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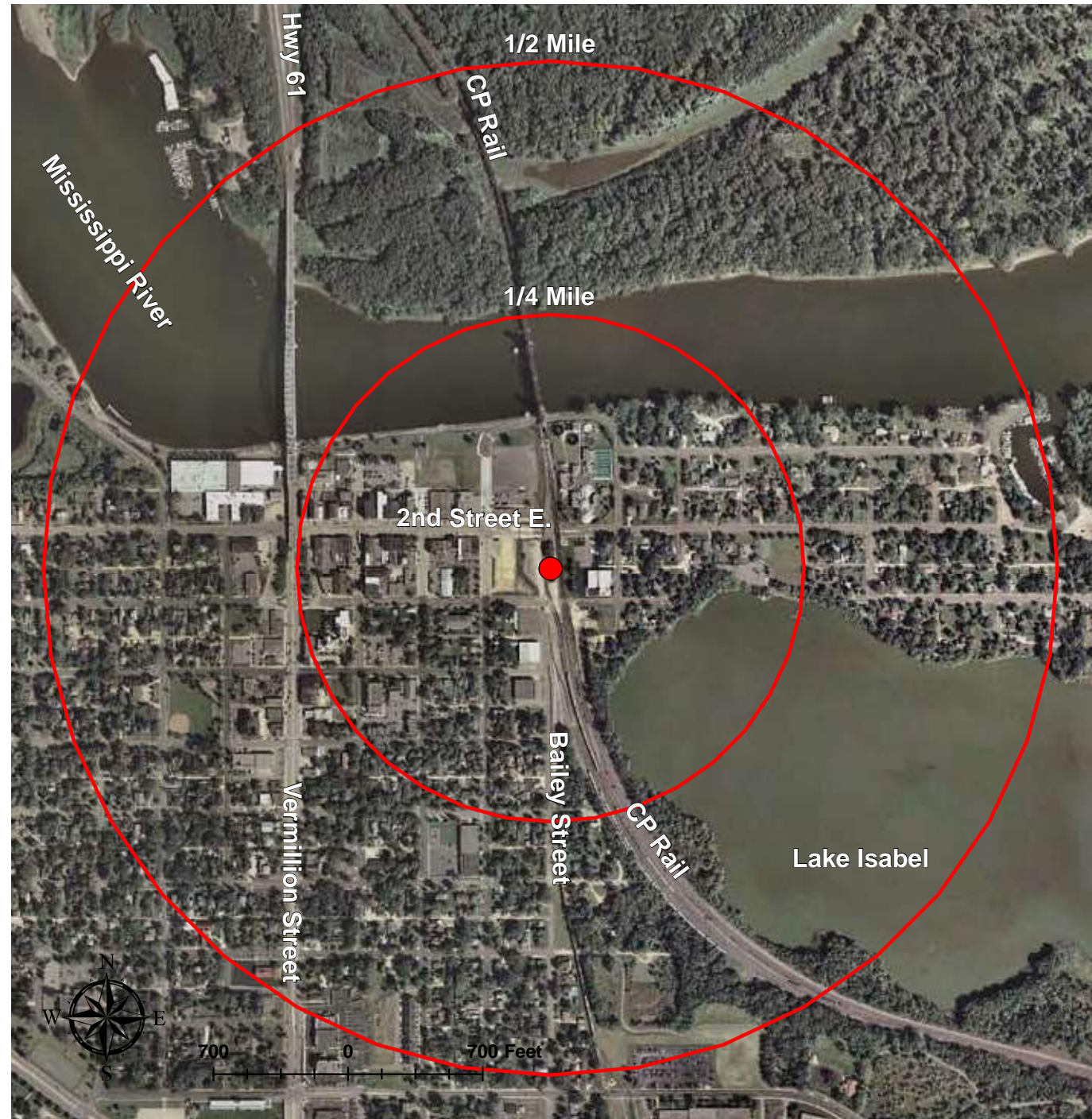
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RED ROCK CORRIDOR COMMUTER RAIL
HASTINGS STATION

LOCATION & CONTEXT

AERIAL & SITE PHOTOS



Hastings Station Area
Aerial Photo - 1 Mile Radius

PARAMETERS / CONTEXT

- Introduce bus service between Hastings and the core city downtowns to establish and demonstrate ridership and then transition to rail in the long term
- The site is adjacent to the existing railroad tracks and depot
- The existing city grid is a dominant feature
- Current sites between the depot and historic downtown are city owned and largely undeveloped
- The site is relatively flat, except near the Mississippi River
- Long-term expectations for parking demand is 500 stalls
- There are challenges for vehicular access due to the existing infrastructure
- The downtown context is established and historical in many ways
- The Mississippi River is visible and accessible from the site/downtown

IDENTIFIERS

- Compatible infill and sensitive development of Park & Ride required
- Access to the depot and Park & Ride facilities from Hwy 61 will need to be carefully coordinated
- Ability for redevelopment on (3) city owned blocks adjacent to station
- Opportunity to build upon the downtown context
- Infill is compatible with City vision for Downtown

TECHNICAL ANALYSIS SUMMARY

TRAFFIC & ACCESS

The Hastings site is located at “Block 16”, between 2nd and 3rd Streets, west of the Canadian Pacific Railroad and the Hastings Train Depot on the southeastern edge of downtown Hastings. This location is intended to transition from a bus-oriented operation to a commuter rail operation with minimal adjustments. This site will be the initial transitway terminus and serve Hastings, eastern Dakota County, as well as commuters from the Red Wing area.

Highway 61/Vermillion Street is a north/south corridor running through the City of Hastings including multiple intersections and direct driveway accesses. It is a congested corridor with many signalized intersections, reduced access spacing, and limited potential for expansion. The Highway 61 bridge of the Mississippi River will be replaced. Construction began in September 2010 and will be completed by 2013. Bailey Street is programmed for a reconstruction project for improvement to a parkway including bicycle trail. This project should begin in five years.

The following shows a list of intersections in the study area and their control:

- Highway 61/Vermillion Street at 4th Street – Signalized
- Highway 61/Vermillion Street at 10th Street – Signalized
- Highway 61/Vermillion Street at TH 55/11th Street – Signalized
- Highway 61 at US 10/Point Douglas Road – Signalized
- Highway 61/Vermillion Street at 3rd Street – Side stop right-in/right-out

The other intersections within the Hastings transportation grid are stop controlled.

