



## ***Planning Commission Memorandum***

**To: Planning Commission**

**From: John Hinzman, Community Development Director**

**Date: October 26, 2015**

**Item: Confluence Development – #2015-29 – Preliminary Plat\Final Plat\Site Plan\Special Use Permit – Great Rivers Landing (Hudson Building) – 200 West 2<sup>nd</sup> Street.**

### **PLANNING COMMISSION ACTION REQUESTED:**

Consider the following actions related to the Great Rivers Landing, a rehabilitation of the former Hudson Manufacturing Facility located at 200 West 2<sup>nd</sup> Street into housing and commercial uses:

1. Preliminary and Final Plat – Great Rivers Landing
2. Special Use Permit – 1<sup>st</sup> Floor Residential in the DC Zoning District
3. Special Use Permit – Shoreland Ordinance – multiple family building exceeding five units.
4. Special Use Permit – Shoreland Ordinance – impervious surface exceeding 25%
5. Special Use Permit – Shoreland Ordinance – movement of over 50 cubic yards in the Shoreland Impact Zone.
6. Site Plan – Rehabilitation of the existing building and construction of parking

The Planning Commission conducted a public hearing on the above actions at the October 12, 2015 meeting. No one spoke for or against the item at that time. The Commission also conducted a preliminary review of the project at the September 28, 2015 meeting.

### **HISTORY**

Redevelopment of the Hudson Site has been a long term objective. Recent events include:

- **Reshaping the Mississippi Riverfront** - Over the past 30 years, the City of Hastings has prioritized the removal of industrial activities from the downtown riverfront. The 2003 Heart of Hastings Plan further detailed redevelopment aspirations of the Hudson Site, calling for rehabilitation of the historic portions of the building for a mixed residential commercial development.

- **Hastings Bridge Project** - Partial acquisition and demolition of the property as part of the TH 61 Mississippi River Bridge Project significantly altered Hudson's ability to continue operations at its current site. MN DOT funding for partial purchase and Hudson's desire to relocate its operations provided a unique opportunity to purchase the site for redevelopment.
- **HEDRA Purchase of the Hudson Site** - The Hastings Economic Development and Redevelopment Authority (HEDRA) purchased the site in December, 2010 for \$3.0 million. \$2.855 million was financed through limited tax obligation bonds paid through HEDRA's annual levy. A \$250,000 Redevelopment Incentive Grant (RIG) from the Dakota County Community Development Agency (CDA) also assisted in purchasing the building.
- **Reuse Study – Preserve as a Mixed Use Development** - Upon purchase of the building, the City and HEDRA further studied potential redevelopment options for the building. As part of historic mitigation for the bridge project, MN DOT funded a reuse study of the Hudson Building. Stark Preservation Planning completed the report in 2011 and recommended rehabilitation of all areas of the building constructed before 1945. Findings of the reuse study were consistent with the overwhelming response by citizens and neighbors to preserve and reuse the building as a mixed use facility.
- **Environmental Investigation and Cleanup** – Phase I and II Environmental Reviews have been completed. The Minnesota Pollution Control Agency (MPCA) has approved our Response Action Plan (RAP) for environmental cleanup. Partial soil remediation, and asbestos\hazardous materials abatement have begun. To date, all environmental review and cleanup expenses have been fully paid through grant dollars.
- **Nearly \$3 Million in Grant Funding Received to Date** – The City has received 17 grants totaling \$2.9 million to assist in site acquisition, environmental review, environmental cleanup, planning, and site development.

*Please see the attached Hudson Redevelopment Timeframe for further information.*

### **Confluence Development**

Beginning in 2012, HEDRA reviewed several concepts for redevelopment from a variety of development firms. Confluence Development, LLC a partnership between Pat Reagan (Hastings Bus Company, Premier Banks, and Schoolhouse Square) and Bill Weyland of Louisville, Kentucky based City Properties (developer of many historic mixed use projects in Louisville) was chosen as the preferred developer. Confluence was chosen based upon its extensive historical rehabilitation experience, riverfront development successes, and concept for a mixed use development. HEDRA and Confluence entered into a Preliminary Development Agreement for the site in January 2014.

## **PROPOSAL**

### **Great Rivers Landing Development – Hudson Manufacturing**

Confluence Development proposes to transform the Hudson facility into Great River Landing, a mixed use rehabilitation of the remaining Hudson Building to consist of:

- 60 apartment units
- Gallery\Art Space
- Retail
- Restaurant
- Events Space
- River Outfitter

### **Phase II Development – 1<sup>st</sup> National Bank**

Confluence has also purchased the former 1<sup>st</sup> National Bank Building located at 119 2<sup>nd</sup> Street West (across 2<sup>nd</sup> Street from Hudson) for inclusion as a Phase II of the development. Preliminary plans include construction of a hotel or construction of additional parking for the entire Great Rivers Landing.

## **BACKGROUND**

### **Existing Condition**

The 3.8 acre site consists of seven parcels owned by the HEDRA containing a 100,000 s.f. two story manufacturing building formerly owned and operated by Hudson Manufacturing. The existing building was constructed in a series of phases between 1909 and 1945. The site is eligible for placement on the Historic Register. Site designation is planned as part of the development. The Mississippi River Trail traverses the property's north end.

### **Comprehensive Plan Classification**

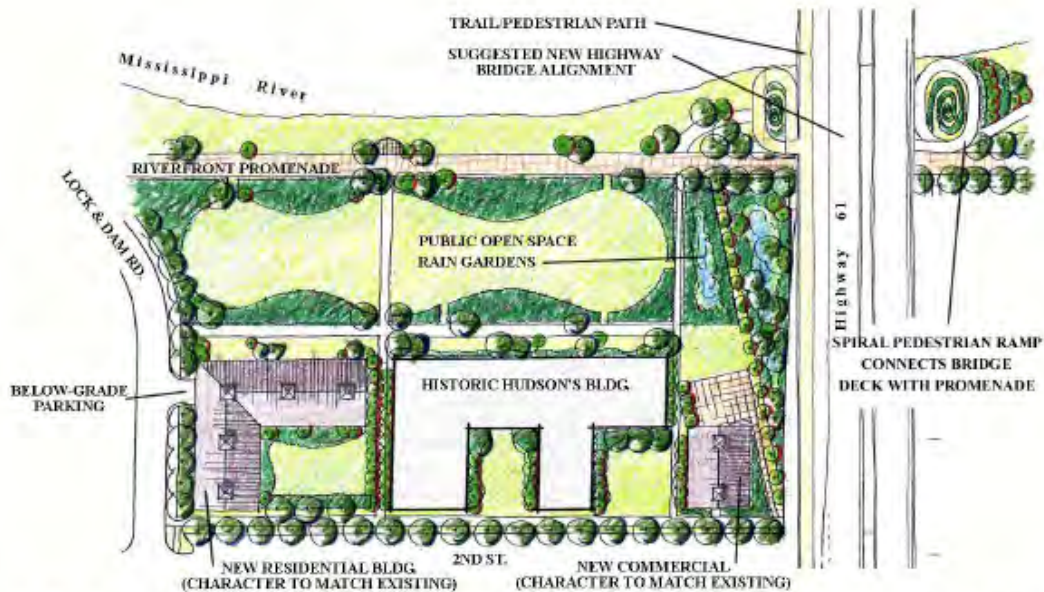
The site is designated as "Mixed Use" in the 2030 Hastings Comprehensive Plan. Site development is consistent with the Plan.

### **Heart of Hastings Downtown Plan**

Development is consistent with the Heart of Hastings Downtown Plan. The Plan provides the following guidance for development:

- **Maintain Dialogue with Hudson concerning relocation and reuse.** The City desires the eventual relocation of the current Hudson and reuse of the facility.
- **Use future bridge replacement as a catalyst for redevelopment.** Bridge construction will impact Hudson and First National Bank; coordinate with current property owners for relocation and redevelopment.

- **Adaptively reuse the Hudson Manufacturing Site.** Preserve the historic Hudson buildings for adaptive reuse.
- **Redevelopment of the Hudson property will likely require financial participation.** The building will require substantial renovation to meet codes for other uses. These conditions should allow a redevelopment TIF district to be established.



The Hudson Manufacturing property provides the combination of historic buildings and a prime location. Rehabilitation and reuse of the facility should be linked with Hudson's desire to relocate. The concept for the property could include reused historic buildings, expanded riverfront open space and new building additions in the historic character.



Reconstruction of the Highway 61 Bridge will provide a catalyst for redevelopment of the Hudson and First National Bank blocks.

### **Zoning Classification**

The site is zoned DC – Downtown Core. The DC district allows for a mixture of both residential and commercial uses.

### **Adjacent Zoning and Land Use**

The following land uses abut the site

	<b>Existing Use</b>	<b>Zoning</b>	<b>Comprehensive Plan</b>
North	Mississippi River		
East	TH 61 Bridge Bella Vista Restaurant	C-3 Community Regional Commerce	Mixed Use
South	2 <sup>nd</sup> Street W 1 <sup>st</sup> National Bank Residences	C-3 Community Regional Commerce R-2 Medium Density Residence	Mixed Use Low Density Resident.
West	Lock and Dam Road Residences	R-2 Medium Density Residence	Low Density Resident.

## **PRELIMINARY AND FINAL PLAT REVIEW**

### **Request**

Preliminary and Final Plat approval of GREAT RIVERS LANDING, A replatting of Blocks 5 and 6 TOWN OF HASTINGS, into one lot, one outlot for park dedication.

### **Streets**

No new public streets are included as part of this plat. All access drives would be privately owned and maintained.

### **Easements**

A ten foot drainage and utility easement must be established along the perimeter of the lot.

### **Park Land Dedication**

The Park and Recreation Commission recommended the following action at the October 13, 2015 meeting:

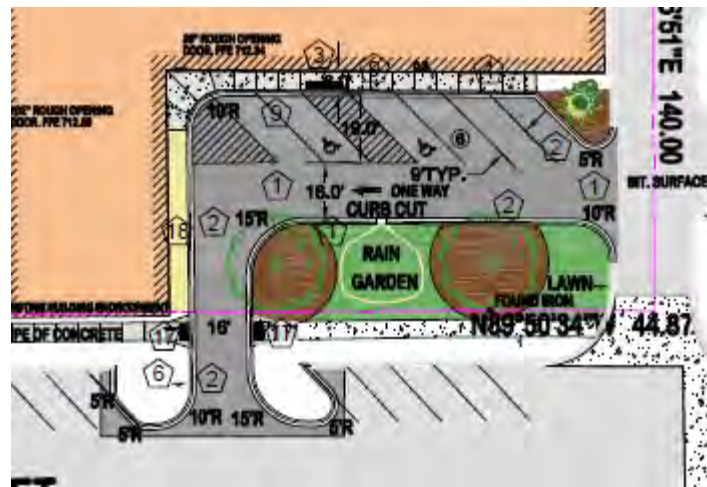
Dedication of park land along the Mississippi River and recording of a public use agreement for use of private facilities located north of the Hudson Building.

## Interceptor Sewer Fee

Payment of sewer interceptor sewer fees are not applicable on a replat of property.

## External Vehicular Access and Circulation

- **Lock and Dam Road** – The existing entrance from Lock and Dam Road would be moved slightly north. The access point is acceptable.
- **2<sup>nd</sup> Street Courtyard.** The existing parking lot entrance from 2<sup>nd</sup> street to the center court area would be removed and replaced with a private park.
- **2<sup>nd</sup> Street Parking Lot** – A new parking and dropoff area for the restaurant and event center is proposed from 2<sup>nd</sup> Street near the southeast corner of the building. The entrance is acceptable to City Staff with the following modification



- 1) Replace the bumpout curb at the proposed 2<sup>nd</sup> Street parking lot entrance with striping.

## Grading Drainage and Erosion Control

Grading Drainage and Erosion Control plans will be reviewed as part of the site plan.

## Development Agreement

The City and developer shall enter into a Development Agreement as follows:

- 1) Execution of a Development Agreement to memorialize conditions of approval and to establish applicable escrow amounts to ensure completion of public improvements.

### **Minnesota Department of Transportation Review**

The site abuts US Highway 61. Plans have been sent to the Minnesota Department of Transportation (MN DOT) for review. No comments have been received at this time.

### **Dakota County Plat Commission Review**

The site abuts County Road 42. The Dakota County Plat Commission has reviewed the proposal and has the following comments:

- 1) In order to permit the County Road 42 (2<sup>nd</sup> Street) entrance, all on street angle parking spaces located west of the entrance must be removed. This would involve the loss of 5-6 on-street spaces.

### **RECOMMENDATION**

Approval of the Preliminary and Final Plat is recommended subject to the following conditions:

- 1) Conformance with the plans submitted with the Planning Commission Staff Report dated October 26, 2015.
- 2) All disturbed areas on the property shall be stabilized with rooting vegetative cover to eliminate erosion control problems.
- 3) Dedication of park land along the Mississippi River and recording of a public use agreement for use of private facilities located north of the Hudson Building.
- 2) Replace the bumpout curb at the proposed 2<sup>nd</sup> Street parking lot entrance with striping.
- 4) Execution of a Development Agreement to memorialize conditions of approval and to establish applicable escrow amounts to ensure completion of public improvements.
- 5) Approval by the Dakota County Plat Commission
- 6) Approval by the Minnesota Department of Transportation.
- 7) Approval is subject to a one year Sunset Clause; the plat must be recorded with Dakota County within one year of City Council approval or approval is null and void.

## **SPECIAL USE PERMIT REVIEW – 1<sup>ST</sup> FLOOR RESIDENTIAL**

### **Request**

Permit residential units within the first floor of Great Rivers Landing. Property is zoned DC – Downtown Core

### **Ordinance Requirement**

City Code Chapter 155.31 – Zoning Code – DC Downtown Core allows residential units on the first floor of buildings fronting 2<sup>nd</sup> Street, between Spring Street and Vermillion Street upon approval of a Special Use Permit.

### **Analysis**

Great Rivers Landing serves as a transition zone between Downtown Hastings to the east and surrounding residential areas to the west. Allowing first floor residential units within the western half of the building is consistent with transition between commercial and residential.

### **RECOMMENDATION**

Approval of the Special Use Permit allowing first floor residential use within Great Rivers Landing.

## **SPECIAL USE PERMIT REVIEW – SHORELAND ORDINACE**

### **Request**

Consider approval of the following Special Use Permits as regulated by City Code Chapter 153 – Shoreland Management

- 1) **153.05, Subd. A.4(d)– Multiple family building exceeding five units.** 60 apartment units are proposed within the existing building.



- 2) **153.05, Subd. C.2(c) – Topographic Alterations\Grading and Filling - Movement of over 50 cubic yards within the Shoreland Impact Zone (within 75 feet of the river).** Approximately 505 cubic yards is proposed for excavation and embankment within the Shore Impact Zone. The area includes the addition of a stormwater retention pond.



- 3) **153.05, Subd. E.2(a) – Shoreland Ordinance – Impervious Surface Exceeding 25%.** Since HEDRA acquisition of the building and demolition of a 48,000 s.f. warehouse area, the amount of impervious surface has been reduced by 28 percent; however, impervious surface still exceeds 25 percent as follows:

	<b>Impervious Surface</b>
Prior to 1974 Building Demo	81.6 %
Proposed Great Rivers Landing	53.1%

**Special Use Permit Requirements**

Chapter 153.03, Subd. D outlines Special Use Permit Requirements within Shoreland Areas as follows:

- A thorough evaluation of the waterbody and the topographic, vegetation, and soils conditions on the site must be made to ensure prevention of soil erosion, visibility of structures from public waters, adequate water and sewer facilities, type and uses of watercraft.
- Conditions may be imposed in the granting of a special use permit to ensure compliance, protect adjacent properties and the public interest, and to fulfill the purposes of this chapter. The conditions may include increased setback, vegetation removal and/or additions,

## **Minnesota Department of Natural Resources (DNR) Review**

The proposal has been sent to the DNR for review, no comments have been received at this time.

### **Analysis**

- The project involved renovation of a historic building, the footprint of the building is fixed but the overall footprint has been reduced.
- The City has demolished a 48,000 s.f. portion of the building nearest the river to increase park land, impervious surface and greenspace.
- As part of a Metropolitan Council Livable Communities Demonstration Account Grant in 2015, greenspace along the river will include natural stormwater management techniques including a bioswale.
- The project transforms the last riverfront industrial site into a mixed use commercial development with an expanded and enhanced greenspace along the river.
- Stormwater runoff will be required to meet Municipal Separate Storm Sewer System (MS4) requirements for rate, volume, and sediment control.

### **RECOMMENDATION**

Approval of the three Shoreland Management Special Use Permits subject to the following conditions:

- 1) Final approval of the Grading, Drainage, and Erosion Control Plan by the City Engineer.
- 2) Approval is subject to a one year Sunset Clause; the plat must be recorded with Dakota County within one year of City Council approval or approval is null and void.

### **SITE PLAN REVIEW**

#### **Streets**

No new public streets. All access drives would be privately owned and maintained.

#### **Vehicular Access and Circulation**

External vehicular access and circulation is reviewed as part of the Preliminary Plat. Internal access and circulation is acceptable.

#### **Delivery and Loading Area**

The delivery and loading area is acceptable. A delivery and loading area is proposed near the east end of the building.

## **Pedestrian Access**

Pedestrian access is acceptable. Sidewalks and trails exist along 2<sup>nd</sup> Street, Lock and Dam Road, and the Mississippi River. The riverfront trail will be improved and shifted further south to better integrate with the site.

## **Required Parking**

Required parking is determined as follows:

- 1) Existing structures and uses within the DC – Downtown Core Zoning District prior to adoption of the 2003 Downtown Master Plan shall be considered in conformance with the minimum parking and loading requirements, provided the use and intensity is unchanged. **The existing 100,000 s.f. building provides a credit of 114 parking spaces based on its former industrial and office use.**
- 2) Parking and loading requirements for any intensification of an existing building shall be determined by a proof of parking study. **The ordinance cites The Urban Land Institute’s (ULI) Shared Parking Standards Guidelines as a source to determine the number of spaces needed for a single or shared use.**
- 3) **Shared Parking** – ULI’s Shared Parking Guidelines calculate hourly parking demands for individual uses as a percentage of the required parking spaces (e.g. retail uses have higher parking demand during afternoon and evening hours, and less demand in the morning). The combined hourly parking need for all uses is calculated to determine peak demand. Because uses have different demand peaks, overall parking demand is often less than the combined sum of individual uses.
- 4) The following two options are presented to meet parking requirements
  - **Option A – Construction of Parking Ramp** - A 155 space parking ramp would be constructed at the southwest corner of the site (in lieu of the surface parking shown on the present plans). A \$1.5 Metropolitan Council grant to facilitate construction has been recommended for full funding by Met Council’s Livable Communities Advisory Committee. Final determination is scheduled for December 9<sup>th</sup>. The grant appears very likely.
  - **Option B – No Ramp – Shared Parking** – No construction of a parking ramp; surface parking only. Includes demolition of the 1<sup>st</sup> National Bank Building and conversion of the site into surface parking.

## Option A –Construction of a Parking Ramp

Gross Required Parking	Number	ULI	
		Requirement	Needed
Apartment - Units	60	1.65 per unit	99
River Outfitter	2069	4 per ksf-GLA	8
Backpackers Lounge	1171	4 per ksf-GLA	5
Backpackers Suite	3 units	1.15 per unit	4
1st Floor Commercial - west (Restaurant)	1892	10 per ksf-GLA	19
1st Floor Commercial - east (Restaurant)	3944	10 per ksf-GLA	39
1st Floor Commercial - south	1545	4 per ksf-GLA	6
2nd Floor Events	4588	20 per ksf-GLA	92
1st National Bank	12248	2.8 per ksf GLA	34
<b>TOTAL</b>			<b>306</b>

\*KSF-GLA = Thousand Square Feet - Gross Leasable Area

### Off Street Parking Provided

Hudson - Private Parking Ramp	56
Hudson - Public Parking Ramp	99
Hudson - SE Corner	6
Hudson - NE Corner	8
Bank South	25
Bank East	32
<b>TOTAL</b>	<b>226</b>

### Net Required Parking

Total Spaces Required	306
Less Hudson Existing Parking Credit	114
Net Spaces Required	192
Spaces Provided	226
Spaces deficient	-34

**34 Extra Spaces**

### Shared Parking

Shared Parking Peak Demand (7pm)	272
Less Hudson Existing Parking Credit	114
Net Demand	158
Spaces Provided	226
Spaces Deficient	-68

**68 Extra Spaces**

**Option B –No Ramp**

Gross Required Parking	Number	ULI	
		Requirement	Needed
Apartment - Units	60	1.65 per unit	99
River Outfitter	2069	4 per ksf-GLA	8
Backpackers Lounge	1171	4 per ksf-GLA	5
Backpackers Suite	3 units	1.15 per unit	4
1st Floor Commercial - west (Restaurant)	1892	10 per ksf-GLA	19
1st Floor Commercial - east (Restaurant)	3944	10 per ksf-GLA	39
1st Floor Commercial - south	1545	4 per ksf-GLA	6
2nd Floor Events	4588	20 per ksf-GLA	92
1st National Bank	0	2.8 per ksf GLA	0
<b>TOTAL</b>			<b>272</b>

*\*KSF-GLA = Thousand Square Feet - Gross Leasable Area*

**Off Street Parking Provided**

Hudson - SW Surface Lot	64
Hudson - SE Corner	6
Hudson - NE Corner	8
Bank South	25
Bank East	32
Bank Demo (replace bldg with parking)	28
<b>TOTAL</b>	<b>163</b>

**No Shared Parking**

Total Spaces Needed	272
Less Hudson Existing Parking Credit	114
Net Spaces Needed	158
Spaces Provided	163
Spaces deficient	-5

**5 Extra Spaces**

**Shared Parking**

Shared Parking Peak Demand (7pm)	268
Less Hudson Existing Parking Credit	114
Net Demand	163
Spaces Provided	163
Spaces Deficient	-9

**9 Extra Spaces**

## **Parking Analysis**

- Minimum parking standards can be met through implementation of Option A or B.
- Option A – Parking Ramp is preferred but dependent on grant funding. The likelihood of funding appears strong.
- Analysis does not include the use of any on street angle parking (20 stalls), adjacent public parking under the bridge (~ 40 spaces), or any other street or public parking areas.
- Peak parking demand for the project is 7pm, Monday through Friday. Peak demand differs from many other existing downtown businesses.
- Confluence Development has submitted a memorandum outlining anticipated parking demand based on past practices and experiences.

## **Parking Recommendation**

Approval of parking is recommended subject to the following conditions:

- 1) Parking shall be provided consistent with consistent with the “Option A – Construction of a Parking Ramp”, or “Option B – No Ramp” as presented in the Planning Commission Memorandum dated October 26, 2015.
- 2) Prior to construction of any parking ramp, final approval must be granted by the Planning Commission and City Council.
- 3) Recording of a Joint Parking Agreement to allow use of the 1<sup>st</sup> National Bank site if minimum parking cannot be achieved on the Hudson Site.

## **Architectural Elevations**

Confluence is seeking Historic Tax Credits to assist in financing the project, requiring review by the State Historic Preservation Office. The building will retain its historic character and is consistent with both Zoning Architecture Standards and Heart of Hastings Design Standards.

## **Tree Removal**

Final tree removal totals have not been completed, awaiting final determination of a pending grant to construct structured parking on the site. Any removals must be consistent with the Tree Replacement Guidelines. Areas of impact include:

- **Riverfront** - Reconfiguration of the riverfront trail will result in the loss of trees along the Mississippi River. The trees were originally planted to serve as screening between the 1974 building addition (demolished in 2012) and the river trail. Removal of the industrial operation eliminates the need for screening; the developer desires to better connect the site to the river trail. Any removals will need to adhere to tree preservation replacement guidelines.

- **2<sup>nd</sup> Street** – Four mature shade trees currently exist near the southeast corner of the building. The two trees nearest to the building are proposed for removal, the remaining two trees near 2<sup>nd</sup> Street would remain. Removal is necessary to accommodate the proposed parking and drop-off area.

### **Landscape Plan**

The project will include substantial landscape and park improvements aided by a \$980,000 Livable Communities Grant awarded to the City earlier this year. The developer is awaiting final determination of a similar grant for the parking facility to complete final landscape plans. The Mississippi River Trail would remain public. Park areas south of the trail would be privately owned and maintained but would be subject to an easement for public use. The Developer will be required to present a final Landscape Plan for Planning Commission review and City Council approval at a later date.

### **Lighting Plan**

Final design of the photometric plan will occur upon final design of the parking area and will be required to meet minimum foot candle illumination.

