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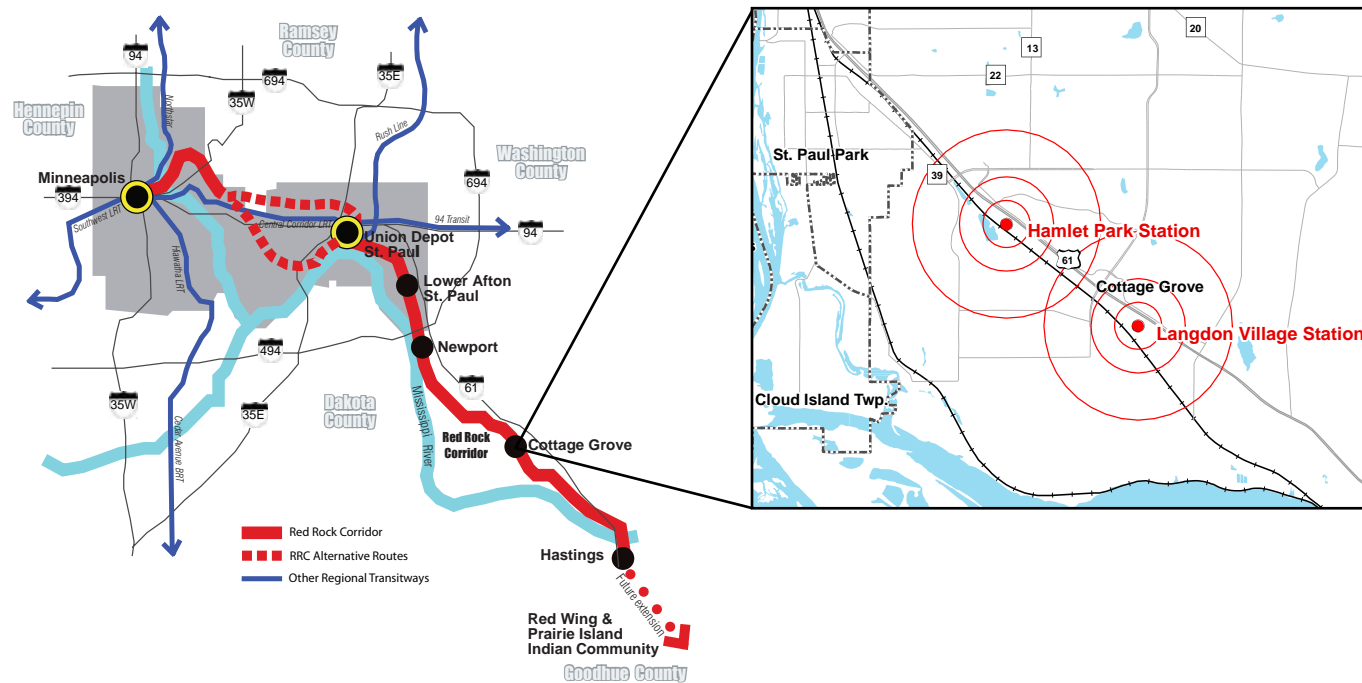
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COTTAGE GROVE SITE SELECTION SUMMARY