ENVIRONMENTAL

The Hastings station site is located outside of the Mississippi River Critical Area, however, it is partially located within the Urban Diversified District. Veterans Memorial Levee Park, Isabel Park, and Oliver’s Grove are considered 4(f) properties. Environmental designations may limit the use, size, and location of the facility and will likely require additional documentation, exemptions, and approvals. However, preliminary environmental review did not uncover any fatal flaws with this location. More detailed information is available in the Study Area Inventory and Analysis Technical Report and Environmental Analysis Memo, available under separate cover.



MARKET ASSESSMENT

The Hastings station area was evaluated for its potential to support future development. This included an analysis of demographic, economic, and market trends as well as key station area characteristics that would influence the amount, type, and timing of new development. The general conclusion is that the Hastings station area has strong development potential over the short and long term, and that any new development will be best served by complementing the existing character of the downtown. Important findings regarding this conclusion were as follows:

Hastings Station Area Characteristics

- Street grid provides numerous access points
- Limited visibility from Hwy 61, but downtown is well-known
- Established commercial and residential neighborhood
- Historic character
- Pedestrian scaled
- Access to Mississippi River
- Several sites available for redevelopment

Hastings Station Area Development Potential

- Historic character is a unique asset
- Recent development proposals were tabled due to recession
- Park and trail features along Mississippi River are an asset
- Established neighborhood means new development can be incremental
- A “sense of place” already exists
- New development should respect existing scale and character

TECHNICAL ANALYSIS SUMMARY, CONTINUED

CULTURAL & HISTORICAL

2nd Street is the “Main Street” in Downtown Hastings. This area is significant due to both the structures and the historic development patterns and uses. The historic City Hall is located within blocks of 2nd Street. Many of the residences to the south of 2nd Street are also significant historically as well. The area is structured around a traditional city grid - a block pattern of streets and avenues.

According to the Hastings Heritage Preservation Commission’s Historic Design Guidelines, new development within any historic district areas must follow the following design standards:

New construction and addition guidelines are not prescriptive, but generally state that the new structure should be of a similar scale, size, height, massing and material as the surrounding buildings, and should relate to the character of the existing streetscape, including the pattern of rooflines, windows and entries. Acceptable building materials include stone, brick, rusticated concrete block, and decorative terra cotta and stucco. Roof equipment projecting above the height of the roofline should be set back and made not visible, and historic features such as transoms, divided lights, signband and bulkheads typical of many storefronts should be included in new design where appropriate.

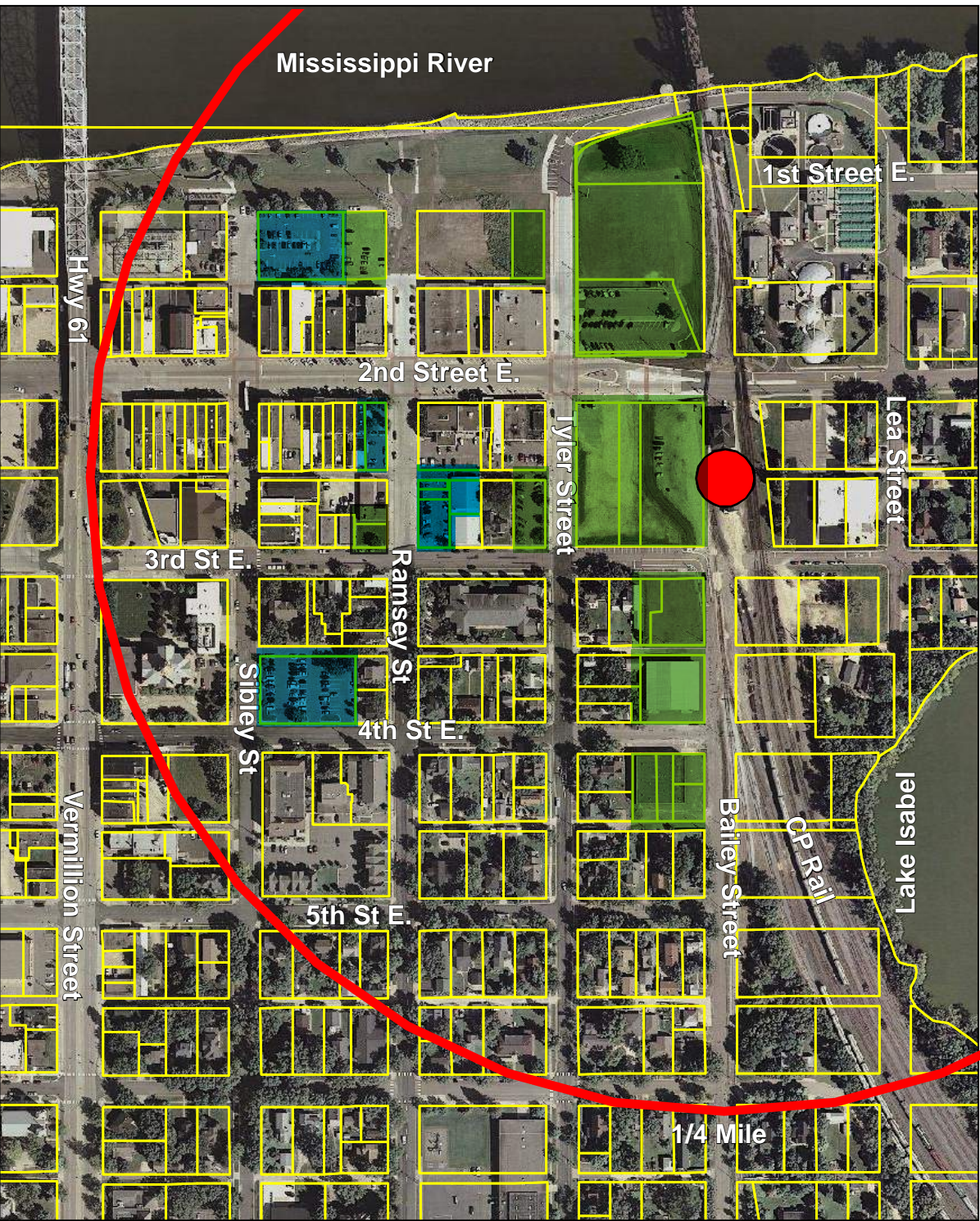
City of Hastings Heritage Preservation Sites

Designated properties not show on the map:

707 1st St East	700 6th St West
615 3rd St West	315 Pine St
625 3rd St West	801 Pine St
700 4th St West	1629 Vermillion St
1512 4th St East	18th St E- Mill Ruins

