAIR

ELEV: +902.00

ELEV: +901.50

ELEV: +901.00

ELEV: +900.00

BIKE RACKS

DOWN TO P1

UP TO DOTY

TLT.

PARKING OFFICE

ONLY

P1 ELEV: +897.00

BIKE RACKS

BLOCK 105 RETAIL 3870 SF

ELEV: +899.50

PUBLIC PARKING LOBBY

BLOCK 105 AIR RIGHTS BUILDING 2 LOBBY

SERVICE/ TRASH

BLOCK 105 LOADING DOCK

ELEV: +899.00 (ASSUMED)

ELEV: +898.00 (ASSUMED)

MADISON BLOCK 88 + BLOCK 105 PARKING

WILSON STREET LEVEL: P1

DATE: 05.19.2011

WILSON STREET

ONE WAY

PHASE ONE: 139 PARKING SPACES | PHASE TWO: 162 PARKING SPACES

P2 TOTAL: 301 PARKING SPACES

1 2 3 3.5 4 5 5.5 5.8 6.8 7 8 9 10 11 11.5 12 13 13.5 14 15 16

A B C C.5 D E F G H J K L

TRANSFER STAIR

P

VAN

PUBLIC PARKING ELEVATOR

P2 ELEV: +885.00

OFFICE

OFFICE

BLOCK 105 AIR RIGHTS BLDG. 1 CORE

UP TO P1

DOWN TO P3

DEAD END

H

HOTEL

H PARKING SHUTTLE

HOTEL ELEV. PIT

PIT @ P2

BLOCK 105 AIR RIGHTS BLDG. 2 CORE

PHASE ONE PHASE TWO

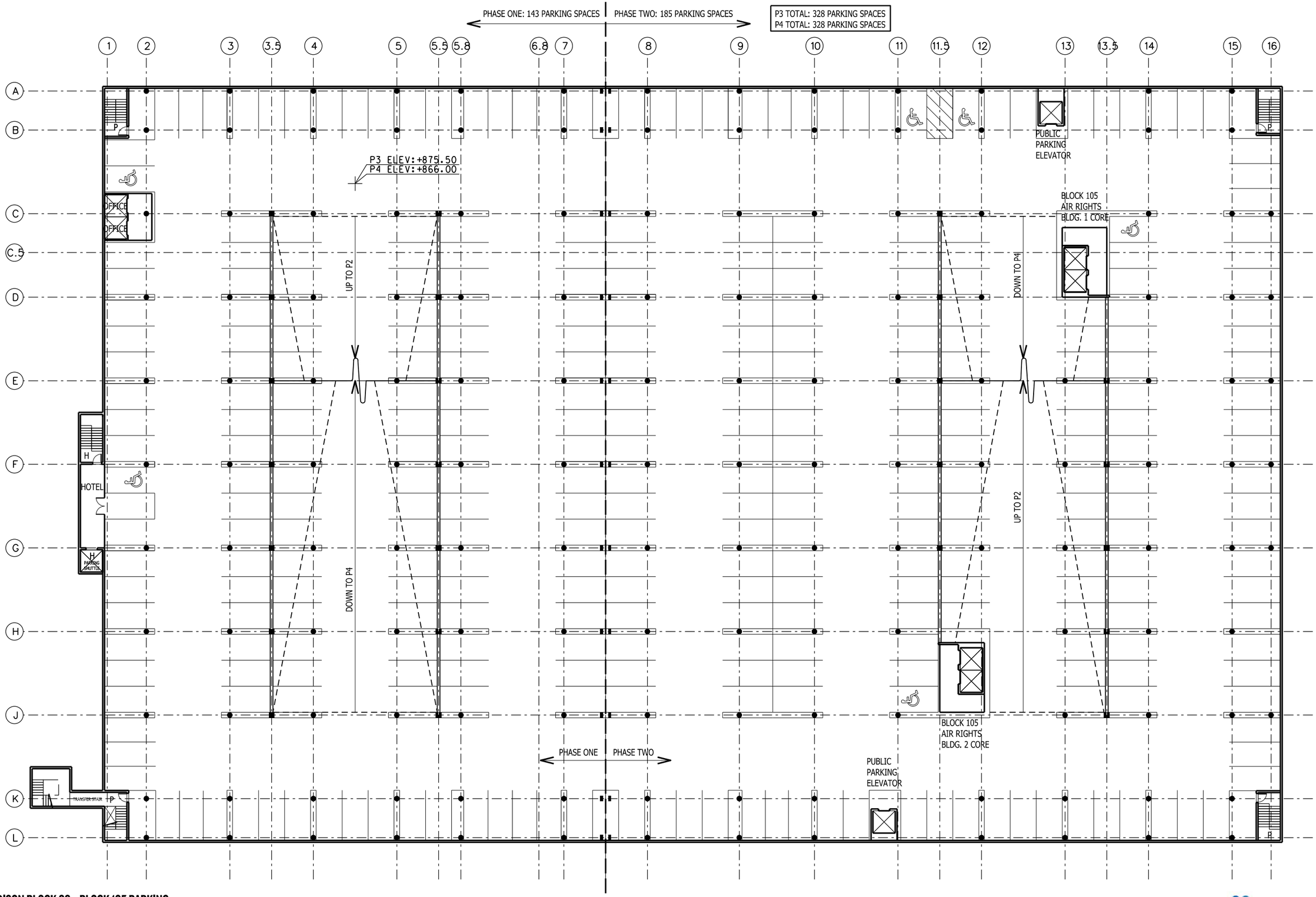
PUBLIC PARKING ELEVATOR

P2 ELEV: +885.00

MADISON BLOCK 88 + BLOCK 105 PARKING

PARKING LEVEL: P2

DATE: 05.19.2011



MADISON BLOCK 88 + BLOCK 105 PARKING

PARKING LEVELS: P3 / P4

DATE: 05.19.2011

PHASE ONE: 112 PARKING SPACES | PHASE TWO: 159 PARKING SPACES

P5 TOTAL: 271 PARKING SPACES

1 2 3 3.5 4 5 5.5 5.8 6.8 7 8 9 10 11 11.5 12 13 13.5 14 15 16

A B C C.5 D E F G H J K L

P5 ELEV:+856.50

PHASE ONE PHASE TWO

P

OFFICE

OFFICE

UP TO P4

UNEXCAVATED

H

HOTEL

H PARKING SHUTTLE

EQUIPMENT STORAGE

PUBLIC PARKING ELEVATOR

BLOCK 105 AIR RIGHTS BLDG. 1 CORE

MECHANICAL

UP TO P4

BLOCK 105 AIR RIGHTS BLDG. 2 CORE

PHASE ONE PHASE TWO

PUBLIC PARKING ELEVATOR

MADISON BLOCK 88 + BLOCK 105 PARKING

PARKING LEVEL: P5

DATE: 05.19.2011

Once the first phase of parking is available for temporary use by the Madison Parking Utility, the Government East Ramp can be demolished and construction can begin on the second phase. The duration of construction required to complete the total ramp is 27 months as shown in the construction schedule attached as Exhibit A. Once the total ramp is complete, Pinckney Street will be restored to support vehicle and pedestrian traffic in its current configuration. The parking ramp has been designed so that multiple elevator cores will connect directly with the private air rights development located above the ramp. Two separate shared loading docks are provided to serve the development located in Block 88 and in Block 105.

The Impact on the Parking Ramp if the Madison Municipal Building is Not Part of the Hotel

The Block 88 team was asked to evaluate the development of a hotel without including space in the Madison Municipal Building as part of the hotel. The implications for the hotel are presented as Option 2 in the following discussion. In order to create a hotel lobby and drop-off on Wilson Street with a connection into the parking ramp, the parking ramp would need to be revised as shown in the concept plans in Exhibit B. The number of stalls in Phase 1 of the ramp would be reduced to 537 and the total number of stalls would be reduced to 1,349 stalls (see summary of parking options on following page). The separate Block 88 entrance/exit to the parking ramp on Wilson Street would be eliminated and the Block 105 entrance/exit to the ramp would service the entire ramp. A shared loading dock would need to be created on Doty Street that would service needs of the Madison Municipal Building. This loading dock may cause congestion on Doty Street, which is the outer ring funneling traffic around the Capitol Square.

THE HOTEL

Option 1 A Hotel that Includes Space in the Madison Municipal Building

Under this scenario, the Mixed-Use Development Program includes:

- 278 guest rooms
- 25,593 SF meeting space including 10,470 SF ballroom
- 9,865 SF pre-function space
- 57,057 SF office space
- 6,419 SF retail
- 305,892 GSF hotel building
- 63,476 GSF office/retail building

The existing historic Madison Municipal Building would be reused and transformed to be the centerpiece of a new hotel and mixed-use development. The first floor of the historic building would be the main lobby of the hotel and include a restaurant with outdoor seating at the corner of Doty Street and Martin Luther King, Jr. Boulevard and a bar/lounge with outdoor seating at the corner of Wilson Street and Martin Luther King, Jr. Boulevard. The second floor of the MMB would be converted to meeting space use including the existing courtroom while the third floor of MMB would be utilized for guest suites. The lower level of MMB would be utilized for hotel support space, storage and mechanical space. A hotel bar & grill with an outdoor terrace would be located on the roof of MMB.

Underground Parking Option for Combined Madison Municipal Building Site and Government East Parking Ramp

I:\Development Opportunities\Block 88\MMB Parking and Air Rights\[MMB.Parking Comparison.9.26.11.xls]Sheet1

26-Sep-11

Number of Parking Stalls in Government East Ramp

Handicapped	5
Transient	426
Monthly	85
	516

Potential Parking Count in Underground Parking Ramp

Original Option with MMB part of hotel

	Number of Parking Stalls		
Level	**Phase 1**	**Phase 2**	**Total**
P1	35	105	140
P2	139	162	301
P3	143	185	328
P4	143	185	328
P5	112	159	271
	572	796	**1368** *total stalls*

Option B without MMB

	Number of Parking Stalls		
Level	**Phase 1**	**Phase 2**	**Total**
P1	0	121	121
P2	139	162	301
P3	143	185	328
P4	143	185	328
P5	112	159	271
	537	812	**1349** *total stalls*

Parking Stalls Allocated for Parking Utility	**600**	**600**
Parking Stalls Required for Hotel	**200**	**200**
Parking Required to Support MMB		**180**
Parking Available to Support Additional Air Rights Development	**568**	**369**
Parking Ratio Required for Office Space		
2.5 *stalls per 1000 rentable square feet*		
Potential Office Space that can be Developed in addition to the Hotel	**227,200** *sf*	**147,600** *sf*

The main entry and porte-cochere for the hotel is located on Martin Luther King, Jr. Boulevard. The porte-cochere helps create a new identity for the historic building and provides cover at the raised entry drive which allows barrier free entry to the main level of the hotel and drop-off for hotel guests, visitors and valet. Parking for hotel is accessed from both Doty Street and Wilson Street; valet exit is on Pinckney. Loading and service for the hotel is on Wilson Street and loading for office and retail is on Pinckney Street. A skywalk across Wilson Street connects the hotel to the Hilton Hotel and Convention Center.

The new portion of the mixed-use development is configured in a U-shape footprint. The hotel itself would be arranged in a L-shape wrapped around a 2-story ballroom strategically located to avoid guest rooms above the ballroom. The roof of the ballroom will be a landscaped terrace and has the potential to be an outdoor amenity space for hotel guests. One level of flexible meeting and pre-function space will be connected to the meeting space in the existing MMB. Other hotel amenities include a club lounge, fitness center and pool.

The office lobby is located on Doty Street across from Block 89 and consists of 5 levels of office space. The office building includes a ground floor retail component ideal for a restaurant at the corner of Doty and Pinckney. The office and retail spaces would have a direct connection to the hotel lobby. The independent office space would generate approximately $190,000 per year in real estate tax revenue for the City.

The existing Madison Municipal Building is a 4-level building. The MMB is connected to a new hotel structure which is 10 stories along Wilson Street and steps down to a 6-story structure at Doty Street for the office and retail component. The concept plans for Option 1 are presented in Exhibit C.

Option 2 A Hotel that Does Not Include the Madison Municipal Building

Without including space in the Madison Municipal Building as part of the hotel, the hotel would be revised as follows:

- 292 guest rooms
- 30,806 SF meeting space, including 11,471 SF ballroom
- 28,396 SF pre-function space

The stand-alone hotel is configured in a U-shape footprint surrounding a 2-story ballroom strategically located to avoid guest rooms above the ballroom. The roof of the ballroom will be a landscaped terrace that is intended to be outdoor amenity and event space. Two stories of flexible meeting and pre-function space are connected via an open staircase in a skylit atrium-like space; events can be supported from a private service core. A 2-story glass hotel entry with escalator at the corner of Wilson and Pinckney provides a transition up to main floor of hotel for hotel guests and visitors. A multi-level hotel restaurant and bar with outdoor seating along Pinckney provides activity along the street. Other hotel amenities include a club lounge, fitness center and pool.

The main entry and covered drop-off for the hotel is located on Wilson Street creating a synergy with the Hilton Hotel located directly across the street. The drop-off provides direct access for guests and valet to the parking garage. Parking for the hotel is accessed from both Doty Street and Wilson Street; valet exit is on Pinckney. Loading and service is on Doty Street; a combined loading zone is shared between the existing MMB and hotel. A skywalk across Wilson Street is at the level of the main floor of hotel and provides access to the Hilton Hotel and Convention Center.

The new proposed hotel building is 10 stories at the center of the block and steps down to 8 stories along Wilson Street and steps down to a 6 stories at Doty Street. The concept plans for a hotel that does not include the Madison Municipal Building are presented in Exhibit D.

DOTY STREET

ONE WAY

1 2 2.3 3 3.5 4 5 5.5 5.8 6.8 7 7.5 8 9 10 11 12 13 13.5 14 15 16

A B C C.5 D E F G H J K L

ELEV:+909.00

ELEV:+908.50

ELEV:+907.00

ELEV:+907.00 (ASSUMED)

ELEV:+905.00 (ASSUMED)

PUBLIC PARKING ELEV/STAIR

P

SHARED MMB/HOTEL LOADING

RESTAURANT ELEV:+907.00

PHASE ONE | PHASE TWO

ELEV:+906.00

H

MMB ACCESS

ELEV:+913.00

ELEV:+907.00

DOWN TO P1

ELEV:+907.00

ELEV:+913.00

ELEV: +903.00 BELOW

ELEV:+905.00

ELEV:+904.00

PINCKNEY ST.

ELEV:+903.00

ELEV:+902.00

ELEV:+901.00

ELEV:+900.00

SERVICE CORE ELEV:+913.00

ELEV:+915.00

HOTEL CORE

PARKING STAIR BELOW

ELEV:+917.00

SKYWALK TO HILTON

ELEV:+902.00

B1

PUBLIC PARKING

BLOCK 105 AIR RIGHTS BUILDING 1 LOBBY

AIR SHAFT

ELEV:+903.50 (ASSUMED)

DOWN TO P1

FIRST FLOOR ELEV:+907.00

MEZZANINE ELEV:+911.00

BLOCK 105 AIR RIGHTS BUILDING 2 CORE

B2

LID OF LOADING ELEV:+916.00

OPTION B

MADISON BLOCK 88 + BLOCK 105 PARKING

DOTY STREET LEVEL : 01

WILSON STREET

ONE WAY

1 2 3 3.5 4 5 5.5 5.8 6.8 7 8 9 10 11 11.5 12 13 13.5 14 15 16

A B C C.5 D E F G H J K

HOTEL MECHANICAL

P

AIR SHAFT

ELEV: +895.00

PHASE ONE PHASE TWO

PUBLIC PARKING ELEVATOR

P1 ELEV: +895.00

BLOCK 105 AIR RIGHTS BLDG. 1 CORE

AIR SHAFT

P

DOWN TO P2

UP TO DOTY

EXISTING MUNICIPAL BUILDING

RESTAURANT

ELEV: +903.00

PINCKNEY ST.

BIKE RACKS

UP TO DOTY

DOWN TO P2

TLT.

PARKING OFFICE

ELEV: +903.00

ELEV: +900.00

VALET EXIT

ELEV: +902.00

HOTEL LOBBY

ELEV: +902.00

ELEV: +901.00

HOTEL DROP-OFF

ELEV: +901.00

ELEV: +903.00

P

PARKING STAIR

ELEV: +902.00

ELEV: +901.00

ELEV: +900.00

ONLY

BIKE RACKS

P1 ELEV: +897.00

B2

BLOCK 105 RETAIL

3870 SF

ELEV: +899.50

BLOCK 105 AIR RIGHTS BUILDING 2 LOBBY

PUBLIC PARKING LOBBY

BOOTH

BOOTH

SERVICE/ TRASH

B2

BLOCK 105 LOADING DOCK

P

ELEV: +899.00 (ASSUMED)

ELEV: +898.00 (ASSUMED)

WILSON STREET

ONE WAY

OPTION B

MADISON BLOCK 88 + BLOCK 105 PARKING

WILSON STREET LEVEL: P1

PHASE ONE: 139 PARKING SPACES | PHASE TWO: 162 PARKING SPACES

P2 TOTAL: 301 PARKING SPACES

1 2 3 3.5 4 5 5.5 5.8 6.8 7 8 9 10 11 11.5 12 13 13.5 14 15 16

A B C C.5 D E F G H J K L

P2 ELEV:+885.00

P

AIR SHAFT

VAN

PUBLIC PARKING ELEVATOR

BLOCK 105 AIR RIGHTS BLDG. 1 CORE

UP TO P1

DOWN TO P3

DEAD END

HOTEL ELEV. PIT

PHASE ONE PHASE TWO

BLOCK 105 AIR RIGHTS BLDG. 2 CORE

PIT @ P2

MG&E VAULT

SWITCHGEAR

OPTION B

MADISON BLOCK 88 + BLOCK 105 PARKING

PARKING LEVEL: P2

PHASE ONE: 143 PARKING SPACES
PHASE TWO: 185 PARKING SPACES

P3 TOTAL: 328 PARKING SPACES
P4 TOTAL: 328 PARKING SPACES

P3 ELEV:+875.50
P4 ELEV:+866.00

OFFICE
OFFICE
HOTEL
H
PARKING ENTRY/EXIT
TRANSFER STAIR
P

UP TO P2
DOWN TO P4
DOWN TO P4
UP TO P2

PUBLIC PARKING ELEVATOR

BLOCK 105 AIR RIGHTS BLDG. 1 CORE

BLOCK 105 AIR RIGHTS BLDG. 2 CORE

PUBLIC PARKING ELEVATOR

PHASE ONE
PHASE TWO

OPTION B

MADISON BLOCK 88 + BLOCK 105 PARKING

PARKING LEVELS: P3 / P4

PHASE ONE: 112 PARKING SPACES | PHASE TWO: 159 PARKING SPACES

P5 TOTAL: 271 PARKING SPACES

1 2 3 3.5 4 5 5.5 6 6.8 7 8 9 10 11 11.5 12 13 13.5 14 15 16

A B C C.5 D E F G H J K L

P5 ELEV:+856.50

PHASE ONE PHASE TWO

P

OFFICE

OFFICE

UP TO P4

UNEXCAVATED

H

HOTEL

H PARKING SHUTTLE

EQUIPMENT STORAGE

PUBLIC PARKING ELEVATOR

BLOCK 105 AIR RIGHTS BLDG. 1 CORE

MECHANICAL

UP TO P4

BLOCK 105 AIR RIGHTS BLDG. 2 CORE

PHASE ONE PHASE TWO

PUBLIC PARKING ELEVATOR

OPTION B

MADISON BLOCK 88 + BLOCK 105 PARKING

PARKING LEVEL: P5

SECTION 2 - OWNERSHIP, FINANCING AND OPERATION

THE PARKING RAMP

Introduction

The second area of investigation in the Joint Planning Process with Marcus/ULI was a review of the potential real estate, financing and project delivery issues for a parking facility under Blocks 88 and 105 and a hotel development on Block 88. Section 1 of this report presented the physical planning for the development of an underground parking facility and a hotel in Block 88, describing two alternative configurations for the hotel, one incorporating Madison Municipal Building and one not.

A Condominium Structure is the Optimal Form of Ownership

The parking ramp will be a unitary physical structure comprising: (1) a municipal parking facility to be developed and operated by the City of Madison Parking Utility and owned by the City of Madison, and (2) a privately owned parking facility serving the hotel development and air rights development above the parking ramp. The privately owned parking facility is intended to serve the uses of at least two, and possibly multiple, owners of the property interests above the parking ramp, which will include the owner of the hotel development and one or more owners of the other air rights development(s). To that end it will include the construction of additional parking capacity to be held in reserve for the needs of future above-ground development.

The parking ramp will include structural supports and other infrastructure (loading dock, trash facility, elevator shafts, entry lobbies, stair towers) to provide the structural capacity, vertical circulation and common facilities required for maximum utilization of the parking ramp and planned and potential above-ground development. In order to reduce the costs of parking, it is assumed that it will be highly desirable that certain elements of the ramp, such as entrance /exit ramps, air shafts, electrical vaults, utility connections and loading docks will be shared between all condominium owners. The structure and footings in the parking ramp will be shared by the above grade air rights development.

The respective property owner interests will need to agree collectively upon the allocation of responsibilities for designing and constructing the parking ramp and its shared physical elements and facilities. Then, as the parking ramp and the developments to be served by the parking ramp are brought into operation, the respective property owners will need to define and agree upon the terms upon which they will share the use of and responsibility for the parking ramp. These responsibilities include performance and payment of construction, repair, maintenance, replacement and renovation; payment of ongoing expenses for utilities, services and other expenses of operation; and continuity of management and operation of these items and enforcement of the respective owners' obligations.

The development, construction and operation of the parking ramp will need to comply with City of Madison public works project bidding requirements applicable to the municipal parking facility component of the ramp.

Conventional property rights instruments such as easements, leases or licenses are likely to be unsuitable for defining the ownership rights and allocated benefits and responsibilities for the shared physical elements, facilities and use rights of the multiple owners and users of the parking ramp. The respective interests of the owners and users will not be defined by physically demarcated ownership boundaries owned in fee; the nature of the shared uses is likely to change with circumstances and over time; and governance, management and enforcement mechanisms will be required to ensure continuity of operation and to provide a structure for making and implementing ongoing decisions consistent with the allocation of rights and responsibilities among the respective property owner interests.

A condominium structure is recommended as the appropriate ownership structure to meet these needs. Each condominium ownership unit will consist of the exclusively owned interests held by the owner of the unit, along with the unit's undivided interest in common elements shared among all unit owners, and, if applicable, the unit's undivided interest in limited common elements shared among a subset of unit owners. Each condominium unit would be separately financeable by its unit owner. The condominium declaration will define the allocation of rights and responsibilities among unit owners, and provide a governance mechanism for decision making and enforcement of unit owners' rights and responsibilities. The condominium structure does not preclude and would likely be supplemented with easements, leases, licenses or other contractual arrangements with unit owner(s) or the owners' association as an additional means of conveying or allocating rights and responsibilities in the development, and providing for operation and use of the various components and elements of the parking ramp.

The condominium units for the respective ownership interests in the condominium would consist of: the municipal parking facility, owned by the City of Madison; the private parking facility, owned by the master developer; the hotel development, owned by the hotel developer; and one or more air-rights development(s), owned by their respective air-rights developer(s). The unit owners would hold undivided interests in common elements consisting of the shared physical elements and facilities. Limited common elements (for example, common facilities shared by the private ownership interests only, but which may be required to be separated from facilities exclusive to the municipal parking unit) would likewise be held as undivided interests among the subset of unit owners sharing the benefit of those limited common elements. If necessary or desirable, license agreements could be used to allocate parking rights in the ramp on a time-shared basis, and leases could be used to provide longer-term, quasi-permanent parking rights to the air-rights development unit owner(s) in the private parking facility unit. Pursuant to this structure, the City of Madison and its Parking Utility would contribute the subterranean rights for the underground parking, and plan, finance, construct and operate the public parking component. The master developer would design and construct the private parking (including the additional private parking needed to support the future development of the air rights above the parking), take on the risk of building and operating the additional private parking in advance of the construction of the above-grade uses in return for the opportunity to develop the air rights, and would own and operate that private portion of the parking upon completion.

The development of the parking ramp will need to be observant of any applicable laws or regulations affecting publicly financed improvements that might be construed to benefit private uses.

Parking Ramp Cost Estimates

J.H. Findorff & Son provided two conceptual cost estimates for the underground parking facility as proposed in Section 1 of the report. The square footage of the five story subterranean parking garage to be built under Blocks 88 and 105 and beneath South Pinckney Street is estimated at 433,512 square feet, with a total parking supply of 1,368 stalls.

Two estimates were generated: one based on a post tensioned structural slab, and one assuming a mild steel reinforcing system. The pricing set of architectural plans for the parking ramp is included in Exhibit G. City Parking Utility staff and its owner representative, Carl Walker Parking Consultants, are in agreement that a post tensioned system would yield less cracking and more durability over the life of the garage. The two cost estimates were developed to determine if there would be a cost differential between the two structural systems for the underground parking facility. The prices turned out to be quite similar.

Exhibit E provides the detailed cost estimates developed by J.H. Findorff & Son. The estimates include a list of clarifications that provide the assumptions for developing the estimate made at this conceptual level of design. Exhibit E also includes a "Master Plan Drawing Clarifications – Revision 1" letter from Carl Walker Parking, a consultant to Marcus/ULI, which provides further clarifications on the conceptual underground parking facility design that were used in the cost estimate preparation. Costs for parking equipment and systems that meet the requirements of the Madison Parking Utility were estimated by Carl Walker and reviewed by the Parking Utility.

The total cost estimate for the garage is $37.7million. The estimate includes an estimating contingency of 5%. The cost per square foot of the parking garage is $86.99 and the cost per stall is $27,566. This is well in line with industry norms.

Proposed Financing for the Parking Ramp

Because many elements of the parking ramp will be shared and used in common by the Parking Utility and other private users, tax exempt bonds cannot be used to finance any portion of the parking ramp. The best financing option for the ramp may be taxable bonds.

The optimal financing for the portions of the parking ramp that will be used by the hotel and other private users is based on the model that was developed for the Dayton/Pinckney ramp and for the Block 89 parking ramp. This financing concept assumes that the ramp is owned by the Community Development Authority, which would issue taxable bonds to finance the construction of the ramp. The parking ramp would be leased by the CDA to the City of Madison. The City of Madison would in turn lease the parking ramp to each of the private users under operating leases, with the users being responsible for all costs of financing, operations and maintenance. Once the bonds are fully amortized, each private user would have the opportunity to either extend the term of its lease for parking or purchase its condominium interest in the parking ramp. Under this financing structure the substantial operating deficits associated with the underground parking would be minimized, since the ramp would be exempt from real estate taxes while it is owned by CDA and it is possible that no credit enhancement would be required to support the taxable bonds.

The Parking Utility would use taxable bonds to finance the portion of the ramp that it owns and operates under the proposed condominium structure. The estimated issuance costs and interest rates associated with taxable bond financing that was provided by Robert W. Baird is attached as Exhibit F.

The Development Cost Budget and Break-Even Analysis for the Parking Ramp

A Development Cost Budget and Break-Even Analysis for the parking ramp is presented on the following page. The analysis separates out the costs for a 1,361-space underground parking facility into three components:

- 600 stalls to be owned and operated by the Parking Utility which replace the Government East garage;
- 200 stalls required to support the hotel; and
- 561 required to support other air-rights development

The construction and development costs were allocated proportionately to the parking stalls available for each of the user groups.

The budget assumes that Parking Utility contributes the subterranean property on Block 105 that it currently owns to the condominium interest it will acquire. The Parking Utility also owns the air rights that will be located above the portion of the parking ramp that is in Block 105. Based upon an assumed air rights value of $100 per square foot, the Parking Utility may receive more than $5,000,000 from the sale of air rights above 52,488 square feet of area that will be used for private development. Proceeds from this sale will significantly reduce the cost of creating the 600 stalls of parking to be owned and operated by the Parking Utility. The Parking Utility should recognize that it may not realize these sales proceeds until the development of the air rights above the Block 105 portion of the ramp is committed and ready to proceed.

Land behind MMB and beneath Pinckney Street is presently owned by the City of Madison. The financial model assumes that the City sells the subterranean space required to build the parking ramp for an assumed value of $60 per square foot. It can also sell the air rights above the parking ramp required for development of the hotel and other uses. The value of the air rights has been assumed to be $100 per square foot, but the potential air rights sale in Block 88 is not reflected in this parking cost analysis.

Taking into account the construction costs for a post tensioned ramp, land costs, development fees and financing costs, the conceptual financing scenario assumes that taxable revenue bonds in the amount of $45 million would be issued to finance the parking construction. Approximately $15 million of the cost (net of Block 105 air rights sale proceeds) is attributable to the Parking Utility's stalls, $8 million to the hotel's stalls and $22 million to the stalls dedicated to the other air rights development.