### **Grading, Drainage, Erosion Control and Utility Plan**

Plans have been submitted to the Public Works Department for review and approval. Final approval of plans will be necessary as a condition of approval.

### **RECOMMENDATION**

Approval of the Site Plan is recommended subject to the following conditions:

- 1) Conformance with the plans submitted with the Planning Commission Staff Report dated October 26, 2015.
- 2) Parking shall be provided consistent with consistent with the “Option A – Construction of a Parking Ramp”, or “Option B – No Ramp” as presented in the Planning Commission Memorandum dated October 26, 2015.
- 3) All disturbed areas on the property shall be stabilized with rooting vegetative cover to eliminate erosion control problems.
- 4) Outdoor storage shall be prohibited unless it is screened from public view with a wall incorporating materials and colors consistent with the main building.
- 5) All rooftop units must be screened from public view via a parapet wall or painted to match the building, subject to the determination of the Minnesota State Historic Preservation Office and National Park Service relating to historic tax credit approval.
- 6) Signage will be processed administratively under a separate sign permit application.
- 7) Approval of the Grading, Drainage, Erosion Control, and Utility Plans by the Public Works Director and payment of any required inspection escrows.
- 8) Prior to construction of any parking ramp, final approval must be granted by the Planning Commission and City Council.

- 9) Recording of a Joint Parking Agreement to allow use of the 1<sup>st</sup> National Bank site if minimum parking cannot be achieved on the Hudson Site.
- 10) Tree removal must be consistent with the Tree Preservation Guidelines.
- 11) Final approval of the Landscape Plan by the Planning Commission and City Council
- 12) Final approval of the Photometric Plan by the Planning Commission and City Council.
- 13) Approval is subject to a one year Sunset Clause; if significant progress is not made towards construction of the proposal within one year of City Council approval, Site Plan approval is null and void.

#### **ATTACHMENTS**

- Location Map
- Development Plans
- Hudson Redevelopment Timeframe
- Confluence Parking Memo
- ULI Parking Calculation



LOCATION MAP



**Great River Landing - Hudson Manufacturing  
Historic Redevelopment Timeline**

2003	Heart of Hastings Plan	City Council adoption of the Heart of Hastings Master Plan identifying reuse of the Hudson Manufacturing Building as a mixed use development
2009	Hastings Bridge Project Planning affects operations	Reconstruction of the TH 61 Mississippi River Bridge requires acquisition of a portion of the Hudson Building. Additional space is needed to preserve operations.
2010	Intek Building Available	Intek Manufacturing consolidates operations in Hastings. The 800 East 10 <sup>th</sup> Street building is available for sale. The building is suitable for a relocation of Hudson's operations.
February 2010	\$250,000 Grant Award – Dakota CDA	City receives a Redevelopment Incentive Grant (RIG) for purchase of the Hudson Building
Spring 2010	HEDRA-Hudson-Intek Negotiations	HEDRA, Hudson, and Intek discuss sale of the Intek Building to Hudson, and sale of the Hudson Building to HEDRA.
August 2010	Completion of Phase I Environmental Site Assessment	Liesch completes Phase I analysis of environmental contaminants.
December 2010	Hudson Purchases Intek Building	Hudson purchases the former Intek Building at 800 East 10 <sup>th</sup> Street.
December 2010	HEDRA purchases Hudson Building	HEDRA purchases the Hudson Manufacturing building at 200 West 2 <sup>nd</sup> Street for \$3.0 million dollars.
February - December 2011	Hudson Reuse Study	Stark Preservation Planning completes a reuse study for the building. The study included open houses and community input. Demolition of the 1974 addition is recommended with reuse of the remaining structure as a mixed use development. Cost of the study is fully paid by MN DOT
June 2011	\$145,000 Grant Award – Dakota CDA	City receives RIG Funding for partial demolition of the 1974 addition and environmental cleanup.
July 2011	\$50,000 Grant Award – Metropolitan Council	City receives Tax Base Revitalization Account (TBRA) funding for environmental cleanup
July 2011	Hudson Fully Vacates Structure	Hudson Manufacture completes their move to 800 East 10 <sup>th</sup> Street. Building becomes vacant.
August 2011	\$51,754 Grant Award – EPA – Dakota County	City received a Brownfield Assessment – Hazardous Substance Grant through Dakota County for environmental cleanup
April 2012	\$110,125 Grant Award – Dakota CDA	City receives RIG funding for demolition of the 1974 addition and environmental cleanup
April 2012	\$2,500 Grant Award – Dakota CDA	City receives RIG Planning funding for completion of a market study
April 2012	Completion of Phase II Environmental Site Assessment	Stantec completes Phase II analysis of environmental contaminants.

May 2012	\$18,618 Grant Award EPA – Dakota County	City received a Brownfield Assessment – Petroleum Grant through Dakota County for environmental cleanup
May 2012	Approval to Demolish 1974 Addition	City and HEDRA approve demolition of the 48,000 s.f. concrete tip-up addition consistent with the reuse plan.
September 2012	Initial Market Assessment	Maxfield Research completes an Initial Market Assessment for Redevelopment. Development of a mix of housing, retail, office and civic uses is supported. Fully paid through grant funding.
December 2012	Developer Roundtable	City and HEDRA conduct a roundtable with selected developers to determine interest in redeveloping the site.
March – October 2013	Developer Concepts	HEDRA review of redevelopment concepts by The Beard Group, Sherman and Associates, Artspace, and Confluence Development
March 2013	Rezoning of Property	Property is rezoned from I-1 Industrial to DC – Downtown Core
May 2013	\$238,865 Grant Award – Dakota CDA	City receives RIG funding for environmental cleanup.
May 2013	\$4,200 Grant Award – Dakota CDA	City receives RIG Planning funding to conduct a full market study
October 2013	Demolition of 1974 Addition	Rachel Contracting completes demolition of the 48,000 s.f. addition. The total cost of \$200,000 was fully paid through grant funding.
November 2013	Approval of Response Action Plan (RAP)	MPCA approval of the RAP cleanup plan for hazardous materials based on Phase II assessment.
December 2013	Selection of Confluence Development	HEDRA selects Confluence Development to redevelop the Hudson site. Confluence proposes to two options for reuse of the building. Option 1 includes for residential, restaurant, banquet, art, retail space, and rooftop use of the 1945 addition. Option 2 includes all of option one, except a hotel in lieu of a portion of the housing.
January 2014	Signature of Preliminary Development Agreement	HEDRA Authorizes signature of the agreement with Confluence Development.
June 2014	\$93,400 Grant Award – Metropolitan Council	City receives TBRA funding for asbestos and hazardous material removal.
October 2014	\$2,844 Grant Award – US EPA – Dakota County	City receives EPA Environmental Investigation funding via Dakota County for an invasive asbestos survey.
October – December 2014	Contaminated Soil Removal	Rachel Contracting completes contaminated soil excavation and removal from Areas 1 and 3 of the RAP. Total cost of \$78,000 is fully paid through grant funding.
November 2014	Completion of Full Market Study	Completion of Full Market Study by Maxfield and HVS. Funded through grant dollars.
December 2014	Hotel Concept Eliminated	Confluence Development eliminates the hotel concept from the approval. All other mixed use items remain.
December 2014	Extension of Preliminary Development Agreement	HEDRA agrees to extend the Preliminary Development Agreement until March 31, 2015.
December 2014	\$256,142 Grant Award – MN DEED	City receives a Contamination Cleanup Grant for soil and vapor remediation

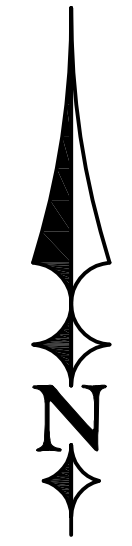
January 2015	\$980,000 Grant Award – Metropolitan Council	City receives Livable Communities Demonstration Account (LCDA) funding for riverfront and site amenities
January 2015	\$78,000 Grant Award – Metropolitan Council	City receives TBRA funding for asbestos and hazardous material removal.
January – May 2015	Confluence Development Activities	Confluence hires an architect and engineer to complete project plans and continues to meet with interested commercial users
February 2015	Part 1 Historic Preservation Application	The National Park Service accepts the Part 1 application of Historic Tax Credit eligibility.
March 2015	Extension of Preliminary Development Agreement	HEDRA agrees to extend the Preliminary Development Agreement until June 30, 2015.
May 2015	Abatement of Asbestos and Hazardous Materials	Mavo Contracting completes removal of asbestos and hazardous materials with all costs paid through grant funding.
May 2015	Confluence Development Proforma	Development proforma is complete for City and HEDRA review
May 2015	\$600,000 Grant Award – US EPA	City receives three \$200,000 Brownfield Cleanup Grants for soil and vapor remediation
June 2015	Extension of Preliminary Development Agreement	HEDRA agrees to extend the Preliminary Development Agreement until July 31, 2015.
July 2015	Approval of Term Sheet	City and HEDRA approve the Term Sheet outlining conditions for sale and development.
July 2015	Extension of Preliminary Development Agreement	HEDRA agrees to extend the Preliminary Development Agreement until December 1, 2015
September 2015	\$1.5 Million Grant Application – Met Council	Application proceeds into the 2 <sup>nd</sup> round for consideration.

# GREAT RIVERS LANDING

**ERICKSON CIVIL**

333 North Main Street, Suite 201  
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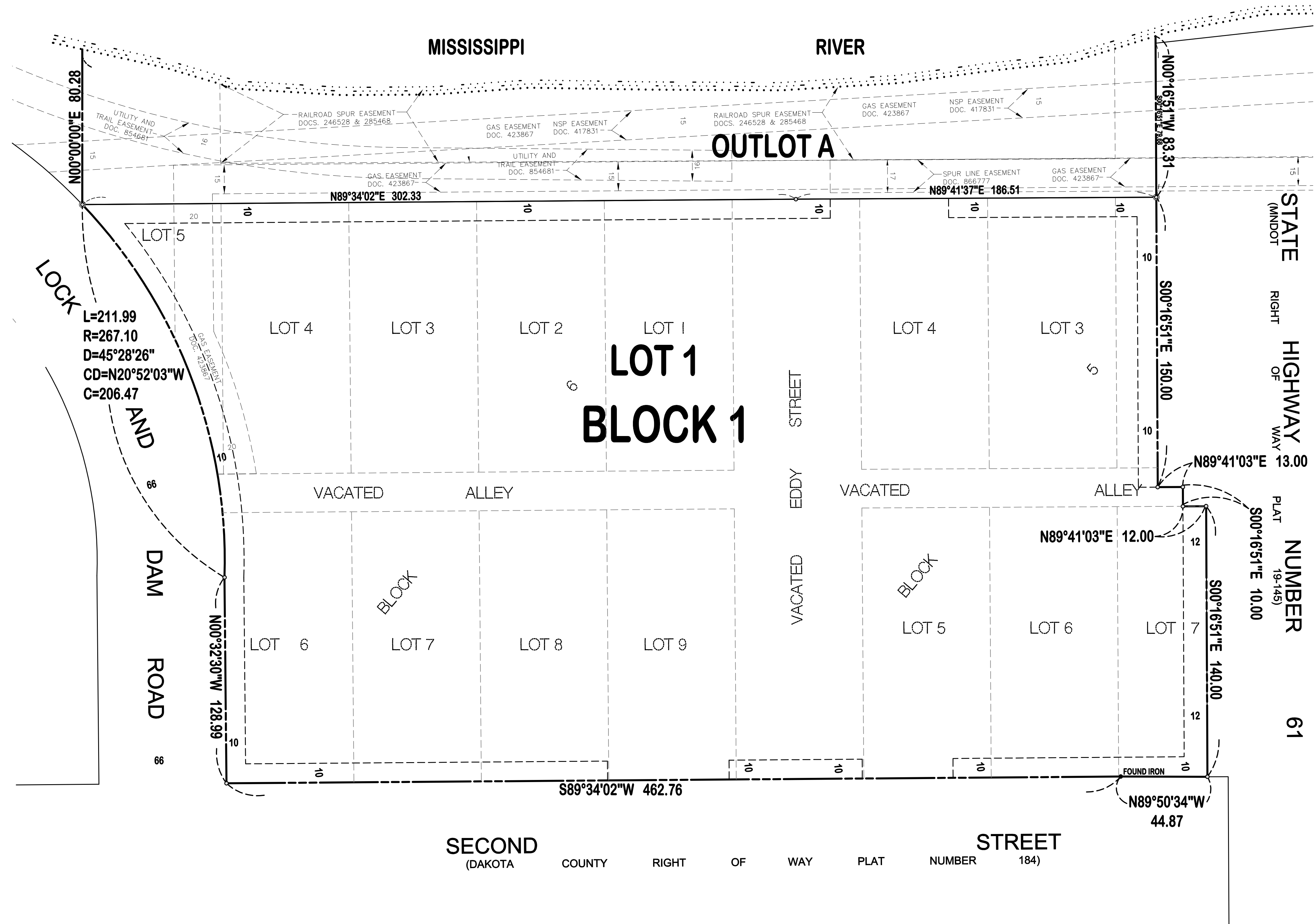
GRAPHIC SCALE

**LEGEND**

- DENOTES SET 1/2 INCH BY 16 INCH IRON PIPE MONUMENT MARKED WITH A PLASTIC CAP INSCRIBED "JOHNSON LS 10938", UNLESS SHOWN OTHERWISE
- DENOTES FOUND MONUMENT, SIZE AND MARKINGS AS INDICATED

**NOTES**

1) ORIENTATION OF THIS BEARING SYSTEM IS BASED ON DAKOTA COUNTY COORDINATES.



SECOND COUNTY RIGHT OF WAY PLAT NUMBER 184) STREET



① OVERALL - NORTH ELEVATION  
1/16" = 1'-0"



⑤ BLDG B - EAST ELEVATION  
1/16" = 1'-0"



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



③ OVERALL - SOUTH ELEVATION  
1/16" = 1'-0"



⑥ BLDG A - WEST ELEVATION  
1/16" = 1'-0"



④ OVERALL - WEST ELEVATION  
1/16" = 1'-0"

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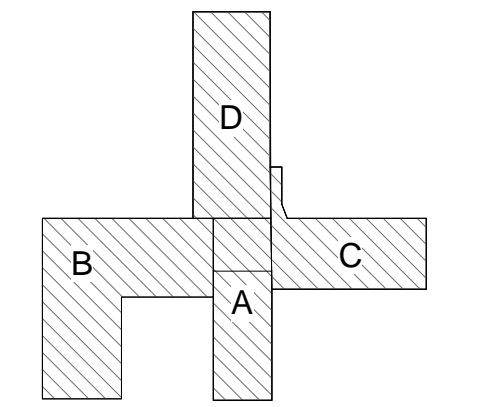
Pamela Bakken Anderson

Date: 05.11.15 Reg. No: 21241

NO.	DESCRIPTION	DATE

Revisions

BUILDING AREA KEY PLAN



CITY PROPERTIES GROUP

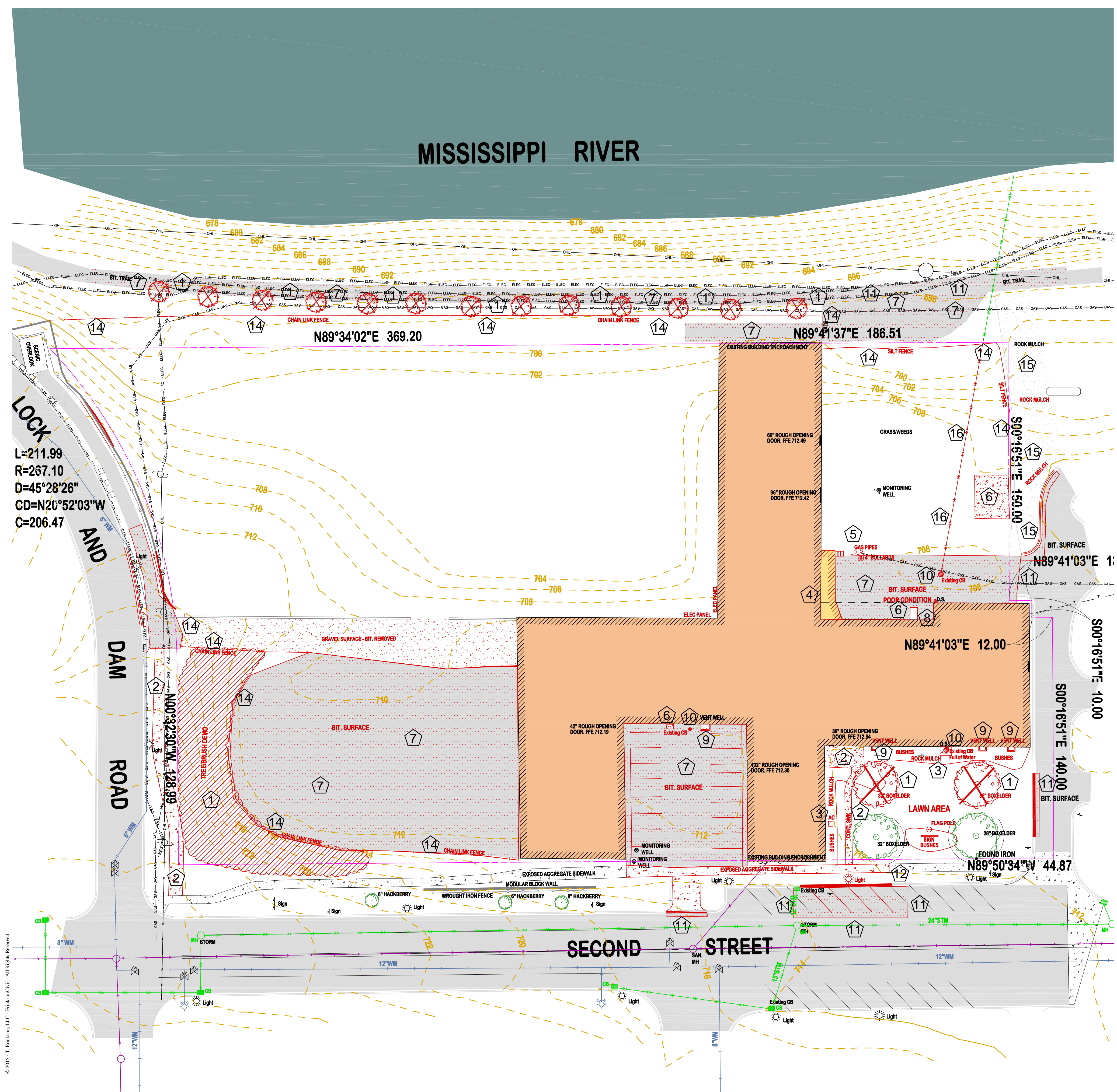
GREAT RIVERS LANDING

EXTERIOR ELEVATIONS - COLORED

Date/ct number XXXXXX.XX  
XXXX/XXXX  
Drawn by Author  
Checked by Checker

A411

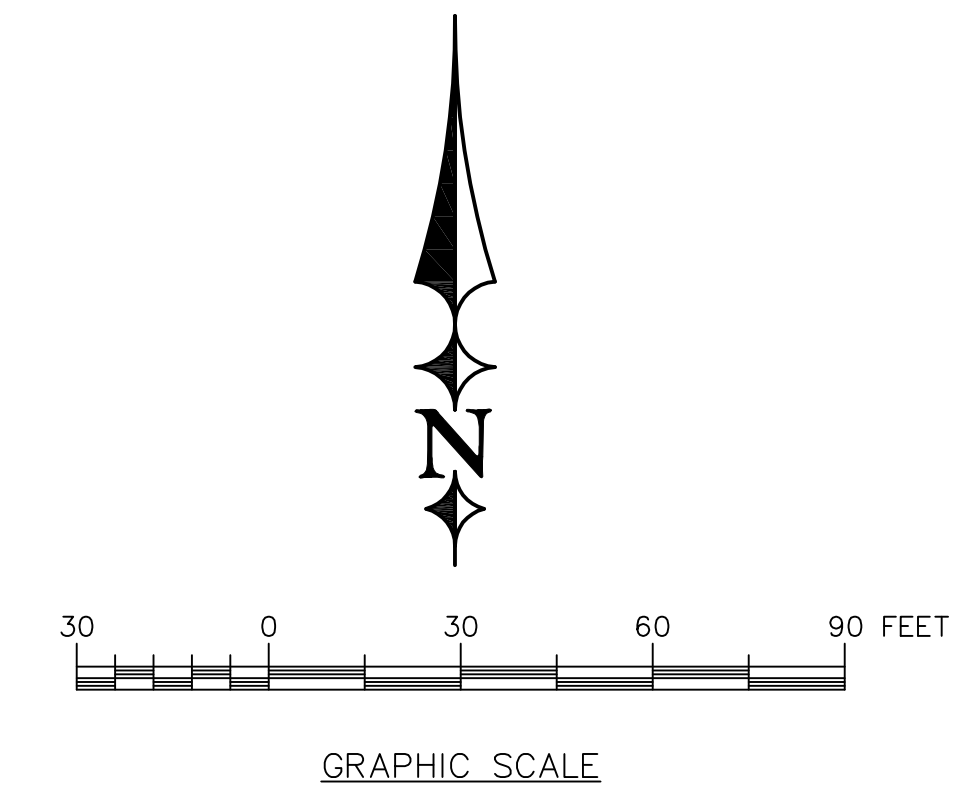
# MISSISSIPPI RIVER



**L=211.99**  
**R=267.10**  
**D=45°28'26"**  
**CD=N20°52'03"W**  
**C=206.47**

**LOCK AND DAM ROAD**  
**DAM**  
**ROAD**

**SECOND STREET**



**LEGEND:**

	EXISTING BOUNDARY
	EXISTING CONTOURS (2 FOOT CONTOUR INTERVAL)
	OVER HEAD ELECTRIC LINE
	UG GAS LINE
	UG ELECTRIC LINE
	WATER LINE
	STORM SEWER LINE
	SANITARY SEWER LINE
	STORM MANHOLE, CATCH BASIN
	SANITARY MANHOLE
	POWER POLE

- KEYED NOTES:**
- 1 REMOVE EXISTING TREE(S) AND STUMP(S).
  - 2 REMOVE EXISTING CONCRETE SIDEWALK.
  - 3 REMOVE EXISTING LANDSCAPE MATERIALS, SHRUBS AND CONCRETE WELLS, CATCH BASIN AND AC UNIT.
  - 4 REMOVE EXISTING DOCK ADDITION.
  - 5 COORDINATE WITH GAS COMPANY TO RELOCATE EXISTING GAS METERS TO BUILDING FACE.
  - 6 REMOVE EXISTING CONCRETE PAD.
  - 7 REMOVE EXISTING BIT. SURFACE.
  - 8 REMOVE EXISTING CONCRETE WALL(S).
  - 9 REMOVE EXISTING CONCRETE VENT
  - 10 REMOVE EXISTING CATCH BASIN
  - 11 SAW CUT BIT. FULL DEPTH PRIOR TO REMOVAL
  - 12 SAW CUT CONCRETE SIDEWALK PRIOR TO REMOVAL
  - 13 PROTECT EXISTING TREES
  - 14 REMOVE EXISTING FENCE
  - 15 REMOVE ROCK MULCH AS REQUIRED FOR NEW PARKING AREA
  - 16 REMOVE EXISTING STORM PIPE TO NEW MANHOLE

**LEGAL DESCRIPTION:**

Lots 1, 2, 3, 4, 5, 6, 7 and the South ninety-eight and five sixths feet of Lot 8, in Block 5; and Lots 1, 2, 3, 4, 5, 6, 7, 8 and 9, in Block 6 all in the Town now City of Hastings, Dakota County, Minnesota, together with the vacated alley lying in said Block 5 and 6 together with that part of vacated Eddy Street lying between the extensions of the North and South lines of said Block 5 and 6.

Except that part of Lots 1, 2, 3, 4, 7, 8 and the vacated alley, Block 5, and Lots 1, 2, 3, 4 and 5, Block 6, Town of Hastings, shown as Parcel 26 on Minnesota Department of Transportation Right of Way Numbered 19-145 recorded as Document No. 2684370.