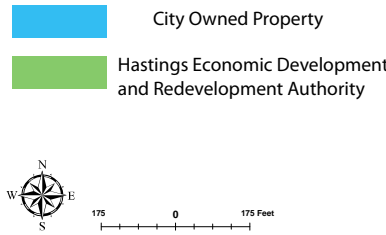
Map by City of Hastings, 2008

OWNERSHIP PATTERNS / LAND USE / REGULATORY / POLICY

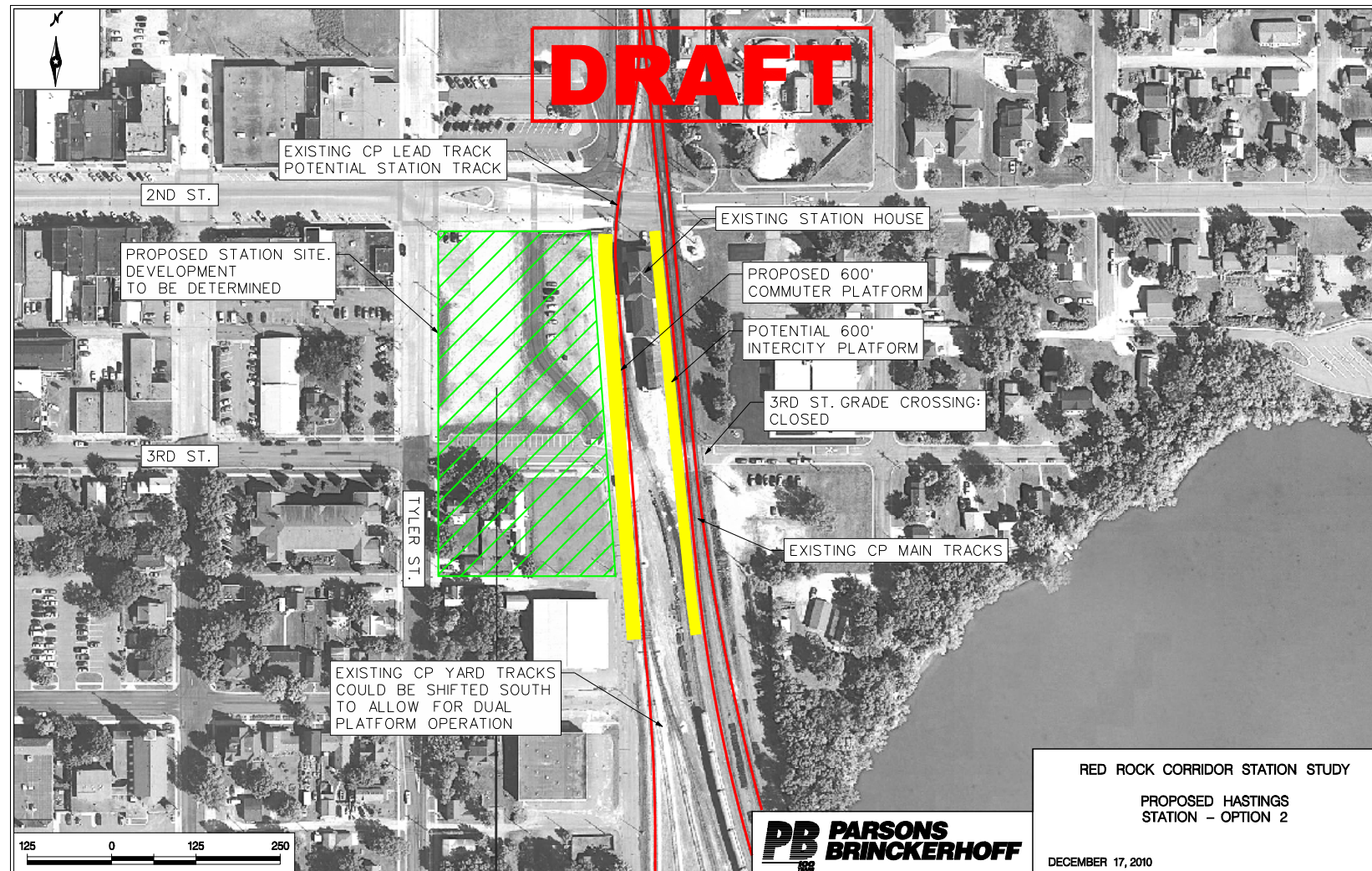


Hastings Station - Property Ownership Near Station Site

The station site is bounded by a single family residential neighborhood to the east and public and commercial property to the west. The City owns several of the parcels east of the station and currently uses them for public parking lots. The City anticipates accommodating Park & Ride facilities on some of these lots in the future, including an interim surface lot and an eventual ramp.



RAIL ANALYSIS



Hastings Station

In the city of Hastings, a historic train station depot exists that is owned and maintained by the CP Railroad. The depot is used for CP operations and would be difficult and cost prohibitive to convert for commuter or passenger rail use. This study assumes that CP will continue to own and operate out of the depot.

The station is located between 2nd and 3rd Streets and the crossings are currently classified as quiet zones. Two potential

feasible platform locations on CP trackage were identified that could meet the 600' platform requirement consistent with the other Red Rock station platforms:

- Option 1 - on the east side of the depot, or
- Option 2 - on the west side of the depot (Preferred)

In Option 1, two main tracks are located on the east side of the depot. The main track immediately adjacent to the building is the most logical track to be used by commuter trains as it abuts the depot building. Because this is the proposed

terminal station for the first phase of implementation in the corridor, trains stopping at this station are subject to layover on the main track for its return trip to Minneapolis/St. Paul. This effectively renders that track unusable for other rail traffic while Red Rock commuter trains are at the station, impeding freight and other passenger operations. This optional platform location is viable when future expansion of the corridor beyond Hastings is warranted.

Another issue for a platform alongside this track is that between the proposed parking area and depot is an active CP track. This track acts as a lead for the yard tracks south of the station depot and also gives access to an industrial track that serves a customer south of 18th Street. The location of this track on the station site is a safety issue because commuter rail customers will have to cross an active track in order to access the commuter platform. Relocation of this track would require that all existing connections to the yard and industry track be retained for operational efficiency. Further study would be needed to evaluate configuration options and costs for track relocation or pedestrian safety measures.

Option 2, using the lead track located between the parking lot and station building as the station track for the commuter trains, could address some or all of the issues involved with Option 1. Option 2 allows commuter trains to pull off the main tracks and avoids consuming track capacity while waiting for their return trip to Minneapolis/St. Paul. Other track connections and infrastructure improvements would need to be made in the area in order to minimize any impact to freight operations that normally use this track.

Also, by placing the commuter operations on this track, the platform could be put in between the track and the proposed parking lot, eliminating the need for passengers to cross a live track to get to the train. However, in order to maintain the 600' main platform length, Bailey St. would need to remain closed between 3rd Street and 4th Street.