The analysis assumes the ramp will be financed with floating rate taxable bonds with an interest rate of 2.5% based on estimates from John Mehan of Baird. The financial model shows that each parking stall will require revenue of approximately $223 per month to break even. A parking stall in the proposed ramp that is leased to a monthly office user at current market rates will generate revenue of $135 per month, which creates a deficit per stall of approximately $88 per month. These parking deficits will need to be absorbed into and supported by the air rights developments. The use of tax-increment

Development Cost Budget and Break-even Analysis for Block 88/105 Parking Ramp

I:\Development Opportunities\Block 88\package_3.7.2012\[Block 88 and 105 Development Cost Projection.11.4.11.xlsx]Sheet1

		Combined Ramp	Parking Owned and Operated by Parking Utility	Parking Required to Support Hotel	Parking Required to Support Other Air Rights Development
Number of Parking Stalls		1,361	600	200	561
Percent of Total		100.0%	44.1%	14.7%	41.2%
Land Cost					
Cost of Subterranean Rights		$ 3,576,060	$ -	$ 939,832	$ 2,636,228
Land Area (sf)		112,089	52,488	15,664 b	43,937 b
Market Value per SF Assumed		$ 60	$ 60 a	$ 60	$ 60
Less: Value of Air Rights Above Parking Ramp		$ (9,467,600)	**$ (5,248,800)** c	**$ (4,218,800)** c	
Air Rights Area that can be Developed (sf)		94,676	52,488	42,188	
Market Value per SF Assumed		$ 100	$ 100	$ 100	
Construction Cost for PT Ramp per Findorff Estimate		$ 37,710,907	$ 16,624,941	$ 5,541,647	$ 15,544,319
Architectural and Engineering Design Fees		$ 1,500,000 d	$ 661,278	$ 220,426	$ 618,295
Architectural and Engineering Fees for Construction Administration		$ 600,000 d	$ 264,511	$ 88,170	$ 247,318
Parking Utility Peer Review		$ 100,000	$ 100,000		
Contingency for Subsurface Conditions		$ 500,000	$ 220,426	$ 73,475	$ 206,098
Legal Fees					
For Creating Condominium Structure		$ 130,000	$ 57,311	$ 19,104	$ 53,586
Borrowers Counsel		$ 15,000 e	$ 6,613	$ 2,204	$ 6,183
Public Appprovals and Other		$ 100,000	$ 44,085	$ 14,695	$ 41,220
Builders Risk Insurance		$ 85,000	$ 37,472	$ 12,491	$ 35,037
Miscellaneous and Contingency		$ 500,000	$ 220,426	$ 73,475	$ 206,098
Survey of Condominium Interests		$ 30,000	$ 13,226	$ 4,409	$ 12,366
Financing Costs					
Bond Counsel		$ 70,000 e	$ 30,860	$ 10,287	$ 28,854
Underwriter Counsel		$ 20,000 e	$ 8,817	$ 2,939	$ 8,244
Bank Counsel		$ 15,000 e	$ 6,613	$ 2,204	$ 6,183
Underwriter Fee		$ 225,000 e	$ 99,192	$ 33,064	$ 92,744
Rating Agency Fee		$ 25,000 e	$ 11,021	$ 3,674	$ 10,305
Bond Trustee Fee		$ 2,500 e	$ 1,102	$ 367	$ 1,030
OS Printing and Distribution		$ 3,000 e	$ 1,323	$ 441	$ 1,237
Capitalized Interest During Construction		$ 1,271,460 f	$ 560,526	$ 186,842	$ 524,092
Construction Period (months)	27				
Interest Cost with Floating Rate Bonds	**2.50%**				
Developer's Overhead and Profit	6.00%	$ 2,788,736	$ 1,229,421	$ 409,807	$ 1,149,508
Total Projected Development Cost		**$ 44,018,863**	**$ 14,950,364**	**$ 7,639,553**	**$ 21,428,946**

Annual Operating Budget

Annual Debt Service			$ 485,787	$ 1,362,631
240	Month Term for Bond Amortization	2.50%		
Operating Costs			$ 39,685	$ 111,315
$ 151,000	Operating Cost without Parking Utility stalls (ULI staff estimate)			
Miscellaneous Financial Costs				
0.00%	Letter of Credit Fee		$ -	$ -
0.125%	Remarketing Fee		$ 9,549	$ 26,786
$ 1,900	Trustee Fee		$ 499	$ 1,401
Total Estimated Annual Cost of Operation and Debt Service			**$ 535,520**	**$ 1,502,133**
Revenue per Parking Stall per Month Required to Break Even			**$ 223.13**	**$ 223.13**

Notes:

a subterrranean area required for 600 parking stalls is already owned by the Parking Utility.

b assumes prorata allocation based on number of stalls available to hotel and other air rights development

c value of air rights available for development may not be initially available when ramp construction begins.

d per fee estimate from Valerio Dewalt Train and Carl Walker Inc

e per estimate from Baird based on $45,000,000 Variable Rate Taxable Notes

f assumes one-half average draw. Actual cost of interest may be higher due to cost of negative arbitrage depending upon structure of draw down.

financing should be considered to reduce the initial operating deficit of the private parking component in anticipation of the tax revenue to be generated by the future above-grade development.

THE HOTEL

One of the two hotel options would utilize the Madison Municipal Building in the development (Option 1) and a second option would develop the hotel on the eastern half of Block 88, utilizing only the loading dock portion of the Municipal Building (Option 2) along with the balance of the undeveloped parcel.

Hotel Project Description

It has always been the focus of the Monona Terrace Convention Center (MTCC) Board as well as the senior leadership within the City, to increase the room count around the facility with additional full service hotels – not limited service properties with just additional rooms. And based on its research, Marcus Hospitality and Resorts (MH&R) is confident that the market can absorb these additional room nights within 24 to 36 months of opening.

MH&R has had numerous discussions with Marriott, Starwood, Intercontinental and Hyatt hotels and they all have expressed an interest in being considered as the selected brand with MH&R as the operator of the property.

Based on internal research and long term knowledge of the Downtown Madison hotel market MH&R believes that the ideal size of the planned hotel would range in room count from 275 to 300 rooms which it feels will be positively absorbed within Downtown Madison. The exact room count on both options would be based on design considerations and space planning. MH&R has reviewed the operating history of the MTCC and has evaluated the seasonal constraints for group business and suggests that the hotel contain at least 26,000 square feet of flexible meeting space with at least a 10,000 sq. ft. ballroom. This space program enables MH&R to maximize the group segment leaving the balance of the rooms for corporate transient and leisure customers. A brief description of the hotel is as follows;

- Nationally affiliated first class full service hotel brand such as Renaissance by Marriott, Westin, Intercontinental or Hyatt Hotels
- 275 to 300 rooms
- 26,000 sq. ft. of flexible meeting space (85 to 95 sq. ft. per guest room)
- one restaurant and two lounges
- indoor swimming pool and exercise facility

MH&R is well aware of MTCC's desire to have access to at least 400 rooms being developed on this site. MH&R believes that would be too big for the market and that the hotel would suffer financially given the seasonal constraints of the region in generating convention business throughout the year. MH&R further discussed the willingness to expand the current committable rooms block from 150 with the existing Hilton Hotel to a combined 350 rooms once the second hotel is completed. The 18 month advanced booking requirement would still exist. This further commitment should allow the MTCC to book more and larger groups to Madison at the seasonally optimal times.

Hotel Project Cost Estimates

Marcus Hotels & Resorts (MH&R) solicited construction cost estimates from three general contractors; Findorff, Mortenson Construction and Tri-North Builders. The estimates were provided for Option 1 (including the Municipal Building) and Option 2 (excluding Municipal Building). The Summary of the Construction Costs Comparison is summarized below. In addition, the Total Cost Summary Comparison which adds the necessary "soft cost and other related costs" such as furniture fixtures and equipment (FFE), operating supplies and equipment (OS&E) design fees, interest carry, working capital, pre-opening costs, franchise acquisition, training and contingency, is provided below:

	Option #1	**Option #2**
Construction Cost	$50.4MM	$44.6MM
FF&E/Consultant Fees	17.8MM	$16.4MM
Capitalized Interest	5.8MM	$5.2MM
Closing Costs/Int. Reserve	1.6MM	$1.0MM
Pre-Opening	1.5MM	$1.5MM
Total	**$77.1MM**	**$68.7MM**
Estim. Room Count	278 rooms	292 rooms
Cost per Room	**$277,300***	**$235,300**

*It is very likely that Option #1 of $277,300 per room will include additional costs, unknown at the present, that reflect deferred maintenance, functional obsolescence or general repair based on MH&R experience with similar age historic facilities.

The above cost estimates do not include the following;

- Parking Construction – estimated to cost $7.6MM for 200 spaces
- Skywalk Construction – estimated to cost $1.3MM from Block 88 to the Hilton
- Air Rights on Block 88 – estimated value of $4.2MM per City
- Cost and condition of Madison Municipal Building – Option #1 only

By way of perspective, the Hilton was completed in 2001 at a private investment cost per room of $124,300, which excluded the costs of land, air rights, parking and the skywalk, which were financed by the city, and this provides an apples-to-apples comparison to the current costs for the subject project.

It has been assumed that the revenues generated by the 200 hotel parking spaces are collected by Marcus and included within the Hotel proforma. It is further contemplated that the 200 spaces are somewhat convenient to one or two subterranean parking levels to reduce the distance guests will travel to the elevators carrying luggage. All of the costs of financing and operating the parking have been assumed to be the responsibility of the City.

The indoor skywalk is also an integral element of the project and is desired by prospective guests, the Monona Terrace Convention Center staff, as well as the operations team and will originate from the proposed Hotel to the second floor of the existing MH&R owned Hilton. An elevator as well as stairs in

front of the Hilton entrance will bring people directly from the new skywalk into the Hilton's first floor lobby and directly to the Monona Terrace Convention Center (MTCC).

Hotel Financing Issues

Generally speaking, the hotel financing environment has still not recovered since the market peak of 2007 and subsequent crash. Limited service hotels in major markets are only now being considered by local and regional banks while the larger full service hotels in all of the major markets have limited sources of reasonable debt. Refinancing stable operating hotels and heavily discounted reposition hotels are currently the targeted investments for the lending community, to the extent they will consider hotel financing at all, on very conservative underwriting and terms. Many institutional lenders, such as those types of banks that might be normally interested in investments such as the Block 88 Hotel, are still recovering from the massive losses experienced in all sectors over the past three years and those additional losses yet to be realized. The notion of originating new hotel loans is still foreign to these lenders and is one reason why very few full service hotels are under construction. While Marcus Corporation has a strong balance sheet and track record and a long positive history of owning and operating successful hotels around the country, access to reasonable construction financing is still quite limited. Other than this project, Marcus has no other new development plans around the country, which is the case for nearly all of the other hotel developers, particularly in the full service segment of the industry. The only exception to the rule is several convention center hotels either recently completed or in the development pipeline around the country. These projects were mainly funded thru significant public investment including projects in cities such as Indianapolis, Austin, and Columbus. A proposed 361 room Hyatt Hotel located adjacent to the Virginia Beach Convention Center was recently abandoned and included a $67MM incentive on a $109MM total project, at a cost of $302,000 per room.

Those convention center projects going forward include the following;

- Columbus, Ohio. $140MM project, 532 rooms ($263,000 per room) opening the fall of 2012 and owned and entirely funded by the City (Franklin County).
- Indianapolis, Indiana. $450MM project, 1,005 rooms ($448,000 per room) opened in 2011. $59.5MM in TIF support.
- Austin, Texas. 1,003 rooms. Contribution included free land, all entitlements and $4.3MM in waived fees.

In all three of these examples, not only were the projects much larger in scope than any of the hotel options considered for Madison and are also in larger markets where ADR's were much higher.

Financing Terms

Currently, leverage levels are generally no more than 50% of total project costs, whether a new or existing project is involved. This limitation on debt proceeds is also coupled with terms such as variable interest rates, higher fees and full recourse. These terms are unattractive for full service hotel owners as cash flows do not support reasonable returns for the significant equity investment needed with this low level of leverage. We are hopeful that over the next 12 to 24 months the lending community will become more aggressive with leverage levels exceeding 60% to 65% and better terms.

As noted earlier, the Option #1 all in cost is at least $277,000 per room (not including relocation costs the City would incur) and Option #2 all in cost of $235,000 per room are both considerably above the cost basis needed to cover debt service and make a reasonable return. Building a hotel in Madison does not differ considerably in construction cost when compared to higher ADR cities like Milwaukee or Chicago, yet Madison's downtown market ADR is only $115 for year end 2011 which is well below Milwaukee and Chicago. This market ADR reflected the premium competitive set of hotels in the region. In both cases the high development cost and low market ADR restrict the development of a full service hotel in Downtown Madison at this time.

Industry metrics suggest that $1,000 of construction cost should equal approximately $1.00 in room rate to provide ownership with reasonable returns. Using that benchmark would suggest that the average room rate (over a 12 month period) would need to be approximately $277 for Option 1 and $235 for Option 2 which are very unrealistic given the market 's low average daily rate. Looking ahead to the time when the hotel is planned to open, estimated to be 2015 or 2016, the average daily rate (ADR) for the proposed hotel is estimated to be approximately $173 – $176 slightly ahead of where we contemplate our Hilton to perform, at that time. Our profitability on the Hilton will likely remain similar to current levels, of course, as operating expenses will increase commensurately.

Development Timing

It is contemplated that the hotel component of the redevelopment of the two blocks would not open until 2015/2016, approximately three to four years from now as the timing for the permitting, design and construction of the subterranean garage will likely take the next two years to complete with an additional two years to build the hotel. Overall timing for the planned Hotel is as follows;

- Receive conditional approval to develop hotel with the agreed upon financial support – 6 to 12 months
- Creation of detail drawings usable for pricing – 6 months
- Secure financing and the balance of the capital stack – 6 months
- Construction – 24 months once the parking platform is completed

Prefer Option #2 to Option #1

Although the incorporation of the Madison Municipal Building would potentially create a very grand statement for Madison we expect that such a program would not be the best or a popular use of City money. The overall redevelopment costs are considerably higher given the additional operational inefficiencies of converting a historic structure into the new building, additional construction risk of working with an historic structure and more ongoing maintenance costs. Also Option #1 carries the additional burden of relocating city employees as well. It is MH&R's recommendation that Option #2 be the preference compared to Option #1 based on cost and near term feasibility.

Why Not Limited Service Hotels

MH&R has explored the alternative of developing a high rise limited service hotel, such as a Courtyard by Marriott or a Hilton Garden Inn. Our objective was to evaluate an option that would increase the room count in the Downtown Madison region while also reducing the costs of construction as well as ongoing operating costs. MH&R would consider further evaluating this option. It was made very clear

to MH&R that the intent of any public subsidy was for the development of a hotel that would be more desirable for the MTCC to sell to meeting planners with amenities such as restaurants, lounges and additional meeting space.

Recommendations

MH&R's has dedicated several years in pursuit of developing a second first class hotel to support the MTCC. Our success at the Hilton has been a "win win" for the City, MTCC as well as for the community. Now, ten years later, we strongly believe that sufficient demand exists to fill these additional guest rooms; however, the challenge is achieving the high average daily rate needed to support the investment as well as the low debt levels currently available in the lending market.

In addition, we further believe there are operational efficiencies that can be garnered with both hotels being connected to each other. While there is no lack of desire to expand our portfolio further in Madison, the development of a full service hotel that works in Madison is challenged with a high cost structure in a very difficult current economic and financing climate. If you have other thoughts that would enable and improve project's feasibility in Madison, we would look forward to discussing together.

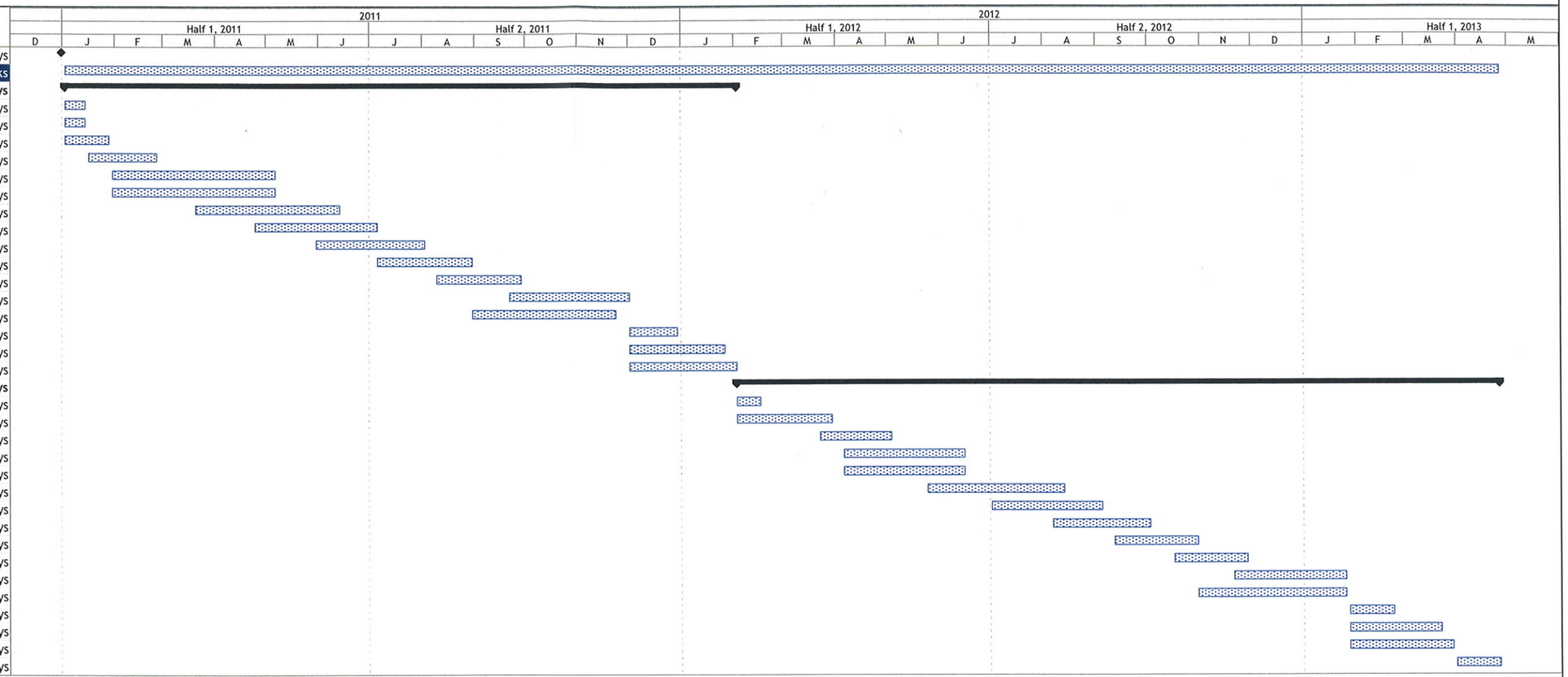
Exhibit A

Construction Schedule for the Parking Ramp

New City of Madison Parking Structure

Madison, WI

ID	Task Name	Duration
1	Project Start	0 days
2	Construction	119 wks
3	**Phase I**	**280 days**
4	Close Site / Move Out	10 days
5	Mobilize & Site Fencing	10 days
6	Demolition of Annex Building	20 days
7	Soldier Piles	30 days
8	Lagging	70 days
9	Excavation	70 days
10	Footings & Foundations	60 days
11	Structural Slabs & Columns - P4	50 days
12	Structural Slabs & Columns - P3	45 days
13	Structural Slabs & Columns - P3	40 days
14	Structural Slabs & Columns - P2	35 days
15	Structural Slab at Grade	50 days
16	MEP-F - Start Rough-In	60 days
17	MEP-F - Finish	20 days
18	Elevator & Life Safety	40 days
19	Finishes - parking control, security, etc.	45 days
20	**Phase II**	**315 days**
21	Close Site / Move Out	10 days
22	Demo Existing Parking Ramp	40 days
23	Soldier Piles	30 days
24	Lagging	50 days
25	Excavation	50 days
26	Footings & Foundations	55 days
27	Structural Slabs & Columns - P4	45 days
28	Structural Slabs & Columns - P3	40 days
29	Structural Slabs & Columns - P3	35 days
30	Structural Slabs & Columns - P2	30 days
31	Structural Slab at Grade	45 days
32	MEP-F - Start Rough-In	60 days
33	MEP-F - Finish	20 days
34	Elevator & Life Safety	40 days
35	Finishes - parking control, security, etc.	45 days
36	**Commishioning, Turn-over**	20 days



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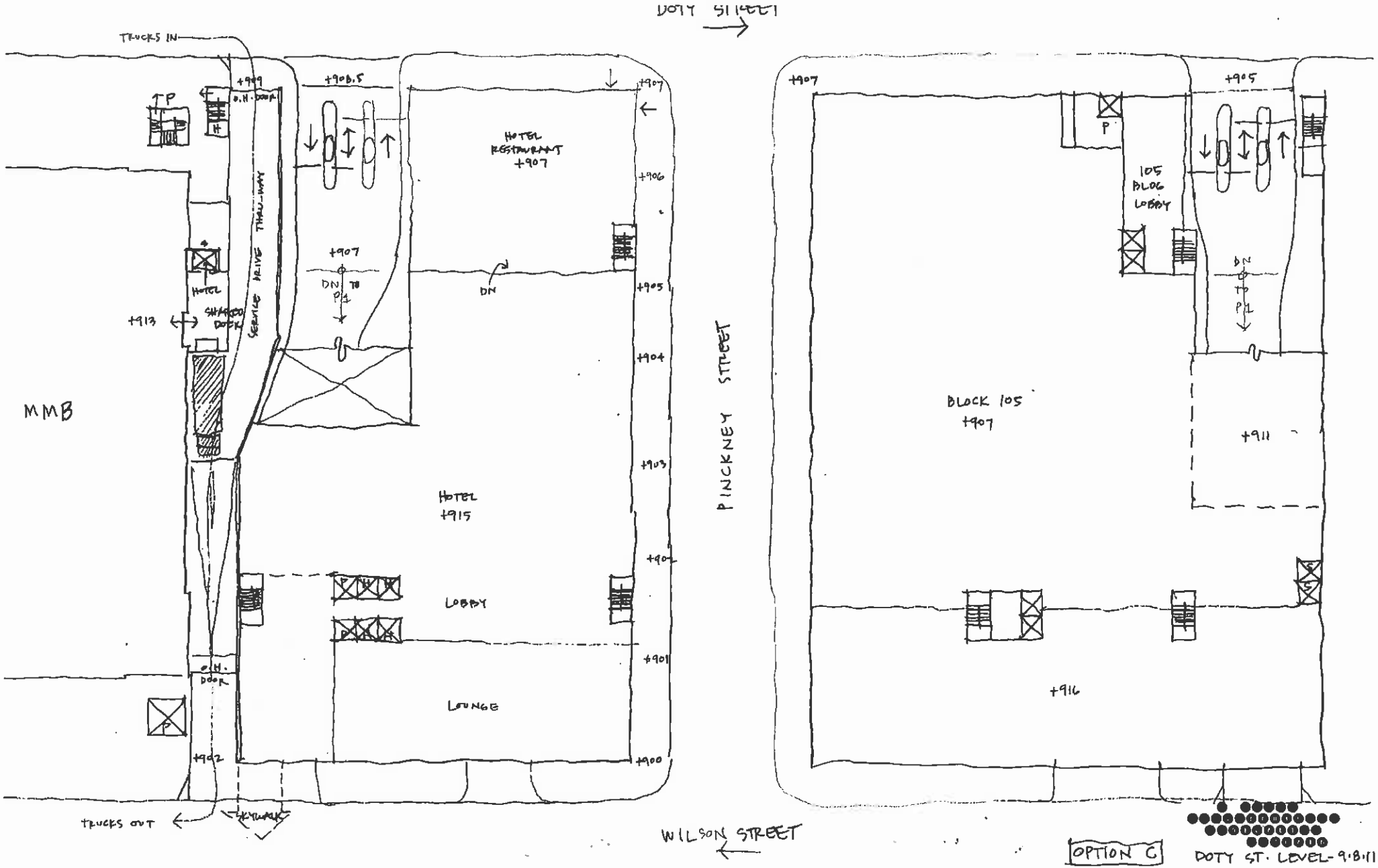
J.H Findorff & Son Inc.
300 S. Bedford St. Madison, WI 53703
Phone 608/257-5321 Fax 608/257-5306
www.findorff.com

Exhibit B

Concept Plans for a Parking Ramp with a Hotel Development that Does Not Include the Madison Municipal Building


DOTY STREET
TRUCKS IN
+909
O.H. DOOR
+908.5
+907
HOTEL RESTAURANT +907
+906
+905
+904
+903
+902
+901
+900
P
H
HOTEL
+913
SHARED DOCK
SERVICE ALLEY THRU-WAY
DN TO P1
DN
MMB
HOTEL +915
LOBBY
LOUNGE
O.H. DOOR
TRUCKS OUT
SKYWALK
PINCKNEY STREET
+907
+905
105 BLDG LOBBY
DN TO P1
BLOCK 105 +907
+911
+916
WILSON STREET
OPTION C
DOTY ST. LEVEL- 9.8.11

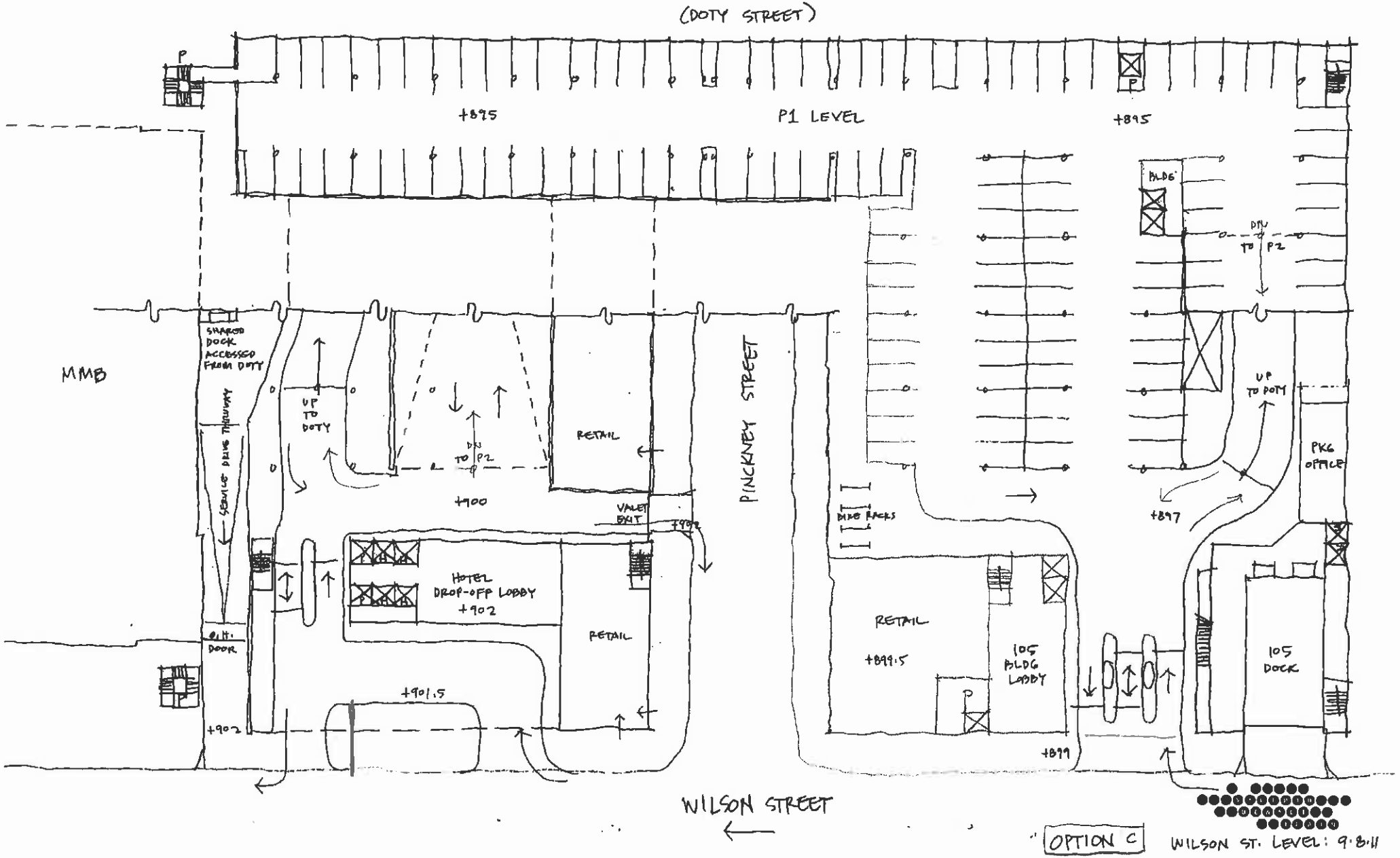
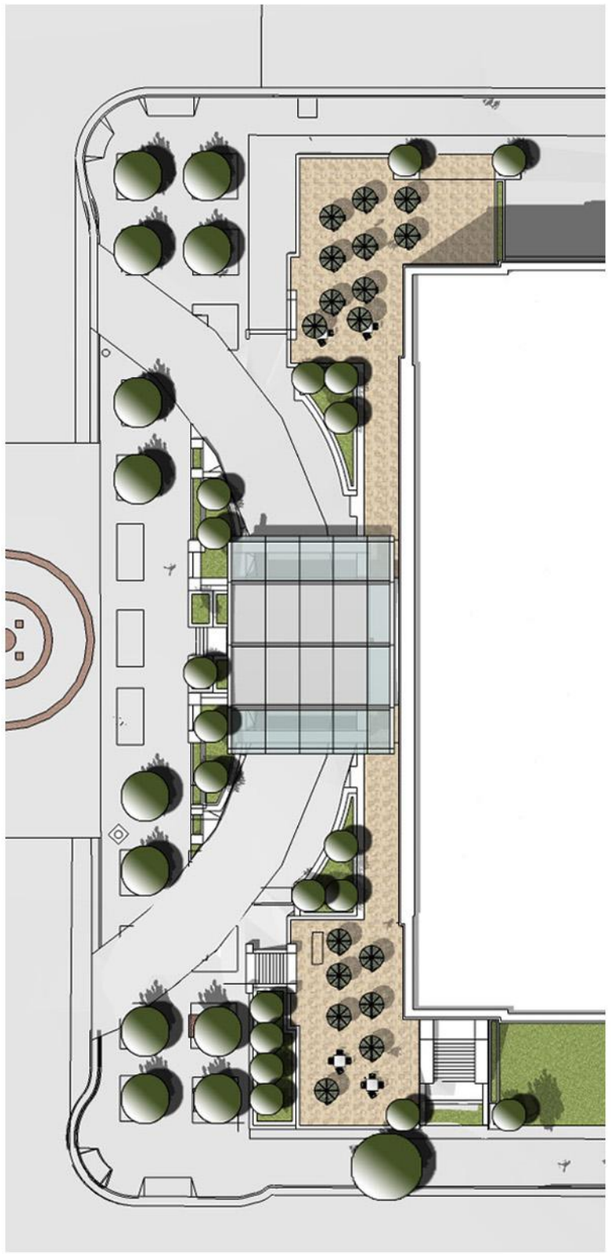
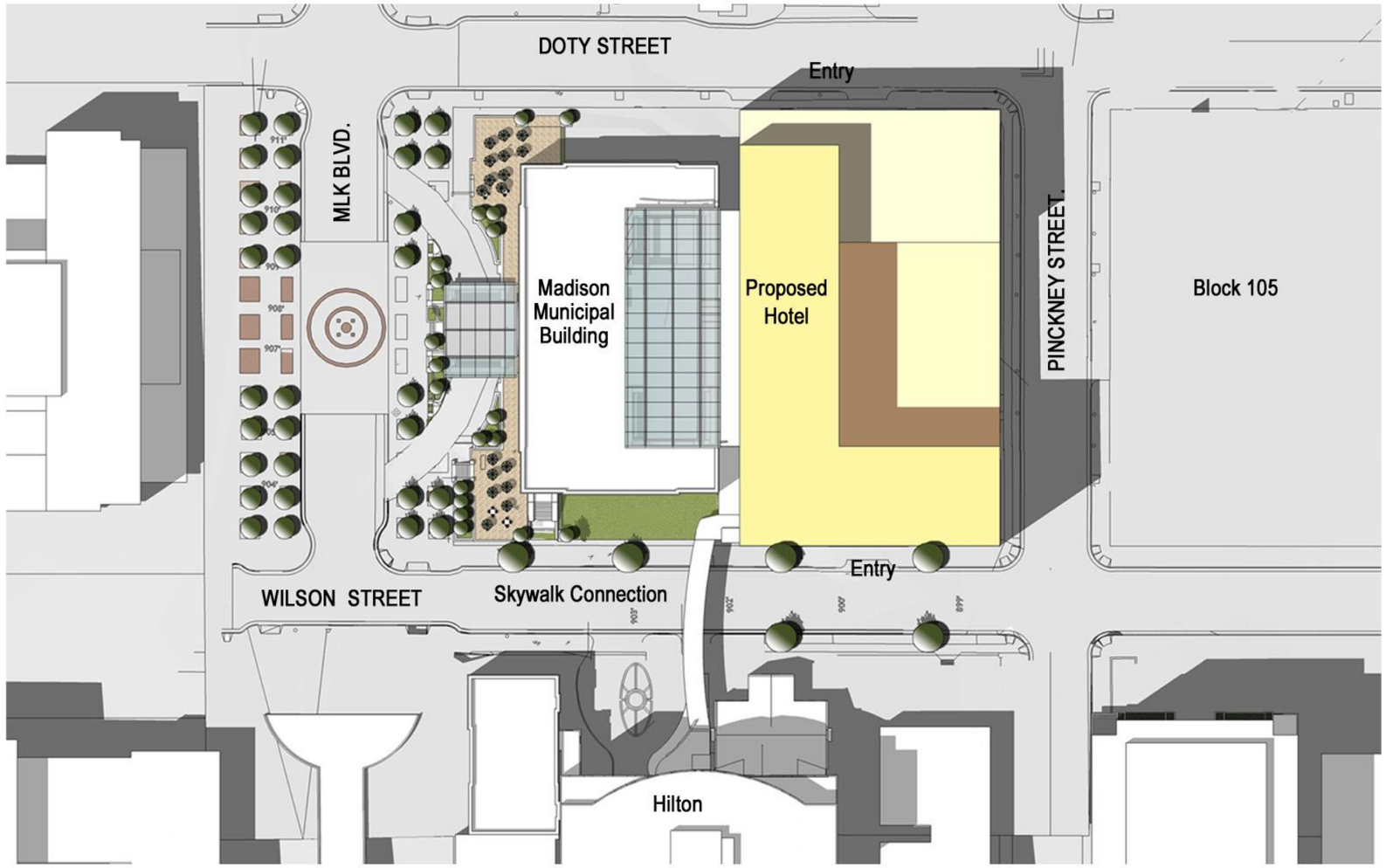