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DRAWING PHASE:  
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 AGENCY REVIEW  
 BID DOCUMENT  
 FOR CONSTRUCTION  
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TODD A. ERICKSON, PE  
 40418  
 LICENSE NO.  
 09/03/2015  
 DATE:

OWNER/DEVELOPER  
**CONFLUENCE, LLC**  
 101 East 10th Street, Suite 300  
 Hastings, MN 55033

PROJECT TITLE  
**GREAT RIVERS LANDING**  
 HASTINGS, MINNESOTA

NO.	REVISION DESCRIPTION	DATE

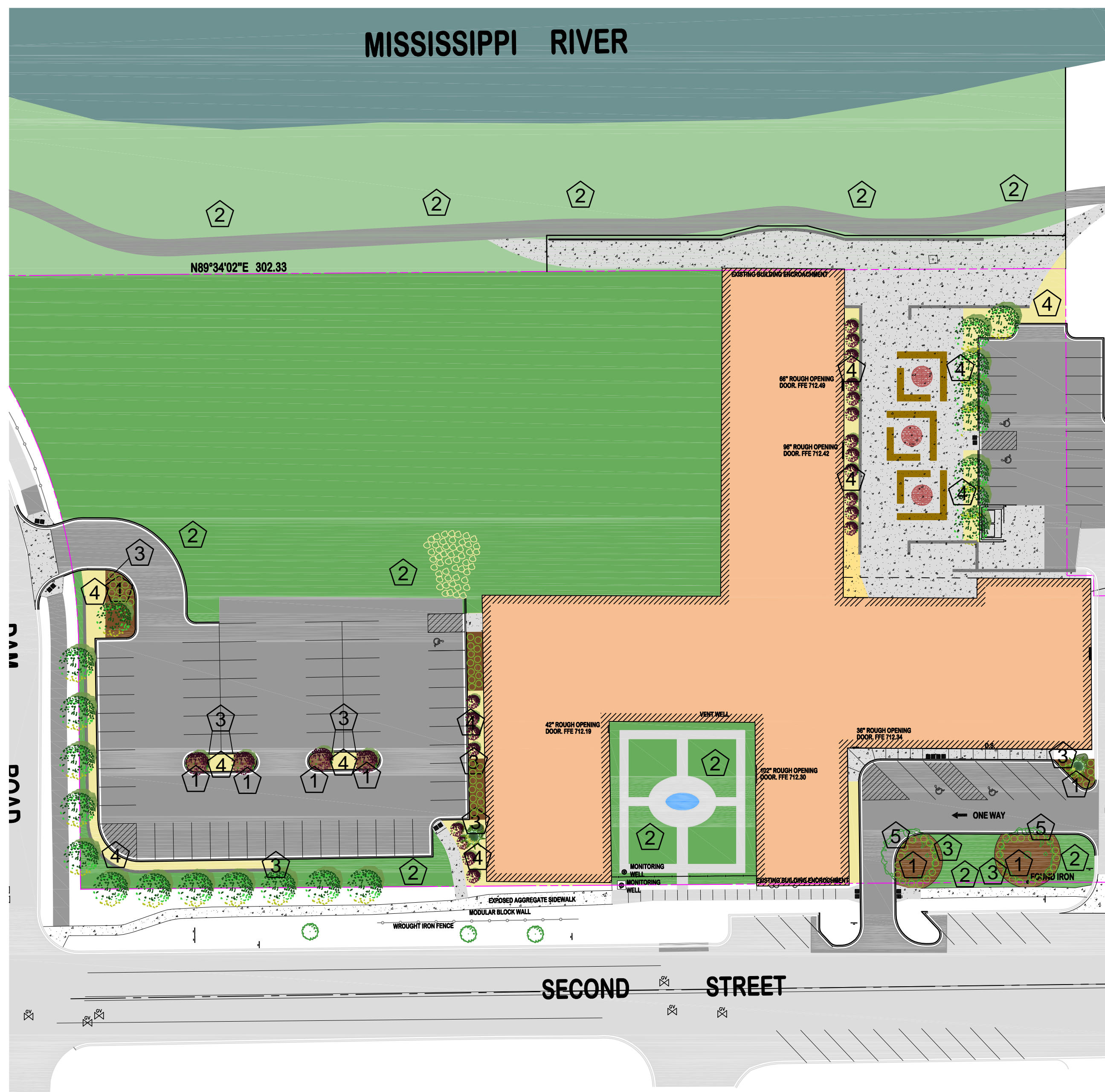
JOB NO. 15-143

SHEET TITLE  
**EXISTING CONDITIONS & DEMO PLAN**

SHEET NO.  
**C1**  
 SHEET 1 OF 6

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# MISSISSIPPI RIVER

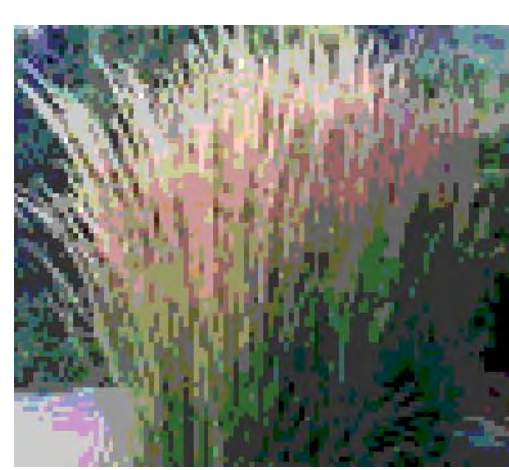


## PLANT PALATE

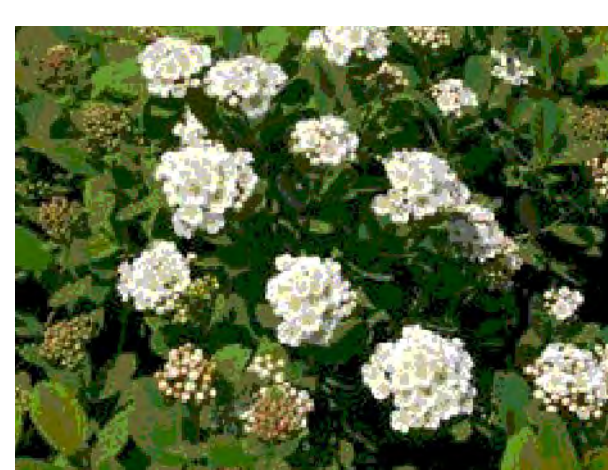
	Plant Name	Latin Name	Size	Type
A	Autumn Blaze Maple	Acer x freemanii 'Jeffersred'	2-1/2" DIA.	B&B
B	Prairie Fire Crab Apple	Malus sp. 'Prairiefire'	2-1/2" DIA.	B&B
C	Snowdance Japanese Lilac	Syringa reticulata 'Snowdance'	2-1/2" DIA.	B&B
D	Royal Red Norway Maple	Acer platanoides 'Royal Red'	2-1/2" DIA.	B&B
E	Fat Albert Blue Spruce	Picea pungens 'Fat Albert'	2-1/2" DIA.	B&B
F	River Birch Clump	Betula nigra 'Heritage' 'Clump'	10-FT	B&B
G	Diablo Nine Bark	Physocarpus opulifolius 'Monlo.' 'Diablo'	#5	Container
H	Spirea Tor Birchleaf	Spiraea betulifolia 'Tor'	#2	Container
J	Purple Emperor Sedum	Sedum 'Purple Emperor'	#1	Container
K	Strawberry Candy Daylily	Hemerocallis 'Strawberry Candy'	#1	Container
L	Karl Foerster Reed Grass	Calamagrostis x acutiflora 'Karl Foerster'	#1	Container
M	Cardinal Dogwood	Cornus sericea 'Cardinal'	#5	Container



Strawberry Candy Daylily



Karl Foerster Reed Grass



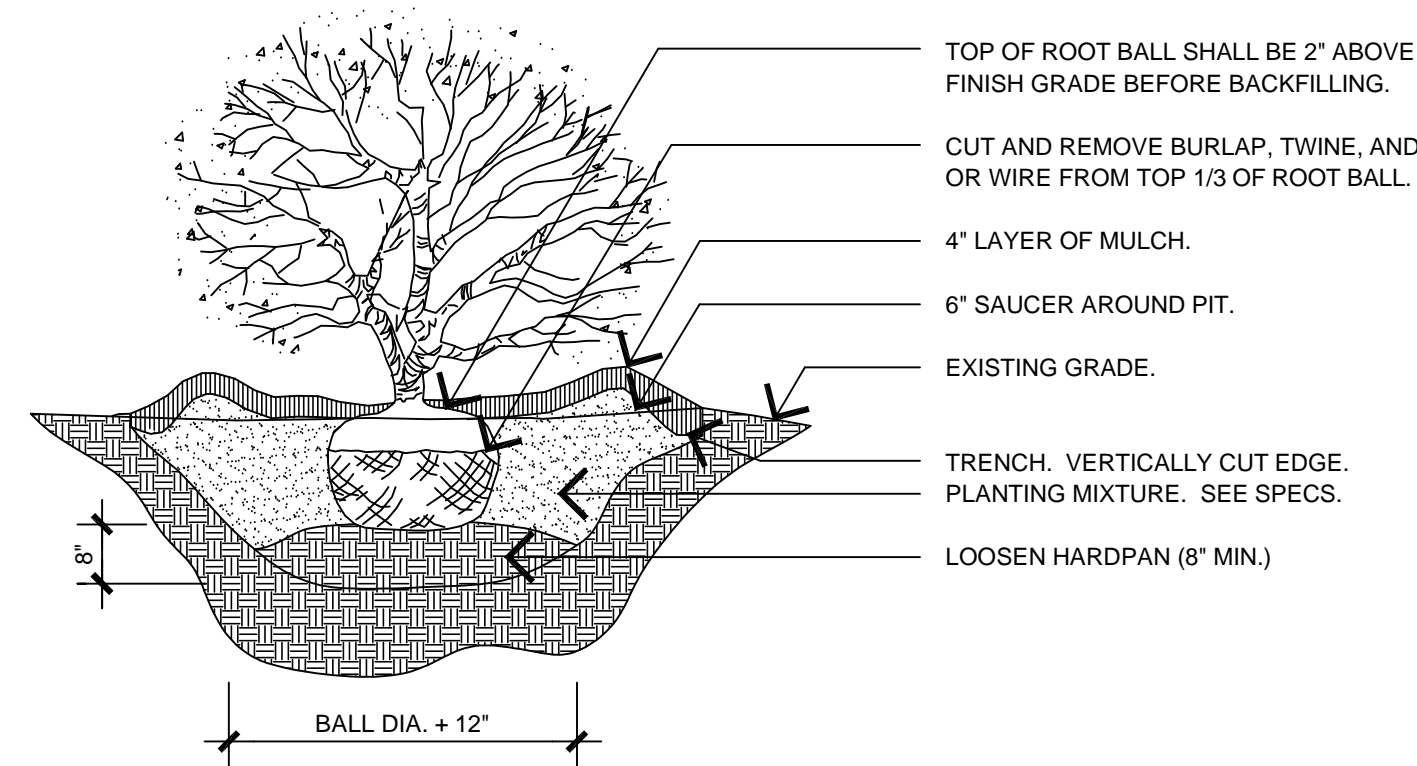
Spirea Tor Birchleaf



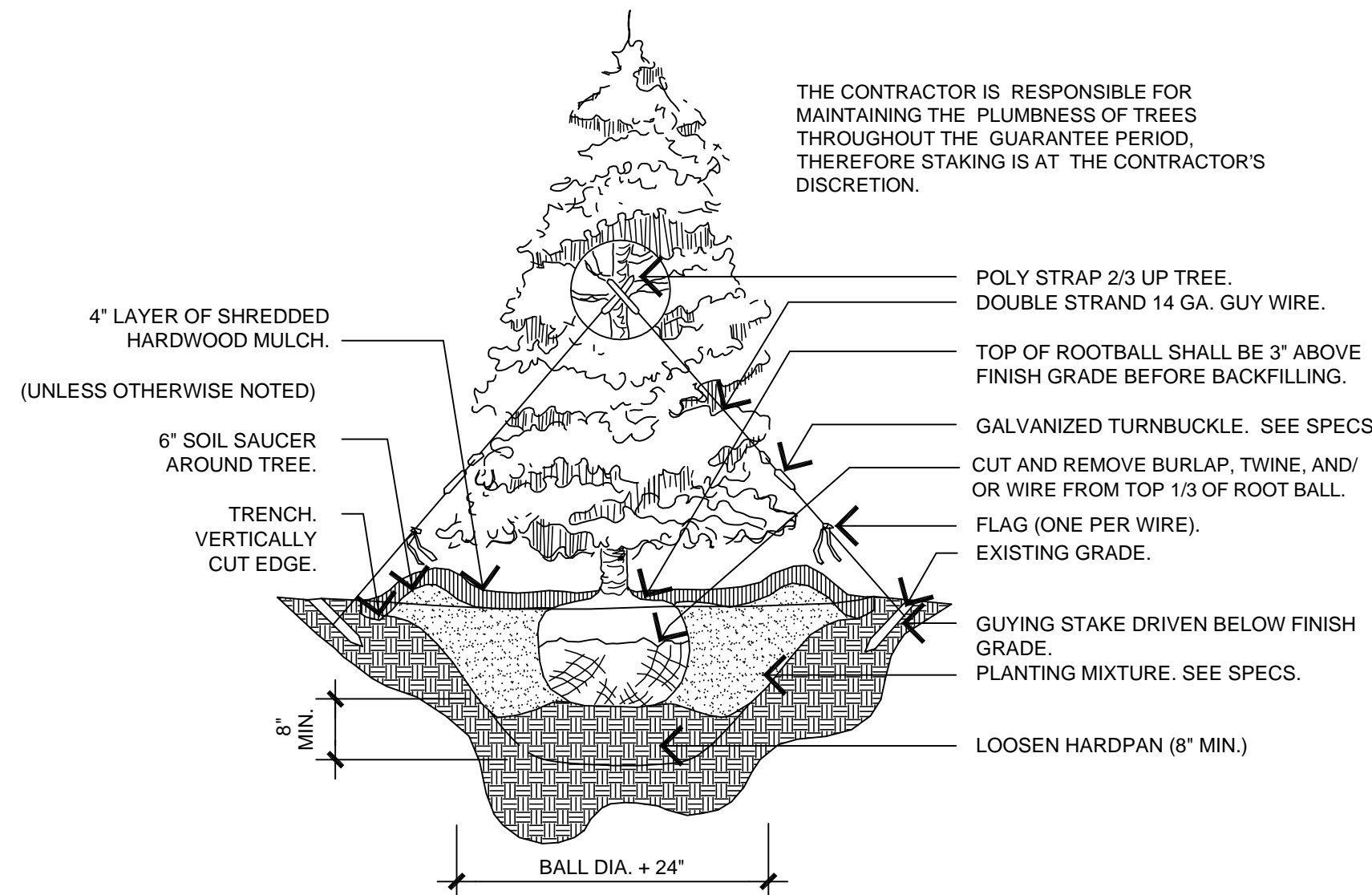
Diablo Nine Bark



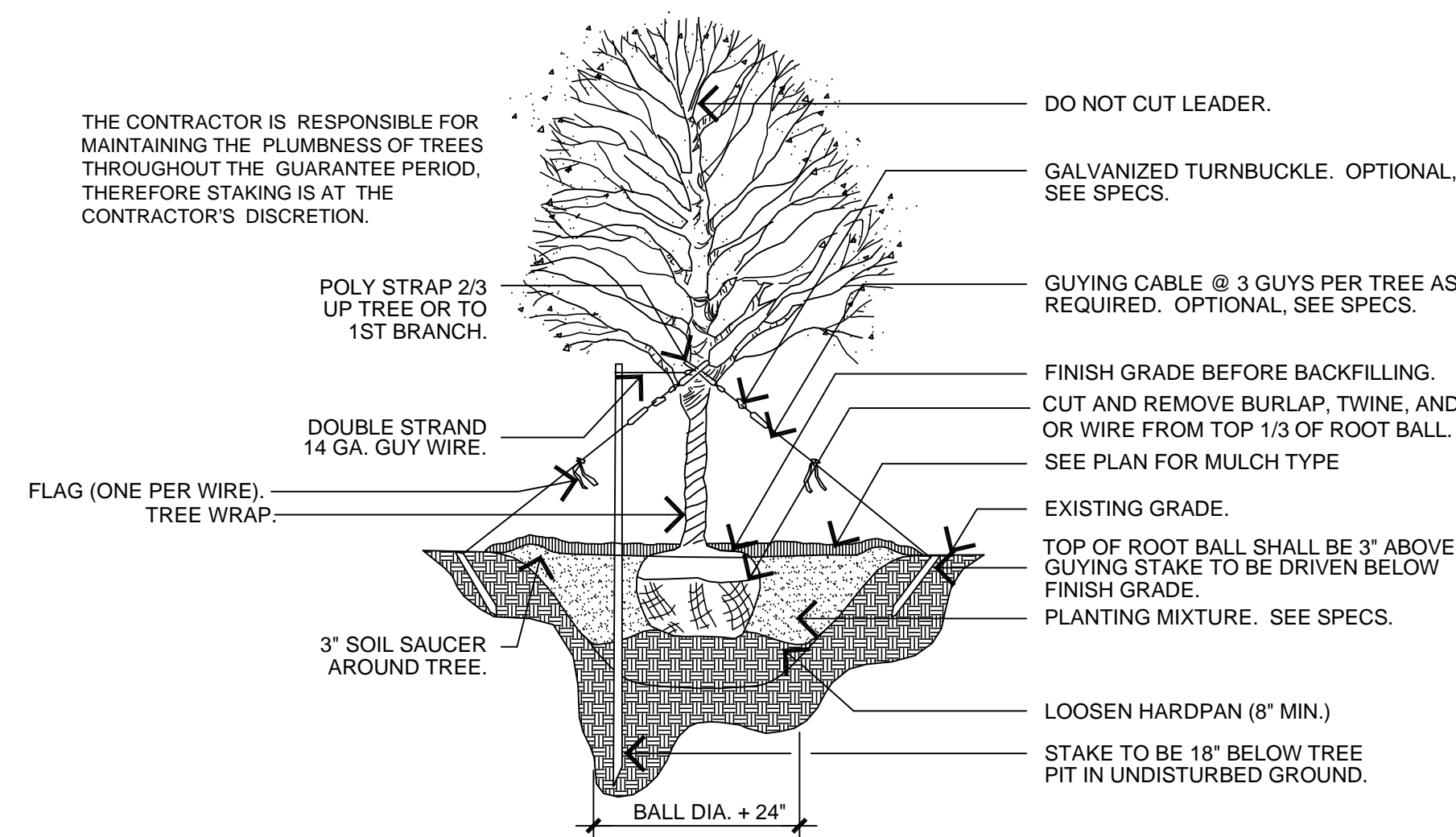
Purple Emperor Stonecrop



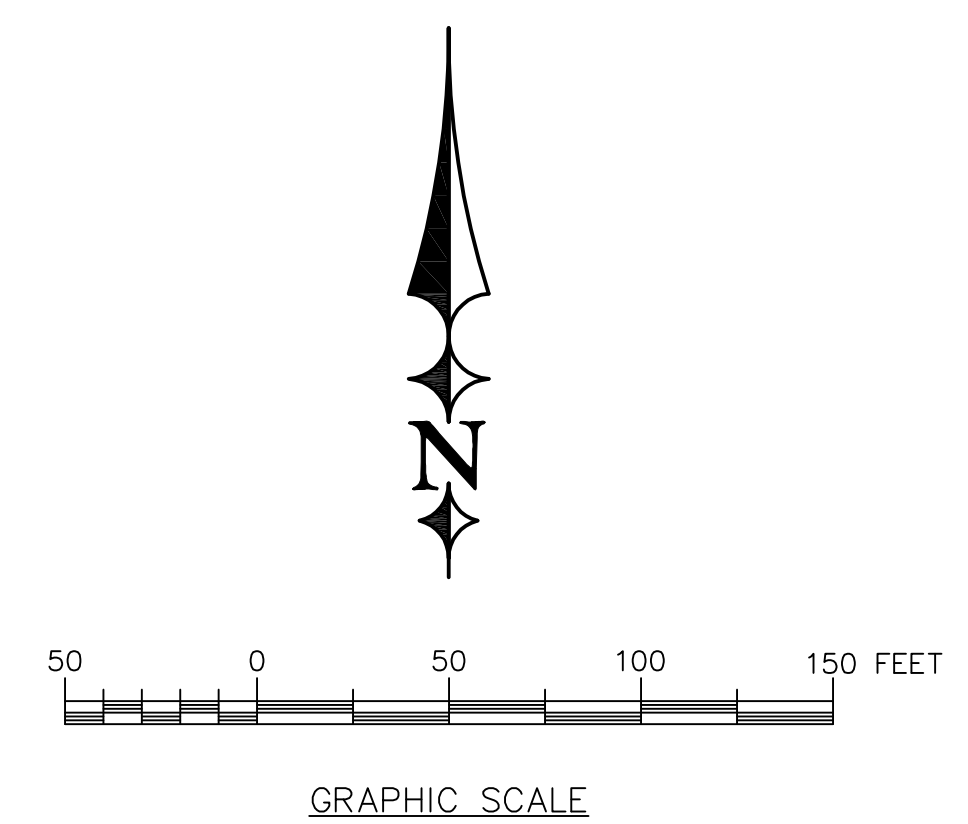
## SHRUB PLANTING



## CONIFEROUS TREE PLANTING



## DECIDUOUS TREE PLANTING



### LEGEND:

- EXTERIOR PROPERTY BOUNDARY
- 1 DENOTES PROPOSED DECIDUOUS TREE
- 2 DENOTES PROPOSED ORNAMENTAL TREE
- 3 DENOTES PROPOSED CONIFEROUS TREE
- 4 DENOTES PROPOSED #5 SHRUB (5 TO 6-FT MATURITY SIZE)
- 5 DENOTES PROPOSED #5 CONIFEROUS SHRUB (2 TO 3-FT MATURITY SIZE)
- 6 DENOTES PROPOSED #1 PERENNIAL

### KEYED NOTES:

- 1 6" COARSE SHREDED HARDWOOD MULCH (NO FABRIC)
- 2 6" OF TOPSOIL AND HYDROSEED 220 LBS./ACRE LOW GROW FESCUE WITH 20 LBS./ACRE ANNUAL RYE, WITH TACKIFIER AND FERTILIZER.
- 3 HEAVY DUTY BROWN METAL EDGING.
- 4 4" OF 2"-4" LIMESTONE ROCK OVER MNDOT TYPE IV GEOTEXTILE, NON-WOVEN
- 5 APPLY A DEEP ROOT FERTILIZER TO EXISTING BOX ELDER(S) TO REMAIN.

### NOTES:

- 1) ALL PLANTING BEDS SHALL RECEIVE MIN. 6" TOPSOIL, HEAVY LANDSCAPE FABRIC AND BROWN METAL EDGING WHERE MULCH MEETS LAWN.
- 2) ALL LAWN AREAS SHALL RECEIVE A MINIMUM OF 6" OF TOPSOIL
- 3) ENTIRE SITE SHALL BE IRRIGATED. DESIGN/BUILD BY CONTRACTOR.
- 4) SEE PLAN FOR AREAS OF SEED AND BLANKET AREAS. AREAS CALLED OUT FOR SEEDING SHALL RECEIVE LOW GROW FESCUE MIX FROM TWIN CITY SEED COMPANY AND BE SEEDED AT A RATE OF 220 LBS. PER ACRE, W/ 20LBS/ACRE ANNUAL RYE.
- 5) BUILDING CONTRACTOR SHALL INCLUDE COST OF ELECTRICAL AND PLUMBING FOR INSTALLATION OF IRRIGATION SYSTEM. IRRIGATION CONTROL BOX SHALL BE BY LANDSCAPE CONTRACTOR.
- 6) MAINTENANCE STRIP AND OTHER AREAS IDENTIFIED FOR MULCH SHALL BE 4" MINUS WASHED LIMESTONE PLACED AT A MIN. DEPTH OF 4" OVER GEOTEXTILE FABRIC TYPE IV. PERENNIAL AND ANNUAL PLANTING AREAS SHALL RECEIVE 6" OF COARSE SHREDED HARDWOOD MULCH WITH NO FABRIC.