The main concern for Option 2 is that it would be difficult for commuter trains to cross back over to the main line tracks to the east in the event of a future extension of the line to Red Wing / Prairie Island Indian Community. The location of the CP yard tracks precludes extending tracks south from the Option 2 platform back to the CP main.

In talks with the CP railroad, it was suggested that it may be possible to utilize both Option 1 and 2 at this location, if the freight yard were to be shifted to the south. This could be done by replicating the capacity removed from the north end of the yard, at the southern end. This would allow Hastings to be a termination point for commuter trains, as well as a through station for MWRRI (high speed) and host future service extension of the Red Rock corridor.

STATION AREA PLANS & VISION

STATION AREA VISION

Hastings is a historic riverfront town that retains much of its original turn of the century character. The city was developed around two major sources of transportation – the Mississippi River and the railroad. A commercial and residential district grew up around this intersection of movement and commerce and Hastings became a thriving riverfront town.

The city has grown and evolved over time but the downtown retains much of the same character as it did over 100 years ago. This character is most evident today on 2nd Street, a traditional four block long “Main Street” that links Highway 61 on the west to the train depot on the east. 2nd Street is flanked by two to three story buildings, for three of the four blocks of downtown. The blocks closest to the existing depot building on the east end of 2nd street are vacant and currently used as municipal parking lots.

The strategy for the Hastings station area plan is to extend the character and scale of the existing downtown towards the future commuter rail station to the east. A future Park & Ride ramp is anticipated to be carefully located north of 2nd Street, tucked behind mixed use development, and it is recommended that low scale residential development be introduced at strategic locations within the downtown area.

A network of sidewalks and trails, including the Vermillion trail, will link current and future uses to the train station and to the broader community. The bike trail and the existing sidewalks will remain an important connection to the station site and platform.

Hastings Station Area Planning Principles

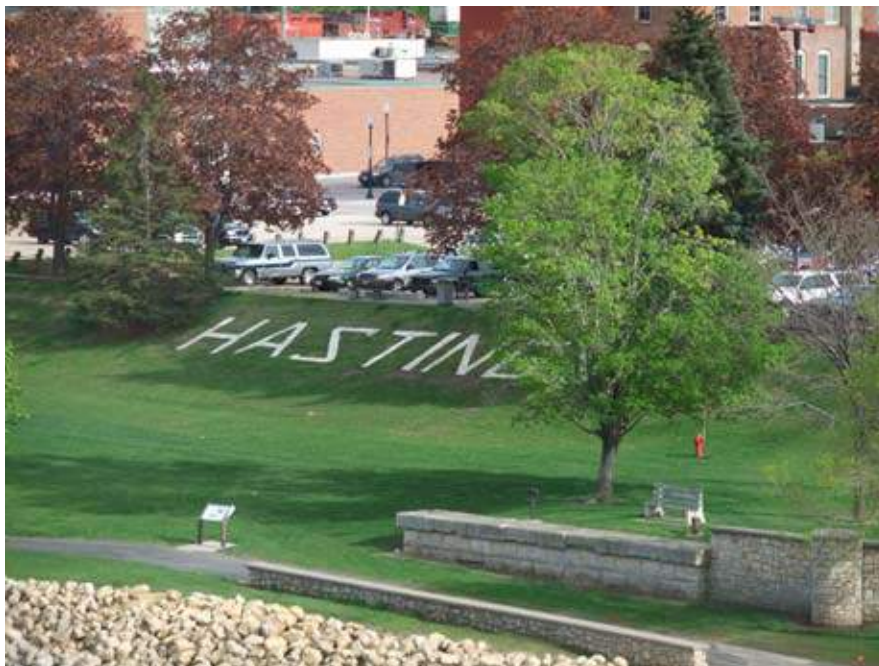
- Integrate development into the existing historic context
- Focus activity on 2nd Street
- Sensitively connect to the riverfront and trail system
- Transit service will be implemented incrementally
- Current uses can remain until they choose to relocate
- Incorporate sustainability
- Plan for the project to be phased over time



Image looking west along 2nd Street or “Main Street” in Downtown Hastings.

Hastings Riverfront, Parks, and Trail Systems

Historically, the Hastings riverfront was lined with industry. Over time, these uses have given way to an emerging Park and Recreation area that is a significant amenity of downtown Hastings. The station area plans seek to enhance this amenity by expanding the trail connections along the riverfront, adding a civic park building and visitor's center, and introducing a low-scale residential development to the east.



The Hastings riverfront is poised to become an important intersection of regional, county, and local trails.



Image looking east along the Hastings riverfront.