(DOTY STREET)
+895
P1 LEVEL
+895
MMB
SHARED DOCK ACCESSED FROM DOTY
SERVICE DRIVE THROUGHWAY
UP TO DOTY
DN TO P2
+900
RETAIL
VALET EXIT
+902
PINCKNEY STREET
HOTEL DROP-OFF LOBBY +902
RETAIL
elec. DOOR
+901.5
+902
BIKE RACKS
RETAIL
+899.5
105 BLDG LOBBY
+899
BLDG
DTY TO P2
UP TO DOTY
+897
PKG OFFICE
105 DOCK
WILSON STREET
OPTION C
WILSON ST. LEVEL: 9.8.11

Exhibit C

Concept Plans for a Hotel that Includes the Madison Municipal Building



Entry Landscape Plan 0 20 40 80.0'



Site Plan 0 50 100 200'

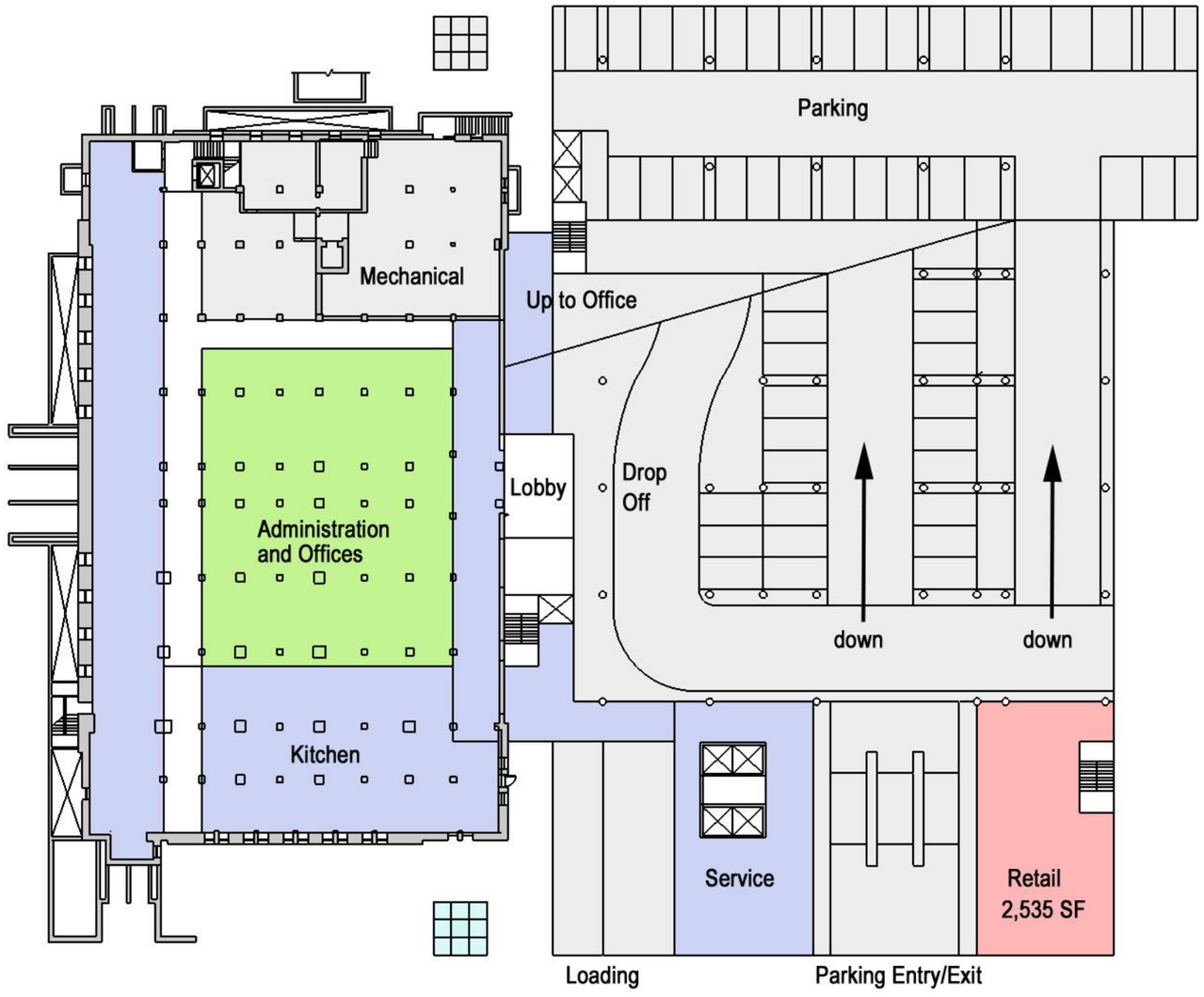
MARCUS HOTELS & RESORTS

eppstein uhen : architects

BLOCK 88

Madison, Wisconsin

711066-01
October 11, 2011



Lower Level Plan

0 20 40 80.0'

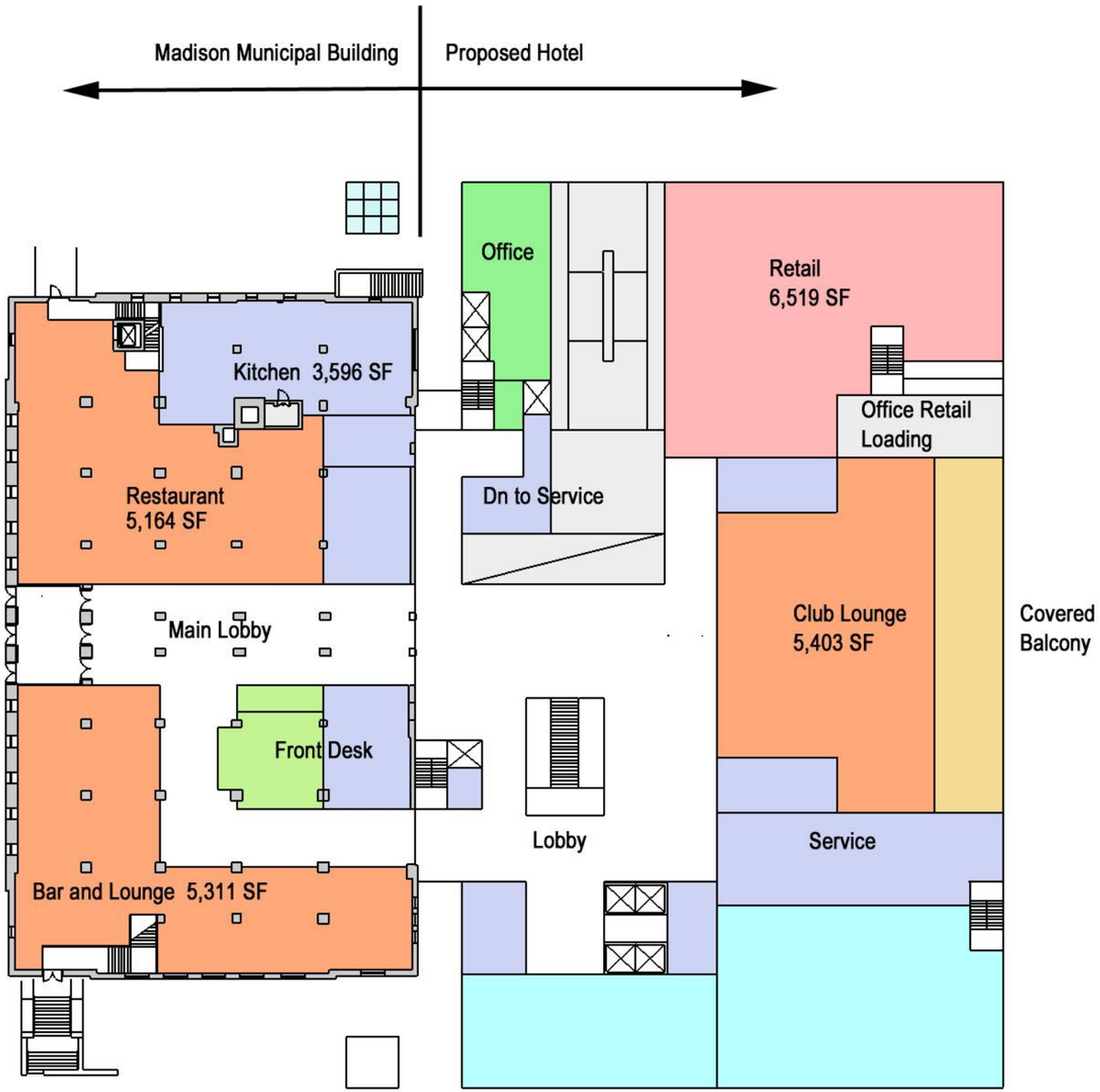
MARCUS HOTELS & RESORTS

eppstein uhen : architects

BLOCK 88

Madison, Wisconsin

711066-01
October 11, 2011



Floor 1 Plan

0 20 40 80.0'

Fitnes and Pool
6,730

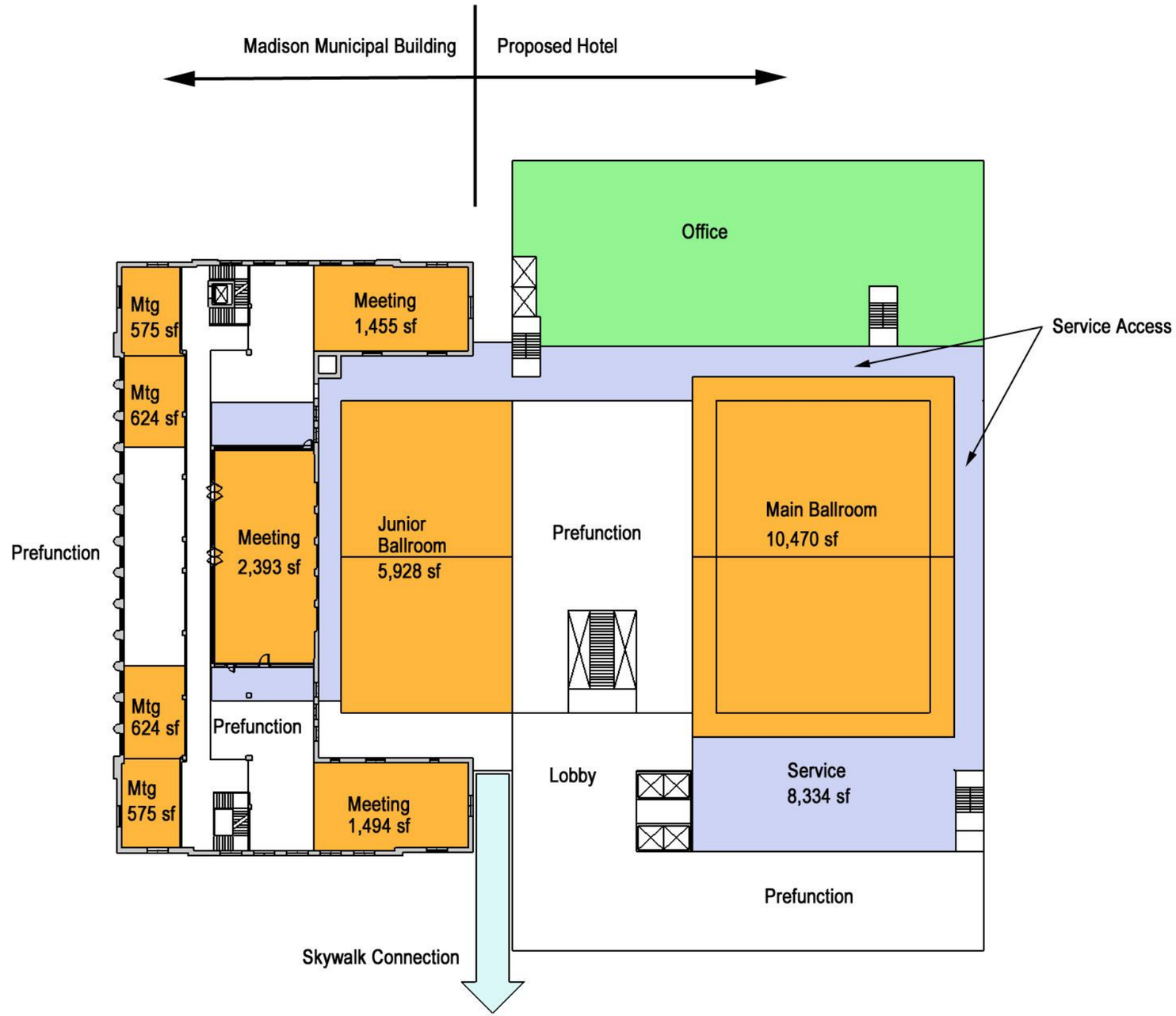
MARCUS HOTELS & RESORTS

eppstein uhen : architects

BLOCK 88

Madison, Wisconsin

711066-01
October 11, 2011



Floor 2 Plan

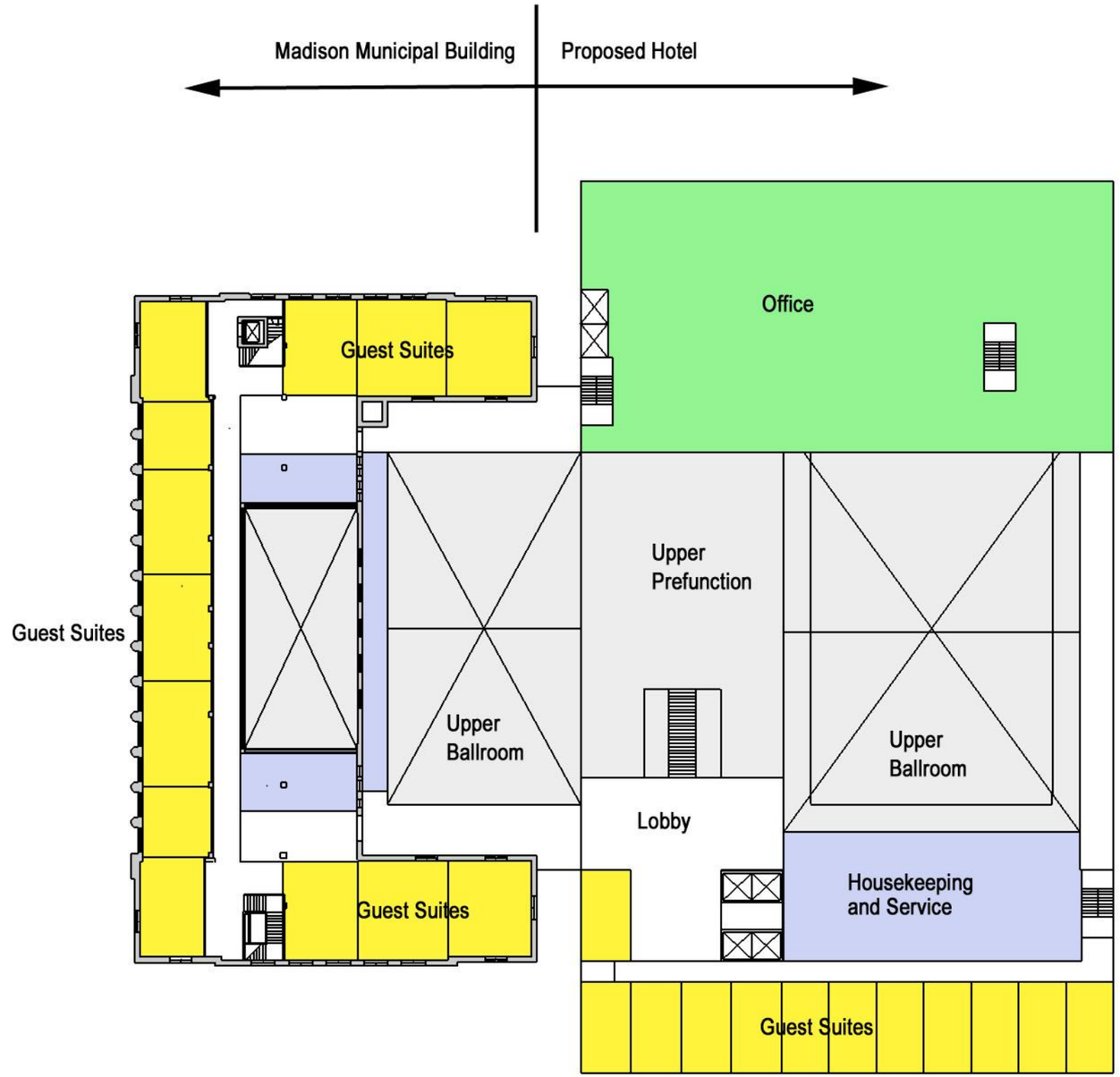
0 20 40 80.0'

eppstein uhen : architects

BLOCK 88

Madison, Wisconsin

711066-01
October 11, 2011



Floor 3 Plan

0 20 40 80.0'

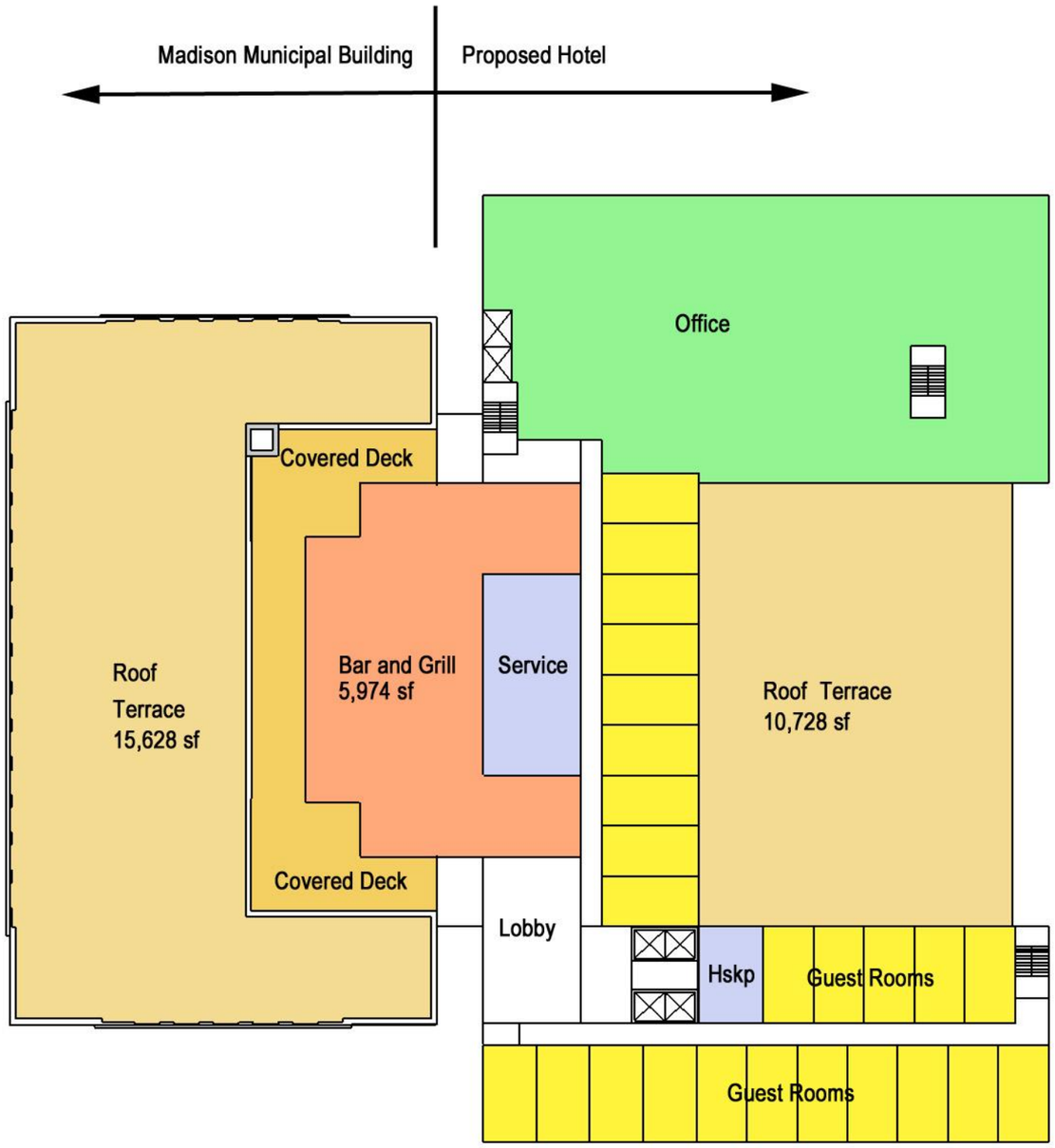
MARCUS HOTELS & RESORTS

eppstein uhen : architects

BLOCK 88

Madison, Wisconsin

711066-01
October 11, 2011



Floor 4 Plan

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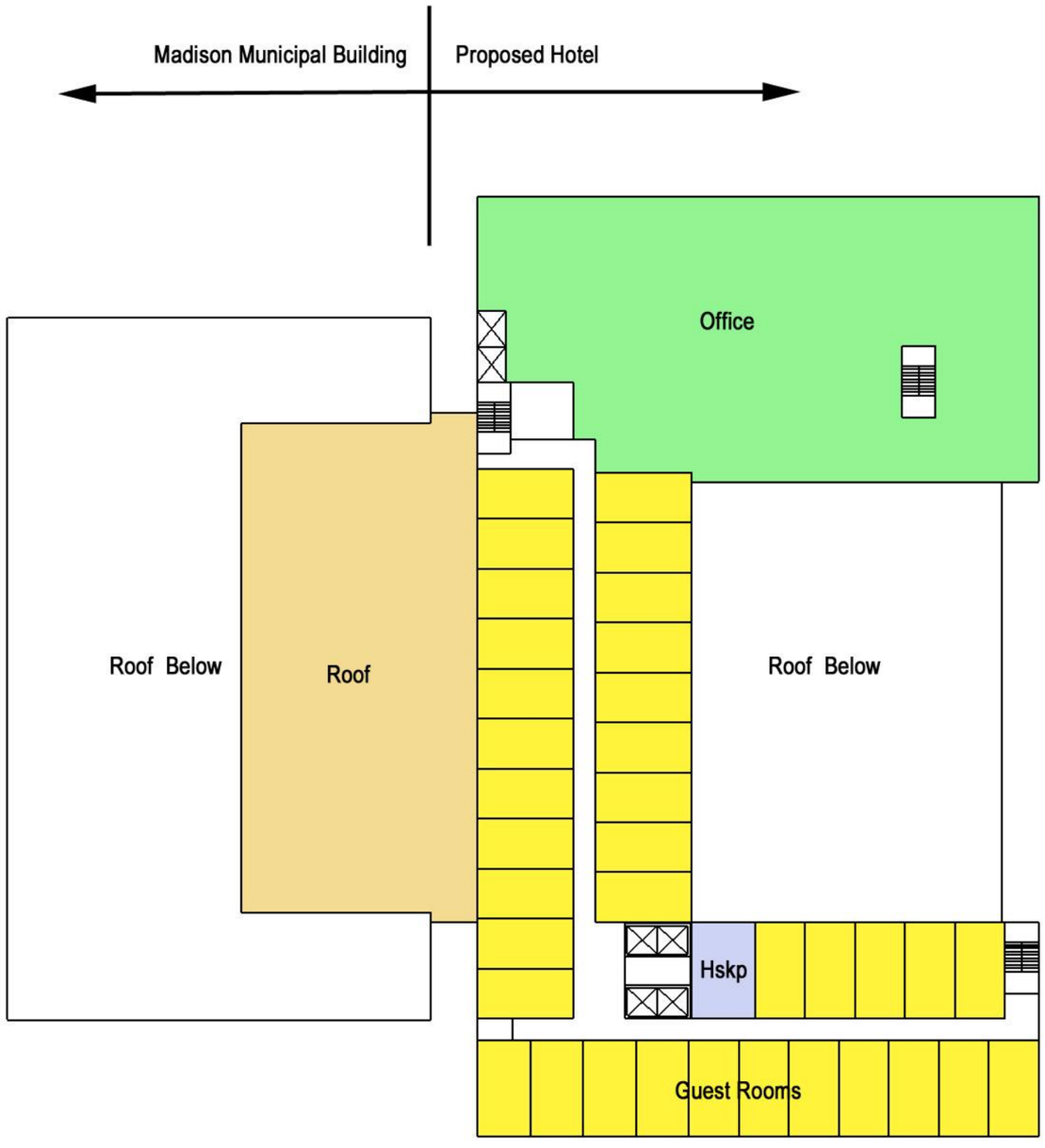
eppstein uhen : architects

BLOCK 88

Madison, Wisconsin

711066-01
October 11, 2011



Floor 5 (6 Similar)

0 20 40 80.0'

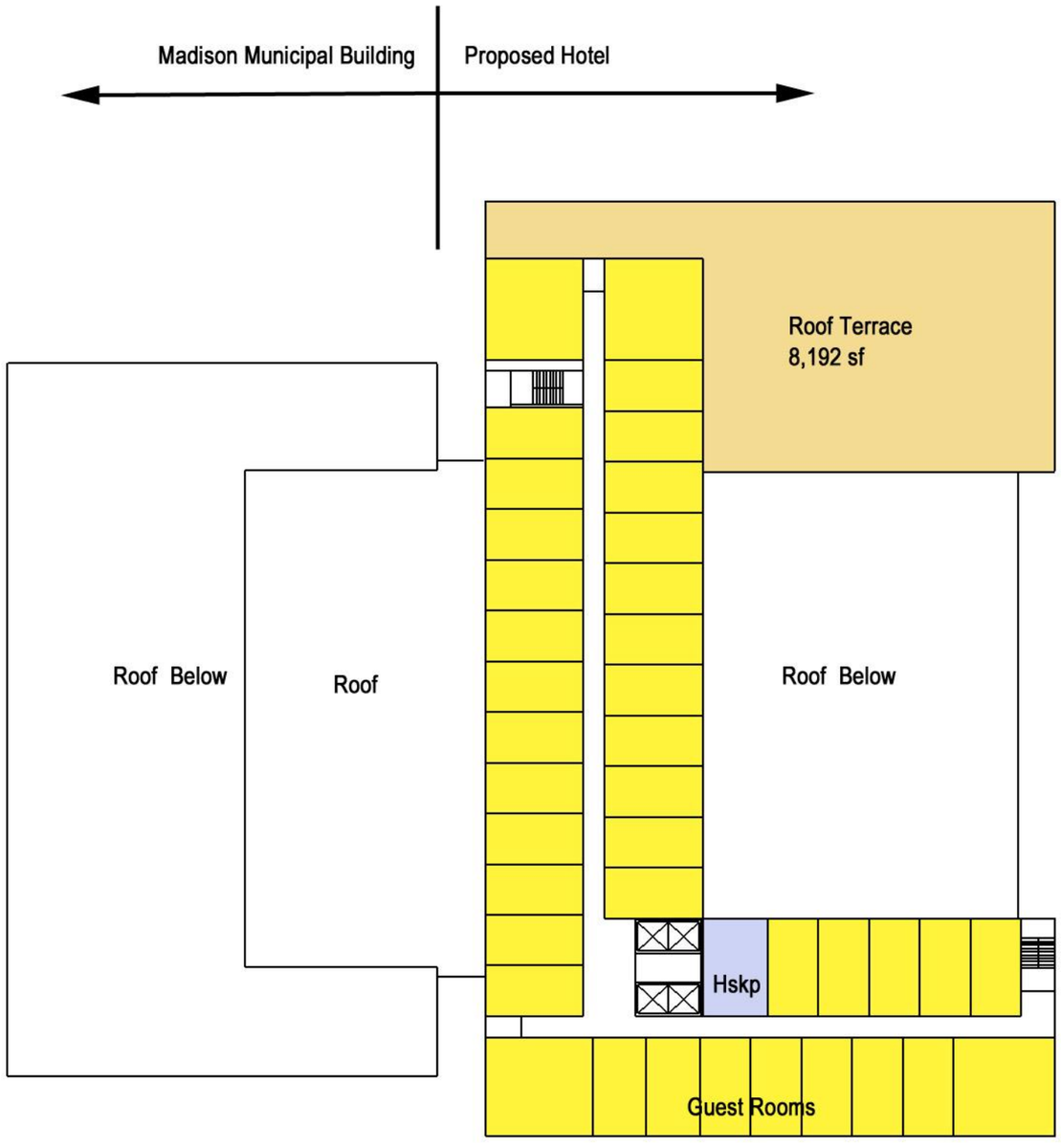
MARCUS HOTELS & RESORTS

eppstein uhen : architects

BLOCK 88

Madison, Wisconsin

711066-01
October 11, 2011



Floor 7 (8,9 and 10 Similar)