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DRAWING PHASE:	
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AGENCY REVIEW	✓
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TODD A. ERICKSON, PE  
40418

LICENSE NO.  
09/03/2015  
DATE:

OWNER/DEVELOPER  
**CONFLUENCE, LLC**  
101 East 10th Street, Suite 300  
Hastings, MN 55033

PROJECT TITLE  
**GREAT RIVERS LANDING**  
HASTINGS, MINNESOTA

NO.	REVISION DESCRIPTION	DATE

JOB NO. 15-143

SHEET TITLE  
**LANDSCAPE PLAN**

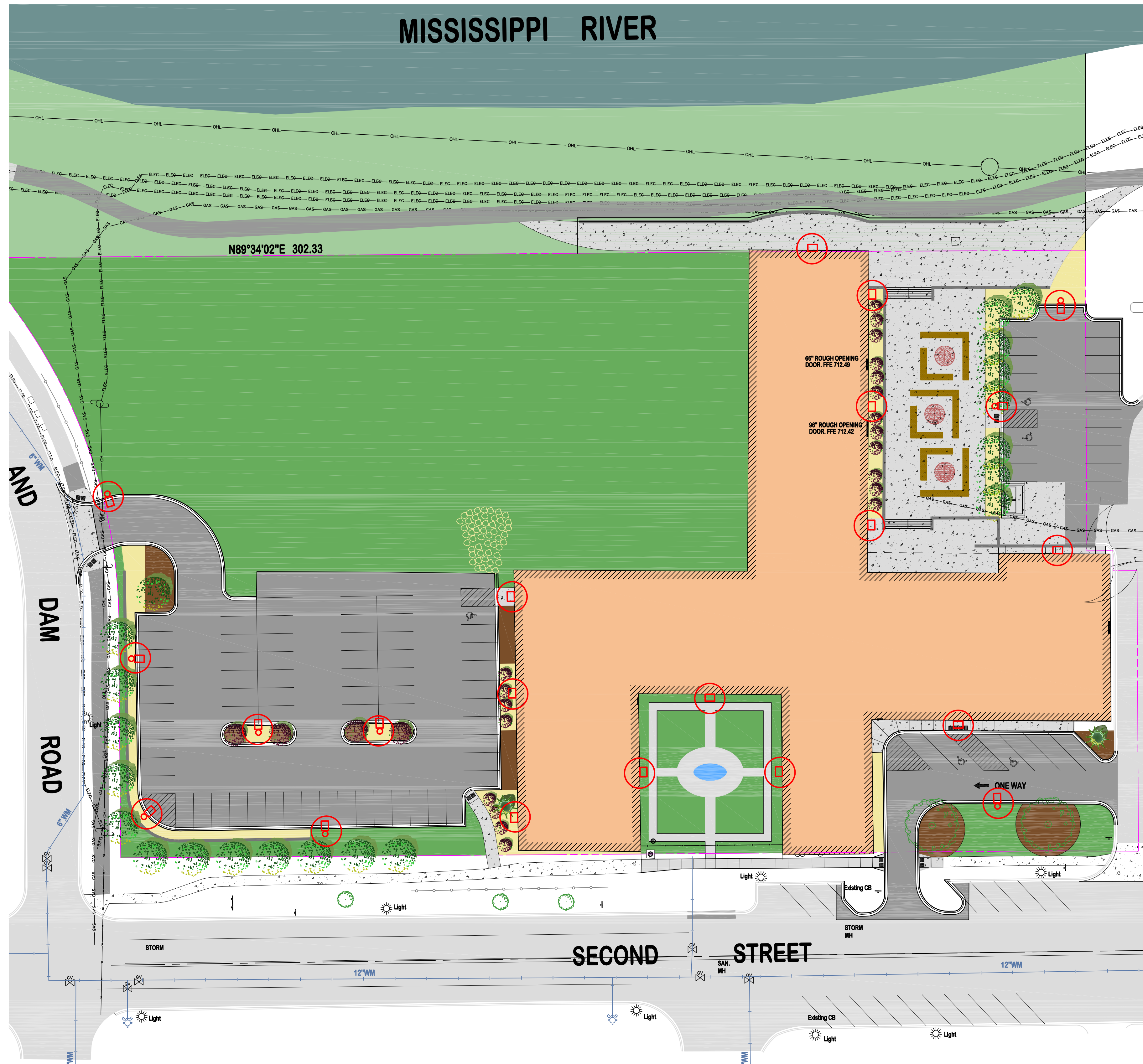
SHEET NO.

**L1**

SHEET 1 OF 1



# MISSISSIPPI RIVER



GRAPHIC SCALE

### LEGEND:

- PROPOSED BOUNDARY
- SINGLE - 20-FT POLE MOUNTED - LED - FULL CUT OFF - SR3 TWO ENGINE
- SINGLE - 14-FT BUILDING MOUNTED - LED - FULL CUT OFF - CSXW SR4
- CALCULATED LUMEN

### NOTES:

- 1) FINAL DESIGN OF ELECTRICAL SYSTEM BY LICENSED ELECTRICAL CONTRACTOR
- 2) WIRING LOCATION AND SIZING TO BE DETERMINED BY INSTALLING ELECTRICIAN
- 3) INSTALLATION SHALL INCLUDE CONNECTION TO EXISTING POWER PANEL ON INTERIOR OF BUILDING
- 4) INSTALLATION SHALL INCLUDE THE INSTALLATION OF A TIMER AND LIGHT SENSOR

### PARKING LOT LIGHTING

**CSX1 LED Area Luminaire**

**Specifications**

Length: 48.00"

Width: 18.00"

Height: 1.00"

Weight: 12.00 lbs

**Ordering Information**

Code	Part No.	Description	Quantity	Unit	Notes
00000	1	CSX1 LED Area Luminaire	1	EA	

**Accessories**

**Drilling**

**Mounting Slipfit**

### BUILDING MOUNTED LIGHTING

**CSXW LED Wall Luminaire**

**Specifications**

Height: 1.00"

Width: 18.00"

Weight: 12.00 lbs

**Ordering Information**

Code	Part No.	Description	Quantity	Unit	Notes
00000	1	CSXW LED Wall Luminaire	1	EA	

**Accessories**

**Drilling**

**Mounting Detail**

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 LICENSE NO.  
 09/03/2015  
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OWNER/DEVELOPER  
**CONFLUENCE, LLC**  
 101 East 10th Street, Suite 300  
 Hastings, MN 55033

PROJECT TITLE  
**COVENTRY COOPERATIVE**  
 HASTINGS, MINNESOTA

NO.	REVISION	DESCRIPTION	DATE

JOB NO. 15-143

SHEET TITLE  
**LIGHTING PLAN**

SHEET NO.  
**E1**  
 SHEET 1 OF 1



### **Bioswale / Rain Gardens**

The bioswale allows for natural collection and infiltration of rain water, even during major rain events. A naturalized planting scheme of native perennials that can withstand periods of saturated soils and drought will be selected.



### **Roof Runoff**

Water will be collected from the roof and piped to an underground cistern that is connected to an irrigation system. Once the cistern is full, excess roof water will be diverted to the bioswale.



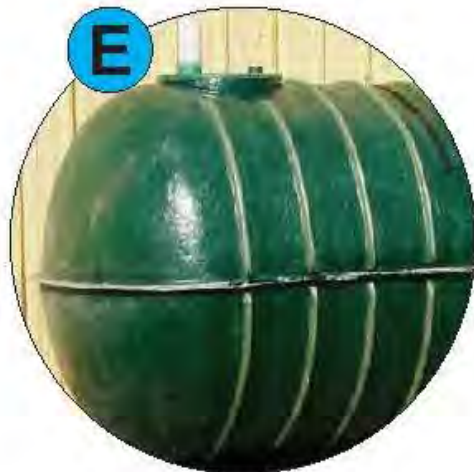
### **Irrigation / Cistern**

The cistern could be sized to capture a one inch rain event over the roof area, approximately 7,300 gallons of water! The water will be stored below the ground until such time as the irrigation system is used to maintain the landscaping during time of drought.



### **Road Runoff**

Approximately 14,000 SF of stormwater runoff from Second Street and Lock and Dam Road can be diverted into tree wells and bioswales. During a one-inch rain event, potential capture could be 7,850 gallons.



### **Cistern**

The cistern will receive roof water and be utilized for irrigation of the lawn and other landscaped areas.



### **Parking Lot Runoff**

Water will sheet flow toward the bioswale / rain gardens and allow for absorption of 13,000 gallons of water during a one inch rain event. Permeable paving will be explored should the capacity of the rain gardens be maximized.



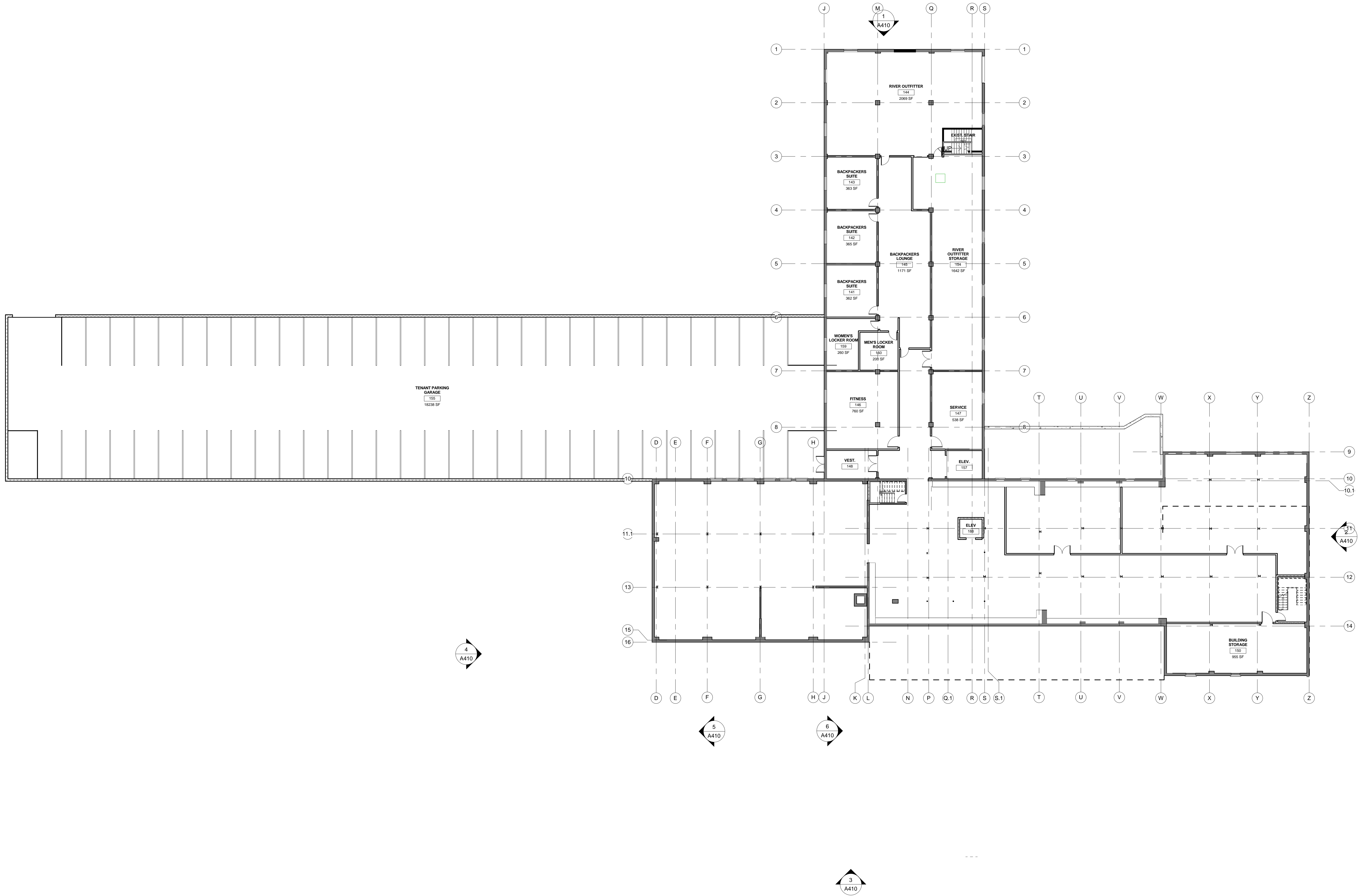
### **Lawn Infiltration**

The oval lawn will accommodate a wide range of uses ranging from picnics to festivals. The lawn will be engineered for good drainage and optimal turf growth, allowing for summer long events to take place.



### **Sculptural Berming**

The park consists of elliptical forms, including berming throughout the rain gardens. Children of all ages can climb onto the berms to get a closer look at the perennial plantings within the bioswales or lay back and watch the clouds go by.

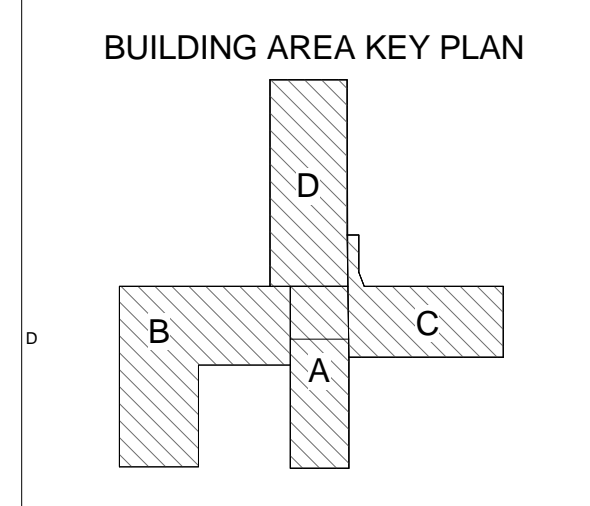


BASEMENT - OVERALL  
1/16" = 1'-0"

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Pamela Bakken Anderson  
Date: 05.11.15 Reg. No: 21241

NO.	DESCRIPTION	DATE



CITY PROPERTIES GROUP  
GREAT RIVER LANDING  
BASEMENT FLOOR PLAN

Datect number XXXXXX.XX  
XXXX/XXXX  
Drawn by Author  
Checked by Checker

A100

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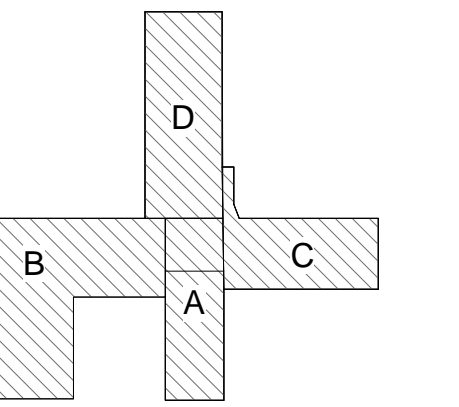
Pamela Bakken Anderson

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NO.	DESCRIPTION	DATE

Revisions

BUILDING AREA KEY PLAN



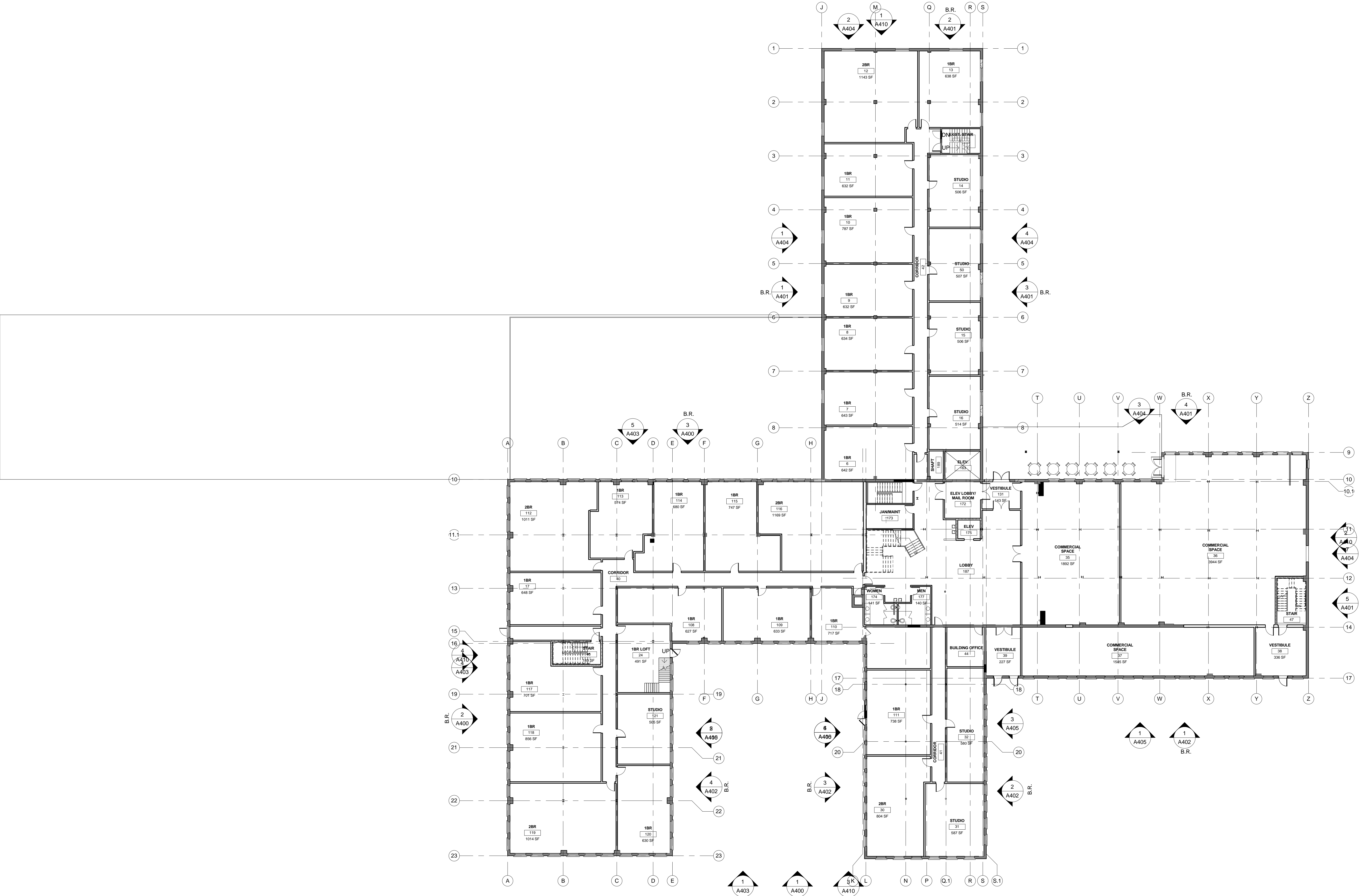
CITY PROPERTIES GROUP

GREAT RIVER LANDING

FIRST FLOOR PLAN

Date/plot number XXXXXX.XX  
XX/XX/XXXX  
Drawn by Author  
Checked by Checker

A101



E1 FIRST FLOOR - OVERALL  
1/16" = 1'-0"

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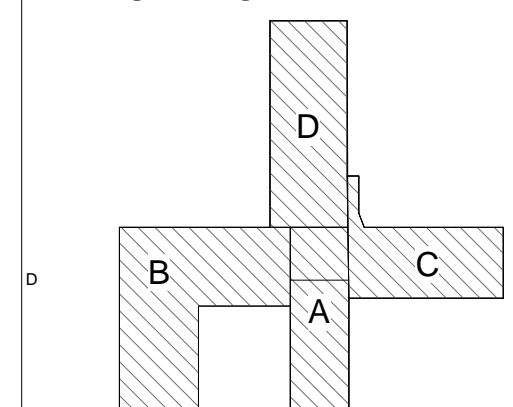
Pamela Bakken Anderson

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NO.	DESCRIPTION	DATE

Revisions

BUILDING AREA KEY PLAN

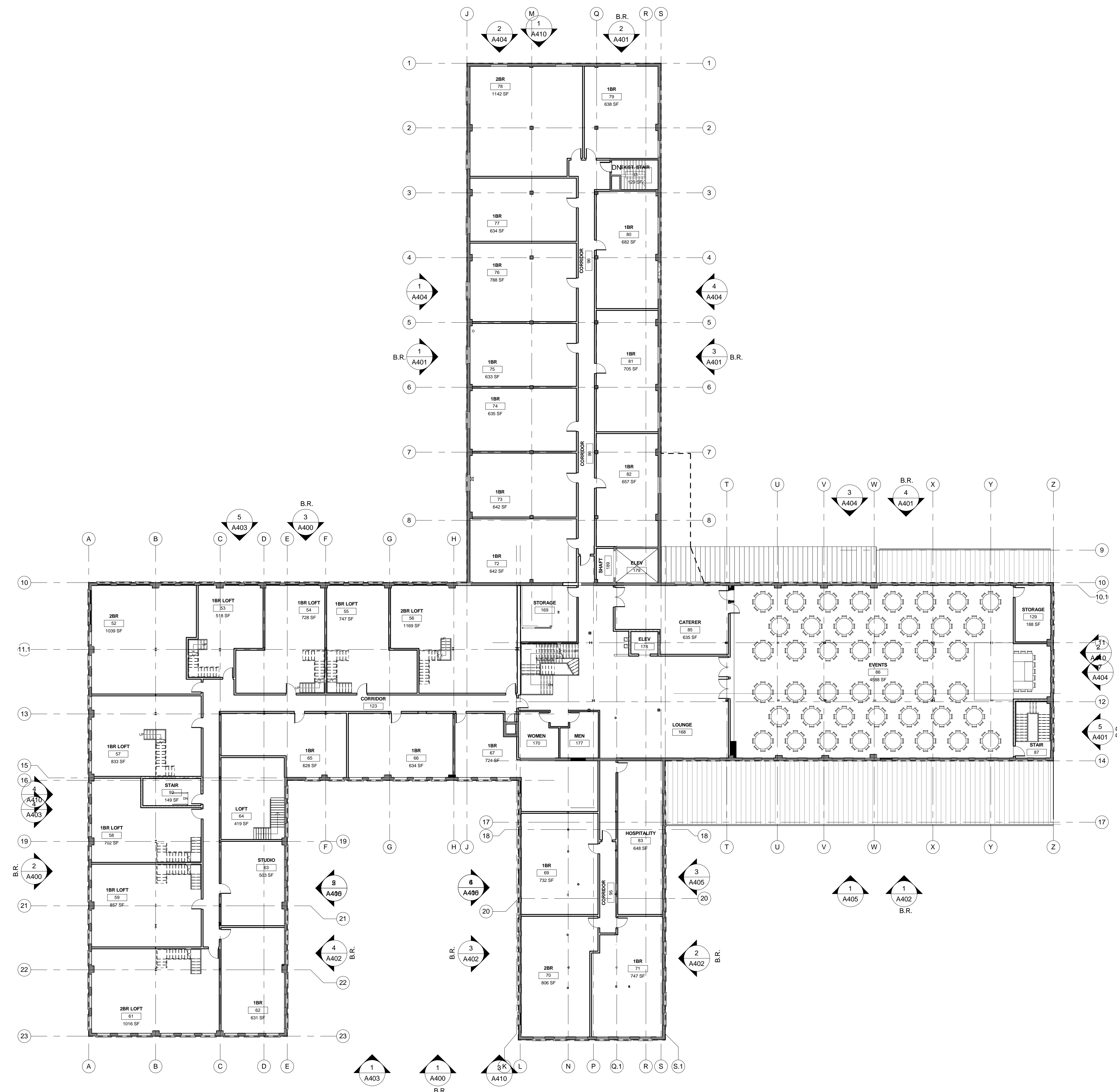


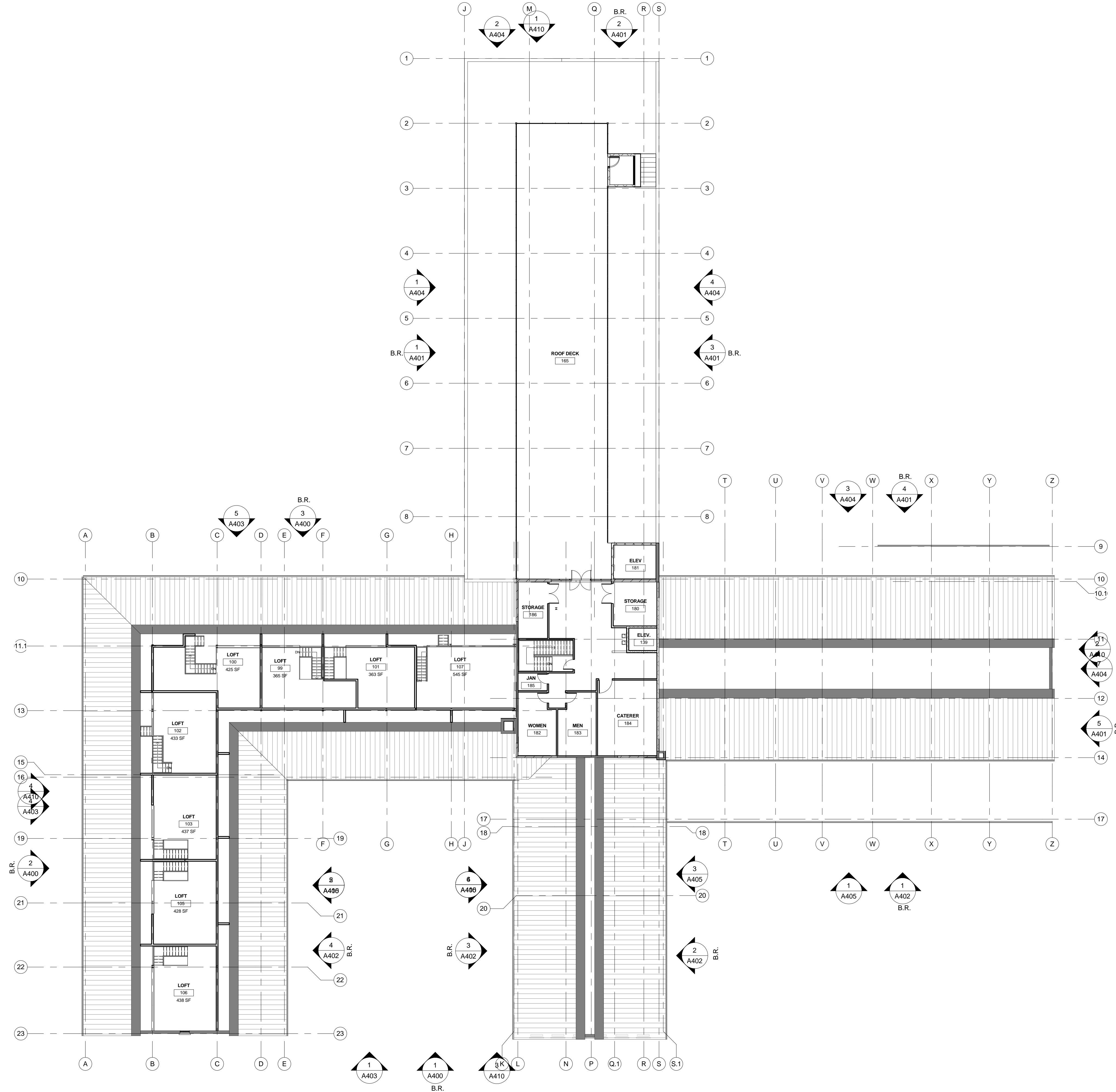
CITY PROPERTIES GROUP

GREAT RIVER LANDING  
SECOND FLOOR PLAN

Date/ect number XXXXXX.XX  
XX/XX/XXXX  
Drawn by Author  
Checked by Checker

A102





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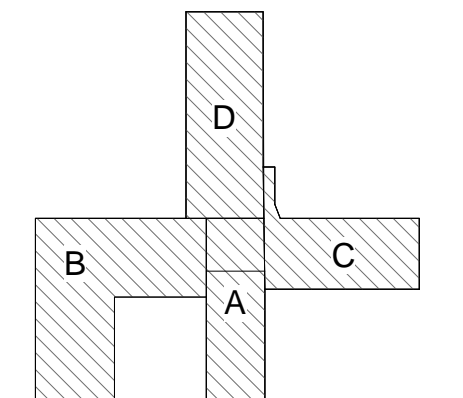
Pamela Bakken Anderson