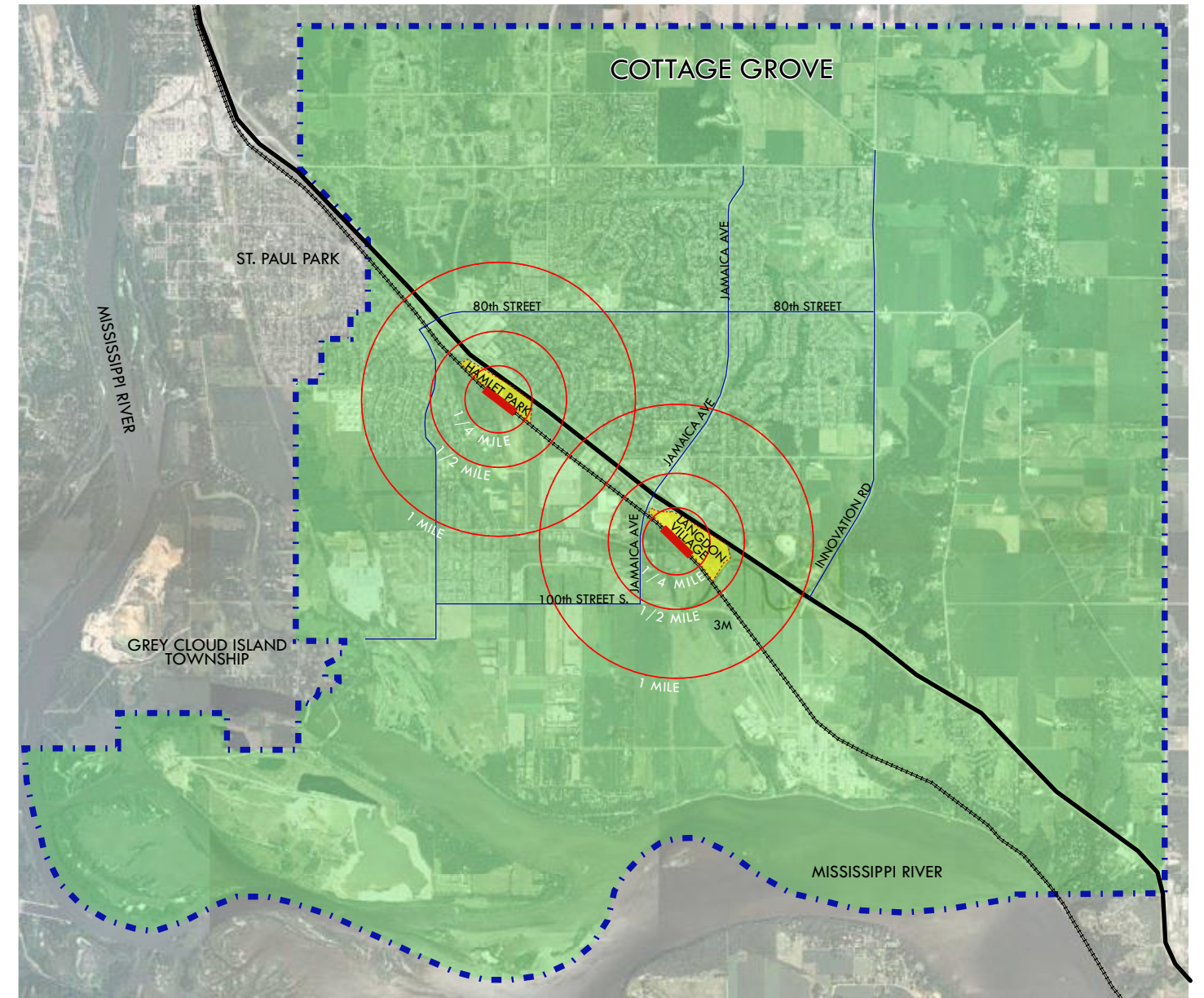


Potential Cottage Grove Transit Station Sites

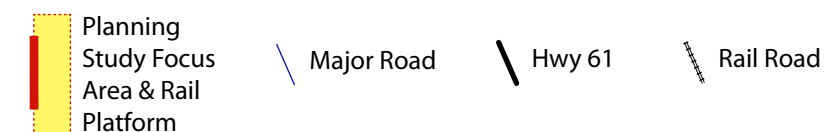
Two potential sites for a Cottage Grove transit station were identified in the Alternatives Analysis: Hamlet Park and Langdon Village. Although both sites were initially explored for their opportunities and constraints during the Preliminary Concept Plan phase of the Station Area Planning Study, the Langdon Village site was ultimately selected as the preferred transit site.