0 20 40 80.0'

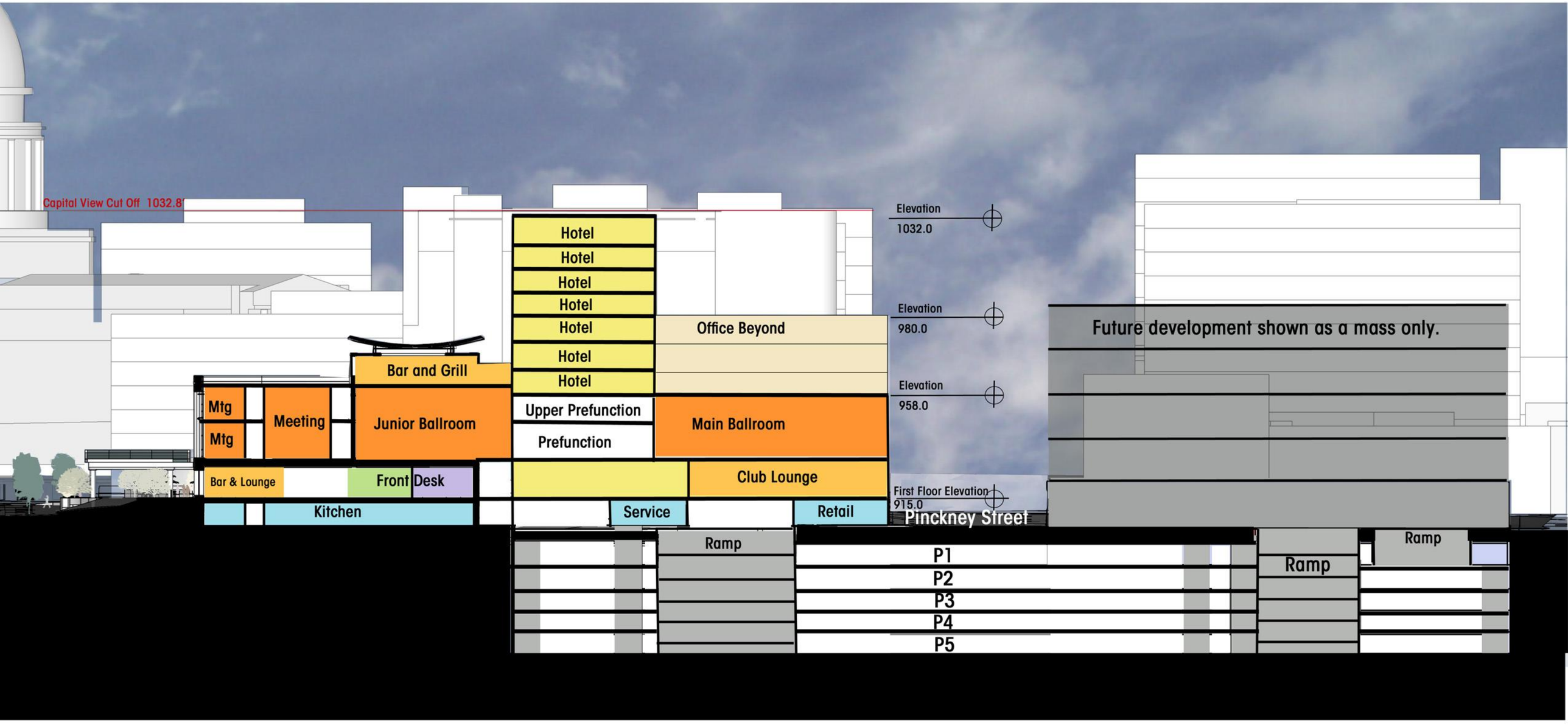
MARCUS HOTELS & RESORTS

eppstein uhen : architects

BLOCK 88

Madison, Wisconsin

711066-01
October 11, 2011



0 15 30 60'

Site Section

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BLOCK 88

Madison, Wisconsin

711066-01
October 11, 2011

Block 88 Development Including Madison Municipal Building

October 11, 2011

floor	height	elevation	existing building	new building	subtotal hotel	keys	prefunction	meeting	retail gsf	office gsf	total gsf
LL	13	902.0	21,534	6,024	27,558						27,558
1	15	915.0	21,182	37,643	58,825				6,419	1,411	66,655
2	28	930.0	22,797	30,669	53,466		9,865	25,593		9,310	62,776
3	14	944.0	14,864	11,172	26,036	25				12,046	38,082
4	12	958.0	6,828	17,995	24,823	25				11,618	36,441
5	10	970.0		17,652	17,652	36				11,336	28,988
6	10	980.0		17,652	17,652	36				11,336	28,988
7	10	990.0		19,970	19,970	39					19,970
8	10	1000.0		19,970	19,970	39					19,970
9	10	1010.0		19,970	19,970	39					19,970
10	10	1020.0		19,970	19,970	39					19,970
roof		1032.0									
totals	142		87,205	218,687	305,892	278	9,865	25,593	6,419	57,057	369,368

305,892

Cap View Limit 1032.8

Average gsf per key 1100

Average Guest Room Size = 378 sf

Exterior Views

BLOCK 88

Madison, Wisconsin

MARCUS HOTELS & RESORTS

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711066-01
October 11, 2011

Skywalk View

MARCUS HOTELS & RESORTS

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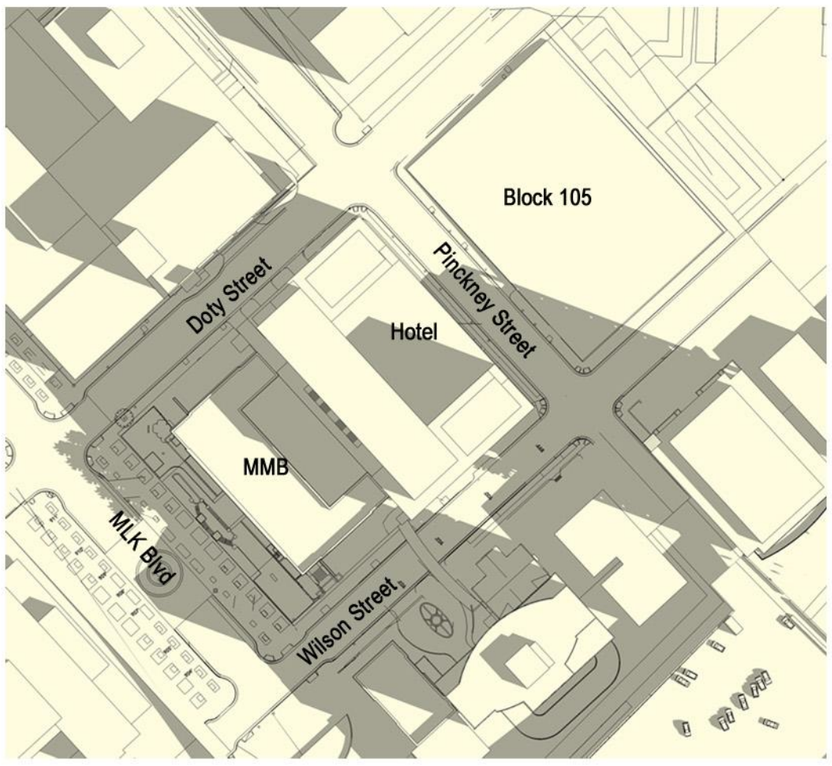
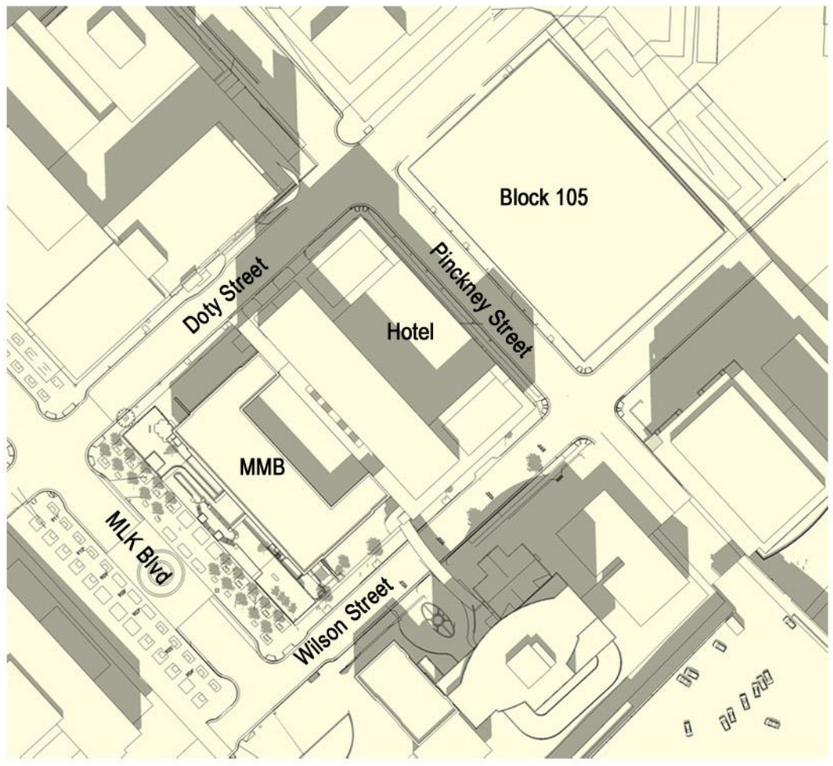
BLOCK 88

Madison, Wisconsin

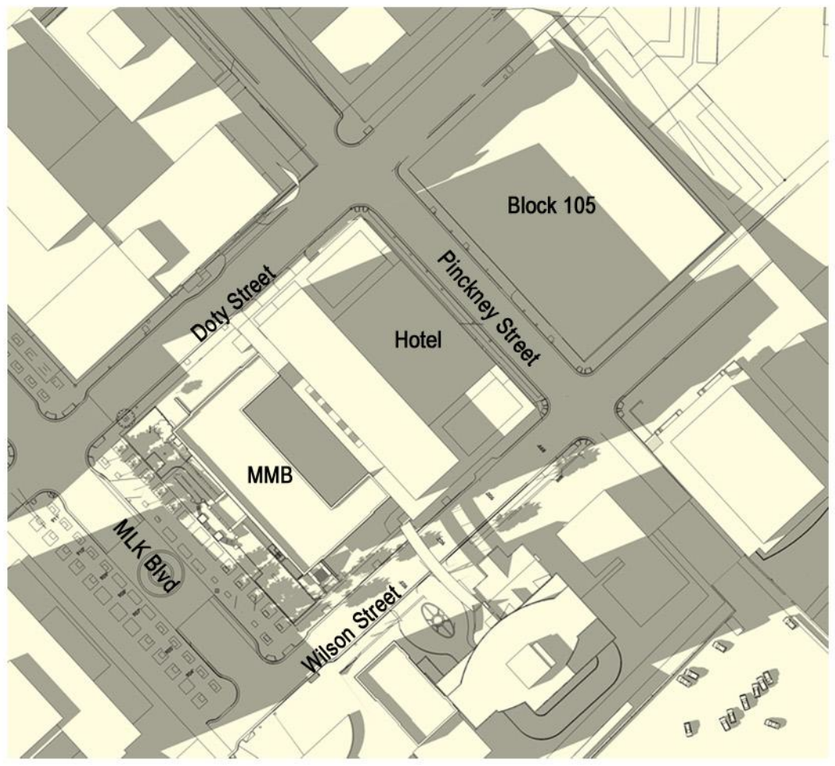
711066-01
October 11, 2011



March 20, 2011
8AM



March 20, 2011
12PM



March 20, 2011
4PM

N

No Scale

2011 Equinox March 20

MARCUS HOTELS & RESORTS

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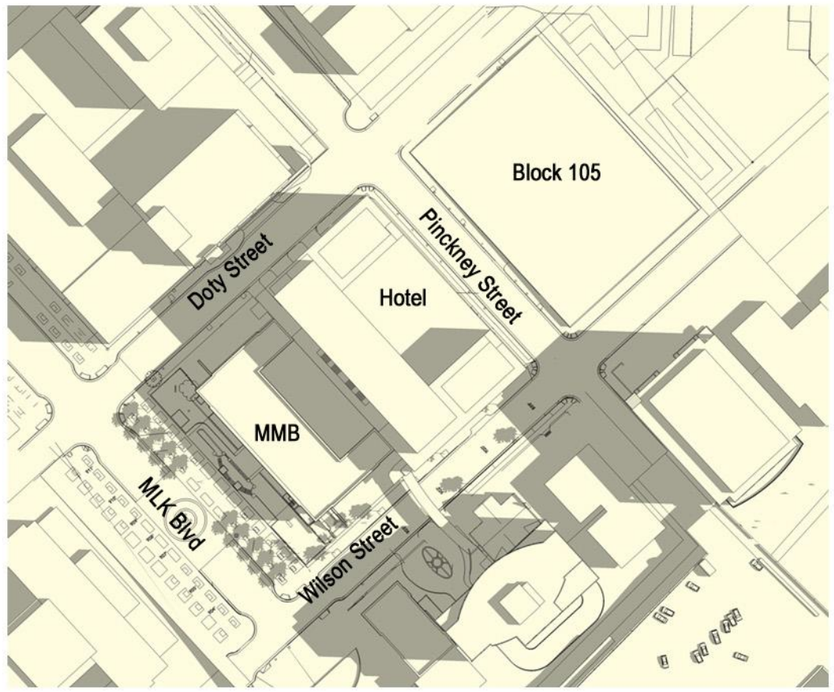
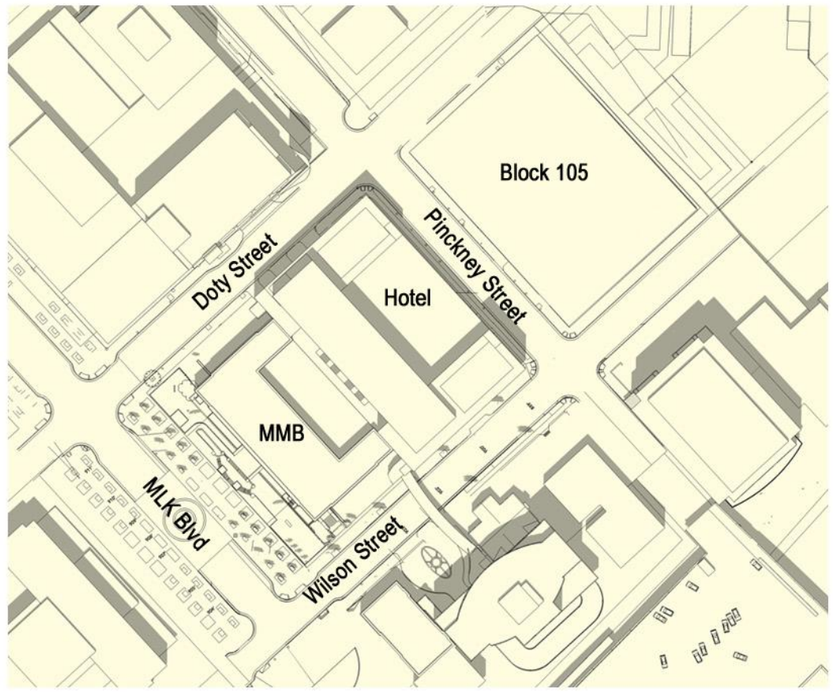
BLOCK 88