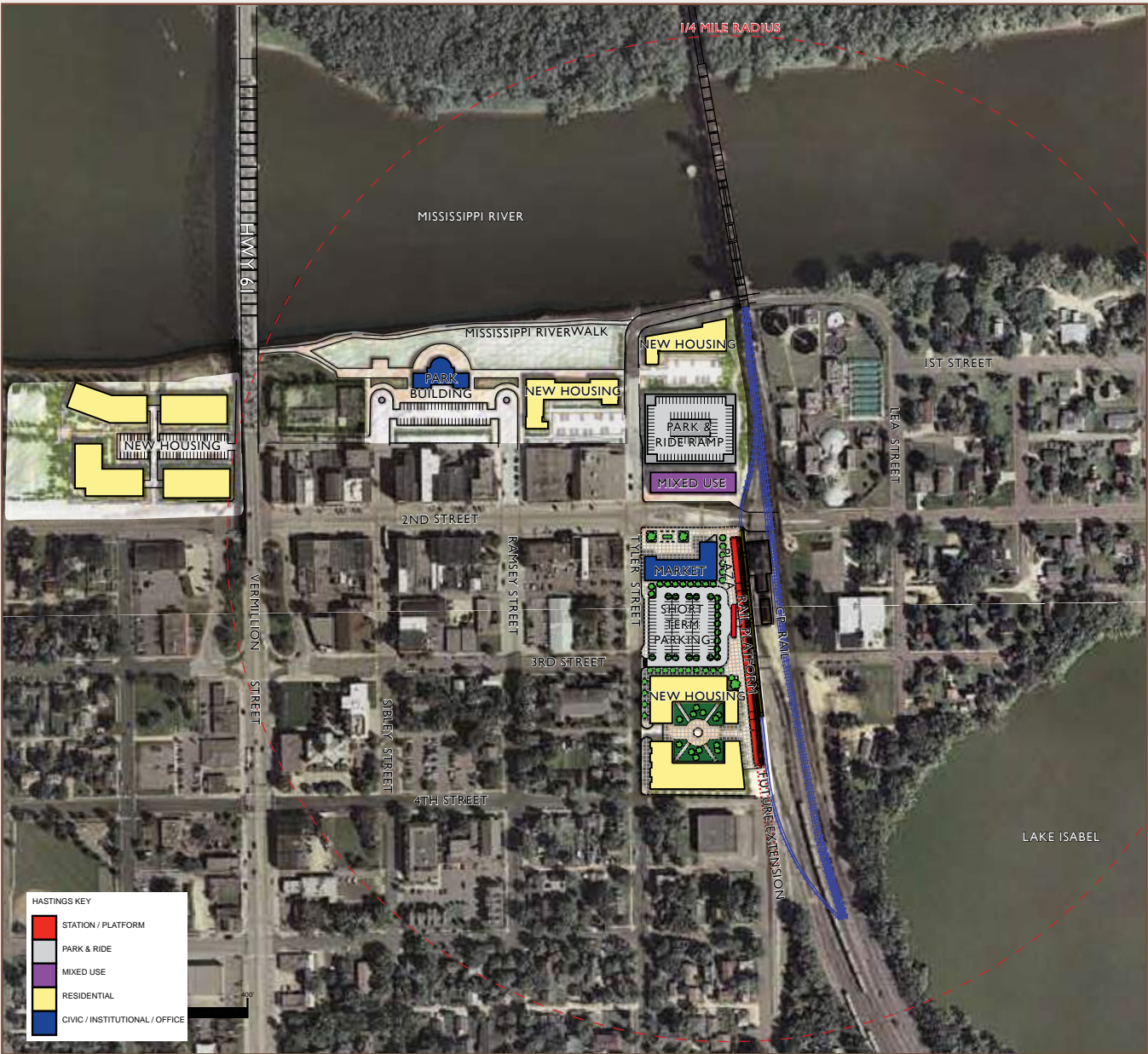
STATION AREA PLANS & VISION, CONTINUED

ILLUSTRATIVE PLAN - NEAR TERM



HASTINGS SHORT TERM STATION AREA CONCEPT PLAN (YEAR 2020)

ILLUSTRATIVE PLAN - LONG TERM



HASTINGS LONG TERM STATION AREA CONCEPT PLAN (YEAR 2040+)



Bird's Eye View looking Northeast

STATION AREA PLANS & VISION, CONTINUED



Image looking east down 2nd Street or “Main Street” in Downtown Hastings.

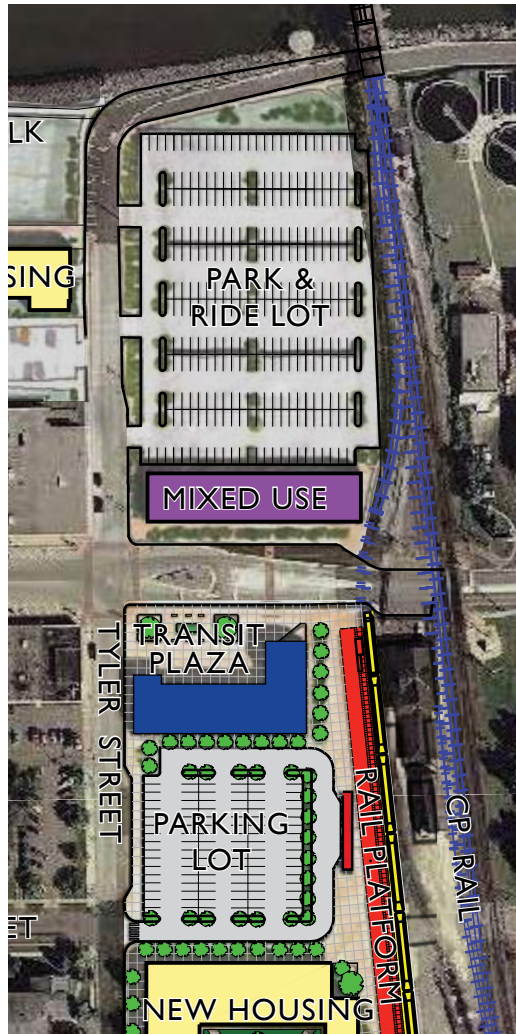
BUILDING ON 2ND STREET

The strategy for the Hastings station area plan is to extend the character and scale of the existing downtown towards the future commuter rail station to the east. A future Park & Ride ramp is anticipated to be carefully located north of 2nd Street, tucked behind mixed use development, and it is recommended that low scale residential development be introduced at strategic locations within the downtown area.