In addition to the Site Selection Matrix described in the next section, the following assumptions or conditions were noted at the start of the analysis:

- Only one (1) station site will be selected for a Cottage Grove commuter rail station
- The Cottage Grove Comprehensive Plan identified Langdon Village as the future transit site for the city
- Hamlet Park is the site of the existing Park & Ride for commuter bus service



Aerial Photo of Cottage Grove - Hamlet Park and Langdon Village Site Locations



Cottage Grove Site Selection Matrix

As part of the master planning study, a site selection matrix was developed to help weigh a variety of considerations and to guide the selection of one site in Cottage Grove. During the process, several stakeholders weighed in on the advantages and disadvantages of each site including staff from the City of Cottage Grove, Metro Transit, the Metropolitan Council, and the Project Management Team (PMT) and the Citizen’s Advisory Committee (CAC). The matrix looked at the following 6 criteria in detail:

- 1) Required Site Area
- 2) Infrastructure
- 3) Physical Elements
- 4) Ownership/Use/Control
- 5) Financial
- 6) Local Government/Community Goals

Each of these categories contained several sub items that addressed more specific and detailed evaluation criteria.

Matrix Outcome

The rankings and weighting of each category/sub-category were discussed and established at a meeting with Cottage Grove City staff, Washington County, and consultants and were informed by discussions with Metro Transit and the Metropolitan Council. The overall scores for both sites were very close, with Langdon Village scoring slightly higher (18.2) than Hamlet Park (17.5). It was noted that Hamlet Park scored higher in categories related to site geometry and existing infrastructure, while Langdon Village scored higher in categories related to Local Planning and Community Goals. Both sites were found to be viable and neither had fatal flaws.

Knowing that the City of Cottage Grove prefers the Langdon Village site, as stated in their Comprehensive Plan, the idea was presented to consider keeping the existing Hamlet Park, Park & Ride facility as it is for the near term while bus service continues, and then moving the Park & Ride to Langdon Village at the time when Rail is operational. Metro Transit voiced concern over the impacts of moving the Park & Ride on ridership. It was also noted that the population center of Cottage Grove will likely shift further south and east as the population grows and the Langdon Village site would be more centrally located long-term. It is also important to consider that there are fewer long term access issues at Langdon because of the new roundabout there and because it does not require crossing active tracks, as is the case with the existing Hamlet Park site. A proposed roadway connection from West Point Douglas to Innovation / Co Rd 19 /100th Street would introduce access to the south end of the Langdon Village site.

Community Feedback

Along with the matrix, concept plans were developed for both sites.

Both potential station sites were presented at the Cottage Grove Public Meeting held on August 19, 2010. During this meeting, an Audience Response System (ARS) was used to poll meeting attendees; which included property owners, business owners, residents of Cottage Grove, city staff, consultants, elected officials and others about their preference for a preferred station site. There were just under 50 respondents that took part in the survey and their responses are summarized below:

- 81% of respondents thought that one site had more opportunities than the other
- Respondents preferred Langdon Village 4 to 1 (4:1) over Hamlet Park

Site Recommendation and Selection

Although both potential sites could serve commuter rail, Langdon Village has the best potential to meet the community’s economic and development goals, and is conveniently located for residents of Cottage Grove and neighboring communities. The Langdon Village site is more in line with the goals of the Cottage Grove Comprehensive Plan. The Langdon Village site is preferred for rail service, however, it is recommended that the Hamlet Park site remain the Park & Ride facility for bus service until the time when rail service becomes operational at Langdon Village.

The Cottage Grove City Council passed a resolution in November 2010 recommending that Langdon Village be selected as the preferred site for commuter rail transit.



Hamlet Park



Langdon Village

PREFERRED / RECOMMENDED

For more detailed information on the site selection process, please refer to the Preliminary Concept Plan Technical Report, available under separate cover.

Final Report and Concept Plan

This final report only discusses Langdon Village from this point on.