Madison, Wisconsin

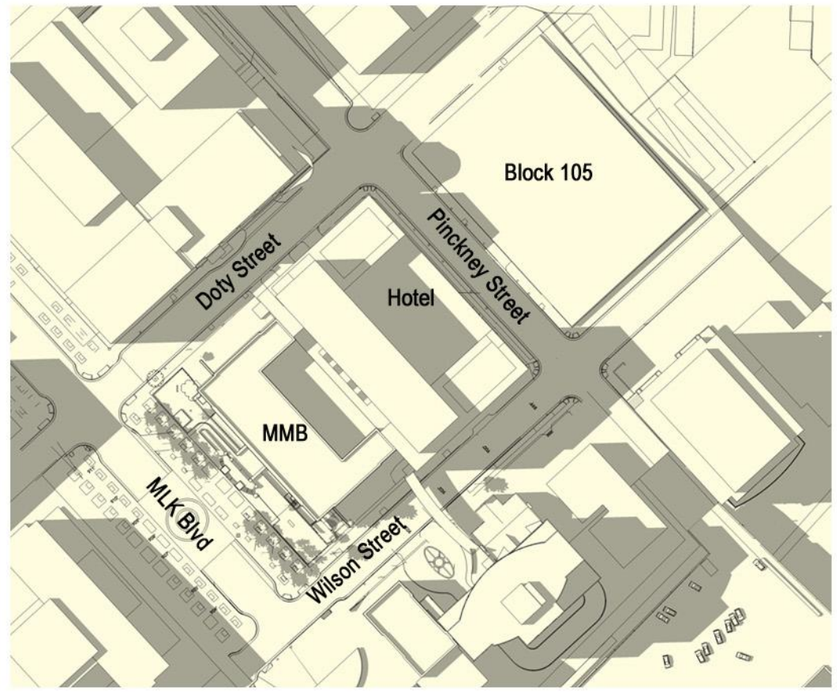
711066-01
October 18, 2011



June 21, 2011
8AM



June 21, 2011
12PM



June 21, 2011
4PM

N

No Scale

2011 Solstice June 21

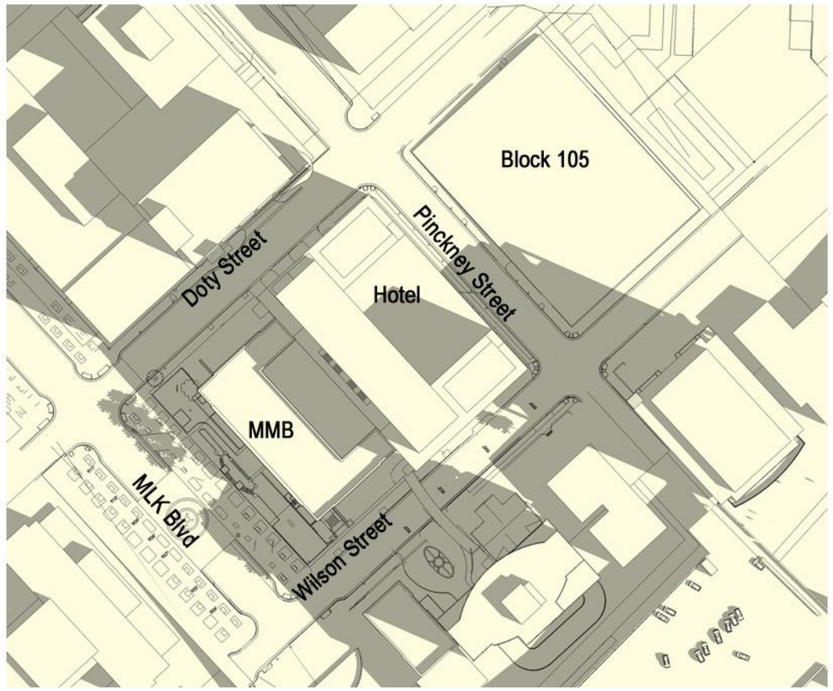
MARCUS HOTELS & RESORTS

eppstein uhen : architects

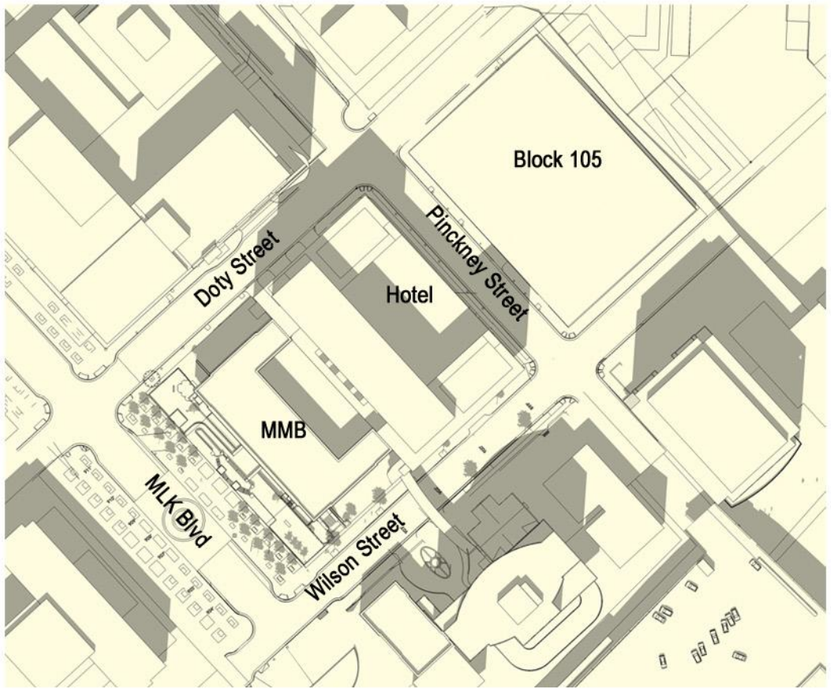
BLOCK 88

Madison, Wisconsin

711066-01
October 18, 2011



September 23,, 2011
8AM



September 23, 2011
12PM

September 23, 2011
4PM

N

No Scale

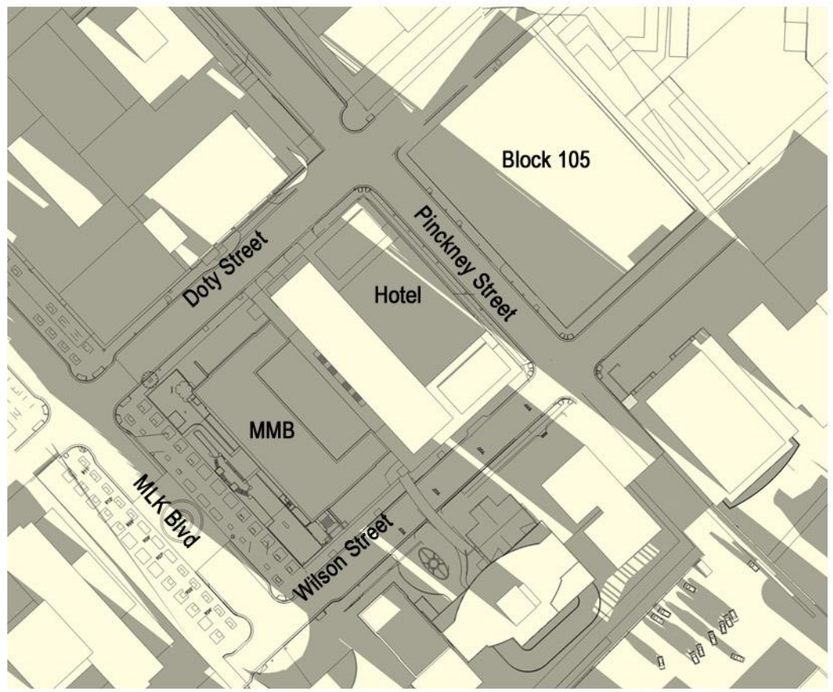
2011 Equinox September 23

eppstein uhen : architects

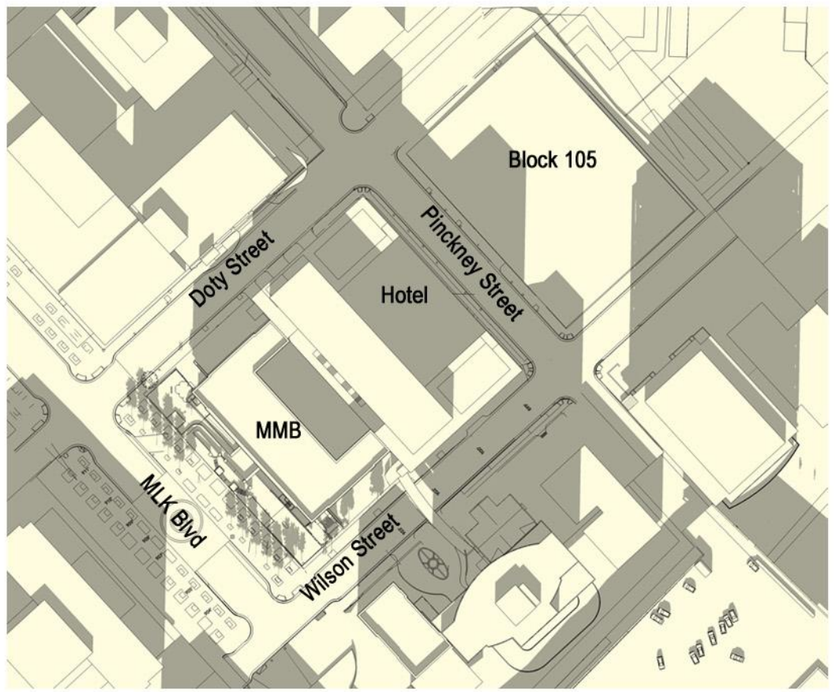
BLOCK 88

Madison, Wisconsin

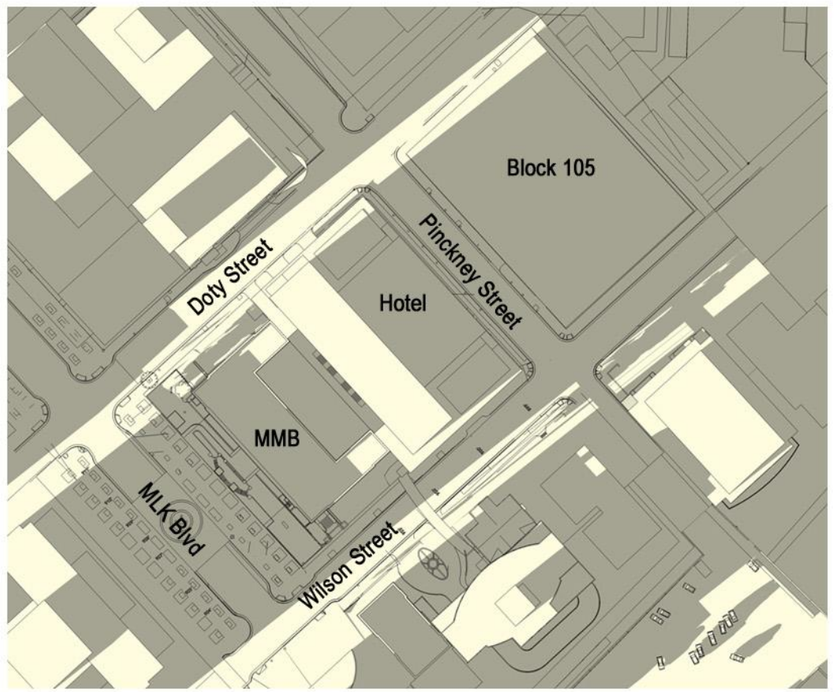
711066-01
October 18, 2011



December 22, 2011
8AM



December 22, 2011
12PM



December 22, 2011
4PM

N

No Scale

2011 Solstice December 22

eppstein uhen : architects

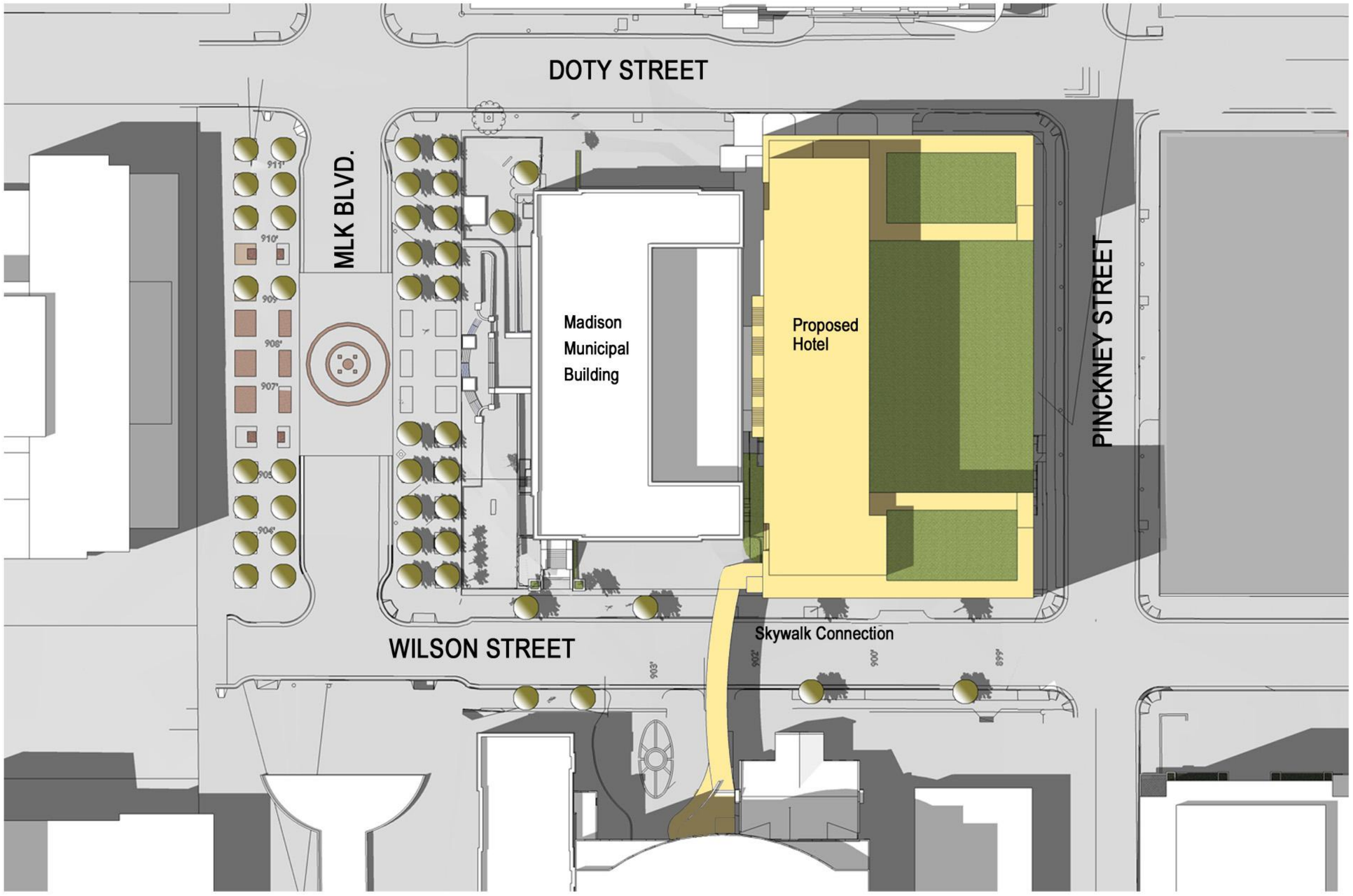
BLOCK 88

Madison, Wisconsin

711066-01
October 18, 2011

Exhibit D

Concept Plans for a Hotel that Does Not Include the Madison Municipal Building



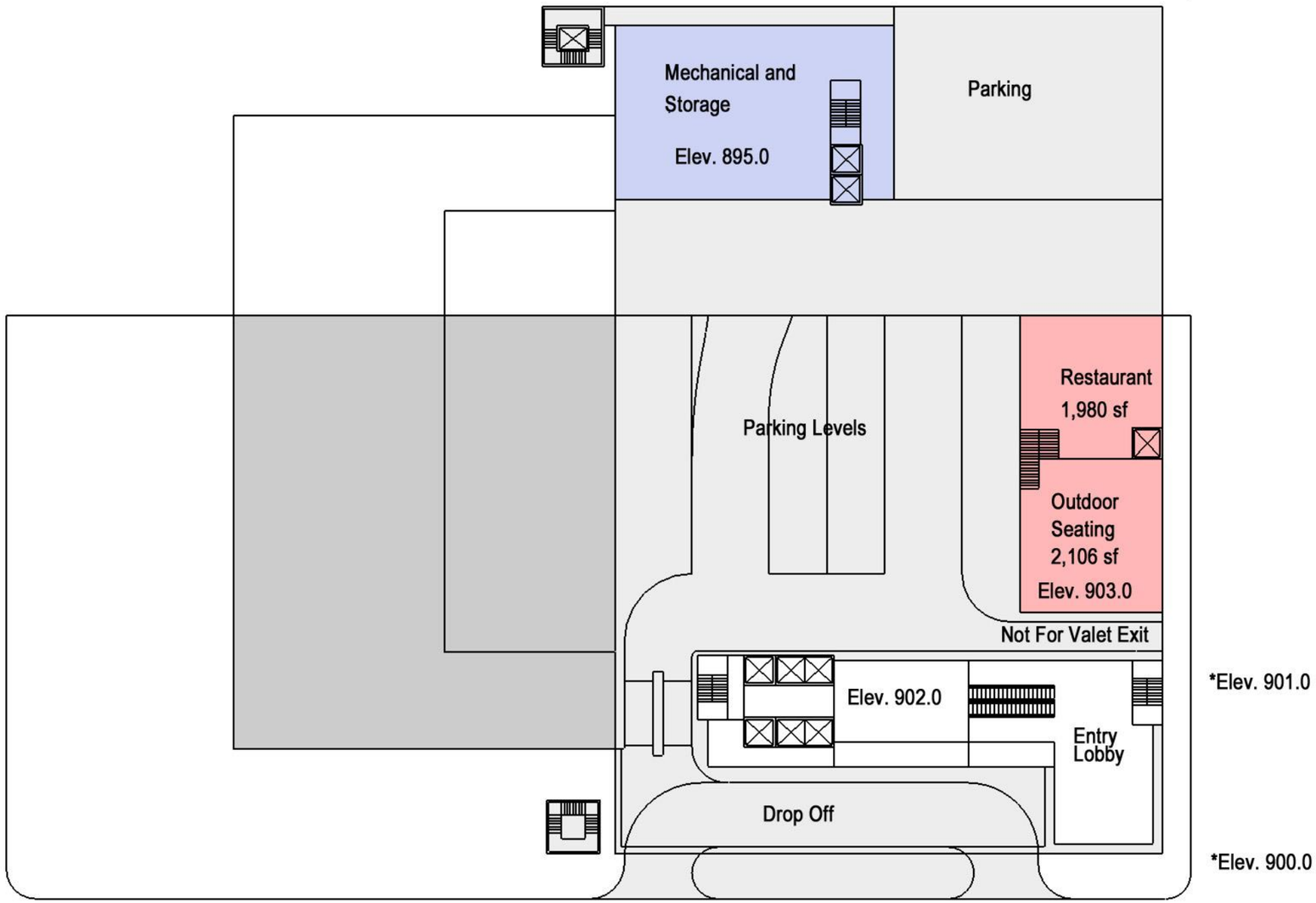
Site Plan

B L O C K 8 8 Option 2

Madison, Wisconsin

711066-01
October 11, 2011

eppstein uhen : architects



Lower Level Plan

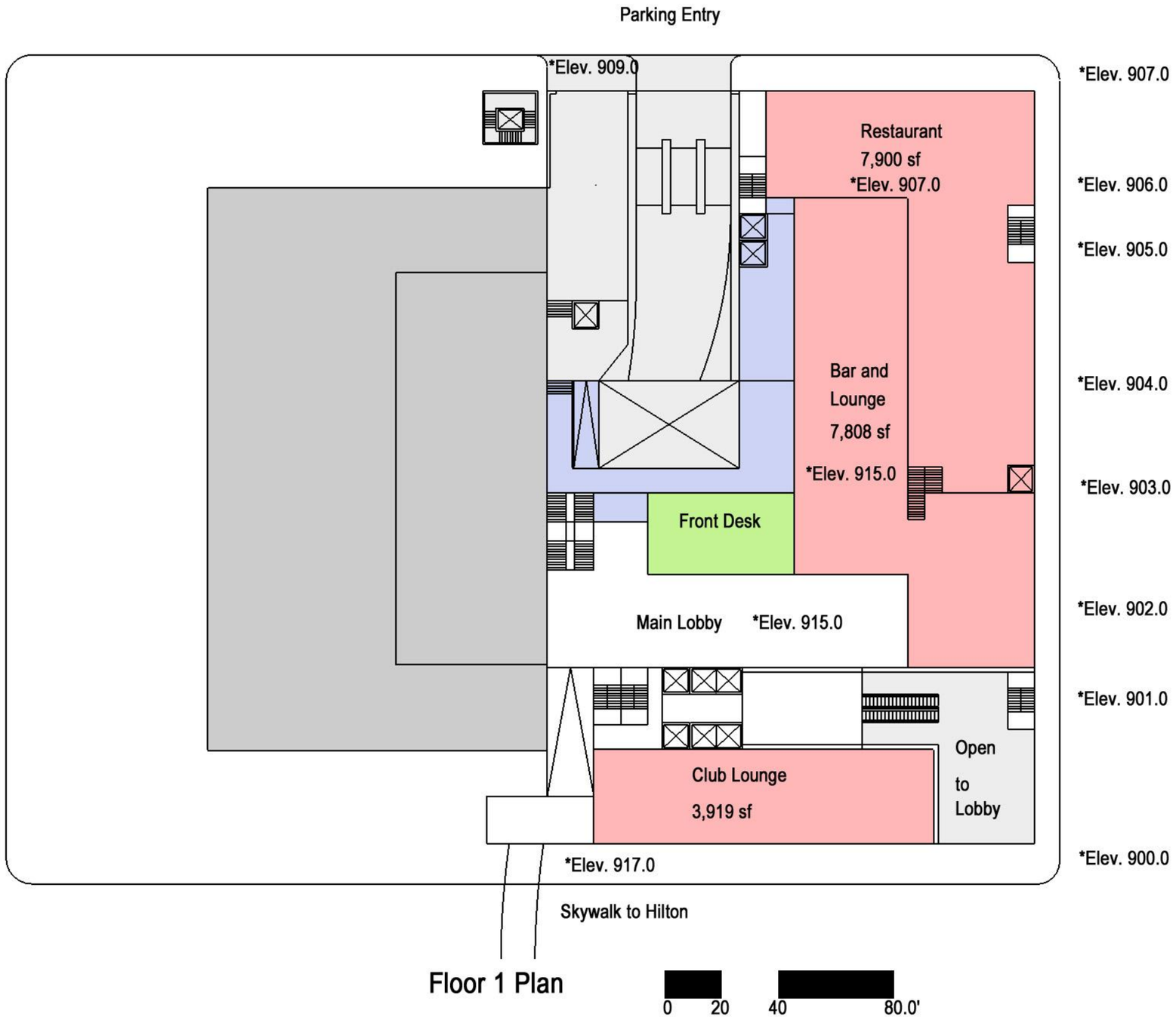
0 20 40 80.0'

eppstein uhen : architects

B L O C K 8 8 Option 2

Madison, Wisconsin

711066-01
October 11, 2011



Floor 1 Plan

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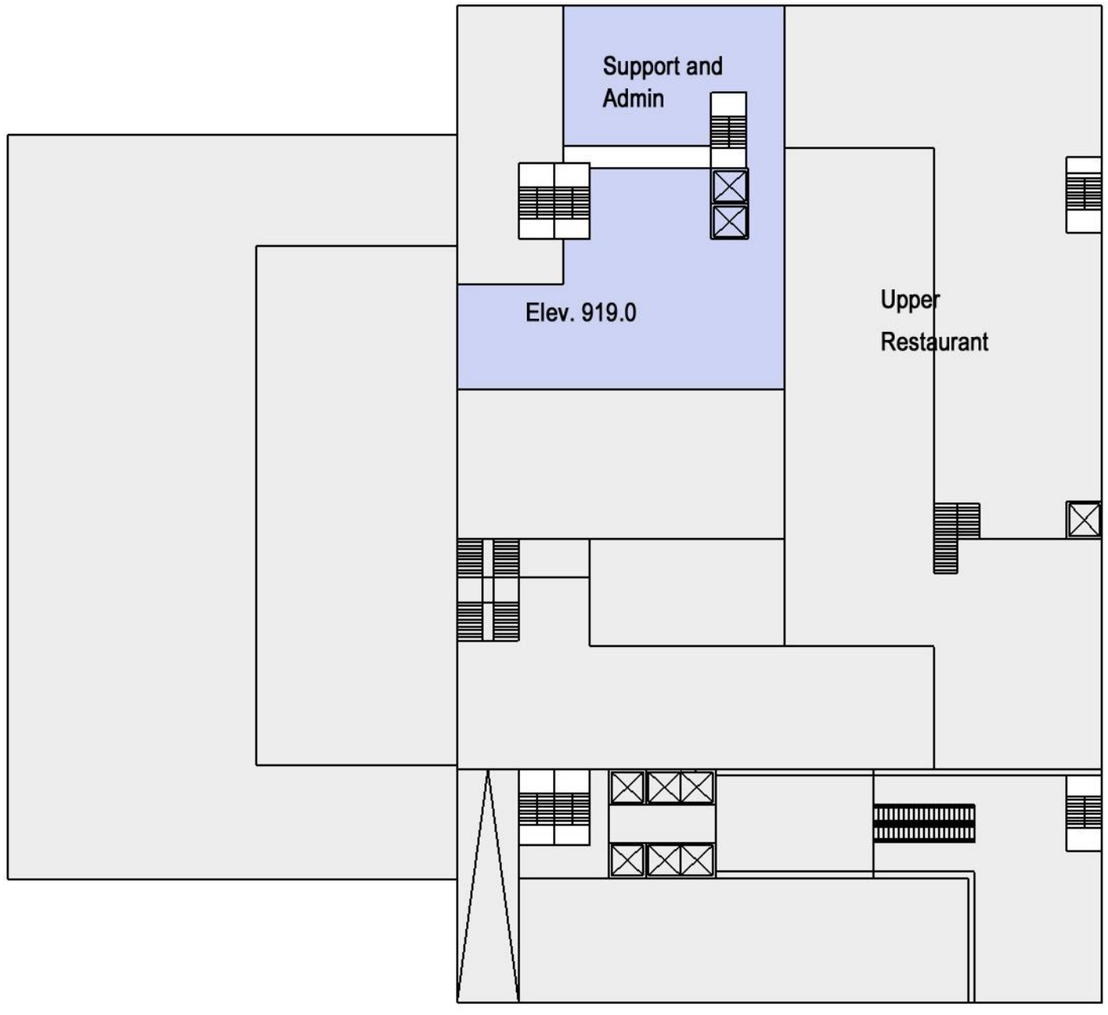
B L O C K 8 8 Option 2

Madison, Wisconsin

711066-01
October 11, 2011



Floor 1.1 Plan

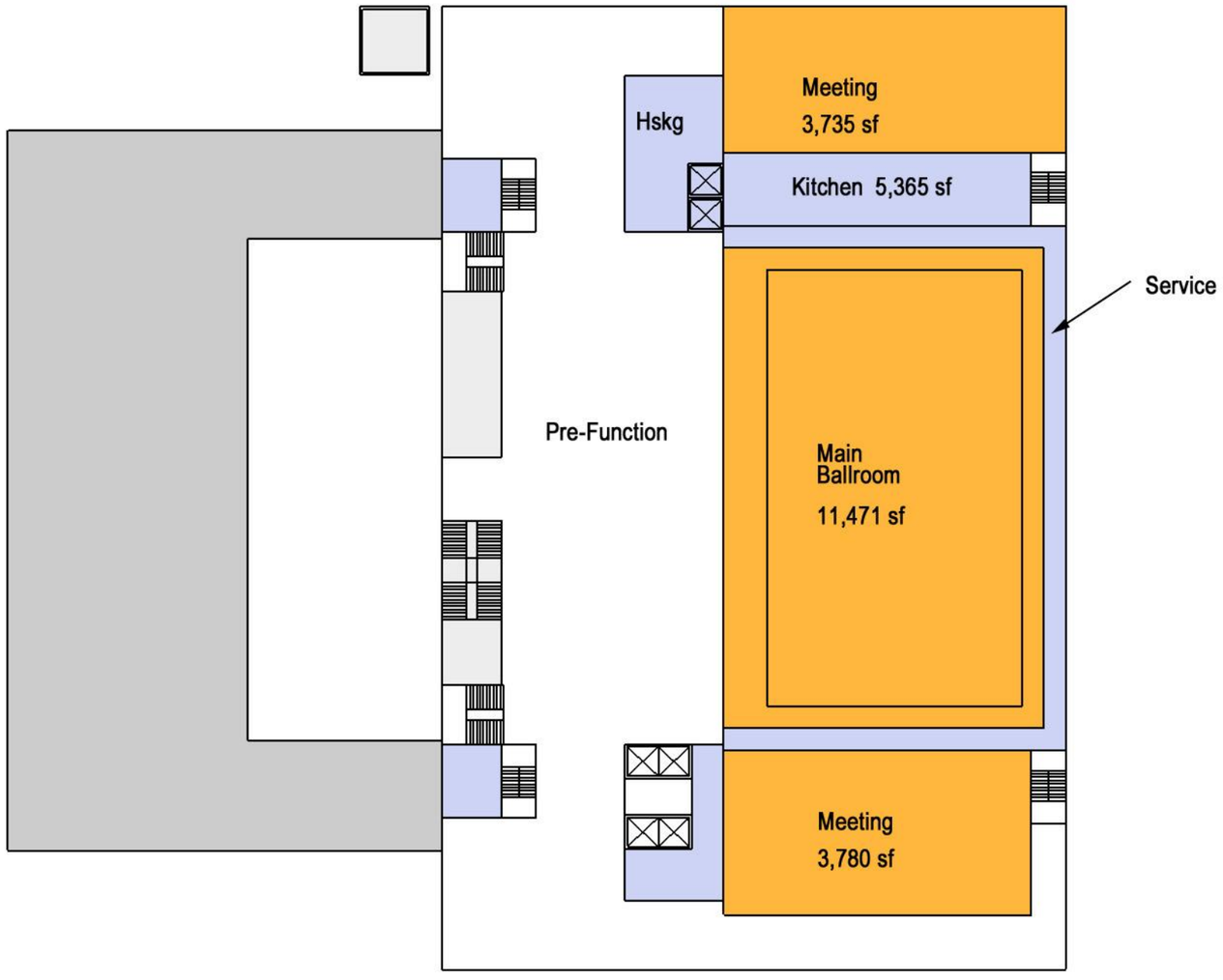
0 20 40 80.0'

eppstein uhen : architects

B L O C K 8 8 Option 2

Madison, Wisconsin

711066-01
October 11, 2011



Floor 2 Plan

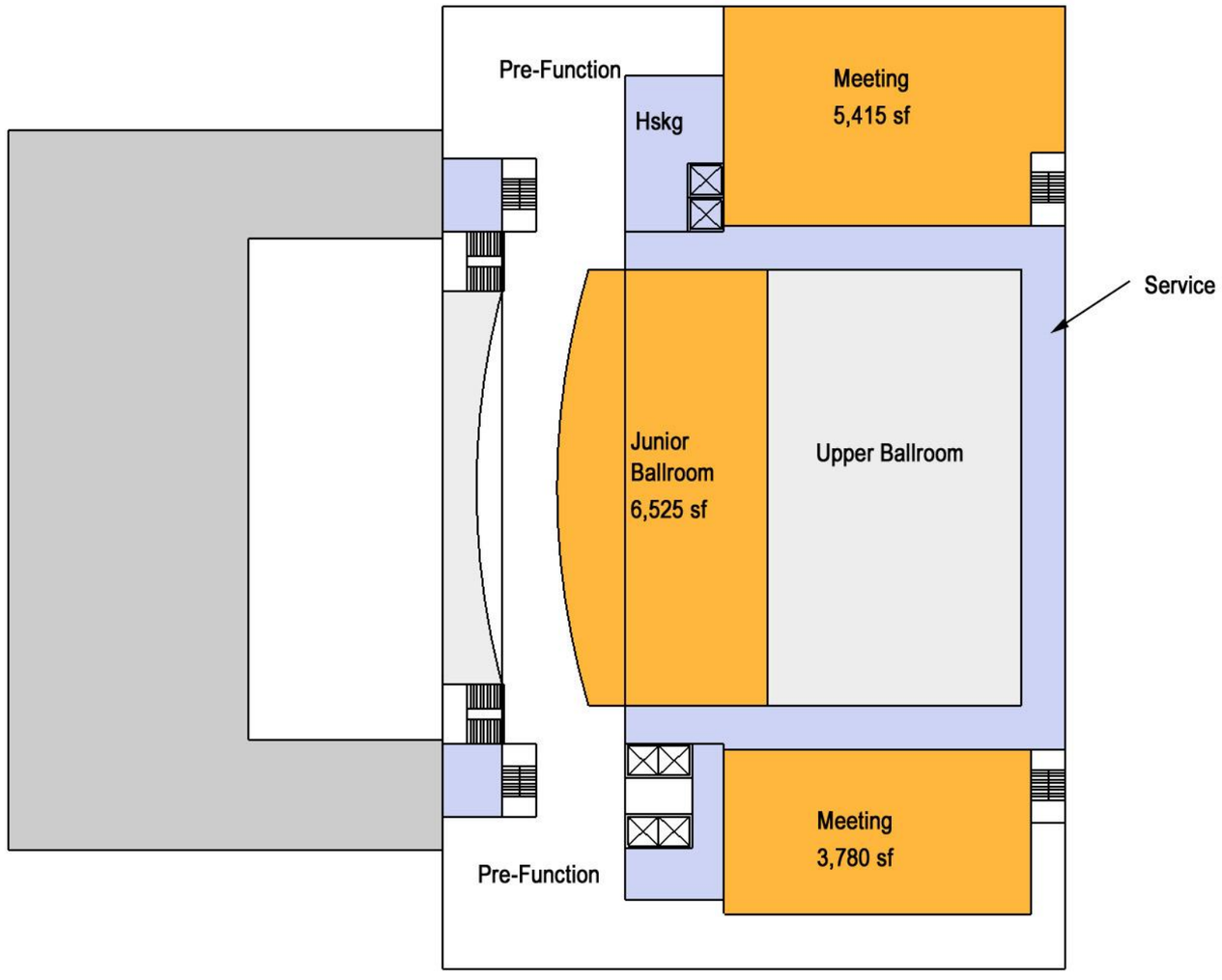
0 20 40 80.0'

eppstein uhen : architects

B L O C K 8 8 Option 2

Madison, Wisconsin

711066-01
October 11, 2011



Floor 3 Plan

0 20 40 80.0'

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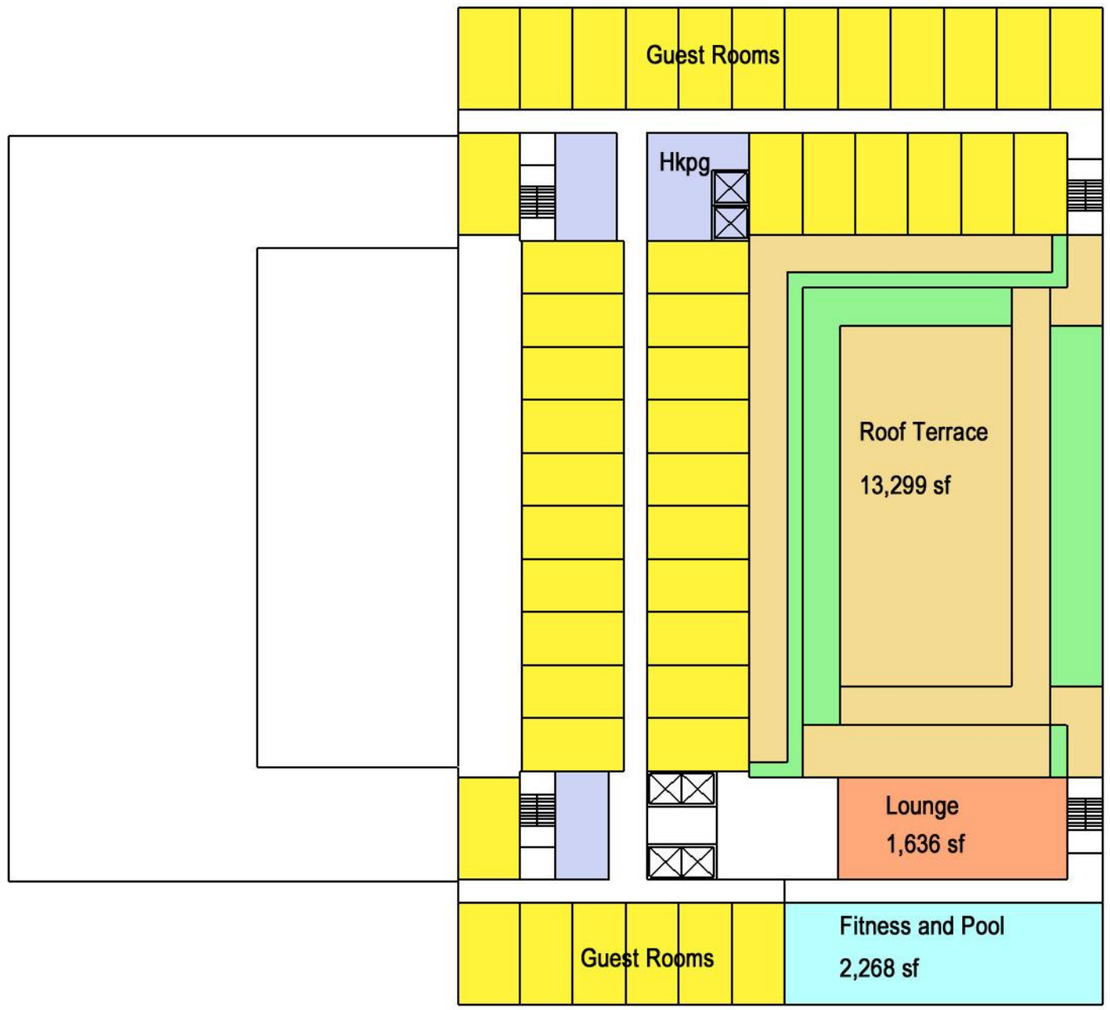
B L O C K 8 8 Option 2

Madison, Wisconsin

711066-01
October 11, 2011



Floor 4 Plan

0 20 40 80.0'

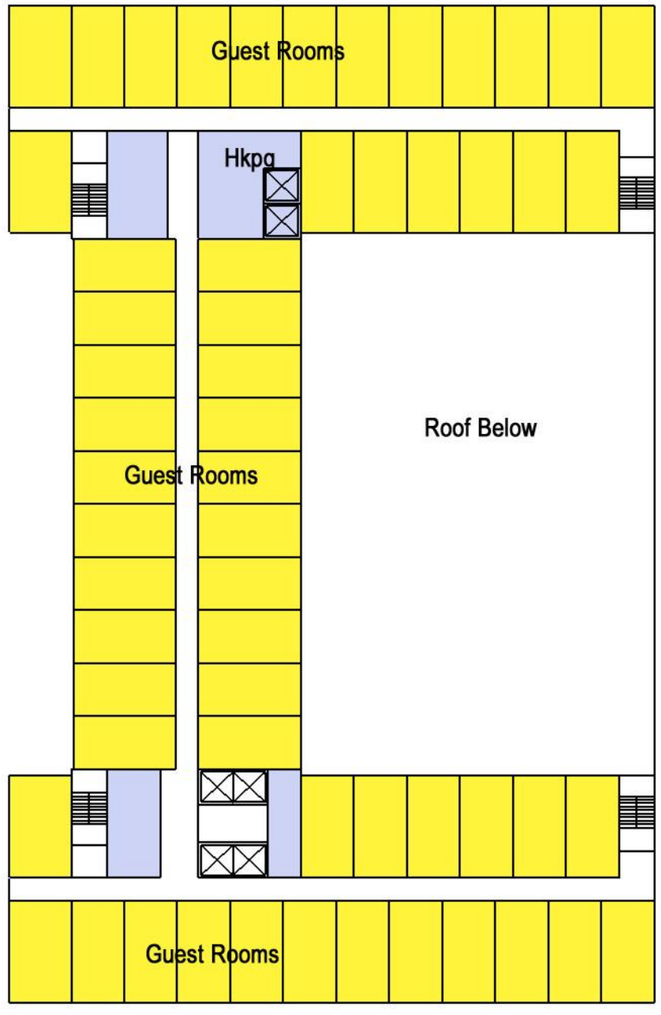
MARCUS HOTELS & RESORTS

eppstein uhen : architects

B L O C K 8 8 Option 2

Madison, Wisconsin

711066-01
October 11, 2011



Floor 5 Plan (Floor 6 Similar)

0 20 40 80.0'

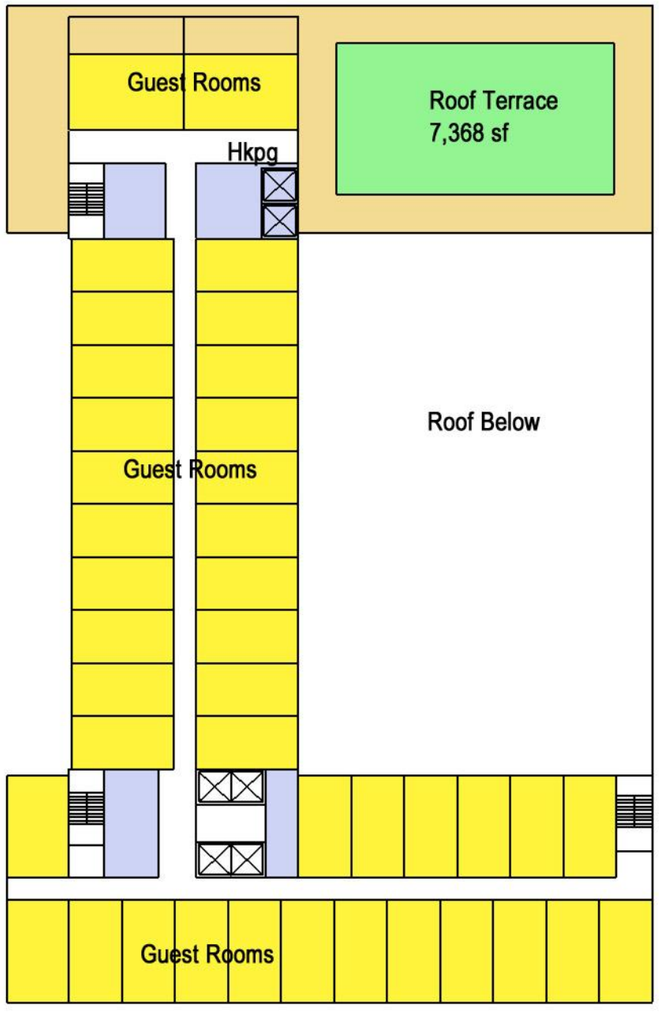
MARCUS HOTELS & RESORTS

eppstein uhen : architects

B L O C K 8 8 Option 2

Madison, Wisconsin

711066-01
October 11, 2011



Floor 7 Plan (Floor 8 Similar)

0 20 40 80.0'

MARCUS HOTELS & RESORTS

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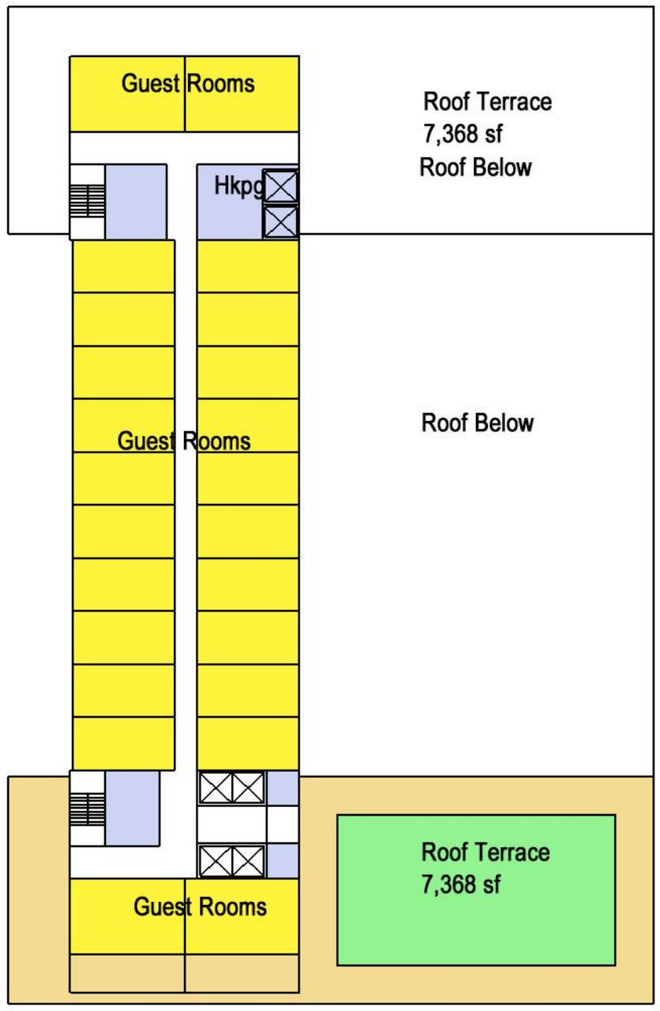
B L O C K 8 8 Option 2

Madison, Wisconsin

711066-01
October 11, 2011



Floor 9 Plan (Floor 10 Similar)

0 20 40 80.0'