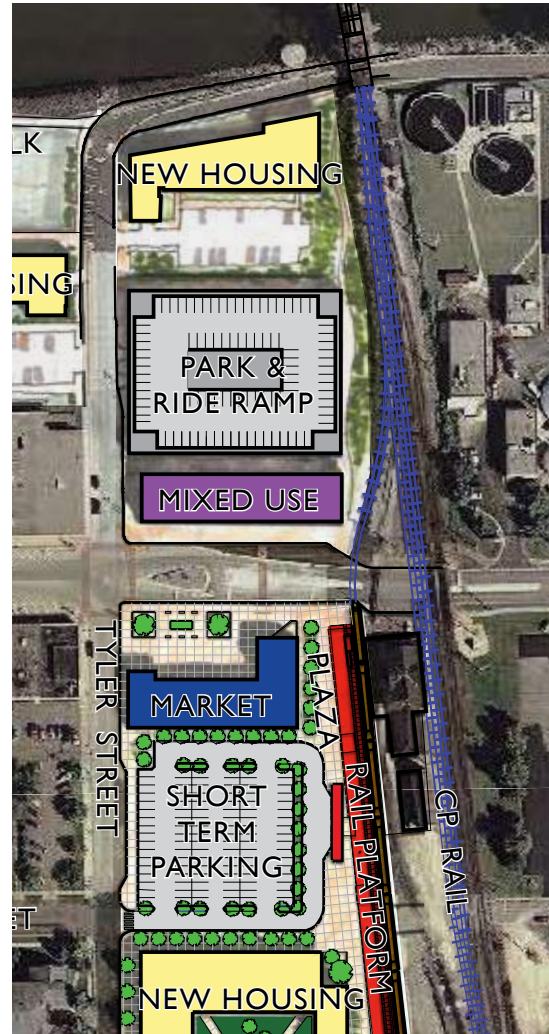


View looking north on Tyler Street from 2nd Street

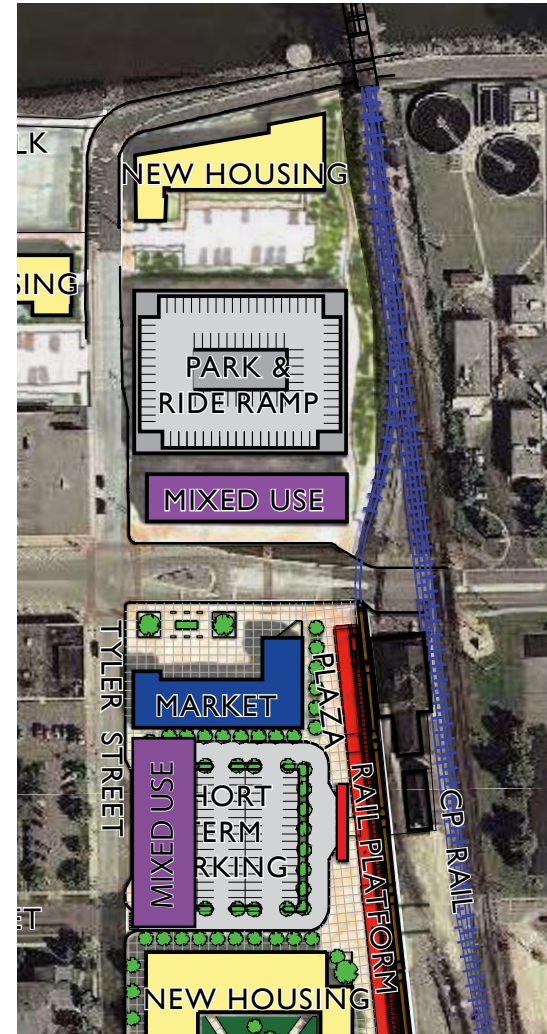




Phase 1 - Surface parking for commuters adjacent to the rail platform and north of 2nd Street.



Phase 2 - Commuter parking shifts to a structured facility north of 2nd Street. Short term parking and passenger drop off adjacent to rail platform.



Phase 3 - Short term parking is reduced to accommodate additional development along Tyler Street.

PHASED PARKING STRATEGY

Several studies have forecasted varying levels of need for commuter parking demand in the City of Hastings by the year 2030:

- The Metropolitan Council Park & Ride plan forecasts a need for a minimum of 90 new parking stalls
- The Red Rock Corridor Bus Feasibility Study indicated a need for 115-285 stalls depending on the level of service
- The Red Rock Corridor Alternatives Analysis estimated a need for 195 stalls, but noted that this number could increase due to it being the last stop on the line

For a long term full build out, 400 commuter stalls were assumed for planning purposes. Planning for this number also allows for shared use of the parking facilities for existing downtown businesses and special events in the City during off-peak times. New development and redevelopment proposed in the concept plans was estimated to require an estimated 668 parking stalls - some of which would be accommodated in new surface lots and underground ramps throughout the station area, the remainder could be accommodated in the structured parking ramp. Because the range in estimated demand is quite varied, phasing the construction of parking facilities and coordinating closely with the City of Hastings will be critical in providing an appropriate amount of parking to meet the current demands.

By early 2011, the City of Hastings had entered into an agreement with the Metropolitan Council to design and construct Park & Ride facilities on a portion of the site directly west of the historic depot. Phase 1 of the parking strategy shows commuters parking in this surface lot as well as the surface lot north of 2nd Street. When demand exceeds capacity at these two surface lots, Phase 2 would be implemented. Phase 2 would shift all commuters to a structured ramp north of 2nd Ave. The lot adjacent to the rail platform would convert to short term parking. Phase 3 shows the short term parking being reduced in order to accommodate additional development along Tyler Street.

STATION AREA PLANS & VISION, CONTINUED

Additional Views and Illustrations



View at “Kiss & Ride” Commuter Drop-off Looking



VIEW OF STATION PLAZA FROM TYLER & 2ND STREET EAST

The transit plaza is designed to be an active public open space that is visible from the main street of downtown Hastings (2nd St). In addition to serving transit users, the plaza is seen as an extension of the commercial district as well as a place for community gatherings. Seasonal activities, such as a farmer's market and fairs, can be accommodated on the plaza and within the civic building. A 100 space surface lot is planned directly south of the plaza and a 400+ stall parking ramp is planned north of 2nd Street to meet parking demand for the transit station as well as area businesses and special events.

Aerial illustration looking northwest. Commuter train platform and new housing development along rail lines in foreground. New Hastings bridge in background.