Date: 05.11.15 Reg. No: 21241

NO.	DESCRIPTION	DATE

Revisions

BUILDING AREA KEY PLAN



CITY PROPERTIES GROUP

GREAT RIVER LANDING

LOFT FLOOR PLAN

Date/rev number XXXXXX.XX  
XXXXXXXX  
Drawn by Author  
Checked by Checker

## A103

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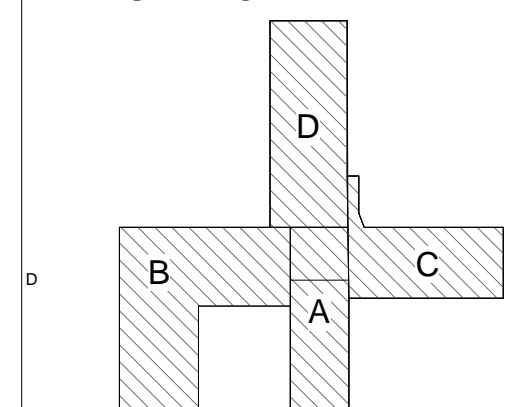
Pamela Bakken Anderson

Date: 05.11.15 Reg. No: 21241

NO.	DESCRIPTION	DATE

Revisions

BUILDING AREA KEY PLAN



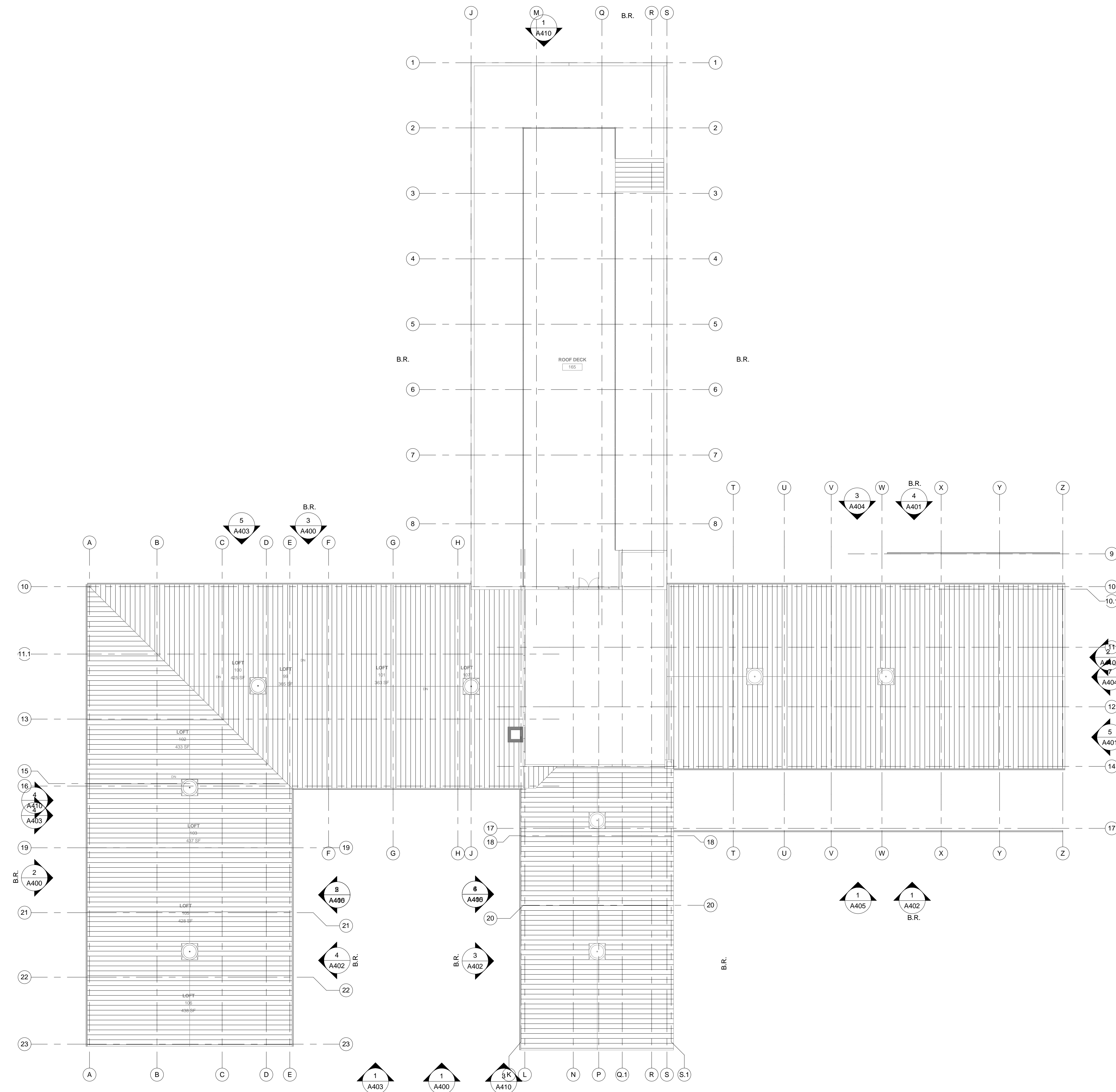
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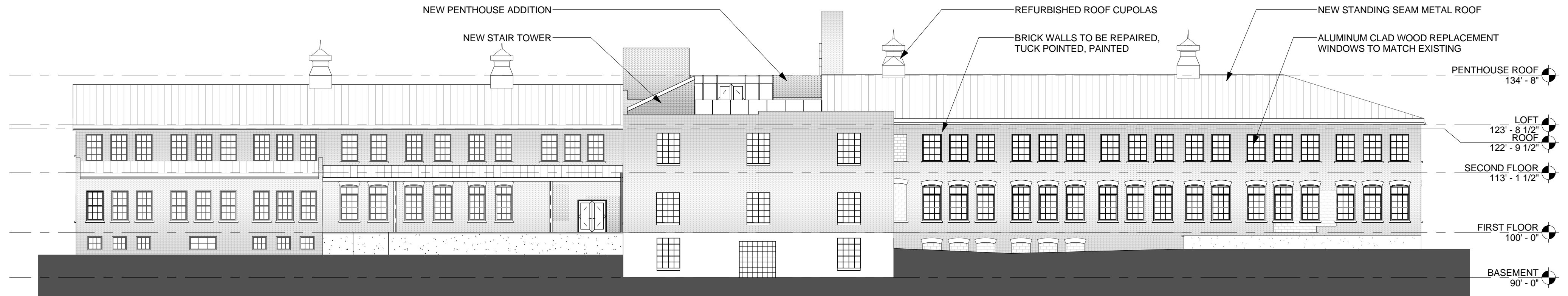
GREAT RIVER LANDING

OVERALL PLAN - ROOF

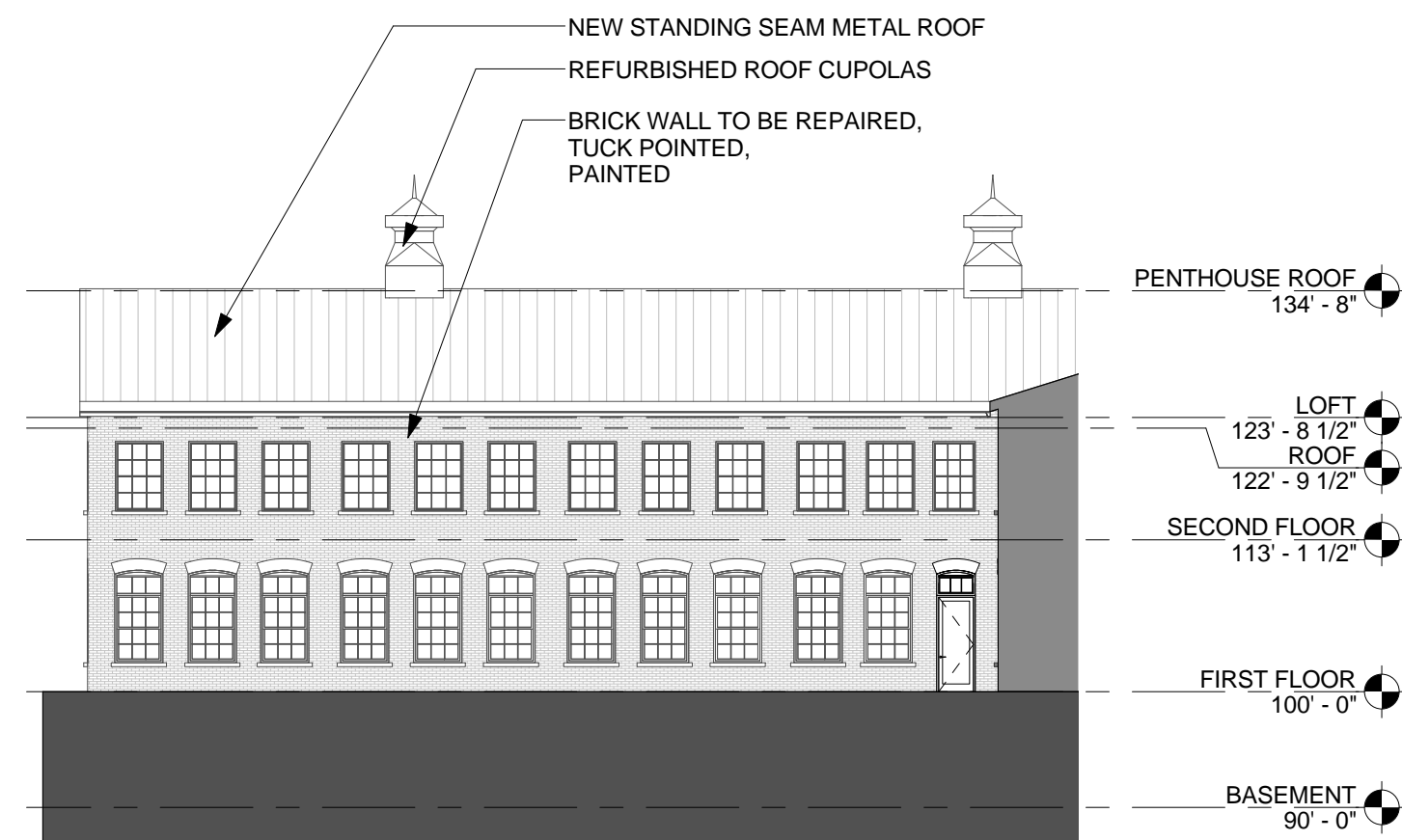
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Drawn by	Author
Checked by	Checker

**A104**

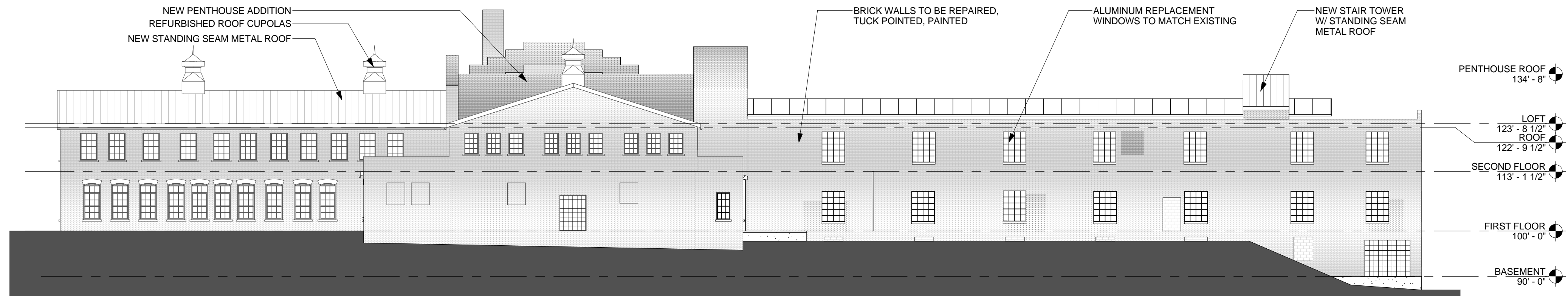




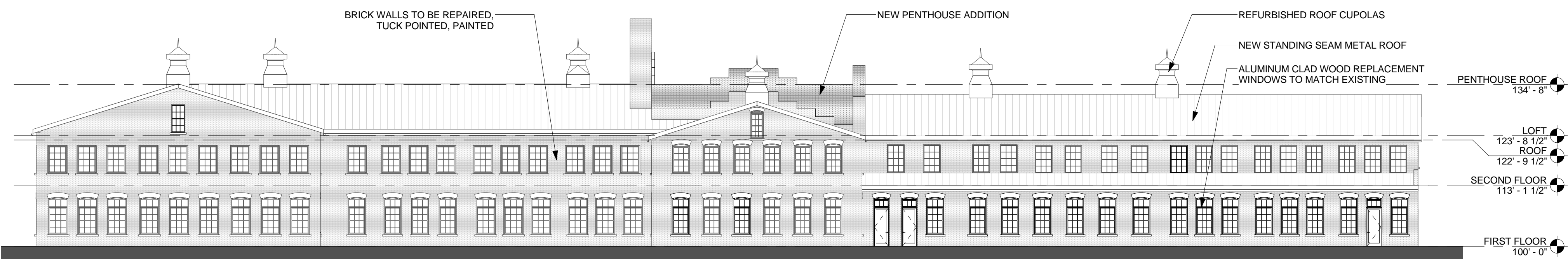
① OVERALL - NORTH ELEVATION  
1/16" = 1'-0"



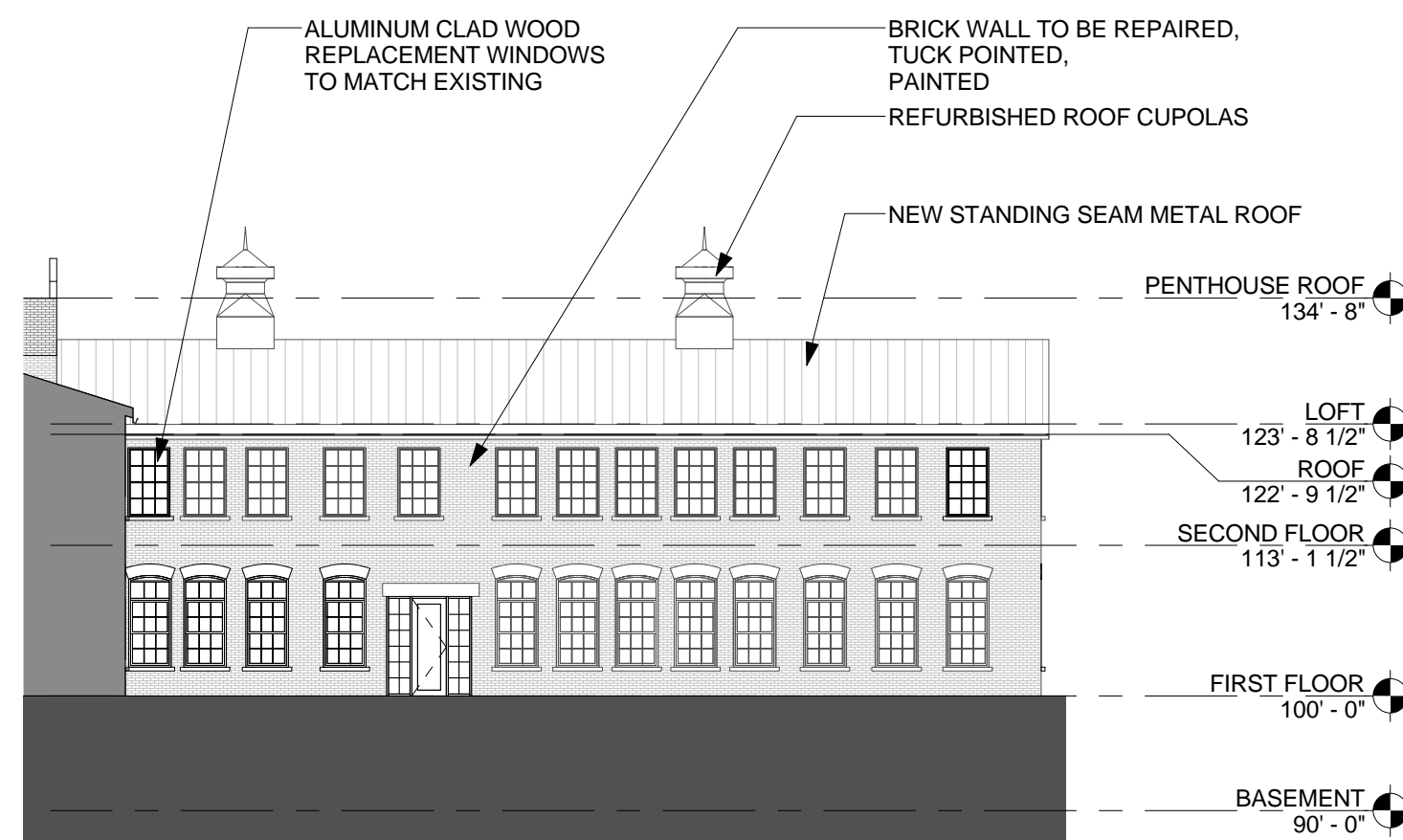
⑤ BLDG B - EAST ELEVATION  
1/16" = 1'-0"



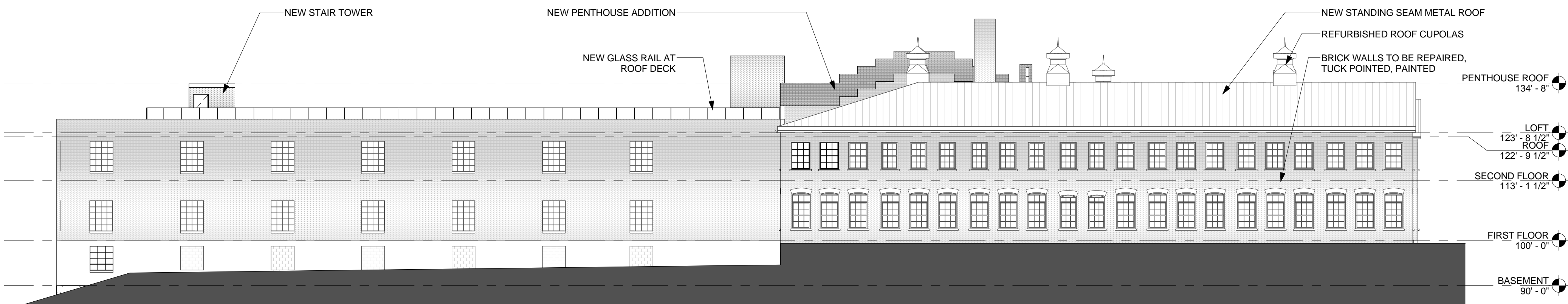
② OVERALL - EAST ELEVATION  
1/16" = 1'-0"



③ OVERALL - SOUTH ELEVATION  
1/16" = 1'-0"



⑥ BLDG A - WEST ELEVATION  
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④ OVERALL - WEST ELEVATION  
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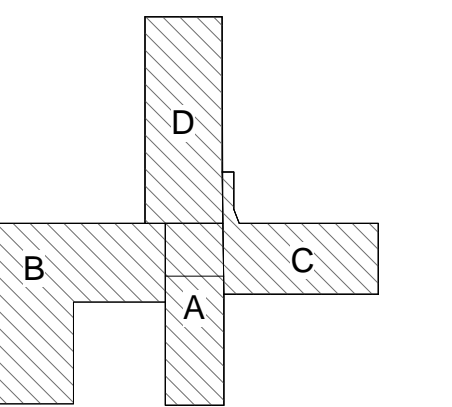
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NO.	DESCRIPTION	DATE

Revisions

BUILDING AREA KEY PLAN



CITY PROPERTIES GROUP

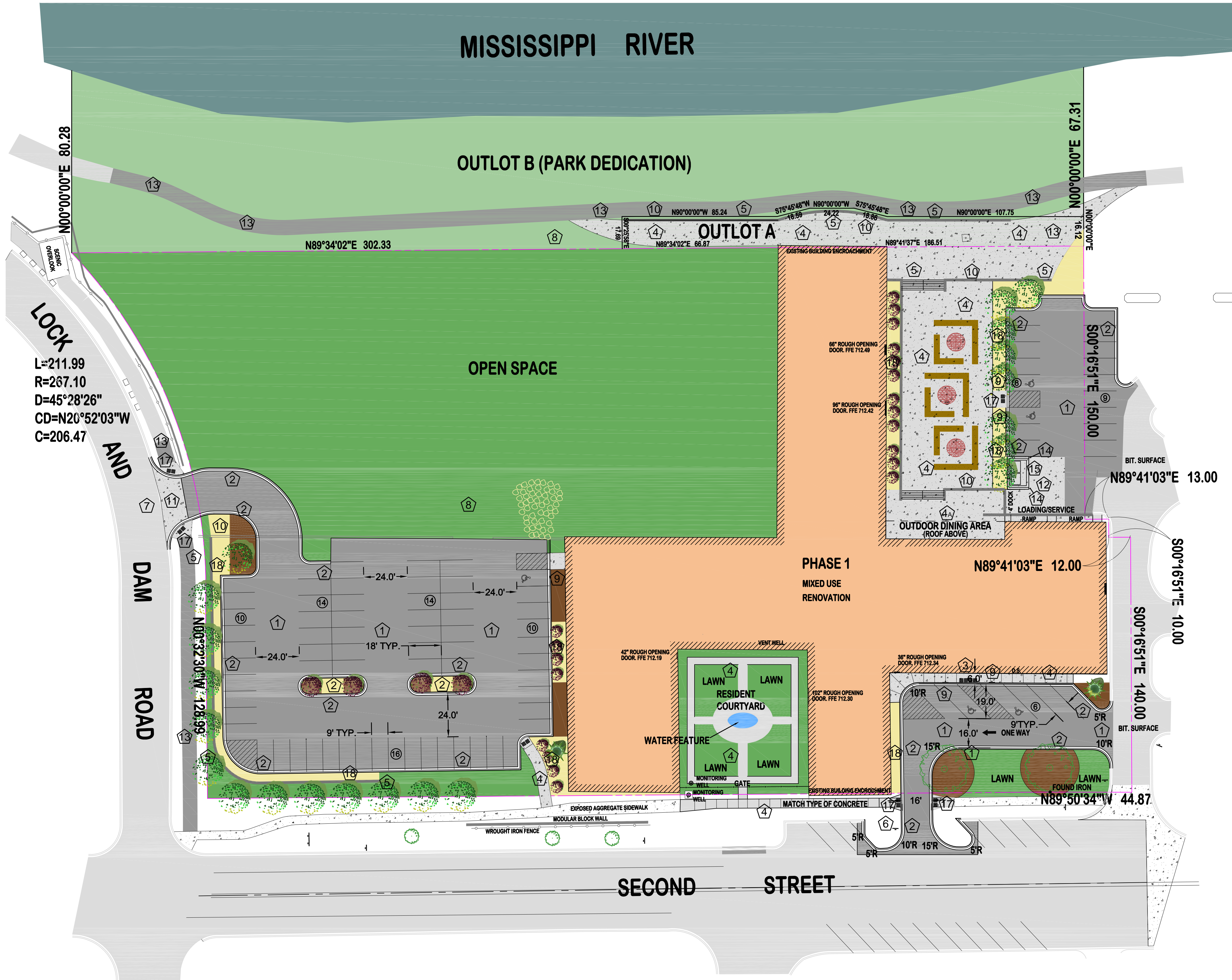
GREAT RIVER LANDING

EXTERIOR ELEVATIONS

Date/plot number XXXXXX.XX  
XXXX/XXXX  
Drawn by Author  
Checked by Checker

A410





LOCK AND DAM ROAD  
 L=211.99  
 R=267.10  
 D=45°28'26"  
 CD=N20°52'03"W  
 C=206.47

MISSISSIPPI RIVER

OUTLOT B (PARK DEDICATION)