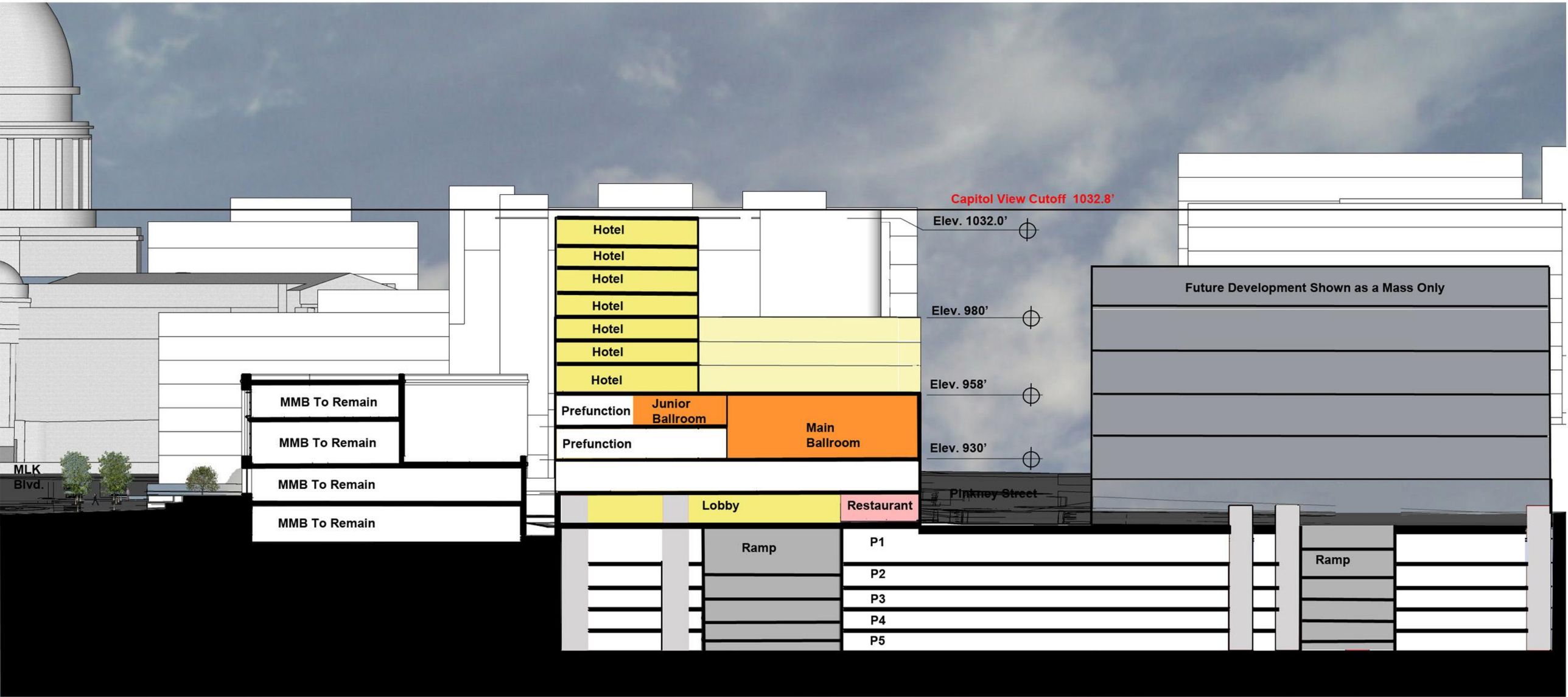
MARCUS HOTELS & RESORTS

eppstein uhen : architects

B L O C K 8 8 Option 2

Madison, Wisconsin

711066-01
October 11, 2011



0 15 30 60'

Site Section

MARCUS HOTELS & RESORTS

eppstein uhen : architects

BLOCK 88 Option 2

Madison, Wisconsin

711066-01
October 11, 2011

Block 88 Development

October 11, 2011

floor	height	elevation	new building	subtotal hotel	keys	retail gsf	prefunction	meeting
LL	13	902.0	11,044	11,044				
1.1		907.0	7,605	7,605				
1	15	915.0	22,490	22,490				
2	28	930.0	41,264	41,264			16,913	18,986
3	14	944.0	33,538	33,538			11,483	11,820
4	12	958.0	29,247	29,247	46			
5	10	970.0	29,247	29,247	58			
6	10	980.0	29,247	29,247	58			
7	10	990.0	21,441	21,441	41			
8	10	1000.0	21,441	21,441	41			
9	10	1010.0	13,918	13,918	24			
10	10	1020.0	13,918	13,918	24			
roof		1032.0						
totals			274,400	274,400	292		28,396	30,806

274,400

Cap View Limit 1032.8

Average gsf per key 940

Average Guest Room Size = 378 sf

MARCUS HOTELS & RESORTS

eppstein uhen : architects

BLOCK 88 Option 2

Madison, Wisconsin

711066-01
October 11, 2011

Skywalk View

MARCUS HOTELS & RESORTS

eppstein uhen : architects

BLOCK 88

Madison, Wisconsin

711066-01
October 11, 2011

Exhibit E

Cost Estimates from Findorff for the Parking Ramp

Findorff
300 S. Bedford Street ▪ Madison, WI 53703 ▪ *Phone* 608/257-5321 ▪ *fax* 608/257-5306 ▪ www.findorff.com

Conceptual Estimate

Block 88 and 105 Parking Garage - Reinforcement Option

Total Parking Area 433,512 SF
Total parking Stalls 1361

Spreadsheet Level	Takeoff Quantity	Total Cost/Unit	Total Amount
A STRUCTURE			
A10 FOUNDATIONS			
A1010 STANDARD FOUNDATION			
Mat Column Footings	1,073.00 cy	250.00 /cy	268,250
Column Footings	2,175.00 cy	279.68 /cy	608,304
Wall Footings	262.00 cy	250.00 /cy	65,500
Interior Wall Footings	122.00 cy	250.00 /cy	30,500
Elevator Pit Slabs	576.00 sf	4.50 /sf	2,592
Elevator Pit Walls	288.00 sf	20.00 /sf	5,760
Elevator Pit for Future Elevators	2.00 ea	3,500.00 /ea	7,000
A1010 STANDARD FOUNDATION			**987,906**
A1030 SLAB ON GRADE			
Slab on Grade	109,937.00 sf	4.15 /sf	456,239
Drainage Fill at SOG	109,937.00 sf	2.00 /sf	219,874
Drain Tiles	1,555.00 lf	15.00 /lf	23,325
Sump Pump	4.00 ea	25,000.00 /ea	100,000
A1030 SLAB ON GRADE			**799,438**
A10 FOUNDATIONS			**1,787,344**
A20 BASEMENT CONSTRUCTION			
A2010 BASEMENT EXCAVATION			
Earthwork - Building Excavation	223,147.00 cy	13.00 /cy	2,900,911
Earthwork - Building Backfill	13,867.00 cy	20.00 /cy	277,340
Earthwork - Building Backfill (Ftgs)	5,642.00 cy	25.00 /cy	141,050
Earthwork - Soil Nails	35,505.00 sf	30.00 /sf	1,065,150
Earthwork - Phasing Line	12,285.00 sf	30.00 /sf	368,550
Earthwork - Soil Nails	22,320.00 sf	30.00 /sf	669,600
Earthwork - Soilder Piles	12,735.00 sf	50.00 /sf	636,750
Earthwork - Soldier Piles	12,150.00 sf	50.00 /sf	607,500
A2010 BASEMENT EXCAVATION			**6,666,851**
A2020 BASEMENT WALLS			
Foundation Walls	69,710.00 sf	26.50 /sf	1,847,315
Vault Walls	2,030.00 sf	30.00 /sf	60,900
Vault Lid	1,895.00 sf	70.00 /sf	132,650
Vault Foundations	33.00 cy	325.00 /cy	10,725
Foundation Dampproofing	69,710.00 sf	2.50 /sf	174,275
A2020 BASEMENT WALLS			**2,225,865**
A20 BASEMENT CONSTRUCTION			**8,892,716**
A STRUCTURE			**10,680,060**
B SHELL			
B10 SUPERSTRUCTURE			
B1010 FLOOR CONSTRUCTION			
Concrete Columns	2,134.00 cy	650.00 /cy	1,387,100
Concrete Shear Walls	13,000.00 sf	22.00 /sf	286,000
Misc Concrete and Steel	460,706.00 sf	0.50 /sf	230,353
Concrete Beams	745.39 cy	884.20 /cy	659,074
Reinforced Slabs	561,828.00 sf	16.04 /sf	9,011,721
Reinforced Slabs (Roof Area Over Drive Entrances)	12,510.00 sf	16.04 /sf	200,660
High Bay Deck Forming	30,000.00 sf	2.95 /sf	88,590
Couplers	160.00 ea	250.00 /ea	40,000
Hoisting Equipment	2.00 ls	751,559.00 /ls	1,503,118
Winter Conditions	2.00 ls	125,000.00 /ls	250,000

Spreadsheet Level	Takeoff Quantity	Total Cost/Unit	Total Amount
B1010 FLOOR CONSTRUCTION			
Concrete Mix to 6000lbs and Anti Rust Proof	19,185.00 cy	53.00 /cy	1,016,805
B1010 FLOOR CONSTRUCTION			14,673,421
B10 SUPERSTRUCTURE			14,673,421
B30 ROOFING			
B3010 ROOF COVERINGS			
Roofing Membrane - Excluded	***sf***	***/sf***	
Concrete Sealer	433,512.00 sf	0.50 /sf	216,756
B3010 ROOF COVERINGS			216,756
B30 ROOFING			216,756
B SHELL			**14,890,177**
C INTERIORS			
C10 INTERIOR CONSTRUCTION			
C1010 PARTITIONS			
Block Walls	19,125.00 sf	16.00 /sf	306,000
Block Walls at Raised Deck	4,505.00 sf	16.00 /sf	72,080
Block Walls at Vault	260.00 sf	16.00 /sf	4,160
Elevator Equipment Room	2,100.00 sf	70.00 /sf	147,000
Elevator Lobby Allowance	4.00 ls	15,000.00 /ls	60,000
Shaft Walls	16,560.00 sf	16.00 /sf	264,960
Parking Office	1,480.00 sf	16.00 /sf	23,680
Guardrails	3,696.00 lf	40.00 /lf	147,840
C1010 PARTITIONS			1,025,720
C1020 INTERIOR DOORS			
Stair Doors	26.00 ea	1,500.00 /ea	39,000
Interior Aluminum Entrances	4.00 ea	3,500.00 /ea	14,000
C1020 INTERIOR DOORS			53,000
C1030 FITTINGS			
Signage	2.00 ls	40,000.00 /ls	80,000
C1030 FITTINGS			80,000
C10 INTERIOR CONSTRUCTION			1,158,720
C20 STAIRS			
C2010 STAIR CONSTRUCTION			
Concrete Stairs	22.00 flr	10,000.00 /flr	220,000
C2010 STAIR CONSTRUCTION			220,000
C20 STAIRS			220,000
C30 INTERIOR FINISHES			
C3010 WALL FINISHES			
Painting	2.00 ls	25,000.00 /ls	50,000
C3010 WALL FINISHES			50,000
C3020 FLOOR FINISHES			
Striping	2,722.00 ea	20.00 /ea	54,440
C3020 FLOOR FINISHES			54,440
C30 INTERIOR FINISHES			104,440
C INTERIORS			**1,483,160**
D SERVICES			
D10 CONVEYING			
D1010 ELEVATORS & LIFTS			
Traction Elevator	20.00 flr	22,000.00 /flr	440,000
D1010 ELEVATORS & LIFTS			440,000
D10 CONVEYING			440,000
D20 PLUMBING			

Spreadsheet Level	Takeoff Quantity	Total Cost/Unit	Total Amount
D2000			
Plumbing Work	460,706.00 sf	2.00 /sf	921,412
D2000			921,412
D20 PLUMBING			921,412
D30 HVAC			
D3000			
HVAC - Parking	460,706.00 sf	2.00 /sf	921,412
D3000			921,412
D30 HVAC			921,412
D40 FIRE PROTECTION			
D4010 SPRINKLERS			
Fire Suppression Sprinklers	460,706.00 sf	2.00 /sf	921,412
D4010 SPRINKLERS			921,412
D40 FIRE PROTECTION			921,412
D50 ELECTRICAL			
D5000			
Electric Work	460,706.00 sf	2.75 /sf	1,266,942
Electric Generator	1.00 ls	75,000.00 /ls	75,000
D5000			1,341,942
D50 ELECTRICAL			1,341,942
D SERVICES			**4,546,178**
E EQUIPMENT & FURNISHINGS			
E10 EQUIPMENT			
A1030 SLAB ON GRADE			
Parking Control Equipment	2.00 ls	100,000.00 /ls	200,000
A1030 SLAB ON GRADE			200,000
E10 EQUIPMENT			200,000
E EQUIPMENT & FURNISHINGS			**200,000**
F SPECIAL CONSTRUCTION & DEMOLITION			
F20 SELECTIVE BUILDING DEMOLITION			
F2010 BUILDING ELEMENTS DEMOLITION			
Structural Demo - Post Office	1.00 ls	200,000.00 /ls	200,000
Structural Demo - Parking Garage	1.00 ls	540,000.00 /ls	540,000
F2010 BUILDING ELEMENTS DEMOLITION			740,000
F20 SELECTIVE BUILDING DEMOLITION			740,000
F SPECIAL CONSTRUCTION & DEMOLITION			**740,000**
G BUILDING SITEWORK			
G10 SITE PREPARATION			
G1010 SITE CLEARING			
Site Improvements	2.00 ls	75,000.00 /ls	150,000
G1010 SITE CLEARING			150,000
G1030 SITE EARTHWORK			
Site Earthwork at Pinckney	2,620.00 cy	25.00 /cy	65,500
G1030 SITE EARTHWORK			65,500
G10 SITE PREPARATION			215,500
G20 SITE IMPROVEMENT			
G2010 ROADWAYS			
Asphalt	562.00 sy	24.00 /sy	13,488
Paving at Pinckney	11,306.00 sf	5.00 /sf	56,530
Waterproofing at Pinckney	17,688.00 sf	3.50 /sf	61,908
Driveway Apron	2,300.00 sf	6.00 /sf	13,800

Spreadsheet Level	Takeoff Quantity	Total Cost/Unit	Total Amount
G2010 ROADWAYS			
Curb & Gutter	3,037.00 lf	15.00 /lf	45,555
Traffic & parking Signs	2.00 ls	5,000.00 /ls	10,000
G2010 ROADWAYS			201,281
G2030 PEDESTRIAN PAVING			
Sidewalks	16,403.00 sf	2.75 /sf	45,108
G2030 PEDESTRIAN PAVING			45,108
G20 SITE IMPROVEMENT			246,389
G30 SITE CIVIL / MECHANICAL UTILITIES			
G3010 WATER SUPPLY			
Utility Relocation Allowance	2.00 ls	50,000.00 /ls	100,000
G3010 WATER SUPPLY			100,000
G30 SITE CIVIL / MECHANICAL UTILITIES			100,000
G BUILDING SITEWORK			561,889
Z GENERAL			
Z10 GENERAL REQUIRMENTS			
Z1010 ADMINISTRATION			
General Conditions	2.00 ls	933,487.00 /ls	1,866,974
Z1010 ADMINISTRATION			1,866,974
Z10 GENERAL REQUIRMENTS			1,866,974
Z GENERAL			1,866,974

Estimate Totals

Description	Amount	Totals	Rate
	34,968,438	34,968,438	
Estimating Contingency	1,748,422		5.00 %
Contractor's Fee	1,101,506		3.00 %
Total		*37,818,366*	

Cost Per SF of Parking Area: $87.24

Cost Per Stall: $27,787

Alternate to delete earth retention on Pickney Street between Phase 1 and Phase 2. This assumes that Pickney Street will be closed during Phase 1 construction so that we may slope the excavation under the street. ($368,550)

Findorff
300 S. Bedford Street ▪ Madison, WI 53703 ▪ *Phone* 608/257-5321 ▪ *fax* 608/257-5306 ▪ www.findorff.com

Conceptual Estimate

Block 88 and 105 Parking Garage - PT Option

Total Parking Area 433,512 SF
Total parking Stalls 1361

Spreadsheet Level	Takeoff Quantity	Total Cost/Unit	Total Amount
A STRUCTURE			
A10 FOUNDATIONS			
A1010 STANDARD FOUNDATION			
Mat Column Footings	1,073.00 cy	250.00 /cy	268,250
Column Footings	2,175.00 cy	279.68 /cy	608,304
Wall Footings	262.00 cy	250.00 /cy	65,500
Interior Wall Footings	122.00 cy	250.00 /cy	30,500
Elevator Pit Slabs	576.00 sf	4.50 /sf	2,592
Elevator Pit Walls	288.00 sf	20.00 /sf	5,760
Elevator Pit for Future Elevators	2.00 ea	3,500.00 /ea	7,000
A1010 STANDARD FOUNDATION			**987,906**
A1030 SLAB ON GRADE			
Slab on Grade	109,937.00 sf	4.15 /sf	456,239
Drainage Fill at SOG	109,937.00 sf	2.00 /sf	219,874
Drain Tiles	1,555.00 lf	15.00 /lf	23,325
Sump Pump	4.00 ea	25,000.00 /ea	100,000
A1030 SLAB ON GRADE			**799,438**
A10 FOUNDATIONS			**1,787,344**
A20 BASEMENT CONSTRUCTION			
A2010 BASEMENT EXCAVATION			
Earthwork - Building Excavation	223,147.00 cy	13.00 /cy	2,900,911
Earthwork - Building Backfill	13,867.00 cy	20.00 /cy	277,340
Earthwork - Building Backfill (Ftgs)	5,642.00 cy	25.00 /cy	141,050
Earthwork - Soil Nails	35,505.00 sf	30.00 /sf	1,065,150
Earthwork - Phasing Line	12,285.00 sf	30.00 /sf	368,550
Earthwork - Soil Nails	22,320.00 sf	30.00 /sf	669,600
Earthwork - Soilder Piles	12,735.00 sf	50.00 /sf	636,750
Earthwork - Soldier Piles	12,150.00 sf	50.00 /sf	607,500
A2010 BASEMENT EXCAVATION			**6,666,851**
A2020 BASEMENT WALLS			
Foundation Walls	69,710.00 sf	26.50 /sf	1,847,315
Vault Walls	2,030.00 sf	30.00 /sf	60,900
Vault Lid	1,895.00 sf	70.00 /sf	132,650
Vault Foundations	33.00 cy	325.00 /cy	10,725
Foundation Dampproofing	69,710.00 sf	2.50 /sf	174,275
A2020 BASEMENT WALLS			**2,225,865**
A20 BASEMENT CONSTRUCTION			**8,892,716**
A STRUCTURE			**10,680,060**
B SHELL			
B10 SUPERSTRUCTURE			
B1010 FLOOR CONSTRUCTION			
Concrete Columns	2,134.00 cy	650.00 /cy	1,387,100
Concrete Shear Walls	13,000.00 sf	22.00 /sf	286,000
Misc Concrete and Steel	460,706.00 sf	0.50 /sf	230,353
Concrete Beams	745.39 cy	884.20 /cy	659,074
PT Slabs	561,828.00 sf	15.92 /sf	8,944,302
PT Slabs (Roof Area Over Drive Entrances)	12,510.00 sf	15.92 /sf	199,159
High Bay Deck Forming	30,000.00 sf	2.95 /sf	88,590
Couplers	160.00 ea	250.00 /ea	40,000
Hoisting Equipment	2.00 ls	751,559.00 /ls	1,503,118
Winter Conditions	2.00 ls	125,000.00 /ls	250,000

Spreadsheet Level	Takeoff Quantity	Total Cost/Unit	Total Amount
B1010 FLOOR CONSTRUCTION			
Concrete Mix to 6000lbs and Corrosion Inhibitor	19,185.00 cy	53.00 /cy	1,016,805
B1010 FLOOR CONSTRUCTION			14,604,501
B10 SUPERSTRUCTURE			14,604,501
B30 ROOFING			
B3010 ROOF COVERINGS			
Vehicular Traffic Coating	14,780.00 sf	2.50 /sf	36,950
Roofing Membrane - Excluded	***sf***	***/sf***	
Concrete Sealer	418,732.00 sf	0.50 /sf	209,366
B3010 ROOF COVERINGS			246,316
B30 ROOFING			246,316
B SHELL			**14,850,817**
C INTERIORS			
C10 INTERIOR CONSTRUCTION			
C1010 PARTITIONS			
Block Walls	19,125.00 sf	16.00 /sf	306,000
Block Walls at Raised Deck	4,505.00 sf	16.00 /sf	72,080
Block Walls at Vault	260.00 sf	16.00 /sf	4,160
Elevator Equipment Room	2,100.00 sf	70.00 /sf	147,000
Shaft Walls	16,560.00 sf	16.00 /sf	264,960
Parking Office	1,480.00 sf	16.00 /sf	23,680
Guardrails	3,696.00 lf	40.00 /lf	147,840
C1010 PARTITIONS			965,720
C1020 INTERIOR DOORS			
Stair Doors	26.00 ea	1,500.00 /ea	39,000
Interior Aluminum Entrances	4.00 ea	3,500.00 /ea	14,000
C1020 INTERIOR DOORS			53,000
C1030 FITTINGS			
Signage	2.00 ls	40,000.00 /ls	80,000
C1030 FITTINGS			80,000
C10 INTERIOR CONSTRUCTION			1,098,720
C20 STAIRS			
C2010 STAIR CONSTRUCTION			
Concrete Stairs	22.00 flr	10,000.00 /flr	220,000
C2010 STAIR CONSTRUCTION			220,000
C20 STAIRS			220,000
C30 INTERIOR FINISHES			
C3010 WALL FINISHES			
Painting	2.00 ls	25,000.00 /ls	50,000
C3010 WALL FINISHES			50,000
C3020 FLOOR FINISHES			
Striping	2,722.00 ea	20.00 /ea	54,440
C3020 FLOOR FINISHES			54,440
C30 INTERIOR FINISHES			104,440
C INTERIORS			**1,423,160**
D SERVICES			
D10 CONVEYING			
D1010 ELEVATORS & LIFTS			
Traction Elevator	20.00 flr	22,000.00 /flr	440,000
D1010 ELEVATORS & LIFTS			440,000
D10 CONVEYING			440,000
D20 PLUMBING			

Spreadsheet Level	Takeoff Quantity	Total Cost/Unit	Total Amount
D2000			
Plumbing Work	460,706.00 sf	2.00 /sf	921,412
D2000			921,412
D20 PLUMBING			921,412
D30 HVAC			
D3000			
HVAC - Parking	460,706.00 sf	2.00 /sf	921,412
D3000			921,412
D30 HVAC			921,412
D40 FIRE PROTECTION			
D4010 SPRINKLERS			
Fire Suppression Sprinklers	460,706.00 sf	2.00 /sf	921,412
D4010 SPRINKLERS			921,412
D40 FIRE PROTECTION			921,412
D50 ELECTRICAL			
D5000			
Electric Work	460,706.00 sf	2.75 /sf	1,266,942
Electric Generator	1.00 ls	75,000.00 /ls	75,000
D5000			1,341,942
D50 ELECTRICAL			1,341,942
D SERVICES			**4,546,178**
E EQUIPMENT & FURNISHINGS			
E10 EQUIPMENT			
A1030 SLAB ON GRADE			
Parking Control Equipment	2.00 ls	100,000.00 /ls	200,000
A1030 SLAB ON GRADE			200,000
E10 EQUIPMENT			200,000
E EQUIPMENT & FURNISHINGS			**200,000**
F SPECIAL CONSTRUCTION & DEMOLITION			
F20 SELECTIVE BUILDING DEMOLITION			
F2010 BUILDING ELEMENTS DEMOLITION			
Structural Demo - Post Office	1.00 ls	200,000.00 /ls	200,000
Structural Demo - Parking Garage	1.00 ls	540,000.00 /ls	540,000
F2010 BUILDING ELEMENTS DEMOLITION			740,000
F20 SELECTIVE BUILDING DEMOLITION			740,000
F SPECIAL CONSTRUCTION & DEMOLITION			**740,000**
G BUILDING SITEWORK			
G10 SITE PREPARATION			
G1010 SITE CLEARING			
Site Improvements	2.00 ls	75,000.00 /ls	150,000
G1010 SITE CLEARING			150,000
G1030 SITE EARTHWORK			
Site Earthwork at Pinckney	2,620.00 cy	25.00 /cy	65,500
G1030 SITE EARTHWORK			65,500
G10 SITE PREPARATION			215,500
G20 SITE IMPROVEMENT			
G2010 ROADWAYS			
Asphalt	562.00 sy	24.00 /sy	13,488
Paving at Pinckney	11,306.00 sf	5.00 /sf	56,530
Waterproofing at Pinckney	17,688.00 sf	3.50 /sf	61,908
Driveway Apron	2,300.00 sf	6.00 /sf	13,800

Spreadsheet Level	Takeoff Quantity	Total Cost/Unit	Total Amount
G2010 ROADWAYS			
Curb & Gutter	3,037.00 lf	15.00 /lf	45,555
Traffic & parking Signs	2.00 ls	5,000.00 /ls	10,000
G2010 ROADWAYS			201,281
G2030 PEDESTRIAN PAVING			
Sidewalks	16,403.00 sf	2.75 /sf	45,108
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G3010 WATER SUPPLY			
Utility Relocation Allowance	2.00 ls	50,000.00 /ls	100,000
G3010 WATER SUPPLY			100,000
G30 SITE CIVIL / MECHANICAL UTILITIES			100,000
G BUILDING SITEWORK			561,889
Z GENERAL			
Z10 GENERAL REQUIRMENTS			
Z1010 ADMINISTRATION			
General Conditions	2.00 ls	933,487.00 /ls	1,866,974
Z1010 ADMINISTRATION			1,866,974
Z10 GENERAL REQUIRMENTS			1,866,974
Z GENERAL			1,866,974

Estimate Totals

Description	Amount	Totals	Rate
	34,869,077	34,869,077	
Estimating Contingency	1,743,454		5.00 %
Contractor's Fee	1,098,376		3.00 %
Total		***37,710,907***	

Cost Per SF of Parking Area $86.99

Cost Per Stall $27,708

Alternate to delete earth retention on Pickney Street between Phase 1 and Phase 2. This assumes that Pickney Street will be closed during Phase 1 construction so that we may slope the excavation under the street. ($368,550)

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CLARIFICATIONS

Project Name

11/01/11

1) All undesignated column footings were assumed to be 7' deep.

2) Wall footings were assumed to be 3' wide and 1'8" deep

3) There are 4 sump pumps included.

4) We assumed 3' of excavation beyond the foundation wall for earth retention.

5) Foundation damp proofing is a spray-on coating with drainage board.

6) Concrete floor slabs contain epoxy covered rebar - this also includes corrosion inhibitor.

7) Foundation walls, shear walls and interior retaining walls were assumed to be 18".

8) The slab areas over the parking exits onto Doty Street are included.

9) Traffic coatings are included at the pour strips and a penetrating sealer is included at all floor areas (except as noted below in #10)

10) Traffic coatings and sealer have been excluded at the slabs on grade.

11) Waterproofing membranes are excluded at the 1st Level / Roof over parking structure have been excluded.

12) We have included masonry at all interior partitions.

13) We have included cable railings in the areas beyond the sheer walls that require fall protection.

14) Painting at the walls and ceiling has not been included.

15) Signage and stripping has been included at the garage.

16) An elevator lobby allowance for Level 1 has been provided at the price of $15,000 per elevator.

17) Loading dock equipment has been excluded.

18) Demolition of the post office and the existing parking garage has been included.

Memo

Carl Parking Walker
Planning Engineering Restoration

Date: November 3, 2011

To: Project Team
From: Torrey L. Thompson
Project No: N1-2011-669
Project Name: Madison Underground Master Planning

Regarding: **Master Planning Drawing Clarifications – Revision 1**

Message

Carl Walker, Inc. is providing this memo to outline several design changes in the master planning drawings for the Block 88/105 underground parking structure. The following changes were provided and included in the final pricing of the parking structure.

- Reinforced concrete beam (RCB) sizes were assumed to be 24" by 36" at Level 1. These sizes were not indicated on the drawings. These assumptions are based on anticipated loads and will be verified during final design.

- The transfer girders (TG) were assumed to be 36" by 60" for the pricing set. These sizes were not indicated on the drawings.

- The design of the foundation walls will be independent of the excavation support system. Soil-nailing will be along Doty Street and Wilson Street, and a soldier-pile and lagging system will be used to support the existing buildings to the east and west. The concrete retaining walls will be placed inside of these walls and designed at 18" thick based on an equivalent 0.045 fluid pressure, similar to the Block 89 site. If the equivalent fluid pressure is higher based on results of a geotechnical evaluation, the wall thickness at the lower level(s) may need to be thickened.

- The lateral earth pressure on the wall was reduced to the values provided in the Block 89 geotechnical report, which eliminated the need for grade beams for later support at the base of the foundation walls. The grade beams were originally provided for lateral support at the base of the concrete foundation wall.

- The slab-on-grade will be priced at 6" thick to provide lateral bracing for the base of the wall with the anticipated earth pressure, in addition to providing support during the transition of Phase 1 to Phase 2 when an unbalanced soil load will be present. This slab should be priced with a single layer of #4 reinforcement at 18 inches on center.

If you have any questions regarding the above information, please give me a call.

Best Regards,
Carl Walker, Inc.

Torrey L. Thompson
Managing Principal

R:\NPS\N-2011\N1-2011-669 Madison Master Planning (TLT)\Corres\Drawing Design Modification Memo.doc

1920 South Highland Ave, Suite 210 Lombard, IL 60148 P. 630.307.3800 F. 630.307.7030 **www.carlwalker.com**

Exhibit F

Estimate of the Costs of Interest and Issuance for Taxable Revenue Bond Financing

URBAN LAND INTERESTS, INC.
Taxable Notes
$45,000,000

Estimated Up-front Costs of Issuance		
	Variable Rate	**Fixed Rate**
Transaction Counsel	$70,000	$70,000
Underwriter Counsel	$20,000	$20,000
ULI Counsel	$15,000	$15,000
Bank Counsel	$15,000	NA
Underwriter Fee	$225,000	$450,000
Rating Agency Fee	$25,000	$25,000
Bond Trustee Fee	$2,500	$2,500
OS Printing, Distribution, etc.	$3,000	$3,000
Total Costs of Issuance	**$375,500**	**$585,500**

Annual Fees		
Letter of Credit Fee (1)	1.000%	NA
Remarketing Fee	0.125%	NA
Trustee Fee	$1,900	$1,900

Summary of Effective Annual Interest Rate		
Current Variable Rate	0.270%	NA
Current Fixed Rate (20 yrs)	NA	5.500%
Letter of Credit Fee (1)	1.000%	NA
Remarketing Fee	0.125%	NA
Trustee Fee	0.004%	0.004%
Annual Rate	**1.399%**	**5.504%**
Annualized Up-front Fees (2)	0.042%	0.065%
All-In Rate	**1.441%**	**5.569%**

(1) Estimated fee. Actual fee will be determined through negotiations with ULI and Bank.