LOCATION & CONTEXT

AERIAL & SITE PHOTOS



Langdon Village Station Area (Cottage Grove)
Aerial Photo - 1/2 Mile Radius

PARAMETERS / CONTEXT

- The site is bounded by the Railroad tracks to the west and West Point Douglas Road to the east. Private property is located directly north and south of the nucleus of the site and a City Public Works facility (city owned) is located a bit north of the site nucleus
- Current site is largely underdeveloped and ready for redevelopment
- The City of Cottage Grove has been acquiring property as it becomes available to aid in parcel assembly and prepare for redevelopment
- The site is relatively flat
- Long-term expectations for parking demand is 850 stalls
- The Comprehensive Plan for the City of Cottage Grove identifies Langdon Village as the preferred Red Rock station site
- Some residential well contamination has been identified on several residential properties
- There are areas of historic significance within the station area including a school house and town hall
- Area is currently moderately difficult to access by vehicles due to limited roadways serving the site, however, future roadway plans will provide a better connection to the south and east (see page 67)
- Commuter Rail Platform needs to be sited and accessed
- 3M owns/occupies a large amount of property in the area, which will limit development opportunities

IDENTIFIERS

- Opportunities for significant redevelopment and repositioning of the area
- Site is highly visible from Hwy 61
- New internal roadway infrastructure may be required
- Opportunity to reposition area as something different than it is today, such as office / retail / residential mixed-use.
- Public Works to be relocated long term
- Existing commercial and residential to be redeveloped long term

TECHNICAL ANALYSIS SUMMARY

TRAFFIC & ACCESS

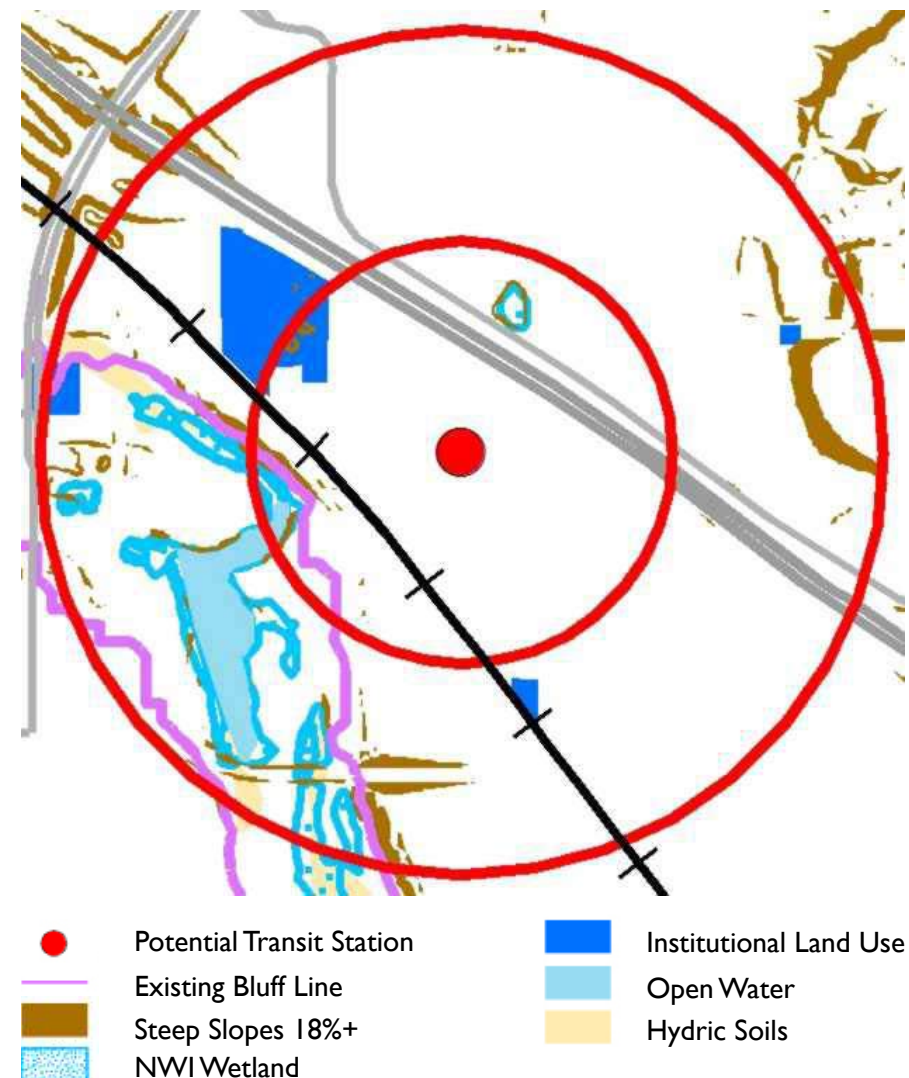
The Langdon Village station site is located on 96th Street west of Highway 61, south of the Jamaica Avenue interchange. It is near the Cottage Grove Public Works building. The station will be located on property currently owned by the City of Cottage Grove. A study was conducted that explored interchange improvements at Highway 61 and Innovation Road. This project includes a realignment of Innovation Road (CSAH 19) to extend west to align with 100th Street, including a T-intersection with W Point Douglas Road. See page 64