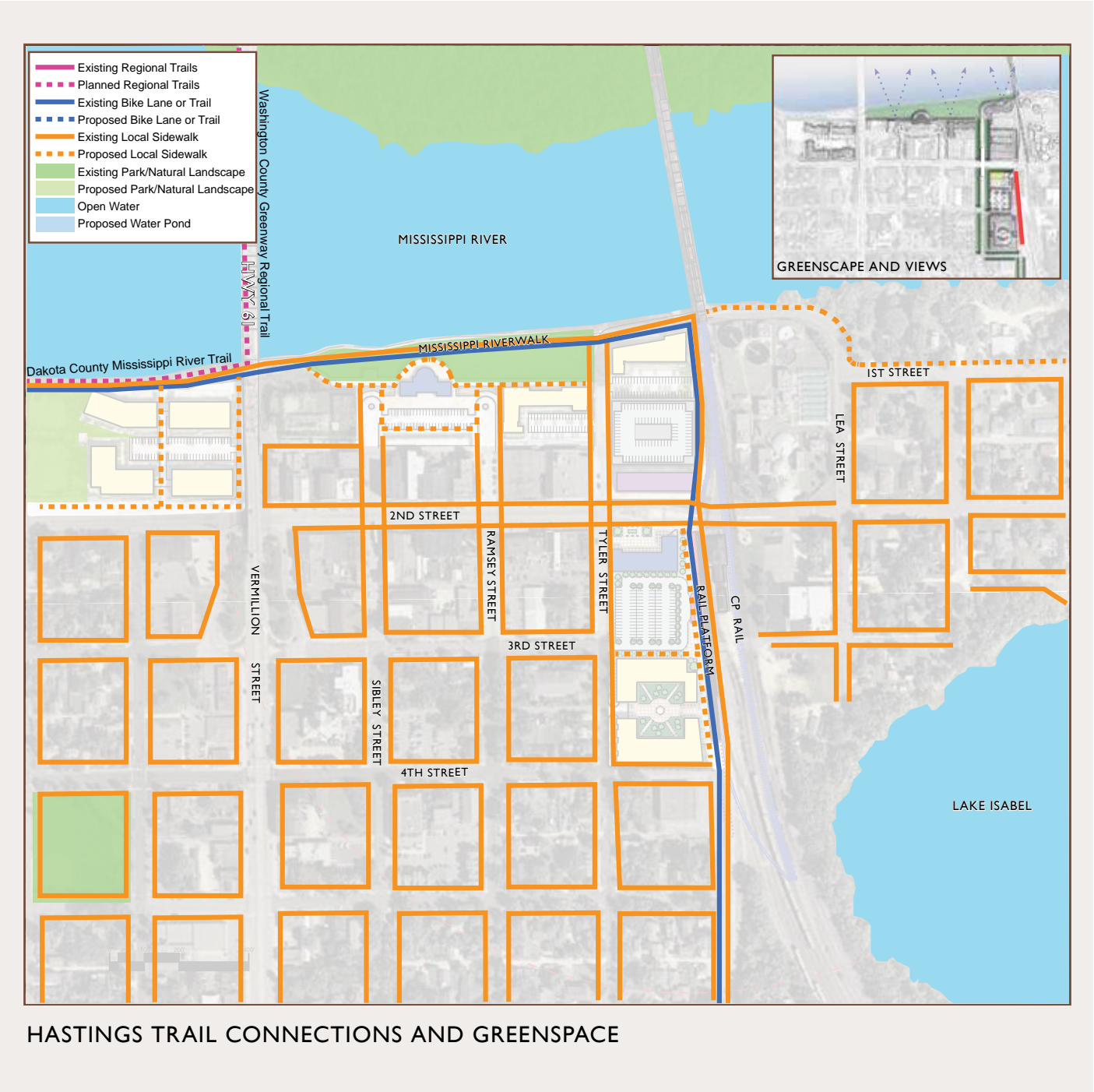
STATION AREA PLANS & VISION, CONTINUED

LAND USE PLAN



Proposed land uses that differ from existing uses are outlined in a dashed line and filled with the corresponding key color.

TRAIL CONNECTIONS AND GREENSPACE



HASTINGS TRAIL CONNECTIONS AND GREENSPACE

RECOMMENDED BUILDING HEIGHTS & TYPE (YEAR 2040)



Hastings Station Area Final Concept Plan - Long Term (2040)

Hastings - Building Scale & Type Summary*

Land Use Type	Building #	Footprint Area (SF)	# Stories	Total
Residential	1	15,000	3	45,000 sf
	2	17,500	3	52,500 sf
	3	12,500	3	37,500 sf
	4	10,000	3	30,000 sf
	5	10,000	3	30,000 sf
	6	10,000	3	30,000 sf
	10	15,000	3	45,000 sf
	11	13,707	2	27,414 sf
Commercial		-		-
Mixed Use	7	10,000	3	30,000 sf
Civic/Institutional/Office	8	7,500	1	7,500 sf
	9	7,500	1	7,500 sf
Industrial		-		-

Recommended Building Scale & Type Summary

Residential	270,000 sf
Commercial	0 sf
Mixed Use	30,000 sf
Civic/Institutional/Office	15,000 sf
Industrial	-
# of Housing Units @ 1200sf each (2BR)	238 Housing Units
Job Growth Potential (@ 350sf per worker)	86 Jobs
Park & Ride (commuter demand)	400 Cars
Parking (new development demand)	668 Cars
Planning Study Focus Area	~ 16 Acres

*plans and calculations are conceptual, based on full build out projections for beyond the year 2040, and may shift as a result of on-going station area planning and programming efforts. Residential SF counts 100% toward Housing Units; Commercial, Civic, Institutional, Office, and Industrial SF counts 100% towards Job Growth; and Mixed Use SF counts 50% towards Housing Units and 50% towards Job Growth.

STATION AREA PLANS & VISION, CONTINUED

INVESTMENTS

WHO PAYS FOR WHAT?

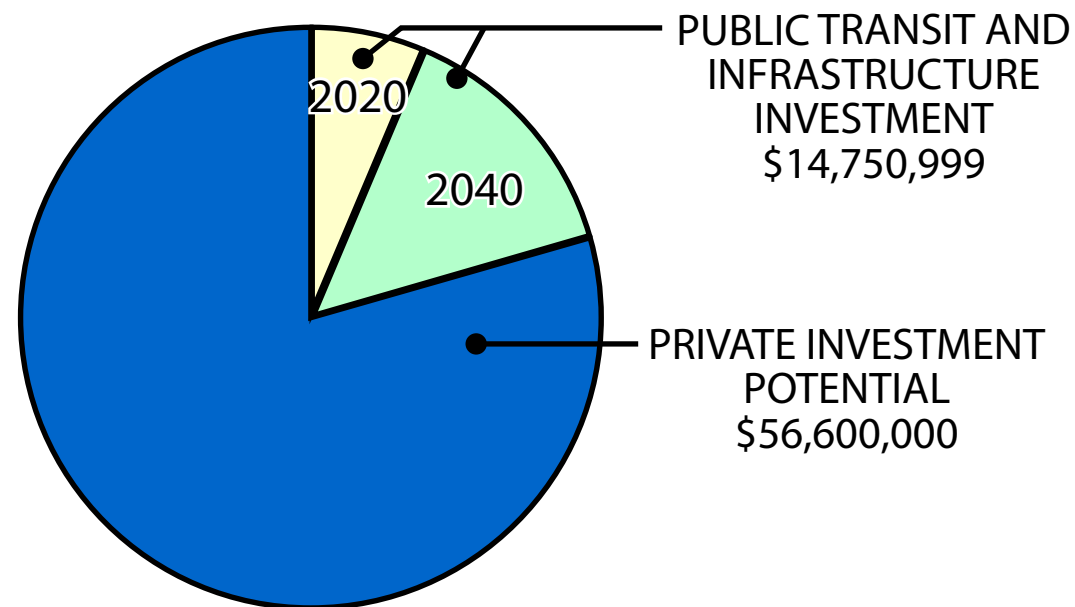
The preliminary cost estimates identified costs for both the transit station, which would be publicly funded, as well as potential development and redevelopment in the surrounding station areas, which would be privately funded. The public funds would cover the costs of the rail platform, any necessary pedestrian bridges, new roadways to access the station, and parking lots or ramps for commuters. The private funds would cover the costs associated with new development or redevelopment including new residential, office, commercial, and mixed-use building projects. The pie charts below show the relationship between public funds to build the stations and the potential for private investment in development and redevelopment surrounding the stations.

HOW MUCH WILL NEED TO BE INVESTED?