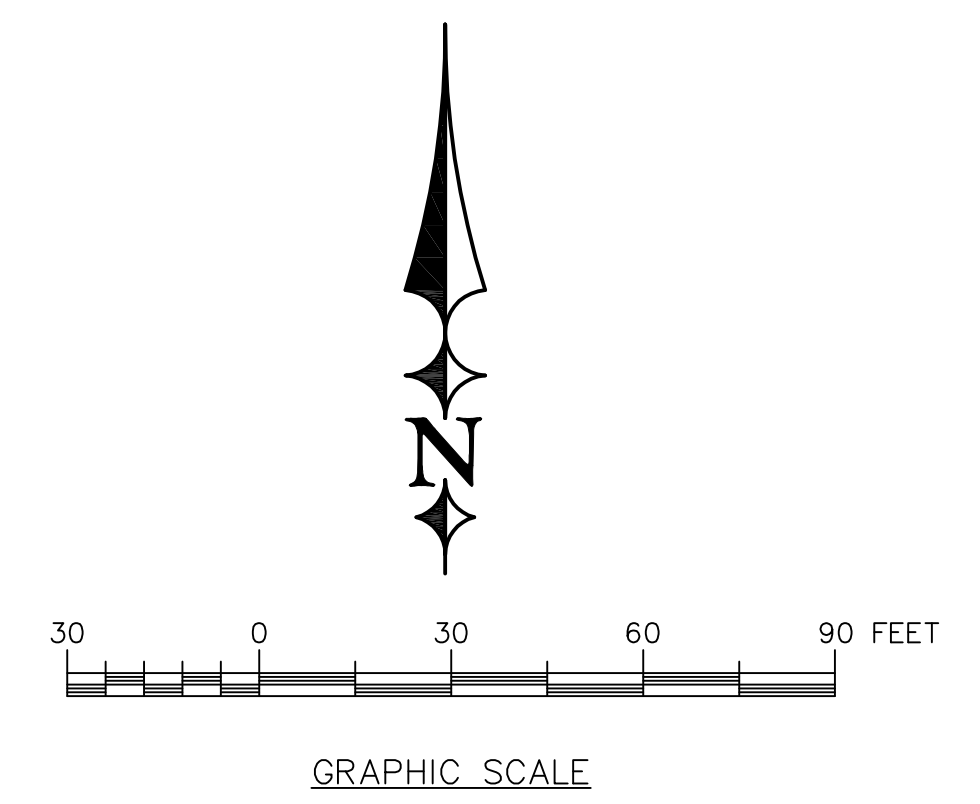
OUTLOT A

OPEN SPACE

PHASE 1  
 MIXED USE  
 RENOVATION

RESIDENT  
 COURTYARD

SECOND STREET



**LEGEND:**

- EXISTING BOUNDARY
- PROPOSED CONCRETE SIDEWALK/APRON
- PROPOSED BITUMINOUS PAVEMENT
- PARKING STALL COUNT (TOTAL PROPOSED = 87)

**KEYED NOTES:**

- 1 INSTALL BITUMINOUS PAVEMENT. REFER TO DETAIL 1/C5.
- 2 INSTALL B612 CONCRETE CURB. REFER TO DETAIL 2/C5.
- 3 CONSTRUCT CONCRETE ADA RAMP. REFER TO DETAIL 5/C5.
- 4 INSTALL 4" CONCRETE SIDEWALK. REFER TO DETAIL 4/C5. 6" CONCRETE PAVEMENT FOR 4A.
- 5 MODULAR BLOCK WALL WITH RAILING (VERSA LOK BRONCO). ANY WALL OVER 4-FT IN HEIGHT SHALL BE DESIGNED BY AN ENGINEER AND A SIGNED PLAN SET OF DRAWINGS SHALL BE PROVIDED TO THE CITY PRIOR TO START OF CONSTRUCTION.
- 6 INSTALL "STOP" TRAFFIC CONTROL SIGN.
- 7 CONSTRUCT CONCRETE ENTRANCE APRON. SEE DETAIL 10/C5.
- 8 6" MIN. TOPSOIL AND HYDRO SEEDED WITH LOW GROW FESCUE @ 220 LBS. PER ACRE, W/20 LBS. PER ACRE ANNUAL RYE.
- 9 INSTALL HANDICAP SIGNAGE. SEE DETAIL 1/C2.
- 10 INSTALL FENCING AT RETAINING WALL PER ARCHITECT DETAIL
- 11 INSTALL CONCRETE APRON SECTION, SEE DETAIL 10/C5
- 12 INSTALL CONCRETE TRUCK DOCK APRON USE SECTION FOUND IN DETAIL 10/C5
- 13 INSTALL BIT. TRAIL SECTION SEE DETAIL 11/C5
- 14 INSTALL CONCRETE FILLED 6" STEEL BOLLARD (4-FT BELOW GRADE AND 3.5-FT ABOVE GRADE) CAP WITH STANDARD YELLOW COVER FROM IDEAL SHIELD.
- 15 INSTALL TRASH ENCLOSURE W/GATE AND CONCRETE PAD PER DETAIL 10/C5.
- 16 RIP RAP STORM WATER DISSIPATER
- 17 CONSTRUCT ACCESSIBLE RAMP LANDING, 2% MAX SLOPE EITHER DIRECTION, W/ (2) NEENAH UNPAINTED TRUNCATED DOME PLATES
- 18 2"-4" LIMESTONE ROCK MULCH OVER GEOTEXTILE FABRIC TYPE IV, NON WOVEN.

**LAYOUT NOTES:**

- 1) ALL RADII TO FACE OF CURB
- 2) ALL DIMENSIONS TO THE FACE OF CURB UNLESS NOTED OTHERWISE.
- 3) PAVEMENT STRIPING TO BE 4" WIDE WHITE EPOXY PAINTED STRIPE.

**ERICKSON CIVIL**  
 333 North Main Street, Suite 201  
 Hastings, MN 55033  
 Phone (612) 309-3804  
 www.ericksoncivilsite.com

DRAWING PHASE:
OWNER REVIEW
✓ AGENCY REVIEW
BID DOCUMENT
FOR CONSTRUCTION
AS-BUILT DOCUMENT

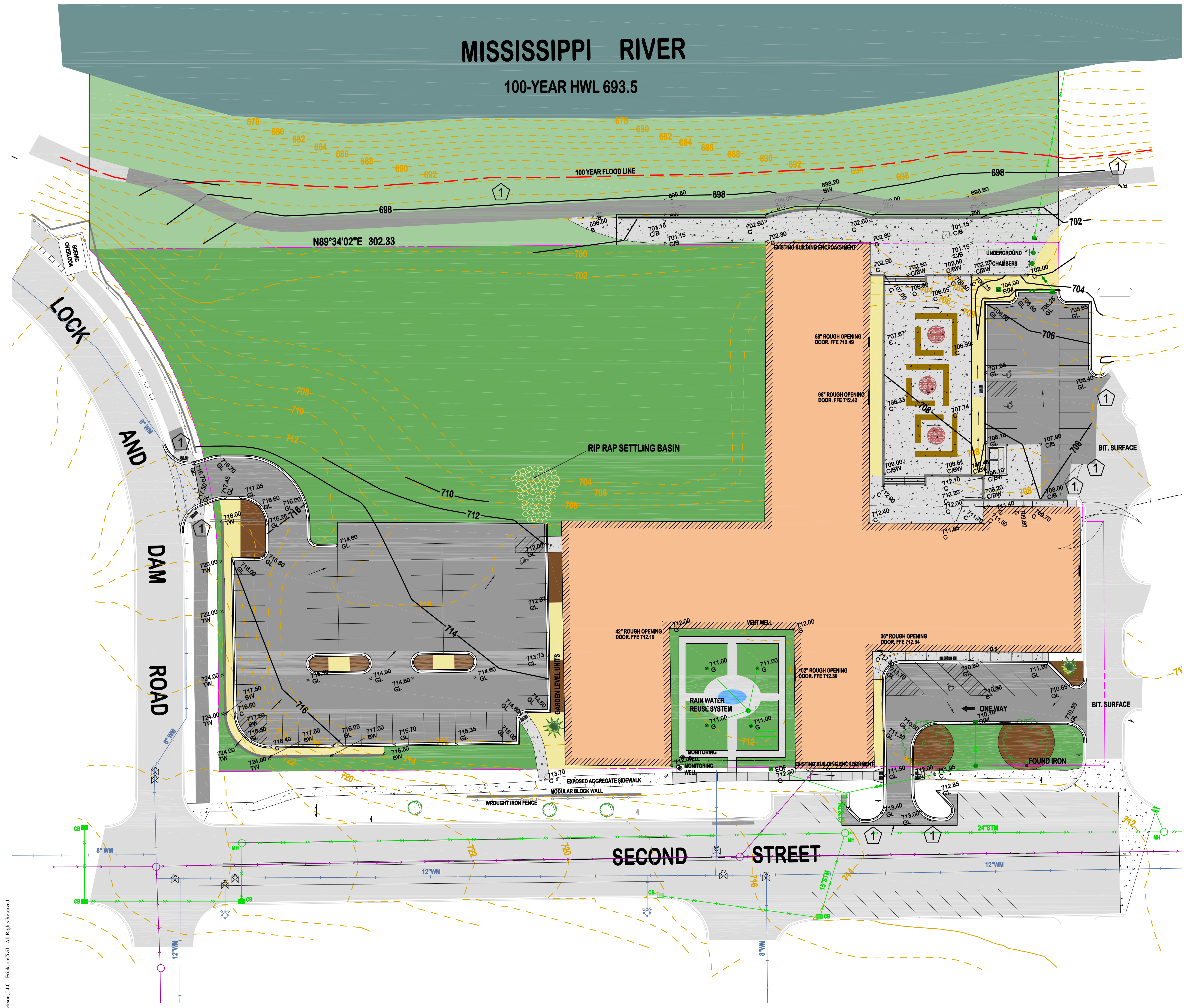
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.  
  
 TODD A. ERICKSON, PE  
 40418  
 LICENSE NO.  
 09/03/2015  
 DATE:

OWNER/DEVELOPER  
**CONFLUENCE, LLC**  
 101 East 10th Street, Suite 300  
 Hastings, MN 55033

PROJECT TITLE  
**GREAT RIVERS LANDING**  
 HASTINGS, MINNESOTA

NO.	REVISION	DESCRIPTION	DATE

JOB NO. 15-143  
 SHEET TITLE  
**LAYOUT PLAN**  
 SHEET NO.  
**C2**  
 SHEET 2 OF 6



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TODD A. ERICKSON, PE  
 40418  
 LICENSE NO.  
 09/03/2015  
 DATE:

- LEGEND:**
- EXISTING PROPERTY BOUNDARY
  - EXISTING 1-FT CONTOUR
  - PROPOSED 1-FT CONTOUR
  - PROPOSED SPOT ELEVATION
  - GUTTER LINE
  - CONCRETE SURFACE
  - BITUMINOUS SURFACE
  - TOP OF WALL
  - BOTTOM OF WALL
  - REPRESENTS EXISTING GRADE.

**KEYED NOTES:**

MATCH EXISTING BITUMINOUS PAVEMENT ELEVATIONS.

OWNER/DEVELOPER  
**CONFLUENCE, LLC**  
 101 East 10th Street, Suite 300  
 Hastings, MN 55033

PROJECT TITLE  
**GREAT RIVERS LANDING**  
 HASTINGS, MINNESOTA

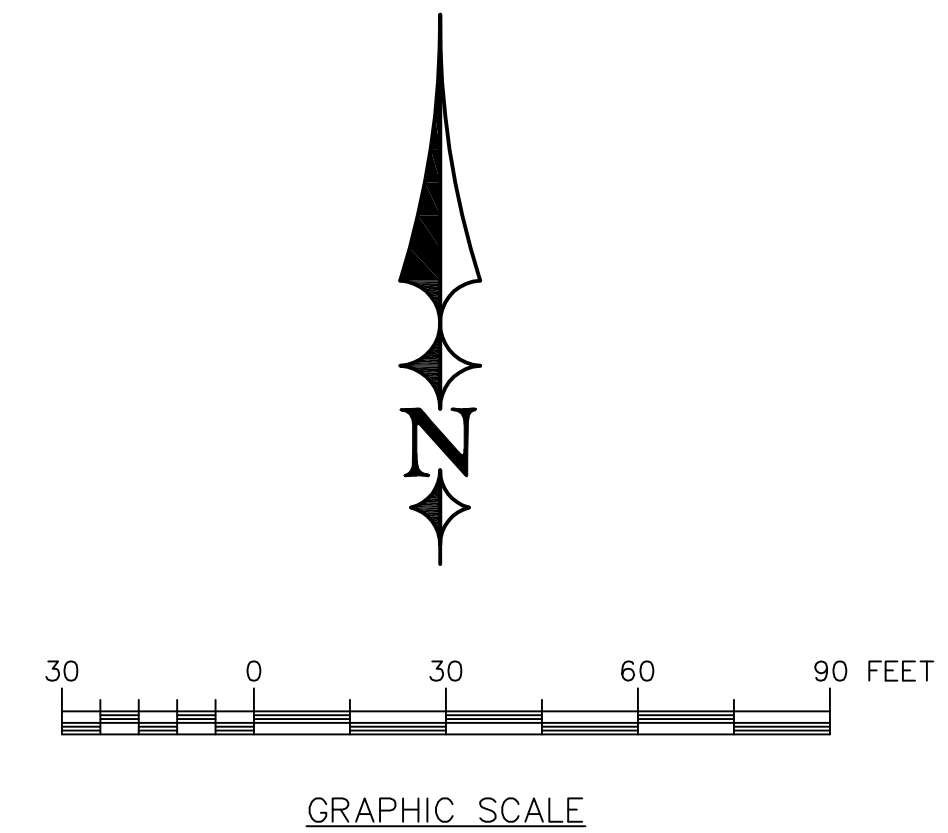
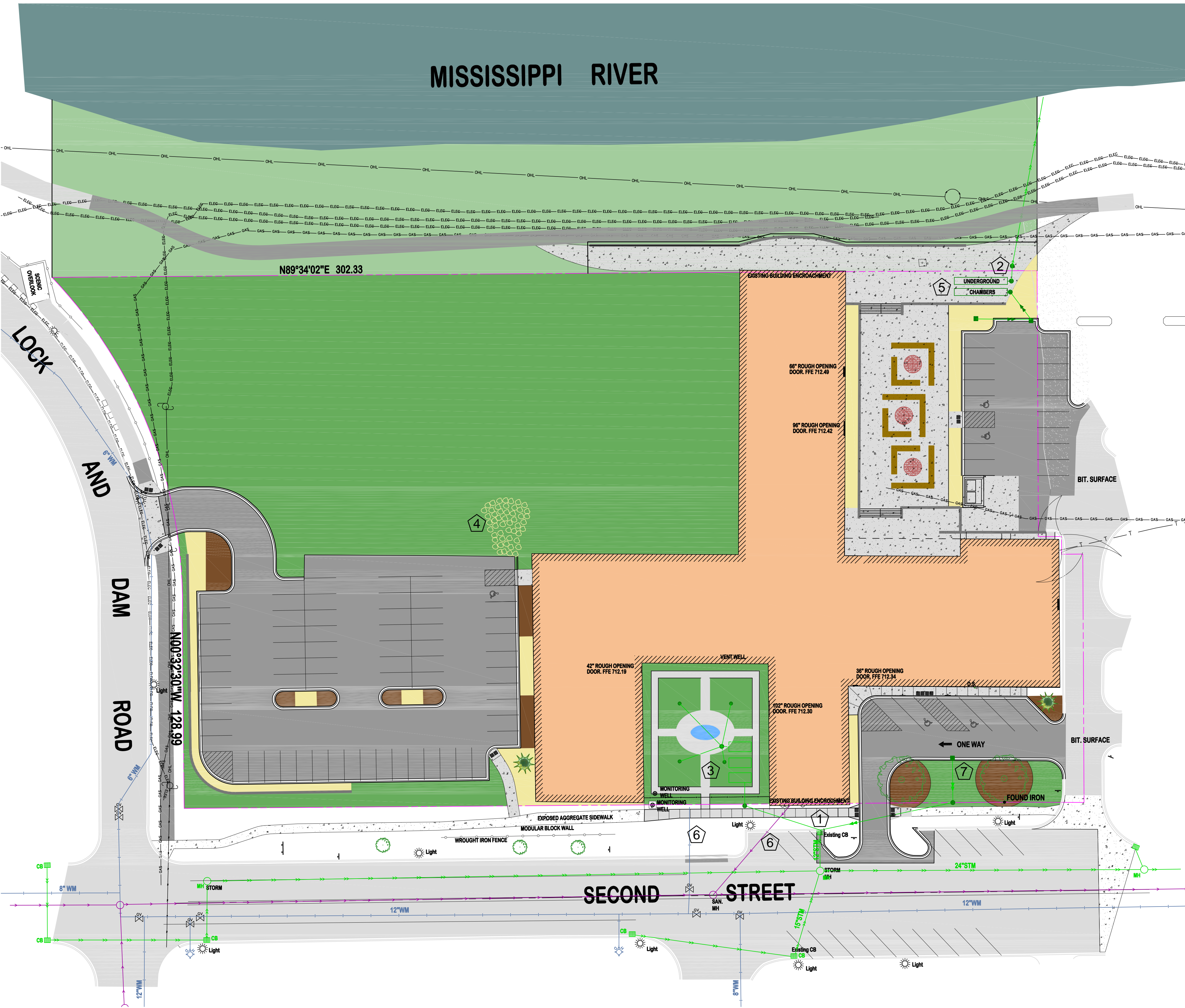
NO.	REVISION DESCRIPTION	DATE

JOB NO. 15-143

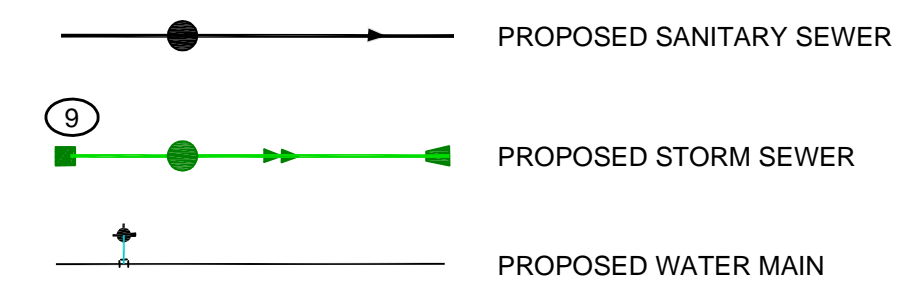
SHEET TITLE  
**GRADING PLAN**

SHEET NO.  
**C3**  
 SHEET 3 OF 6

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**LEGEND:**



**KEYED NOTES:**

- 1 CONNECT TO EXISTING CATCH BASIN
- 2 CONSTRUCT MANHOLE STRUCTURE OVER EXISTING STORM LINE. LOCATION SHALL BE VERIFIED.
- 3 RAIN WATER REUSE TANKS AND WATER FEATURE FOR CIRCULATION OF STORED WATER. TO BE UTILIZED FOR IRRIGATION OF PROPERTY.
- 4 STORM WATER TO SHEET FLOW OFF OF PARKING AREA TO RIP RAP SWALE AND RIP RAP SETTLING POND.
- 5 CONSTRUCT STORM WATER UNDERGROUND DETENTION SYSTEM.
- 6 EXISTING WATER AND SANITARY SEWER TO REMAIN
- 7 CONSTRUCTION NEW CATCH BASIN AND PIPING SYSTEM FROM LOWPOINT TO EXISTING CATCH BASIN.

DRAWING PHASE:	
OWNER REVIEW	
AGENCY REVIEW	✓
BID DOCUMENT	
FOR CONSTRUCTION	
AS-BUILT DOCUMENT	

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

TODD A. ERICKSON, PE  
40418  
LICENSE NO.  
09/03/2015  
DATE:

OWNER/DEVELOPER

**CONFLUENCE, LLC**  
101 East 10th Street, Suite 300  
Hastings, MN 55033

PROJECT TITLE

**GREAT RIVERS LANDING**  
HASTINGS, MINNESOTA

NO.	REVISION DESCRIPTION	DATE

JOB NO. 15-143

SHEET TITLE

UTILITY PLAN

SHEET NO.