The City of Cottage Grove Comprehensive Plan noted that Keats Avenue (CSAH 19) north of Highway 61 will experience substantial growth and a four-lane facility will be required. Traffic volumes along the four miles stretch of roadway are projected to grow from the current 6,000-8,000 daily trips to 12,000-23,000 daily trips by year 2030. In addition, installation of traffic signals will be required at the intersections at 70th Street, 80th Street, 90th Street, and the future Ravine Parkway.

The roundabouts at Jamaica Ave provides excellent access to the Langdon Village site from Highway 61 and Jamaica Ave.

ENVIRONMENTAL

The Langdon Village station is located outside of the Mississippi River Critical Area. There are no identified 4(f) properties in the station area. 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 Langdon Village 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 Langdon Village station area has strong development potential over the short and long term, yet much of this pressure will be for automobile oriented development. Therefore, the challenge will be to accommodate short-term growth while preserving the potential for long-term transit-oriented development. Important findings regarding this conclusion were as follows:

Langdon Village Station Area Characteristics

- Good access from the North
- Planned frontage road will increase accessibility to South
- High visibility from Hwy 61
- Available vacant land
- Recent development proposals nearby
- Historic properties are potential asset
- Room for growth and expansion

Langdon Village Station Area Development

Potential

- Short-term development pressure exists for low-density, auto-oriented uses
- Planned growth areas to the southwest and northeast could greatly increase size of local market
- Transit-oriented development (TOD) will need to be phased over time
- Need to redevelop key parcels
- Need to connect area by roads and trails to other parts of the community
- Long term, there is room to flexibly accommodate TOD as the market ripens

TECHNICAL ANALYSIS SUMMARY, CONTINUED

CULTURAL & HISTORICAL

Langdon village was a small settlement along the rail line that was platted in 1872. There are several small structures of historic significance within the site, including the original Town Hall as well as the Langdon Village School. The originally platted street grid is likely an historic resource as well.