The cost estimates include implementation of stations in two phases: initial commuter rail service anticipated in the year 2020, and expansion warranted by the year 2040. The cost estimates include the costs associated with the following elements:

- Rail Platform
- Transit Plaza
- Ticketing & Signage
- Pedestrian Bridges
- Parking Facilities
- Roadways
- Utilities
- Environmental Restoration

Costs associated with track relocations or improvements along the rail corridor are not included in the cost estimate. Please refer to the Cost Estimate Memo, available under separate cover, for additional information.



IMPLEMENTATION & NEXT STEPS

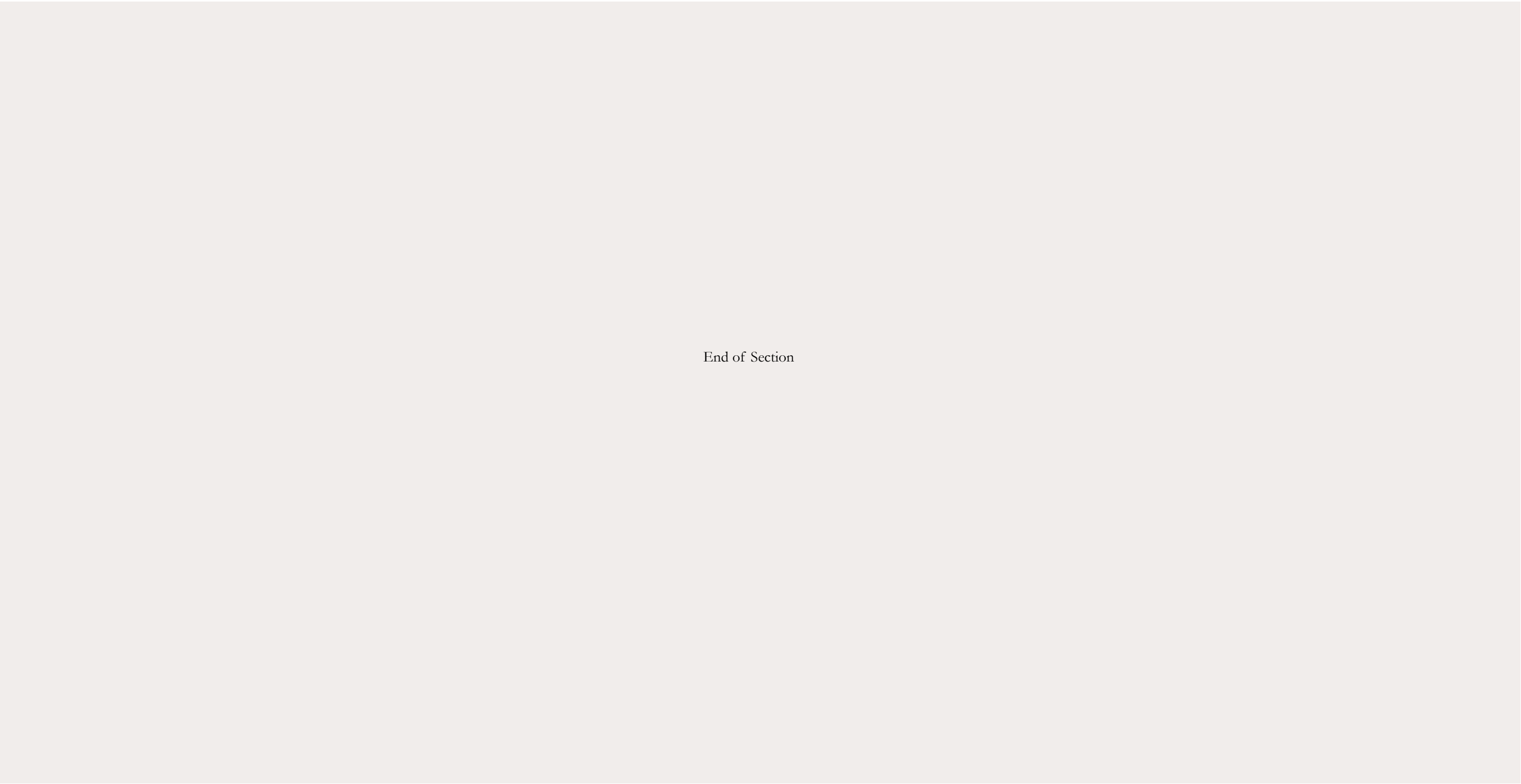
IMPLEMENTATION MATRIX

The matrix to the right identifies station specific tasks and goals in implementing commuter rail in the Red Rock Corridor. The tasks are broken down into the Immediate Term (0-5 years), Mid Term (6-10 years), and Long Term (11+ years) and also identify the responsible parties for each task - the lead agency is marked with an asterisk.

In addition to the station specific matrix in each station chapter, there is a corridor-wide implementation strategies matrix in the introduction section.

More detailed information on implementation strategies are available in the Implementation Guide, available under separate cover.

HASTINGS IMPLEMENTATION STRATEGIES	TIMEFRAME			RESPONSIBILITY (*Lead)				
	IMMEDIATE TERM (0- 5 YEARS)	MID TERM (6-10 YEARS)	LONG TERM (11+ YEARS)	CITY	COUNTY / RRCC	MET COUNCIL / METRO TRANSIT	Mn/DOT	OTHER
Adopt Red Rock Corridor Station Area Planning Final Report				X	X			
Update Comprehensive Plan and Land Use Regulations to support the Station Area Plan				X*	X			
Design and construct a Park & Ride facility in Hastings	X			X*	X	X		
Expand commuter bus service to Hastings Park & Ride	X			X*	X	X	X	
Host workshops and meetings with developers and other interested parties to discuss and encourage private development opportunities and partnerships	X	X		X*	X			Hastings Economic Development and Redevelopment Authority, Private Developers
Continue coordination of environmental review and investigation processes	X	X		X	X*	X		MN Pollution Control Agency, State Historic Preservation Office
Continue coordination with Railroads to establish rail infrastructure improvements needed to implement a commuter rail station in Hastings	X	X		X	X*	X		Canadian Pacific and Burlington Northern Sante Fe Railroads
Strategically undertake land purchases, parcel assembly, and infrastructure improvements	X	X		X*	X		X	
Explore joint development proposals on county-owned land to enhance agency revenues and “jump start” nearby development	X	X		X	X*			
Continue to engage the public and work with local stakeholders to promote improved transit and economic development in the Red Rock Corridor	X	X	X	X*	X	X	X	Red Rock Citizens Advisory Committee
Design Development and Final Design of Transit Station		X		X	X*	X		
Construct Transit Station			X	X	X*	X		



End of Section

End of Document