**C4**

DRAWING PHASE:	
OWNER REVIEW	
AGENCY REVIEW	✓
BID DOCUMENT	
FOR CONSTRUCTION	
AS-BUILT DOCUMENT	

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*[Signature]*  
 TODD A. ERICKSON, PE  
 40418  
 LICENSE NO.  
 06/03/2015  
 DATE:

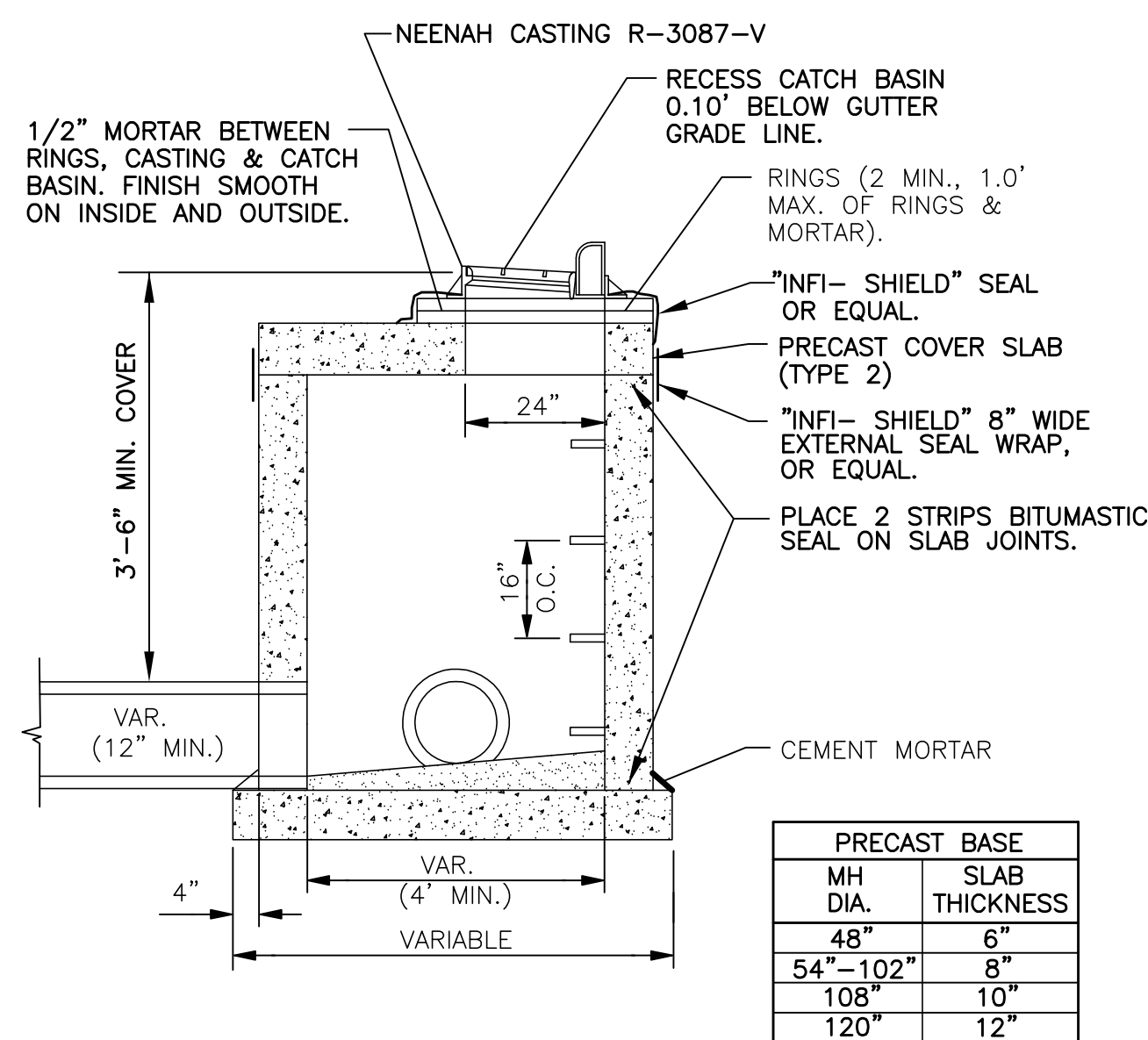
OWNER/DEVELOPER  
**CONFLUENCE, LLC**  
 101 East 10th Street, Suite 300  
 Hastings, MN 55033

PROJECT TITLE  
**GREAT RIVERS LANDING**  
 HASTINGS, MINNESOTA

NO.	REVISION DESCRIPTION	DATE
1	6" GRAVEL NOT 8" GRAVEL	7/27/15

JOB NO. 15-143  
 SHEET TITLE  
**DETAILS**

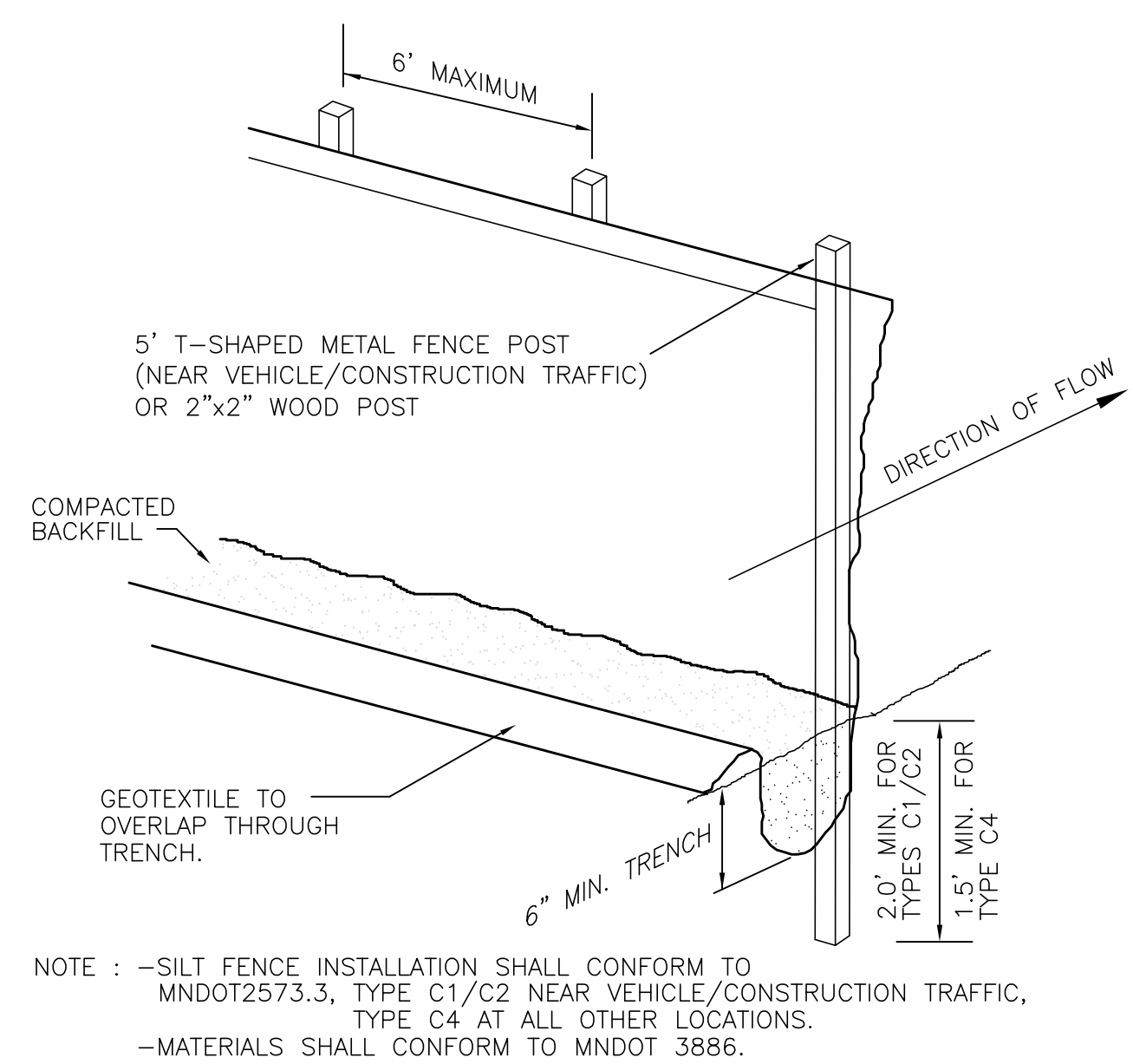
SHEET NO.  
**C5**  
 SHEET 5 OF 6



PRECAST BASE	
MH DIA.	SLAB THICKNESS
48"	6"
54"-102"	8"
108"	10"
120"	12"

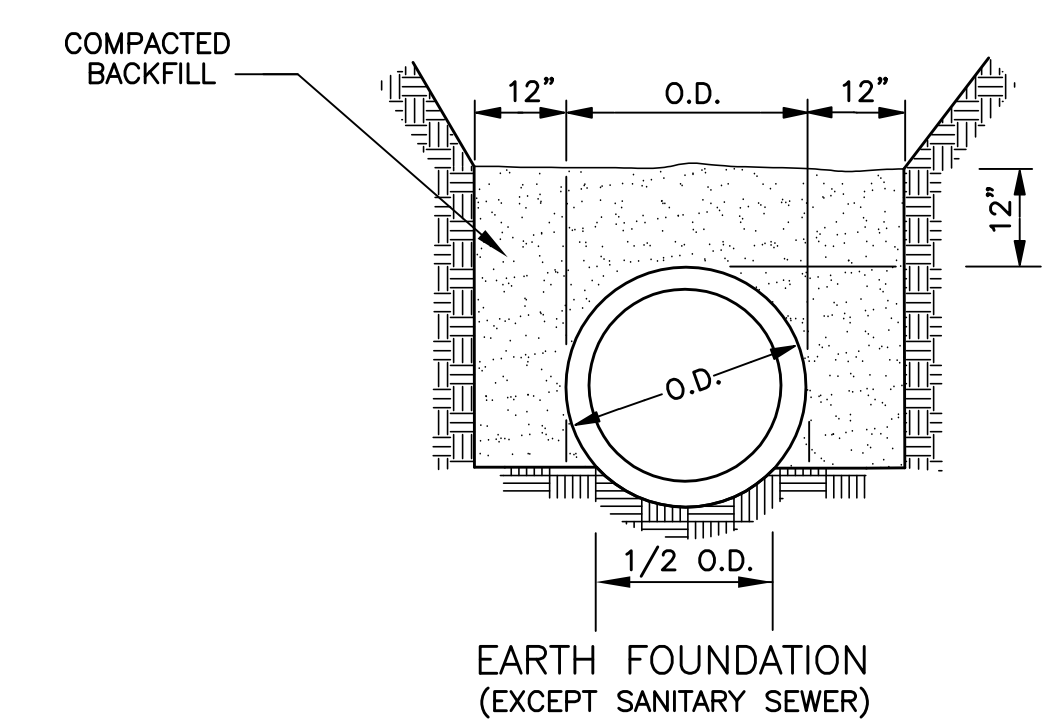
NO WOOD SHALL BE USED FOR ADJUSTING CASTING; CEMENT MORTAR ONLY.  
 CAST IRON FRAME & GRATE CASTINGS PER SPECIFICATIONS.  
 MANHOLE STEPS SHALL BE CAST IRON, ALUMINUM OR STEEL REINFORCED PLASTIC PER ASTM C478. LOCATION SHALL BE AS NOTED IN THE SPECIFICATIONS.  
 PRECAST REINFORCED CONCRETE BASE SLAB & COVER SLAB PER ASTM C478.  
 PRECAST REINFORCED CONCRETE MANHOLE SECTIONS PER ASTM C478, OR 8" CONCRETE MANHOLE BLOCK WITH 1/2" MORTARED EXTERIOR.  
 FURNISH PRECAST CONCRETE MANHOLE SECTIONS WITH O-RING GASKETS & LUBRICANT EXCEPT AS OTHERWISE SPECIFIED.  
 FILL OPENING BETWEEN PIPE AND MANHOLE WALL WITH CEMENT MORTAR. INSIDE SURFACE SHALL BE FINISHED SMOOTH.

**9 CATCH BASIN/MANHOLE**  
 C5 NO SCALE

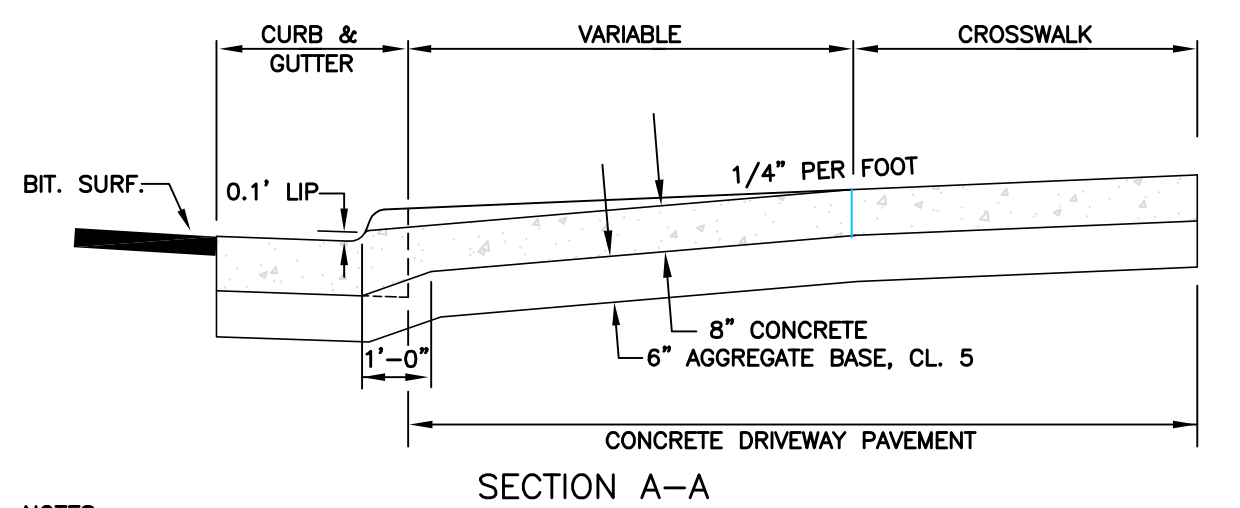
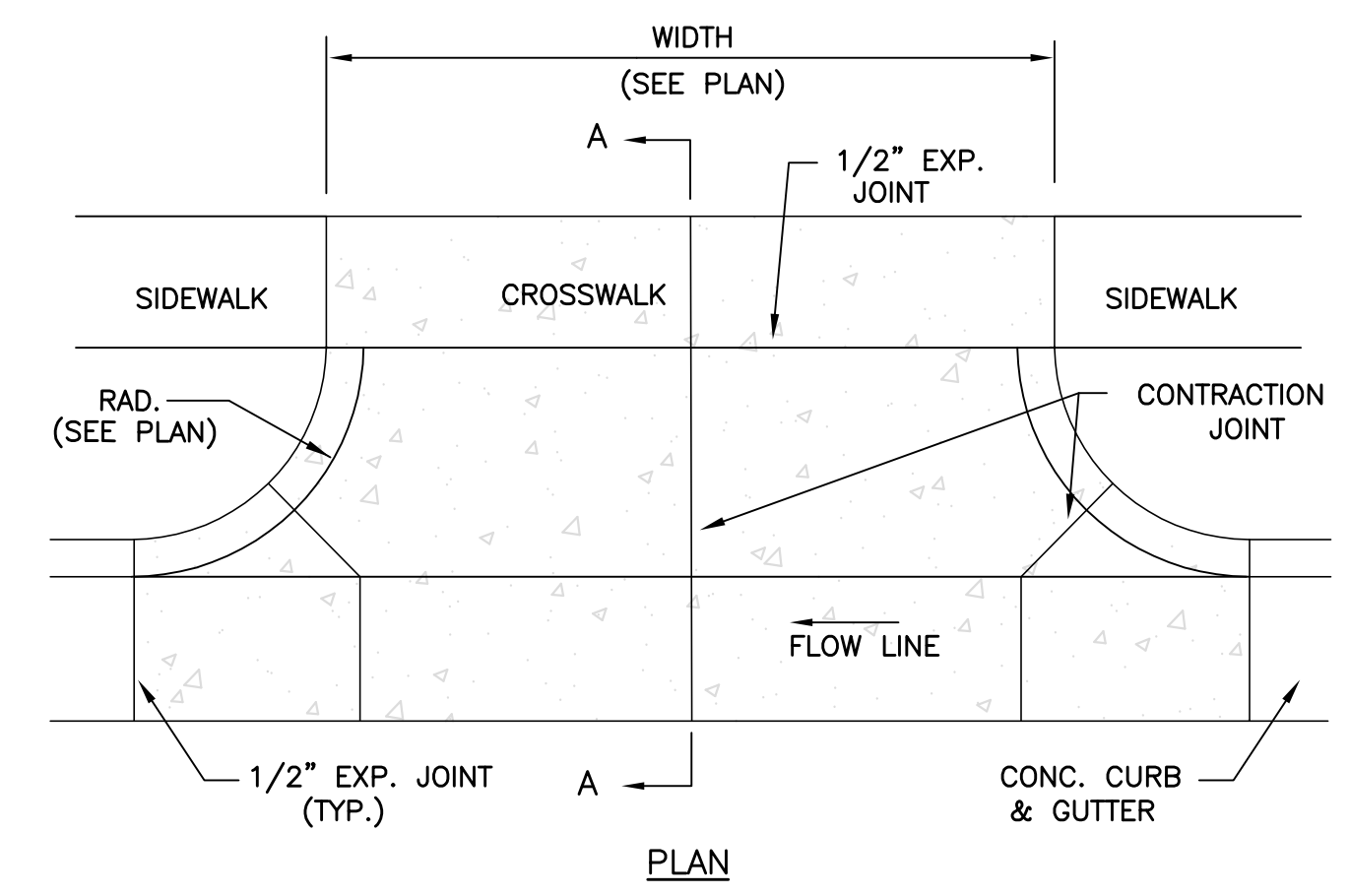


NOTE: -SILT FENCE INSTALLATION SHALL CONFORM TO MNDOT2573.3, TYPE C1/C2 NEAR VEHICLE/CONSTRUCTION TRAFFIC, TYPE C4 AT ALL OTHER LOCATIONS.  
 -MATERIALS SHALL CONFORM TO MNDOT 3866.

**6 SILT FENCE**  
 C5 NO SCALE

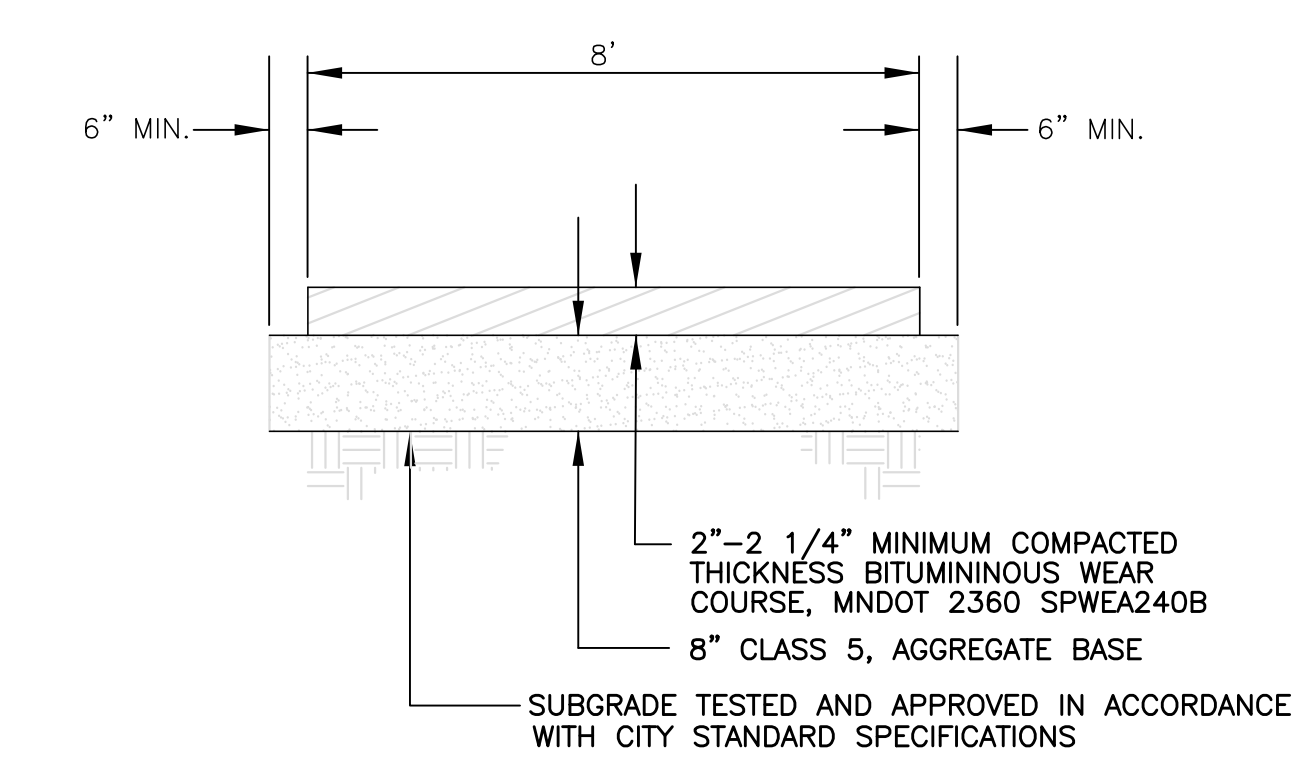


**7 PIPE FOUNDATION DETAILS**  
 C5 NO SCALE



NOTES:  
 1. PANEL WIDTH SHALL NOT EXCEED 10' WITHOUT CONTRACTION JOINT.  
 2. WHERE SIDEWALK EXISTS OR IS PROPOSED, CROSSWALK SHALL BE SAME THICKNESS AS DRIVEWAY.  
 3. CONCRETE SHALL BE 4000 PSI MIN., WITH FIBER MESH

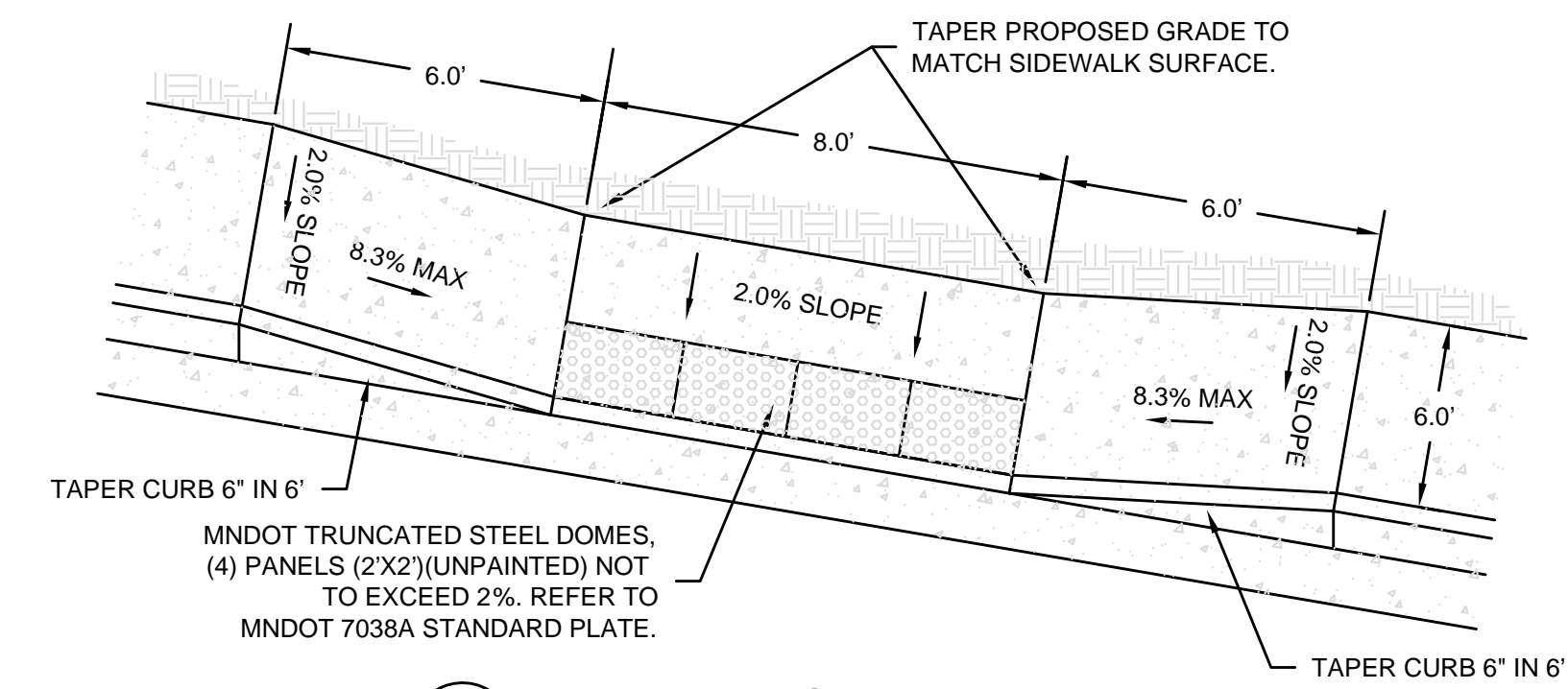
**10 CONCRETE DRIVEWAY**  
 C5 NO SCALE



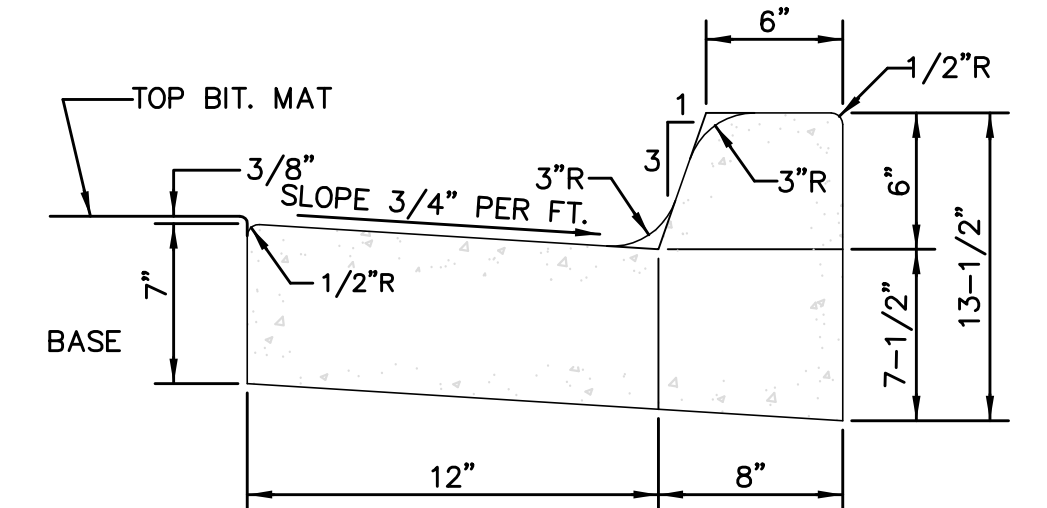
1. PROVIDE 2% CROSS-SLOPE TO MAINTAIN POSITIVE DRAINAGE AWAY FROM TRAIL SURFACE THROUGHOUT LENGTH OF TRAIL.