(2) Represents total issuance costs amortized over 20 years.

Exhibit G

Architectural Plans and Specifications Issued for Pricing of the Underground Parking Ramp

BLOCK 88 + BLOCK 105 PARKING GARAGE

SOUTH PINCKNEY STREET MADISON, WI 53703

DRAWING DISTRIBUTION SCHEDULE

- ● ISSUED AS FULL SHEET
- ○ ISSUED AS SKETCH
- □ ISSUED FOR INFORMATION ONLY
- ■ ISSUED AS FULL SHEET WITHOUT REVISIONS

DWG. NO.	TITLE	REVIEW 09.30.2011
	GENERAL	
G0-01	DRAWING DISTRIBUTION SCHEDULE AND GENERAL NOTES	●
	ARCHITECTURAL	
A1-01	PARKING LEVEL P5 FLOOR PLAN	●
A1-02	PARKING LEVEL P3/P4 FLOOR PLAN	●
A1-03	PARKING LEVEL P2 FLOOR PLAN	●
A1-04	WILSON STREET LEVEL P1 PLAN	●
A1-05	DOTY STREET LEVEL 01 SITE PLAN	●
A1-06	LEVEL 02 PLAN	●
A3-01	SITE SECTIONS	□
	STRUCTURAL	
S1-00	REINFORCED CONCRETE OPTION FOUNDATION PLAN	●
S1-00 PT	P/T CONCRETE OPTION FOUNDATION PLAN	●
S1-01	PARKING LEVEL 5 SLAB ON GRADE PLAN	●
S1-02	REINFORCED CONCRETE OPTION LEVEL P3/P4 FRAMING	●
S1-02 PT	P/T CONCRETE OPTION LEVEL P3/P4 FRAMING	●
S1-03	REINFORCED CONCRETE OPTION LEVEL P2 FRAMING	●
S1-03 PT	P/T CONCRETE OPTION LEVEL P2 FRAMING	●
S1-04	REINFORCED CONCRETE OPTION LEVEL P1 FRAMING	●
S1-04 PT	P/T CONCRETE OPTION LEVEL P1 FRAMING	●
S1-05	REINFORCED CONCRETE OPTION LEVEL 01 FRAMING	●
S1-05 PT	P/T CONCRETE OPTION LEVEL 01 FRAMING	●

ABBREVIATIONS

ACOUS.	ACOUSTICAL
A.C.T.	ACOUSTICAL CEILING TILE
ADH.	ADHESIVE
ADJ.	ADJUSTIBLE
A.F.F.	ABOVE FINISHED FLOOR
ALUM.	ALUMINUM
ALT	ALTERNATE
ANOD.	ANODIZED
ANCH.	ANCHOR
ANNUNC.	ANNUNCIATOR
A.P.	ACCESS PANEL
APPROX.	APPROXIMATE
ARCH.	ARCHITECTURAL
ASPH.	ASPHALT
ASST	ASSISTANT
ASSY	ASSEMBLY
AUTO.	AUTOMATIC
B/	BOTTOM OF
BB	BASEBOARD
BD	BOARD
BITUM.	BITUMINOUS
BLDG	BUILDING
BLK	BLOCK
BLKG	BLOCKING
BM	BEAM
B.M.	BENCHMARK
BOT	BOTTOM
BR.	BRICK
BRG	BEARING
BSMT	BASEMENT
B.T.B.	BACK-TO-BACK
B.U.R.	BUILT-UP ROOFING
CAB.	CABINET
C.B.	CATCH BASIN
CEM.	CEMENT
C.G.	CORNER GUARD
CIRC.	CIRCULATION
C.L.	CENTERLINE
CLR	CLEAR
CLG	CEILING
CLO.	CLOSET
CM	FLOOR DRAIN
CMU	CONCRETE MASONRY UNIT
C.O.	CLEANOUT
COL.	COLUMN
CONC.	CONCRETE
CONF.	CONFERENCE
CONN.	CONNECTION
CONSTR.	CONSTRUCTION
CONT.	CONTINUOUS
CONTR.	CONTRACTOR
COORD.	COORDINATE
DORR.	CORRIDOR
CPT	CARPET
C.J.	CONTROL JOINT
C.T.	CERAMIC TILE
CTR	CENTER
CTSK	COUNTERSUNK
CCTV	CLOSED CIRCUIT TELEVISION
CU	CUBIC
C.W.	COLD WATER
DBL.	DOUBLE
DEG.	DEGREE
DEM.	DEMOLISH
DEPT	DEPARTMENT
DIA.	DIAMETER
DIAG.	DIAGONAL
DIFF.	DIFFUSER
DIM.	DIMENSION
DISP.	DISPENSER
DIV.	DIVISION
DN	DOWN
D.O.	DOOR OPENING
D.P.	DAMPPROOFING
DR	DOOR
D.S.	DOWNSPOUT
DTL	DETAIL
D.W.	DISTILLED WATER
DWG	DRAWING
E.	EAST
EA.	EACH
EL.	ELEVATION
ELAS.	ELASTOMERIC
ELEC.	ELECTRICAL
ELEV.	ELEVATOR
EMER.	EMERGENCY
ENCL.	ENCLOSURE
ENGR	ENGINEER
ENT.	ENTRANCE
E.J.	EXPANSION JOINT
E.O.	ELECTRICAL OUTLET
E. PNL	ELECTRICAL PANEL
EQ.	EQUAL
EQUIP.	EQUIPMENT
E.W.C.	ELECTRIC WATER COOLER
EXC.	EXCAVATION
EXH.	EXHAUST
EXIST.	EXISTING
EXP	EXPANSION
EXPO.	EXPOSED
EXT.	EXTERIOR
F.	FABRIC
F/	FACE OF
F.A.	FIRE ALARM
F. BR.	FACE BRICK
F.C.	FOOT CONTROL
F.D.	FLOOR DRAIN
FDN	FOUNDATION
F.E.	FIRE EXTINGUISHER CABINET
F.E.C.	FIRE EXTINGUISHER CABINET
F.H.C.	FIRE HOSE CABINET
F.H.M.S.	FLAT HEAD MACHINE SCREW
F.H.R.	FIRE HOSE RACK
FIN.	FINISH
FL.	FLOOR
FLEX.	FLEXIBLE
FLUOR.	FLUORESCENT
FPRF	FIREPROOF
FT	FOOT(FEET)
F.T.F.	FACE TO FACE
FTG	FOOTING
F.T.R.	FIN TUBE RADIATION
FURN.	FURNISH
FURR.	FURRING
FUT.	FUTURE
GA.	GUAGE
GALV.	GALVANIZED
GEN.	GENERAL
GL.	GLASS
GND	GROUND
G. PL.	GYPSUM PLASTER
GR.	GRADE
G.T.	GREASE TRAP
G.W.B.	GYPSUM WALL BOARD
H.B.	HOSE BIB
H.C.	HOLLOW CORE
HDWD	HARDWOOD
HDW.	HARDWARE
H.M.	HOLLOW METAL
H.O.	HOLD OPEN
HORIZ.	HORIZONTAL
H.P.	HIGH POINT
HR	HOUR
HT	HEIGHT
HTG	HEATING
H.V.A.C.	HEATING, VENTILATING, AND AIR CONDITIONING
H.W.	HOT WATER
HYD.	HYDRANT
I.D.	INSIDE DIAMETER
IN.	INCH(ES)
INCAND.	INCANDESCENT
INCL.	INCLUDE(D)
INSUL.	INSULATION
INT.	INTERIOR
INTERM.	INTERMEDIATE
INV. EL.	INVERT ELEVATION
JAN.	JANITOR
J.C.	JANITOR'S CLOSET
JT	JOINT
K.D.	KNOCK DOWN
K.O.	KNOCK OUT
KIT.	KITCHEN
K.S.	KNEE SPACE
LAM.	LAMINATED
LAUN.	LAUNDRY
LAV.	LAVATORY
LB(S).	POUND(S)
L.F.	LINEAR FOOT
L.H.	LEFT HAND
LKR	LOCKER
L.P.	LOW POINT
LT	LIGHT
LTWT	LIGHTWEIGHT
M.	METER
MACH.	MACHINE
MAINT.	MAINTENANCE
MAS.	MASONRY
MATL	MATERIAL
MAX.	MAXIMUM
M.C.B.	METAL CORNER BEAD
MECH.	MECHANICAL
MEMB.	MEMBRANE
MEZZ.	MEZZANINE
MFR	MANUFACTURER
M.H.	MANHOLE
MIN.	MINIMUM
MISC.	MISCELLANEOUS
MM.	MILLIMETER
M.O.	MASONRY OPENING
MOV.	MOVEABLE
MTD	MOUNTED
MTG	MOUNTING
MTL	METAL
MUL.	MULLION
N.	
N.I.C.	
NO.	
NOM.	
N.T.S.	
O.A.	OVERALL
O.C.	ON CENTER
O.D.	OUTSIDE DIAMETER
O.F.D.	OVERFLOW DRAIN
OFF.	OFFICE
OF/CI	OWNER FURNISHED/ CONTRACTOR INSTALLED
O.H.	OVERHEAD
OPNG	OPENING
OPP.	OPPOSITE
OPP. H.	OPPOSITE HAND
P.A.	PUBLIC ACCESS
PAV.	PAVING
P.C.	PRE-CAST
P.F.	PANEL FABRIC
PL.	PLATE
P. LAM.	PLASTIC LAMINATE
PLAS.	PLASTER
PLBG	PLUMBING
PLWD	PLYWOOD
PNT	PAINT
PNL	PANEL
POL.	POLISHED
PR	PAIR
PROP.	PROPERTY
P.S.F.	POUNDS PER SQUARE FOOT
P.S.I.	POUNDS PER SQUARE INCH
PTD	PAINTED
PTN	PARTITION
P.T.S.	PNEUMATIC TUBE STATION
PT	POINT
Q.T.	QUARRY TILE
QTY	QUANTITY
R.	RISER
RECEP.	RECEPTION
REINF.	REINFORCING
R/W	RIGHT-OF-WAY
RAD.	RADIUS
R.B.	RUBBER BASE
R.C.P.	REFLECTED CEILING PLAN
R.D.	ROOF DRAIN
R.H.	RIGHT HAND
REC/	RECESSED
REF.	REFERENCE
REFR.	REFRIGERATOR
REQD	REQUIRED
RESIL.	RESILIENT
REV.	REVISION
RFG	ROOFING
RM	ROOM
R.O.	ROUGH OPENING
S.	SOUTH
SAN.	SANITARY
S.C.	SOLID CORE
SCHED.	SCHEDULE
S.D.	SOAP DISPENSER
SECT.	SECTION
SECUR.	SECURITY
S.F.	SQUARE FOOT (FEET)
S.G.T.	STRUCTURAL GLAZED TILE
SHR	SHOWER
SHT	SHEET
SIM.	SIMILAR
S.P.	STANDPIPE
SPEC.	SPECIFICATION
SPKR	SPEAKER
SPRINK.	SPRINKLER
SQ.	SQUARE
S. SK.	SERVICE SINK
S. ST.	STAINLESS STEEL
STA.	STATION
S.T.C.	SOUND TRANSMISSION CLASS
STD	STANDARD
STL	STEEL
STOR.	STORAGE
STRUC.	STRUCTURAL
SUSP.	SUSPENDED
SWBD.	SWITCHBOARD
SYM.	SYMETRICAL
T.	TREAD
T/	TOP OF
T&B	TOP & BOTTOM
T&G	TOUNGE & GROOVE
TEL.	TELEPHONE
TEMP.	TEMPERED
TER.	TERRAZZO
T.F.T.	TERRAZZO FLOOR TILE
THK	THICK
TLT	TOILET
TOPO.	TOPOGRAPHY
T.V.	TELEVISION
TYP.	TYPICAL
UNEXC.	UNEXCAVATED
UNF.	UNFINISHED
U.N.O.	UNLESS NOTED OTHERWISE
UR.	URINAL
UTIL.	UTILITY
V.C.T.	VINYL COMPOSITION TILE
VENT.	VENTILATION
VERT.	VERTICAL
VEST.	VESTIBULE
V.I.F.	VERIFY IN FIELD
VOL.	VOLUME
V.T.	VINYL TILE
V.W.C.	VINYL WALL COVERING
W.	WEST
W/	WITH
W/O	WITHOUT
W.C.	WATER CLOSET
WD	WOOD
W.F.	WIDE FLANGE
W.H.	WATER HEATER
W.I.	WROUGHT IRON
WIN.	WINDOW
W.M.	WIRE MESH
WPFG	WATERPROOFING
WSCT	WAINSCOT
WT	WEIGHT
W.W.F.	WELDED WIRE FABRIC
YD	YARD

SYMBOLS LEGEND

NOTE: SEE CONSULTANT DRAWINGS FOR ADDITIONAL SYMBOLS

SHEET IDENTIFIER: A1-01 — SHEET SEQUENCE • SERIES NUMBER • DISCIPLINE LETTER

NORTH ARROW

DETAIL TARGETS: DETAIL NO. / SHEET NO.

COLUMN DESIGNATION SYMBOLS: A-1 STARTS AT LOWER LEFT CORNER; NUMBERS - HORIZONTAL; LETTERS - VERTICAL

ELEVATION MARKS: VERTICAL HEIGHT FOR ELEVATIONS AND SECTIONS; SPOT ELEVATION; EXISTING ELEVATION — SECOND FLOOR EL. = '10"-0"

INTERIOR ELEVATION TARGETS: ELEVATION DETAIL NO. / SHEET NO.

INTERIOR WALL IDENTIFIER: NEW WALL; EXISTING WALL

PARTITION TARGETS: PARTITION TYPE SEE A8 SERIES DWGS.; HEAD DETAIL SEE A8 SERIES DWGS.

ROOM IDENTIFIERS: OPEN OFFICE AREA; 100 — ROOM/AREA NAME; ROOM/AREA NUMBER

DOOR IDENTIFIERS: 100 — DOOR NO. CORRESPONDS TO ROOM NO.; 100A — ALPHABETIC DESIG. FOR MULTIPLE DOORS

TOILET ROOM ACCESSORY TAG: GB — REFERS TO LEGEND: GRAB BAR

DRAWING REVISION IDENTIFIER: SHEET SPECIFIC REVISION NO.; BUBBLE AT AREAS OF REVISION

GENERAL NOTES

1. PROJECT PHASING - SEE PHASING LINE INDICATED ON DRAWINGS.

   PHASE ONE INCLUDES DEMOLITION OF THE TWO-STORY EAST WING OF MADISON MUNICIPAL BUILDING, REMOVAL OF PARKING CANOPY, SITEWORK, EXCAVATION AND RETENSION REQUIRED FOR BLOCK 88 UNDERGROUND PARKING. EXISTING GOVERNMENT EAST PARKING STRUCTURE ON BLOCK 105 TO REMAIN OPEN AND ACCESSIBLE FOR ENTIRE DURATION OF PHASE ONE CONSTRUCTION.

   PHASE TWO INCLUDES DEMOLITION OF GOV. EAST PARKING STRUCTURE, SITEWORK, EXCAVATION AND RETENSION REQUIRED FOR BLOCK 105 UNDERGROUND PARKING.

2. CONSTRUCTION STAGING - ALL STAGING SHALL BE ON PINCKNEY STREET.
3. MECHANICAL SYSTEMS - PROVIDE EXHAUST VENTILATION SYSTEMS AND CARBON MONOXIDE DETECTION SYSTEMS.
4. ELECTRICAL SYSTEMS - PROVIDE LIGHTING, ALARM AND SECURITY THROUGHOUT.
5. PLUMBING SYSTEMS - PROVIDE WATER SUPPLY, GAS PIPING, AND SEWER SYSTEMS FROM MUNICIPAL SERVICE; PROVIDE FOUNDATION DRAINAGE AND SUMP SYSTEMS FOR UNDERGROUND PARKING AREAS.
6. FIRE PROTECTION SYSTEMS - PROVIDE AUTOMATIC FIRE SPRINKLER SYSTEMS FOR ALL UNDERGROUND PARKING AREAS.

PROJECT DATA

GENERAL PROJECT INFORMATION:

PROJECT LOCATION:	S. PINCKNEY ST. BETWEEN E. DOTY AND E. WILSON STREETS MADISON, WI 53703
PROJECT DESCRIPTION:	FIVE LEVEL UNDERGROUND (ENCLOSED) PARKING GARAGE

GENERAL CODE INFORMATION:

BUILDING CODE:	INTERNATIONAL BUILDING CODE 2006 WITH SUPPLEMENTAL WISCONSIN SECTIONS
BASE BUILDING USE GROUP:	LOW-HAZARD STORAGE, GROUP S-2
CONSTRUCTION TYPE:	1A NON COMBUSTIBLE
ACCESSIBILITY:	ALL WORK DESCRIBED HEREIN SHALL BE EXECUTED IN COMPLIANCE WITH TITLE III OF THE AMERICANS WITH DISABILITIES ACT, 1990

EGRESS REQUIREMENTS:

EXIT ACCESS TRAVEL:	400 FEET
DEAD END CORRIDOR:	20 FEET
	2 EXIT >- 50 OCCUPANTS
MIN. NUMBER OF EXITS:	2 EXIT >- 75 FEET OF TRAVEL
MIN. WIDTH OF EXIT ACCESS CORRIDOR:	>- 44"
	>- 36" IF < 50 OCCUPANTS
MIN. WIDTH OF EXITS: DOORS	OCCUPANT LOAD X .20" OR 32" MIN.
	>- 32" (ADA MIN. CLEAR)

FIRE RESISTANCE RATINGS:

STRUCTUAL FRAME	
(INCLUDING COLUMNS, GIRDERS, TRUSSES)	3
(IF SUPPORTING ROOF ONLY)	2
BEARING WALLS	
EXTERIOR	3
INTERIOR	3
(IF SUPPORTING ROOF ONLY)	2
NONBEARING WALLS AND PARTITIONS	
EXTERIOR	
(< 30' FIRE SEPARATION DISTANCE)	1
(> 30' FIRE SEPARATION DISTANCE)	0
INTERIOR	
ELEVATOR ENCLOSURE	2
EXIT STAIRWAYS	2
SHAFTS	2
CORRIDORS	0
TENANT SEPARATION	0
BUILDING SEPARATION FIRE WALL	3
FLOOR CONSTRUCTION (INCLUDING SUPPORTING BEAMS & JOISTS)	2
ROOF CONSTRUCTION (INCLUDING SUPPORTING BEAMS & JOISTS)	1 1/2
PENTHOUSE ROOF & WALL CONSTRUCTION (OVER 20' FROM PROPERTY LINE)	0

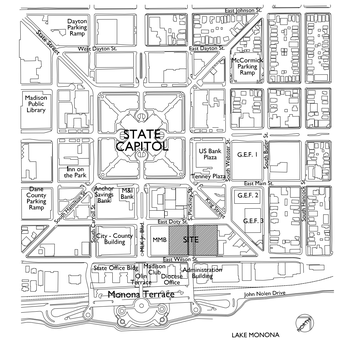
PROJECT TEAM:

OWNER
URBAN LAND INTERESTS
10 EAST DOTY, SUITE 300
MADISON, WI 53703
(608) 251-0706 FAX (608) 251-5572

ARCHITECT
VALERIO DEWALT TRAIN ASSOCIATES INC.
500 NORTH DEARBORN, 9TH FLOOR
CHICAGO, ILLINOIS 60654
312.260.7300 FAX 312.260.7301

STRUCTURAL / PARKING
CARL WALKER INC.
1920 SOUTH HIGHLAND AVENUE, SUITE 210
LOMBARD, ILLINOIS 60148
630.307.3800 FAX 630.307.7030

LOCATION MAP



VALERIO DEWALT TRAIN
500 North Dearborn Street, Sixth Floor Chicago, Illinois 60654

BLOCK 88 + BLOCK 105 PARKING GARAGE
MADISON, WISCONSIN

ISSUE

NO.	ISSUED FOR	DATE
1	REVIEW	09.30.2011

PROJECT TEAM
DAVID JENNERJAHN
MATT DUMICH

PROJECT NUMBER
VDTA 09130.00

PROJECT NAME AND ADDRESS
BLOCK 88 + BLOCK 105 PARKING GARAGE
MADISON, WISCONSIN

SHEET TITLE
DRAWING DISTRIBUTION SCHEDULE AND GENERAL NOTES

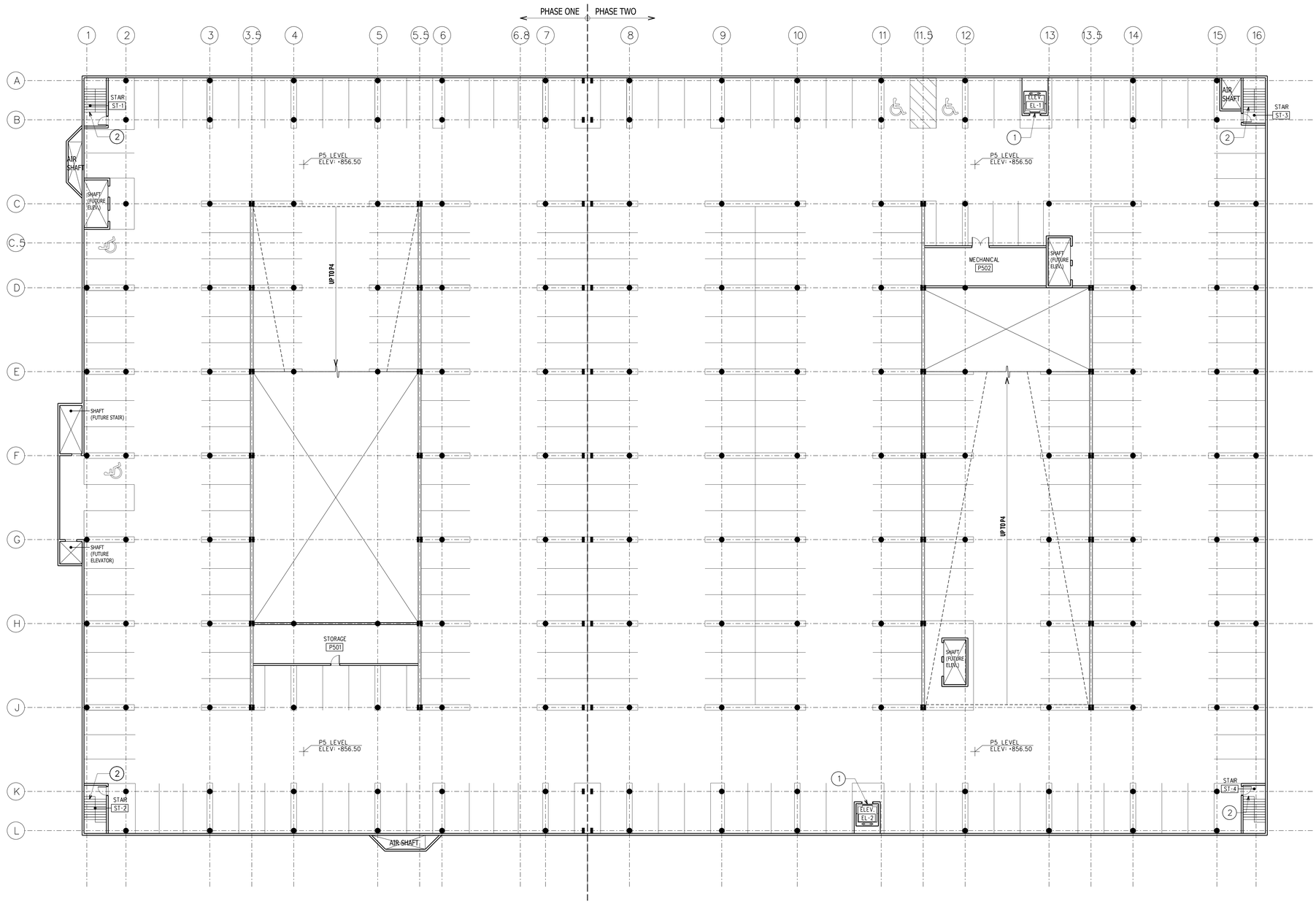
SHEET NUMBER
G0-01

KEY NOTES

1. OTIS GEN2 ELEVATOR
2. EXIT STAIRS TO BE CAST IN PLACE CONCRETE RISERS AND TREADS W/ PAINTED STEEL PIPE RAILINGS AND CODE REQUIRED LIGHTING.

GENERAL NOTES

1. ALL PARKING AREA AND LOADING DOCK SLABS TO RECEIVE SONNEBORN CONIPUR II HEAVY DUTY TRAFFIC BEARING MEMBRANE.
2. PROVIDE AREA DRAINS IN PARKING GARAGE (ONE DRAIN FOR EVERY 3,600 SF). INSTALL TRENCH DRAINS IN ALL LOADING DOCK AREAS.
3. PROVIDE ALLOWANCE FOR LED ENTRY/EXIT SIGNAGE AT ALL PARKING ENTRIES AND DIRECTIONAL SIGNAGE WITHIN PARKING GARAGE.



1A PARKING LEVEL P5 FLOOR PLAN
SCALE: 1/16" = 1'-0"

VALERIO DEWALT TRAIN
500 North Dearborn Street, Sixth Floor Chicago, Illinois 60654

BLOCK 88 + BLOCK 105 PARKING GARAGE

MADISON, WISCONSIN

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DAVID JENNERJAHN
MATT DUMICH

PROJECT NUMBER

VDTA 09130.00

PROJECT NAME AND ADDRESS

BLOCK 88 + BLOCK 105 PARKING GARAGE

MADISON, WISCONSIN

SHEET TITLE

PARKING LEVEL P5 FLOOR PLAN

SHEET NUMBER

A1-01

KEY NOTES

1. OTIS GEN2 ELEVATOR
2. EXIT STAIRS TO BE CAST IN PLACE CONCRETE RISERS AND TREADS W/ PAINTED STEEL PIPE RAILINGS AND CODE REQUIRED LIGHTING.

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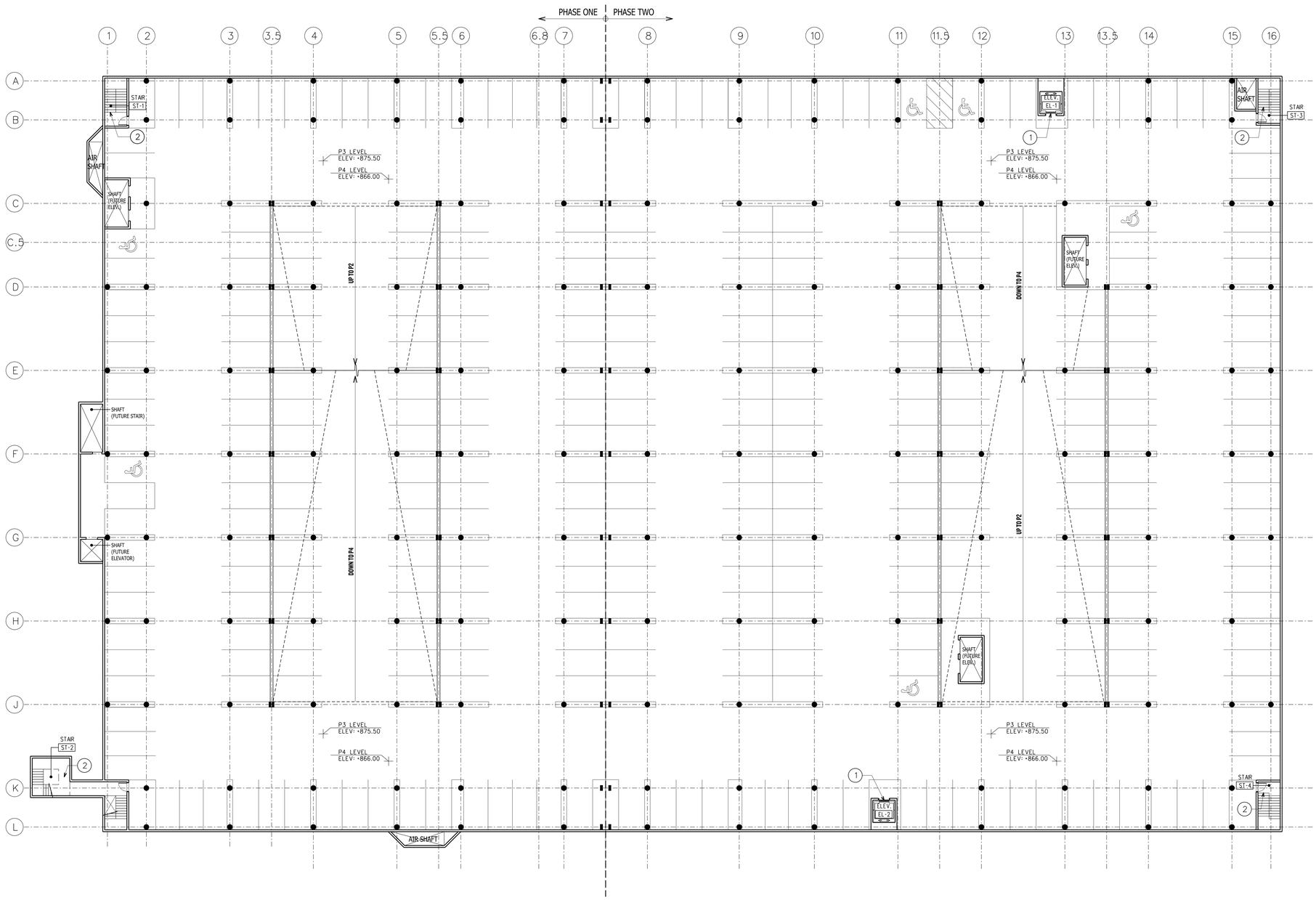

1A PARKING LEVEL P3/P4 FLOOR PLAN
SCALE: 1/16" = 1'-0"

VALERIO DEWALT TRAIN
540 North Dearborn Street, Sixth Floor Chicago, Illinois 60654

BLOCK 88 + BLOCK 105 PARKING GARAGE

MADISON, WISCONSIN

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1	REVIEW	09.30.2011

PROJECT TEAM

DAVID JENNERJAHN
MATT DUMICH

PROJECT NUMBER

VDTA 09130.00

PROJECT NAME AND ADDRESS

BLOCK 88 + BLOCK 105 PARKING GARAGE

MADISON, WISCONSIN

SHEET TITLE

PARKING LEVEL P3/P4 FLOOR PLAN

SHEET NUMBER

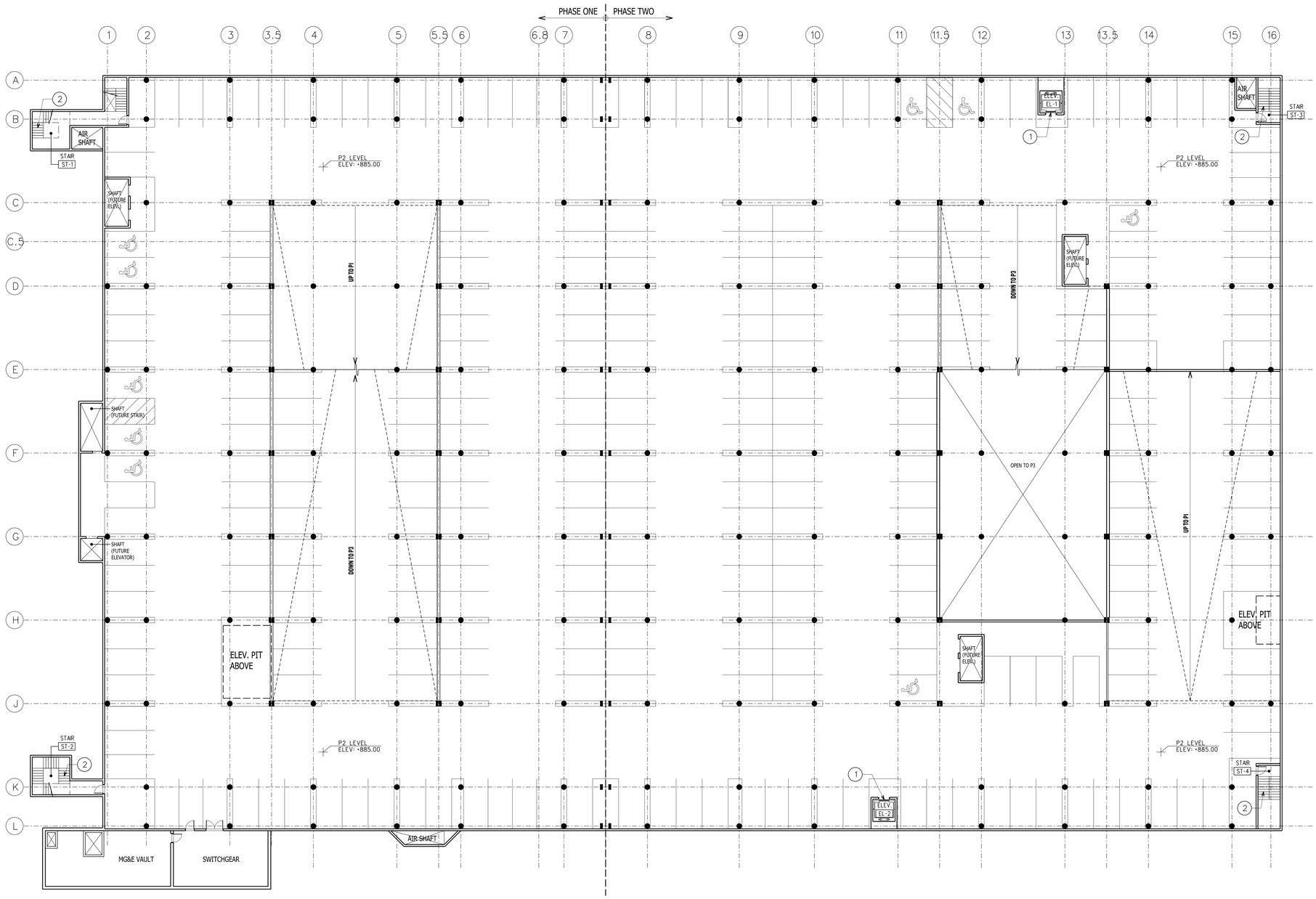
A1-02

KEY NOTES

1. OTIS GEN2 ELEVATOR
2. EXIT STAIRS TO BE CAST IN PLACE CONCRETE RISERS AND TREADS W/ PAINTED STEEL PIPE RAILINGS AND CODE REQUIRED LIGHTING.