**1 BITUMINOUS PAVING SECTION**  
 C5 NO SCALE

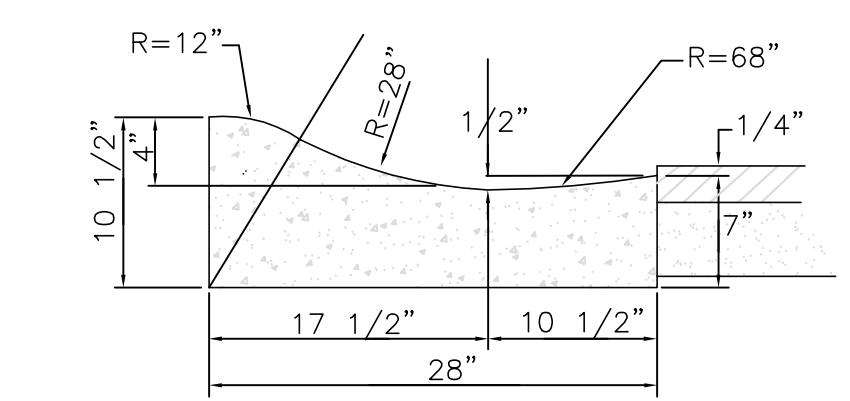
**11 BICYCLE-PEDESTRIAN PATH**  
 C5 NO SCALE



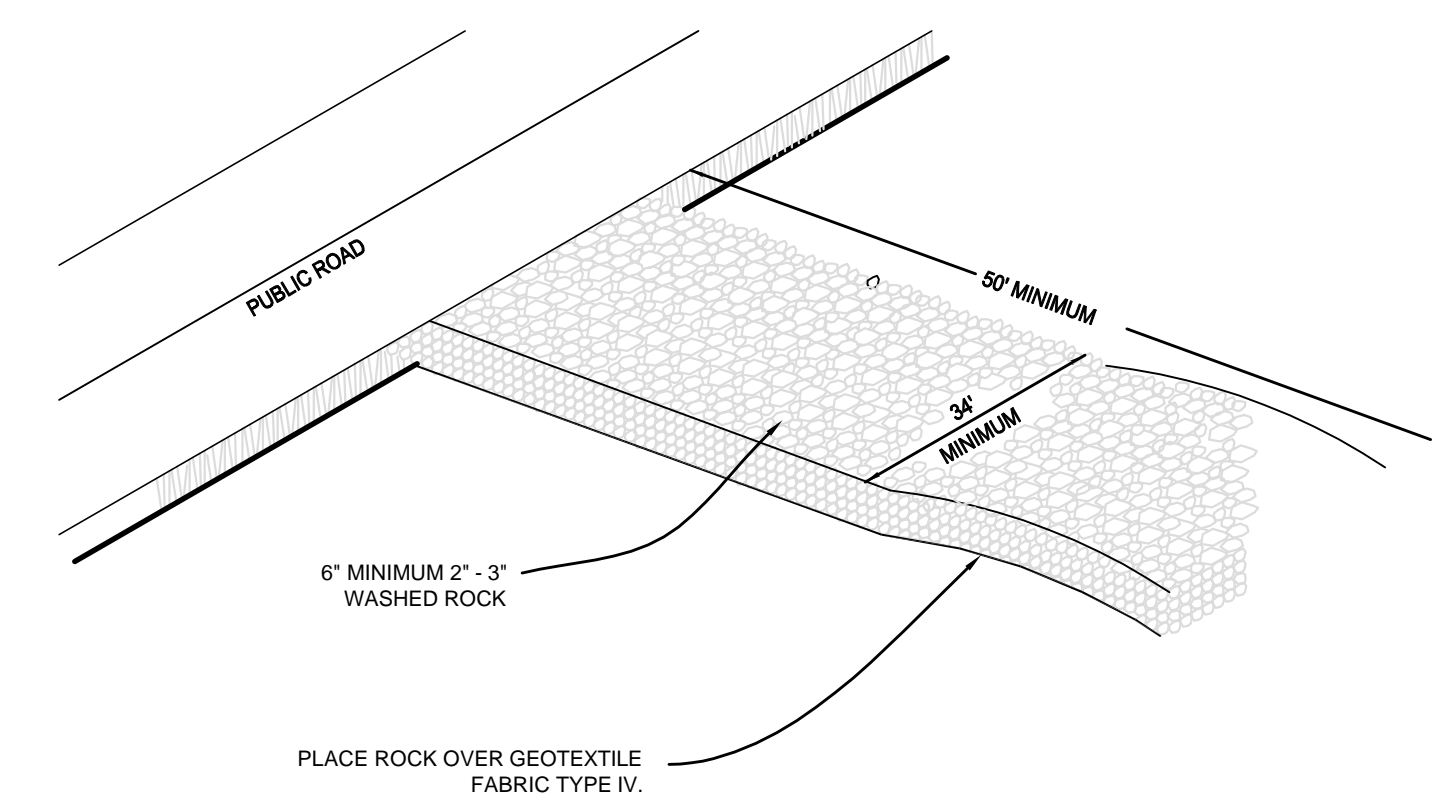
**5 PARALLEL CURB RAMP**  
 C5 NO SCALE



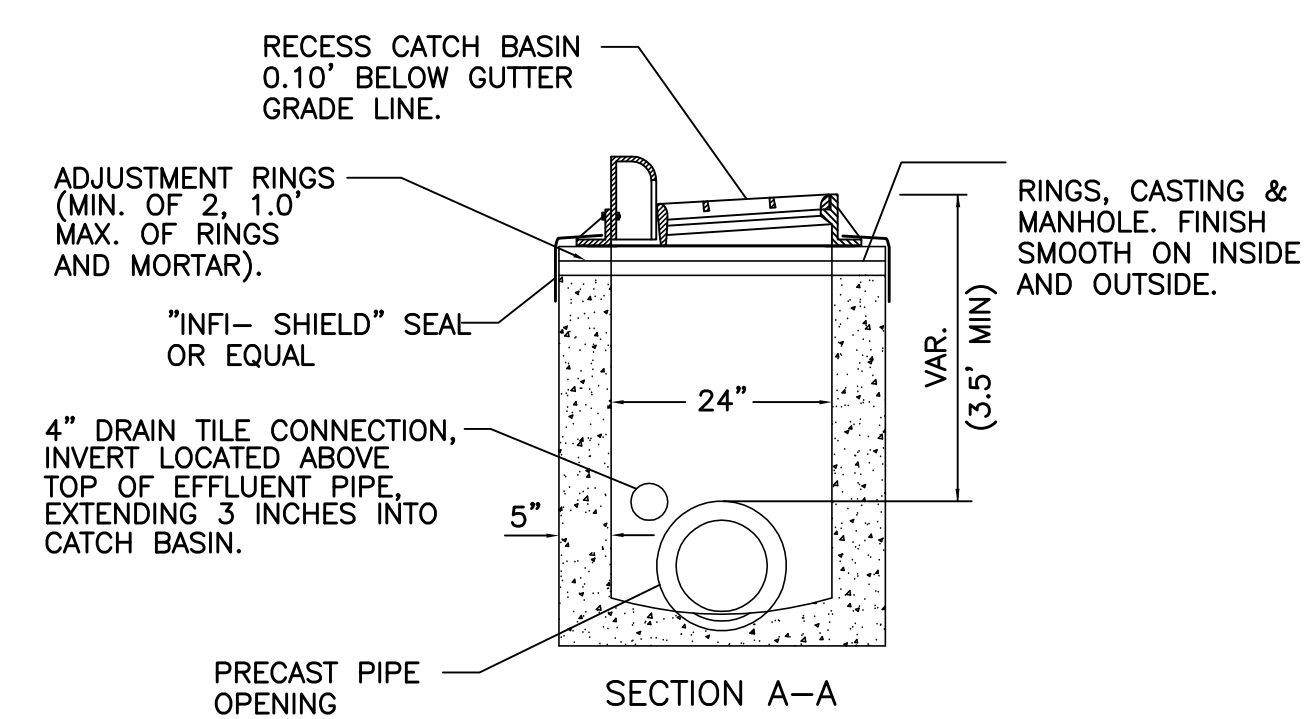
**2 B612 CURB & GUTTER**  
 C5 NO SCALE



**3 SURMOUNTABLE CURB & GUTTER**  
 C5 NO SCALE

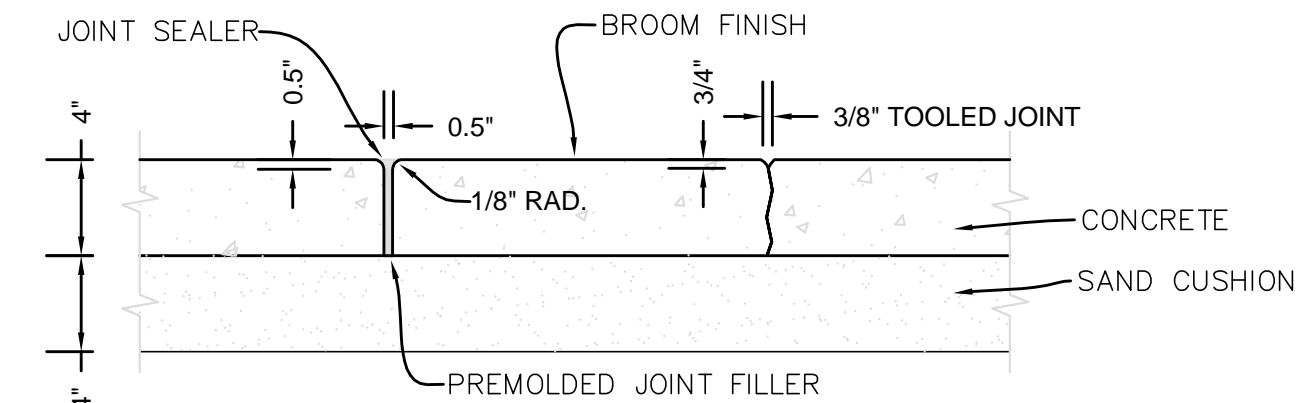


**6 ROCK CONSTRUCTION ENTRANCE**  
 C5 NO SCALE



PRECAST REINFORCED CONCRETE CATCH BASIN & BASE SLAB PER ASTM C478

**8 CATCH BASIN**  
 C5 NO SCALE



NOTES:  
 TOOLED JOINTS:  
 1) JOINT SPACING SHALL MATCH WALK WIDTH UNLESS SHOWN OTHERWISE ON PLANS.  
 EXPANSION JOINTS:  
 1) WHERE WALK BUTTS ANY FIXED OBJECT SUCH AS WALLS, CURBS, MANHOLES, ETC.  
 2) 45' ON CENTER MAXIMUM OR AS SHOWN ON PLANS.  
 3) JOINT SEALER SHALL MEET ASTM D-412, GRAY, SELF LEVELING, EPOXY, AS WITH "QUICKJOINT 300" OR EQUAL.

**4 CONCRETE SIDEWALK DETAIL**  
 C5 NO SCALE



**GREAT RIVER LANDING  
HASTINGS, MINNESOTA**





**KEY**

- Public Improvement Area
- 1 Restaurant Outdoor Dining
- 2 Terraced Plaza
- 3 1st Floor Bike/ Boat Rental & Café
- 4 Plaza Entrance
- 5 Plaza with Outdoor Dining
- 6 Interactive Water Feature
- 7 Open Lawn with Sculptural Seating
- 8 Trail Access/ Lower Plaza/ Bike Parking
- 9 Mississippi River Trail
- 10 Sculptural Mounding/ Landscape
- 11 Bio-retention with Sculptural Mounding
- 12 Parking

**GREAT RIVER LANDING**  
 HASTINGS, MINNESOTA  
 SCHEMATIC PUBLIC PLAZA PLAN . 20 JUNE 2014

PROJECT NORTH  
 1" = 60'-0"





**Green Infrastructure Goals**

Total Rainwater Capture Area (as outlined): 122,500 Square Feet  
 Gallons of Water during One-Inch Rain Event: 68,700 Gallons  
 Based on preliminary design and represents optimal capture within defined area.



**A Bioswale / Rain Gardens**  
 The bioswale allows for natural collection and infiltration of rain water, even during major rain events. A naturalized planting scheme of native perennials that can withstand periods of saturated soils and drought will be selected.



**B Roof Runoff**  
 Water will be collected from the roof and piped to an underground cistern that is connected to an irrigation system. Once the cistern is full, excess roof water will be diverted to the bioswale.



**C Irrigation / Cistern**  
 The cistern allows for natural collection and infiltration of rain water, even during major rain events. A naturalized planting scheme of native perennials that can withstand periods of saturated soils and drought will be selected.



**D Road Runoff**  
 Approximately 14,000 SF of stormwater runoff from Second Street and Lock and Dam Road can be diverted into tree wells and bioswales. During a one-inch rain event, potential capture could be 7,800 gallons.



**E Cistern**  
 The cistern will receive roof water and be utilized for irrigation of the lawn and other landscaped areas.



**F Parking Lot Runoff**  
 Water will sheet flow toward the bioswale / rain gardens and allow for absorption of 13,000 gallons of water during a one inch rain event. Permeable paving will be explored should the capacity of the rain gardens be maximized.



**G Lawn Infiltration**  
 The oval lawn will accommodate a wide range of uses ranging from picnics to festivals. The lawn will be engineered for good drainage and optimal turf growth, allowing for summer long events to take place.



**H Sculptural Berming**  
 The park consists of elliptical forms, including berming throughout the rain gardens. Children of all ages can climb onto the berms to get a closer look at the perennial plantings within the bioswales or lay back and watch the clouds go by.





**Memorandum**

**TO: John Hinzman**

**FROM: Barry Alberts**

**DATE: September 30, 2015**

**RE: Great River Landing Parking Analysis**

As we discussed, the Great River Landing team has reviewed the parking assessment that you have provided to us that was used to calculate the likely parking demand and necessary parking spaces to accommodate the mix of uses within the first phase of the project. As you requested, having undertaken a number of similar mixed-use projects in downtown areas, we have – among other input – looked to those projects to help determine what we believe is the best way to deal with this important aspect of the project’s success. While neither we nor the City wish to inundate this key riverfront site with large swaths of land devoted to surface parking, which would involve significantly reducing the park area, reasonably close parking available is a mutual goal. One of the benefits of mixed-use projects is that patrons often utilize more than one “use” per visit, so the concept of shared parking works very well. In addition, the mix of uses is different at different times of the day or week, so that a single parking space can be utilized in different ways, rather than it sitting empty for long periods of the day or night. It is also a very positive thing for downtown business and activity to encourage residents and visitors to “park once” and then walk to a number of different downtown venues. The Great River Landing project serving as the western “anchor” of Hasting’s

downtown and the new Pavilion as the eastern anchor - connected by both Second Street and the improved River trail - present a new paradigm for east-west pedestrian movement, especially during warm weather months and events and festivals such as the car shows.

In reviewing your parking calculations, we would suggest the following revisions:

- 1- Apartment Units – The current parking demand calculates 2 spaces per unit as the base. We will be providing each unit 1 reserved parking space per signed lease. Our experience in similar downtown apartment projects is that a ratio between 1.2 and 1.5 is more than adequate. In fact, we have never seen parking demand that exceeds 1.5 spaces per unit; all of our projects are significantly under this. However, to be conservative, we suggest that 1.5 spaces be utilized, reducing the parking demand from 120 spaces to 90 spaces.
- 2- Gallery/Art Space – The ratio utilized is 1 space for every 200 square feet. This is very high and is similar to suburban office building ratios. Much of the gallery space is used as exhibit space and therefore is not intensively used for employees or visitors in great numbers, except for intermittent openings. The number of spaces can be reduced from 20 spaces to 10 spaces.
- 3- River Outfitter – The same ratio as above has been used here. Much of this space will be to store bike and kayak inventory. The number can be reduced from 12 to 6.
- 4- Restaurant (A and B) – The ratio of 1 space per every two seats is not something we have ever seen before. Most commonly used is a square foot ratio; most common is one space for every 250 square feet. Using this ratio, the number of spaces can be reduced from 103 to 23 spaces. Understanding that more people in Hastings may drive specifically to these restaurants, we have – to be safe – doubled this to 46; this results in a reduction of 57 spaces.
- 5- First National Bank Building – the ratio assumes that the full square footage will be occupied as office space, using a typical office space ratio. In fact, only a portion of the Bank building will only be used on a temporary basis, with the entire second floor to be used for storage. The current tenancy requires only 6 spaces. If the remainder of the first floor space would be leased on a temporary basis, up to an additional 12 spaces would be required, reducing the parking demand from 41 to 18, a reduction of 23 spaces.

These revisions result in a reduction of parking demand of 126 spaces.

In addition to a reduction in the internal parking demand of the project, there are significant opportunities for parking adjacent to the property that could be used, or that may be used occasionally when there is a major event occurring on site. The First National Bank site has room for approximately 40 additional spaces, if necessary. We are suggesting that the number of on-street parking spaces along Second Street – now totaling 16 spaces - could be increased by adding on-street spaces further west abutting our property. The public parking under the bridge will be available as well for additional parking. Although it is understood that such public parking cannot be dedicated to private use, these spaces nonetheless will be available during much of the day. It is common that parking requirements in downtown and in-town areas where adjacent public parking and on-street parking is available allows for a reduction in a project parking, up to 25 per cent.

In addition, the potential to allow on-street parking along the east side of Lock and Dam Road would seem to make sense. This is an underutilized area of right of way. During intermittent times of heavily utilized special events, overflow parking aside the property would be a reasonable and safe use. This would be something that we would like to discuss further with you.

Finally, the prospect now appears bright that the Met Council application for funding for a parking ramp on site will be approved. This would add an additional 99 parking spaces available for free public parking.

There is, in addition, one additional element of the Great River Landing that uniquely provides a significant “safety valve” vis-à-vis parking availability, especially during the occasional very high demand situations, such as the auto show, River regattas, and holiday events. While it is an inappropriate and uneconomical use of space in urban areas to provide on-site for the number of spaces that may be utilized during these occasional high demand events, the fact that one of the project partners owns a large fleet of buses and shuttle vehicles enables the project to provide shuttle service from other nearby parking areas if need be. We are committed to providing this service if and when necessary.

In summary, our experience indicates that 1) the internal demand for such a mixed use project, using our actual experience, results in a reduction in demand of 126 spaces; 2) The First National Bank site for additional and overflow parking, up to 40 spaces, especially in the evening and weekend, will be available; 3) the available of existing and

expanded public and on-street parking immediately adjacent to the site, justifies a further reduction in on-site demand of approximately 41 spaces (@15%); 4) shuttle service to and from nearby existing lots will be provided as necessary during the occasional large event; and 5) the likely funding of the parking ramp will add an additional 99 parking spaces.

Urban Land Institute - Shared Parking Calculation  
Great Rivers Landing Option A - Construction of Parking Ramp

WEEKDAY	Spaces	6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm	12am
Residential	99	99	89.1	84.15	79.2	74.25	69.3	64.35	69.3	69.3	69.3	74.25	84.15	89.1	96.03	97.02	98.01	99	99	99
Retail\Shopping	23	0.23	1.15	3.45	8.05	14.95	19.55	21.85	23	21.85	20.7	20.7	21.85	21.85	21.85	18.4	11.5	6.9	2.3	0
Restaurant	58	0	0	0	0	8.7	23.2	43.5	43.5	37.7	23.2	29	43.5	55.1	58	58	58	55.1	43.5	14.5
Events Space	92	0	0	27.6	55.2	55.2	59.8	59.8	59.8	59.8	59.8	59.8	92	92	92	92	92	92	46	0
Office (1st Natl)	34	1.02	10.2	25.5	32.3	34	34	30.6	30.6	34	34	30.6	17	8.5	3.4	2.38	1.02	0.34	0	0
<b>TOTAL</b>	<b>306</b>	<b>100.25</b>	<b>100.45</b>	<b>140.7</b>	<b>174.75</b>	<b>187.1</b>	<b>201.25</b>	<b>220.1</b>	<b>226.2</b>	<b>222.65</b>	<b>207</b>	<b>214.35</b>	<b>258.5</b>	<b>266.55</b>	<b>271.28</b>	<b>267.8</b>	<b>260.53</b>	<b>207.34</b>	<b>144.8</b>	<b>113.5</b>

WEEKEND	6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm	12am	
Residential	99	99	89.1	84.15	79.2	74.25	69.3	64.35	69.3	69.3	74.25	84.15	89.1	96.03	97.02	98.01	99	99	99	
Retail\Shopping	23	0.23	1.15	2.3	6.9	11.5	14.95	18.4	20.7	23	23	21.85	20.7	18.4	17.25	14.95	11.5	8.05	3.45	0
Restaurant	58	0	0	0	0	8.7	29	31.9	26.1	26.1	26.1	34.8	52.2	55.1	58	52.2	52.2	52.2	29	29
Events Space	92	0	0	27.6	55.2	55.2	59.8	59.8	59.8	59.8	59.8	92	92	92	92	92	92	46	0	0
Office (1st Natl)	34	0	6.8	20.4	27.2	30.6	34	30.6	27.2	20.4	13.6	6.8	3.4	1.7	0	0	0	0	0	0
<b>TOTAL</b>	<b>306</b>	<b>99.23</b>	<b>97.05</b>	<b>134.45</b>	<b>168.5</b>	<b>171.55</b>	<b>182.15</b>	<b>202.15</b>	<b>208.9</b>	<b>198.6</b>	<b>191.8</b>	<b>188.8</b>	<b>235.05</b>	<b>253.4</b>	<b>260.38</b>	<b>261.97</b>	<b>253.71</b>	<b>205.25</b>	<b>154.65</b>	<b>128</b>

Urban Land Institute - Shared Parking Calculation  
Great Rivers Landing Option B - No Ramp

WEEKDAY	Spaces	6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm	12am
Residential	99	99	89.1	84.15	79.2	74.25	69.3	64.35	69.3	69.3	69.3	74.25	84.15	89.1	96.03	97.02	98.01	99	99	99
Retail\Shopping	23	0.23	1.15	3.45	8.05	14.95	19.55	21.85	23	21.85	20.7	20.7	21.85	21.85	21.85	18.4	11.5	6.9	2.3	0
Restaurant	58	0	0	0	0	8.7	23.2	43.5	43.5	37.7	23.2	29	43.5	55.1	58	58	58	55.1	43.5	14.5
Events Space	92	0	0	27.6	55.2	55.2	55.2	59.8	59.8	59.8	59.8	59.8	92	92	92	92	92	92	46	0
Office (1st Natl)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>272</b>	<b>99.23</b>	<b>90.25</b>	<b>115.2</b>	<b>142.45</b>	<b>153.1</b>	<b>167.25</b>	<b>189.5</b>	<b>195.6</b>	<b>188.65</b>	<b>173</b>	<b>183.75</b>	<b>241.5</b>	<b>258.05</b>	<b>267.88</b>	<b>265.42</b>	<b>259.51</b>	<b>207</b>	<b>144.8</b>	<b>113.5</b>

WEEKEND	6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm	12am	
Residential	99	99	89.1	84.15	79.2	74.25	69.3	64.35	69.3	69.3	74.25	84.15	89.1	96.03	97.02	98.01	99	99	99	
Retail\Shopping	23	0.23	1.15	2.3	6.9	11.5	14.95	18.4	20.7	23	23	21.85	20.7	18.4	17.25	14.95	11.5	8.05	3.45	0
Restaurant	58	0	0	0	0	8.7	29	31.9	26.1	26.1	26.1	34.8	52.2	55.1	58	52.2	52.2	52.2	29	29
Events Space	92	0	0	27.6	55.2	55.2	55.2	59.8	59.8	59.8	59.8	92	92	92	92	92	92	46	0	0
Office (1st Natl)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>272</b>	<b>99.23</b>	<b>90.25</b>	<b>114.05</b>	<b>141.3</b>	<b>140.95</b>	<b>148.15</b>	<b>171.55</b>	<b>181.7</b>	<b>178.2</b>	<b>178.2</b>	<b>182</b>	<b>231.65</b>	<b>251.7</b>	<b>260.38</b>	<b>261.97</b>	<b>253.71</b>	<b>205.25</b>	<b>154.65</b>	<b>128</b>