GENERAL NOTES

1. ALL PARKING AREA AND LOADING DOCK SLABS TO RECEIVE SONNEBORN CONIPUR II HEAVY DUTY TRAFFIC BEARING MEMBRANE.
2. INSTALL MEMBRANE WATERPROOFING SYSTEM ABOVE DECK OF LEVEL P1 CONNECTOR AND LEVEL P2 STRUCTURAL LID BELOW PINCKNEY STREET AND ALL UTILITY VAULTS.
3. PROVIDE AREA DRAINS IN PARKING GARAGE (ONE DRAIN FOR EVERY 3,600 SF). INSTALL TRENCH DRAINS IN ALL LOADING DOCK AREAS.
4. PROVIDE ALLOWANCE FOR LED ENTRY/EXIT SIGNAGE AT ALL PARKING ENTRIES AND DIRECTIONAL SIGNAGE WITHIN PARKING GARAGE.



1A PARKING LEVEL P2 FLOOR PLAN

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

VALERIO DEWALT TRAIN
500 North Dearborn Street, 5th Floor Chicago, Illinois 60654

BLOCK 88 + BLOCK 105 PARKING GARAGE

MADISON, WISCONSIN

ISSUE

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1	REVIEW	09.30.2011

PROJECT TEAM

DAVID JENNERJAHN

MATT DUMICH

PROJECT NUMBER

VDTA 09130.00

PROJECT NAME AND ADDRESS

BLOCK 88 + BLOCK 105 PARKING GARAGE

MADISON, WISCONSIN

SHEET TITLE

PARKING LEVEL P2 FLOOR PLAN

SHEET NUMBER

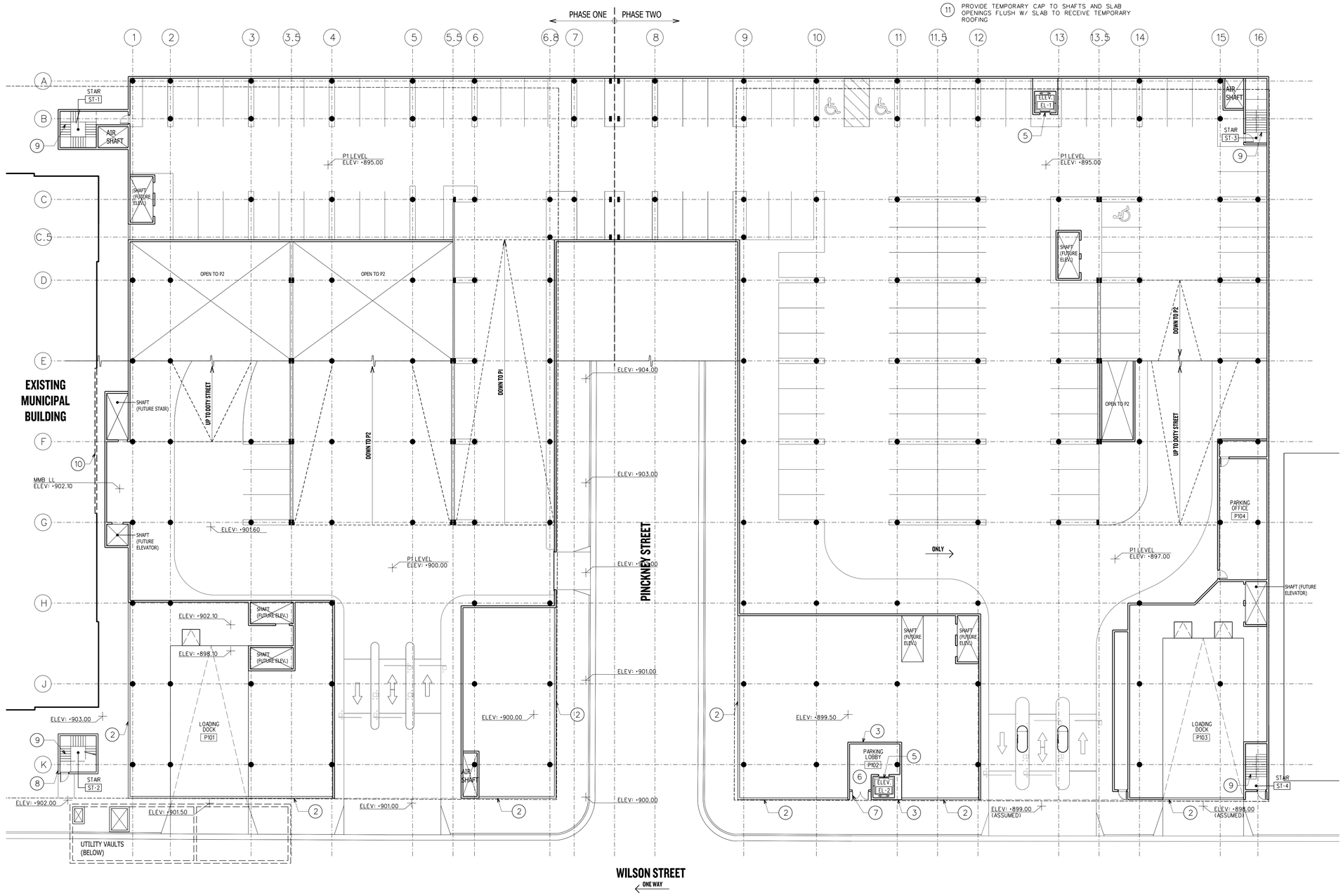
A1-03

KEY NOTES

1. INSTALL 8'-0" HIGH TEMPORARY BARRICADE WALL ALONG SITE PERIMETER CONSTRUCTED OF 2X4 FRAMING (24"O.C.) AND SUPPORT KICKERS W/ ¾" EXTERIOR GRADE, PAINTED PLYWOOD.
2. INSTALL TEMPORARY CMU WALL W/ ELASTOMERIC COATING
3. INSTALL CMU WALL W/ TEMPORARY EIFS SYSTEM ENCLOSING OCCUPIED SPACES
4. INSTALL TEMPORARY EPDM ROOF MEMBRANE W/ BALLAST SLOPE TO TEMPORARY DRAINS CONNECTED TO GARAGE DRAINAGE SYSTEM BELOW.
5. OTIS GEN2 ELEVATOR
6. ELEVATOR LOBBIES TO RECEIVE STONE TILE FLOORING, PORCELAIN TILE WALLS, PAINTED GYP. BOARD CEILINGS WITH RECESSED LED DOWNLIGHTS
7. ALUMINUM AND GLASS STOREFRONT DOORS
8. ALUMINUM AND GLASS STOREFRONT STAIR ENCLOSURE W/ STRUCTURAL STEEL ROOF FRAMING & DECK W/ INSULATION & METAL STANDING SEAM ROOFING.
9. EXIT STAIRS TO BE CAST IN PLACE CONCRETE RISERS AND TREADS W/ PAINTED STEEL PIPE RAILINGS AND CODE REQUIRED LIGHTING.
10. INFILL TEMPORARY CMU WALL IN OPENINGS WHERE MUNICIPAL BUILDING EAST WING HAS BEEN DEMOLISHED
11. PROVIDE TEMPORARY CAP TO SHAFTS AND SLAB OPENINGS FLUSH W/ SLAB TO RECEIVE TEMPORARY ROOFING

GENERAL NOTES

1. ALL PARKING AREA AND LOADING DOCK SLABS TO RECEIVE SONNEBORN CONIPUR II HEAVY DUTY TRAFFIC BEARING MEMBRANE.
2. INSTALL MEMBRANE WATERPROOFING SYSTEM ABOVE DECK OF LEVEL P1 CONNECTOR AND LEVEL P2 STRUCTURAL LID BELOW PINCKNEY STREET AND ALL UTILITY VAULTS.
3. PROVIDE AREA DRAINS IN PARKING GARAGE (ONE DRAIN FOR EVERY 3,600 SF). INSTALL TRENCH DRAINS IN ALL LOADING DOCK AREAS.
4. PROVIDE ALLOWANCE FOR LED ENTRY/EXIT SIGNAGE AT ALL PARKING ENTRIES AND DIRECTIONAL SIGNAGE WITHIN PARKING GARAGE.
5. PROVIDE ALLOWANCE FOR PARKING EQUIPMENT AT PARKING ENTRIES AND PAY STATIONS IN THE PARKING ELEVATOR LOBBIES.



1A WILSON STREET LEVEL P1 PLAN
SCALE: 1/16" = 1'-0"

VALERIO DEWALT TRAIN
550 North Dearborn Street, Sixth Floor Chicago, Illinois 60654

BLOCK 88 + BLOCK 105 PARKING GARAGE

MADISON, WISCONSIN

ISSUE

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PROJECT TEAM

DAVID JENNERJAHN
MATT DUMICH

PROJECT NUMBER

VDTA 09130.00

PROJECT NAME AND ADDRESS

BLOCK 88 + BLOCK 105 PARKING GARAGE

MADISON, WISCONSIN

SHEET TITLE

WILSON STREET LEVEL P1 PLAN

SHEET NUMBER

A1-04

KEY NOTES

1. INSTALL 8'-0" HIGH TEMPORARY BARRICADE WALL ALONG SITE PERIMETER CONSTRUCTED OF 2X4 FRAMING (24"O.C.) AND SUPPORT KICKERS W/ ¾" EXTERIOR GRADE, PAINTED PLYWOOD.
2. INSTALL TEMPORARY CMU WALL W/ ELASTOMERIC COATING
3. INSTALL CMU WALL W/ TEMPORARY EIFS SYSTEM ENCLOSING OCCUPIED SPACES
4. INSTALL TEMPORARY EPDM ROOF MEMBRANE W/ BALLAST SLOPE TO TEMPORARY DRAINS CONNECTED TO GARAGE DRAINAGE SYSTEM BELOW.
5. OTIS GEN2 ELEVATOR
6. ELEVATOR LOBBIES TO RECEIVE STONE TILE FLOORING, PORCELAIN TILE WALLS, PAINTED GYP. BOARD CEILINGS WITH RECESSED LED DOWNLIGHTS
7. ALUMINUM AND GLASS STOREFRONT DOORS
8. ALUMINUM AND GLASS STOREFRONT STAIR ENCLOSURE W/ STRUCTURAL STEEL ROOF FRAMING & DECK W/ INSULATION & METAL STANDING SEAM ROOFING.
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11. PROVIDE TEMPORARY CAP TO SHAFTS AND SLAB OPENINGS FLUSH W/ SLAB TO RECEIVE TEMPORARY ROOFING

GENERAL NOTES

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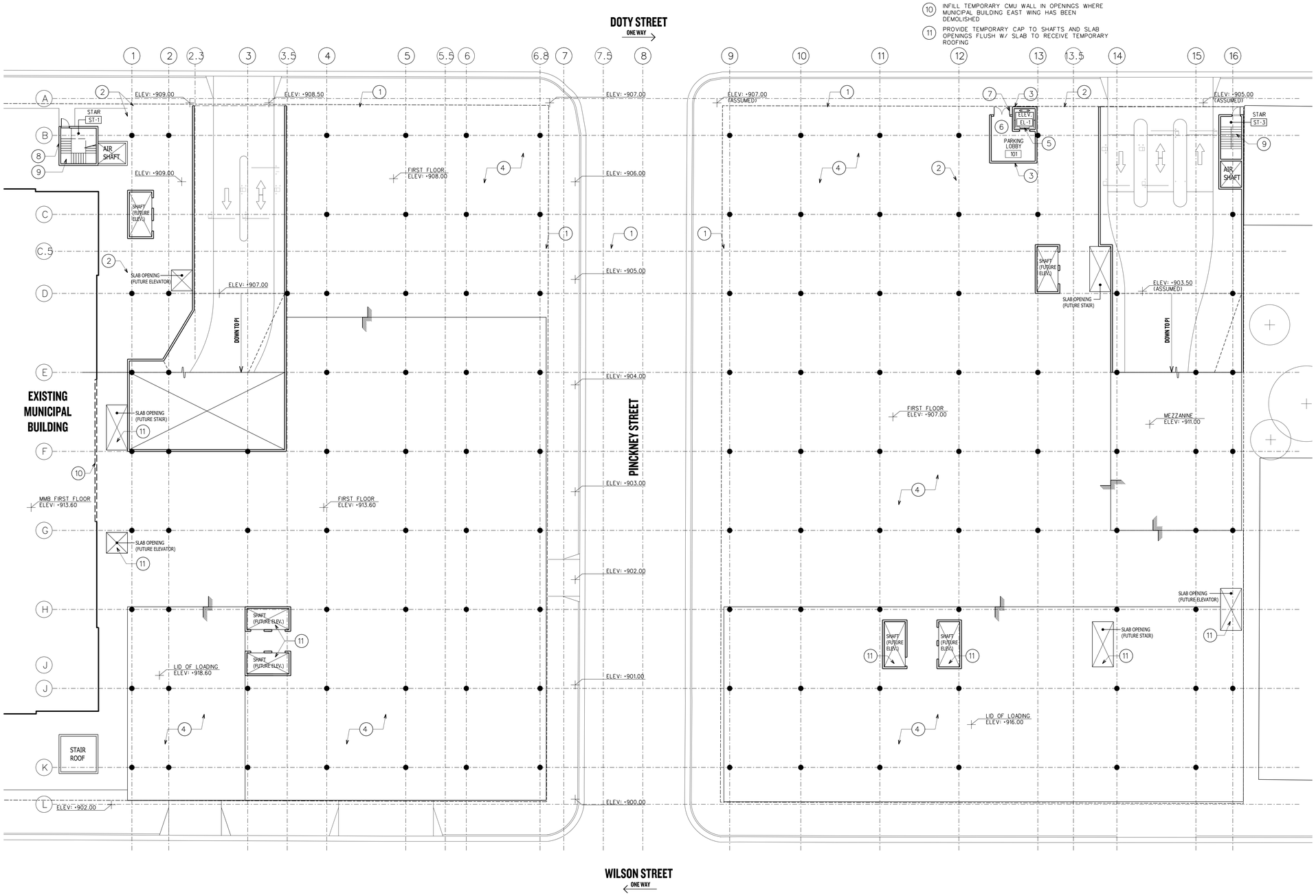
3. PROVIDE ALLOWANCE FOR PARKING EQUIPMENT AT PARKING ENTRIES AND PAY STATIONS IN THE PARKING ELEVATOR LOBBIES.



1A DOTY STREET LEVEL 01 SITE PLAN
SCALE: 1/16" = 1'-0"

VALERIO DEWALT TRAIN
500 North Dearborn Street, Sixth Floor Chicago, Illinois 60654

BLOCK 88 + BLOCK 105 PARKING GARAGE

MADISON, WISCONSIN

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PROJECT TEAM

DAVID JENNERJAHN
MATT DUMICH

PROJECT NUMBER

VDTA 09130.00

PROJECT NAME AND ADDRESS

BLOCK 88 + BLOCK 105 PARKING GARAGE

MADISON, WISCONSIN

SHEET TITLE

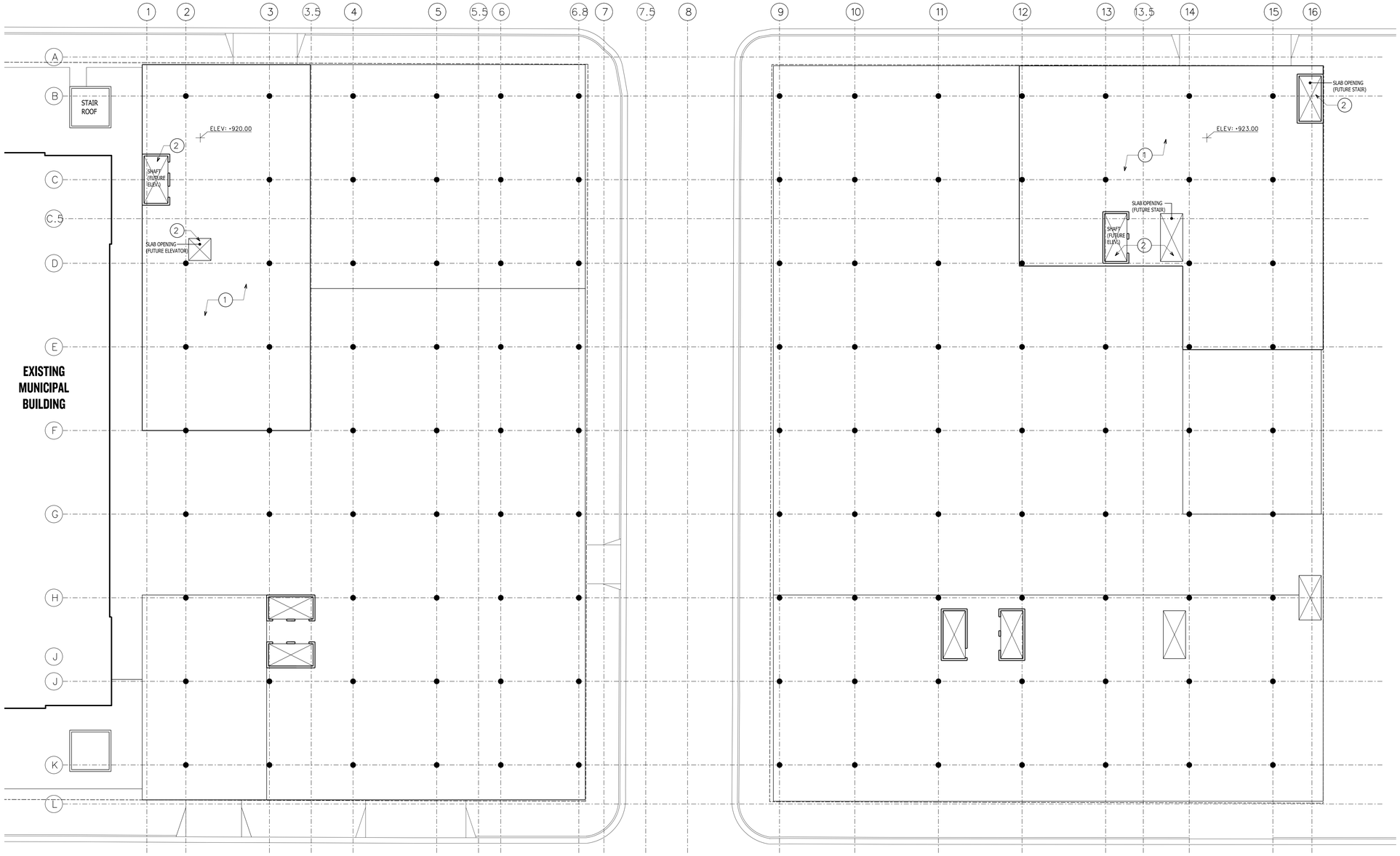
DOTY STREET
LEVEL 01
SITE PLAN

SHEET NUMBER

A1-05

KEY NOTES

1. ELEVATOR LOBBIES TO RECEIVE STONE TILE FLOORING, PORCELAIN TILE WALLS, PAINTED GYP. BOARD CEILINGS WITH RECESSED LED DOWNLIGHTS
2. PROVIDE TEMPORARY CAP TO SHAFTS AND SLAB OPENINGS FLUSH W/ SLAB TO RECEIVE TEMPORARY ROOFING



1A LEVEL 02 PLAN
SCALE: 1/16" = 1'-0"

VALERIO DEWALT TRAIN
550 North Dearborn Street, Suite 710 Chicago, Illinois 60654

BLOCK 88 + BLOCK 105 PARKING GARAGE

MADISON, WISCONSIN

ISSUE

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PROJECT TEAM

DAVID JENNERJAHN
MATT DUMICH

PROJECT NUMBER

VDTA 09130.00

PROJECT NAME AND ADDRESS

BLOCK 88 + BLOCK 105 PARKING GARAGE

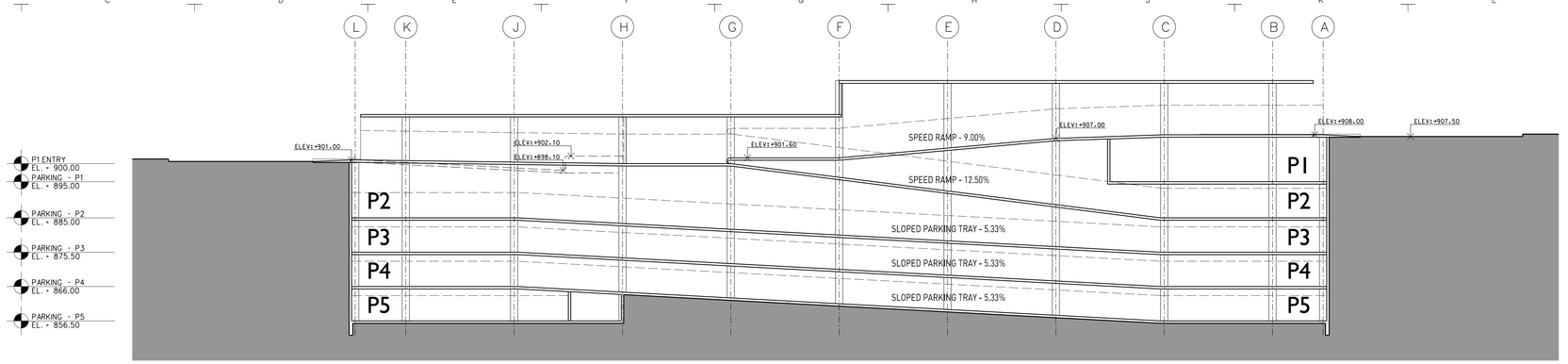
MADISON, WISCONSIN

SHEET TITLE

LEVEL 02 PLAN

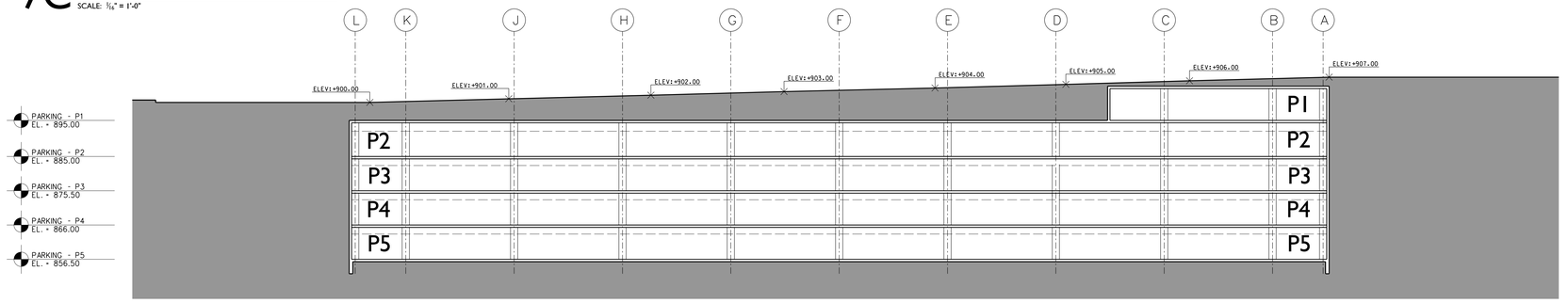
SHEET NUMBER

A1-06



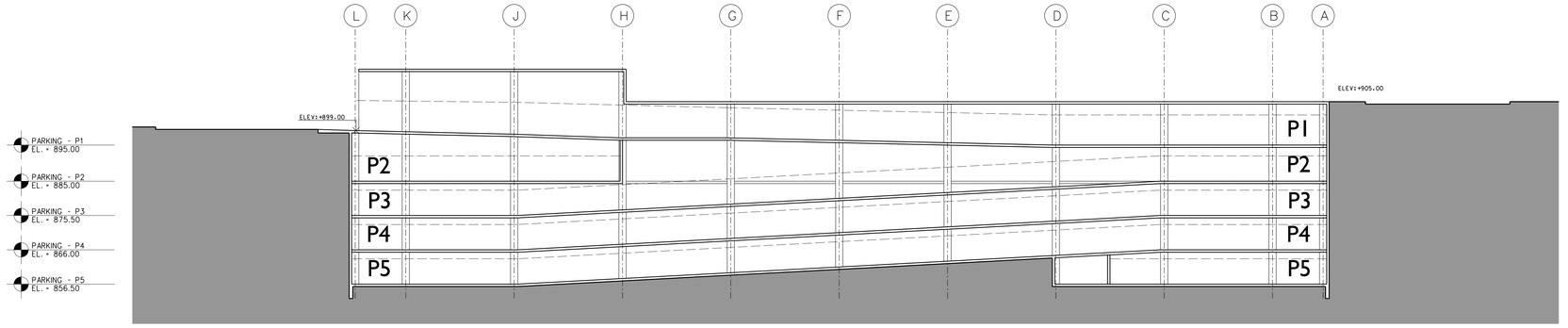
7C BLOCK 88 SECTION - WEST

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



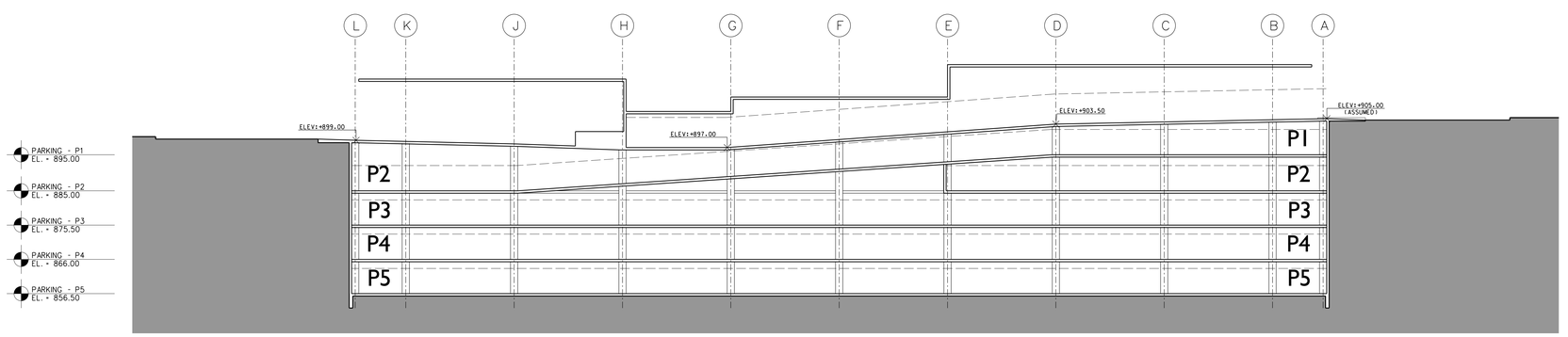
5C BLOCK 105 SECTION - WEST

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



3C BLOCK 105 SECTION - WEST

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



1C BLOCK 105 SECTION - WEST

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

VALERIO DEWALT TRAIN
550 North Dearborn Street, Sixth Floor Chicago, Illinois 60654

BLOCK 88 + BLOCK 105 PARKING GARAGE

MADISON, WISCONSIN

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MATT DUMICH

PROJECT NUMBER

VDTA 09130.00

PROJECT NAME AND ADDRESS

BLOCK 88 + BLOCK 105 PARKING GARAGE

MADISON, WISCONSIN

SHEET TITLE

SITE SECTIONS

SHEET NUMBER

A3-01