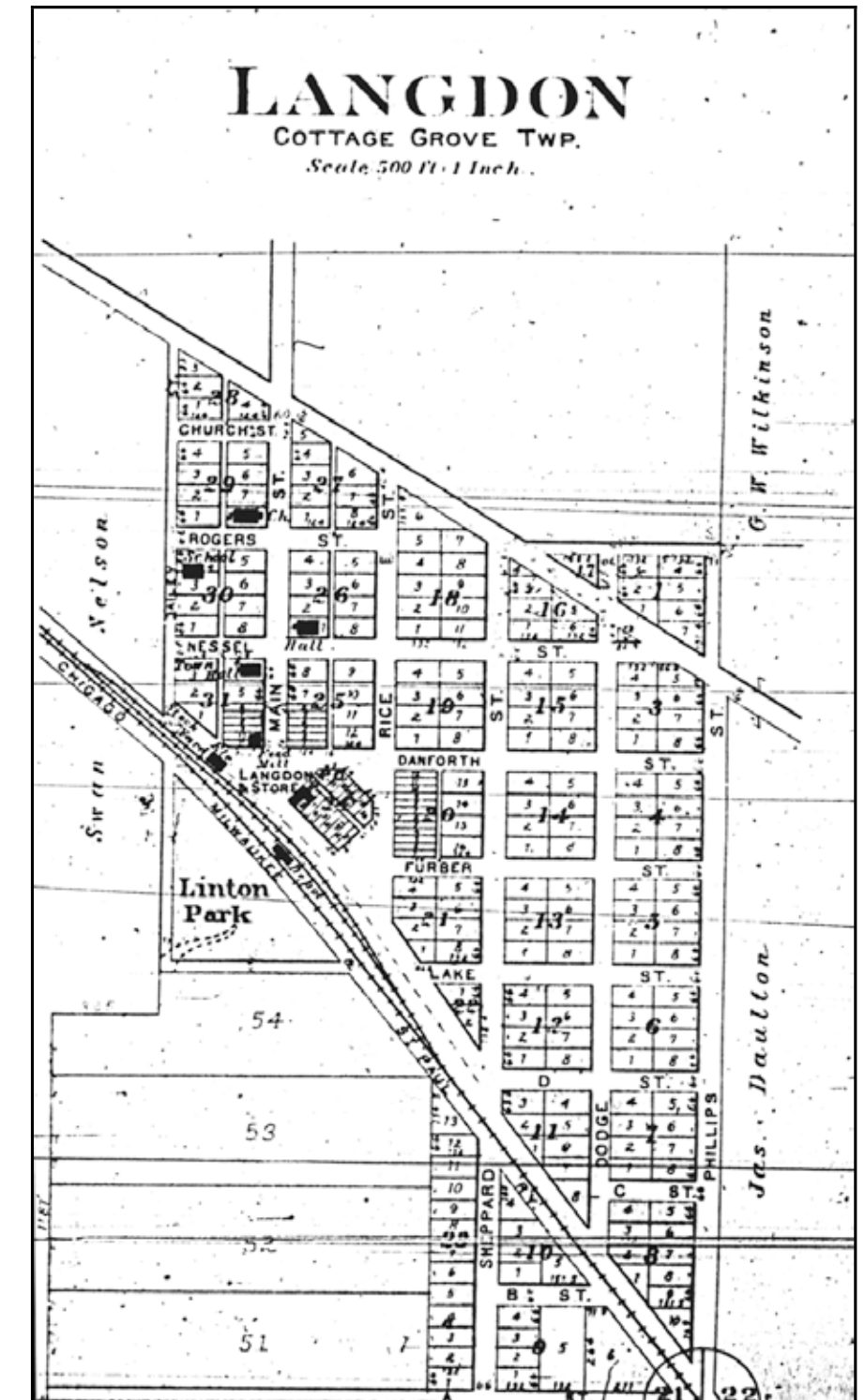
CP Main line at Langdon Village



Historic Town Hall in Langdon Village



Historic Langdon Village School



Map showing Langdon Village in 1901

OWNERSHIP PATTERNS & LAND USE



Langdon Village Station Area (Cottage Grove)
Property Ownership Near Station Site - 1/4 Mile Radius Shown in Red

REGULATORY & POLICY

The site is on publicly owned land that currently houses the Cottage Grove Public Works facility. In the initial phase of implementing commuter rail, the public works site could remain with minimal impact, but relocation of the facility may be required to implement the long term station area plan. The station area is bounded by single family residential and public land uses. 3M corporation owns a significant portion of the property east of the station. The City of Cottage Grove has been acquiring property in the area as it becomes available to prepare for redevelopment.

The City Comprehensive Plan identifies this area as the preferred location for the Cottage Grove Red Rock Station.



The City is working to acquire property near the proposed station as it becomes available.

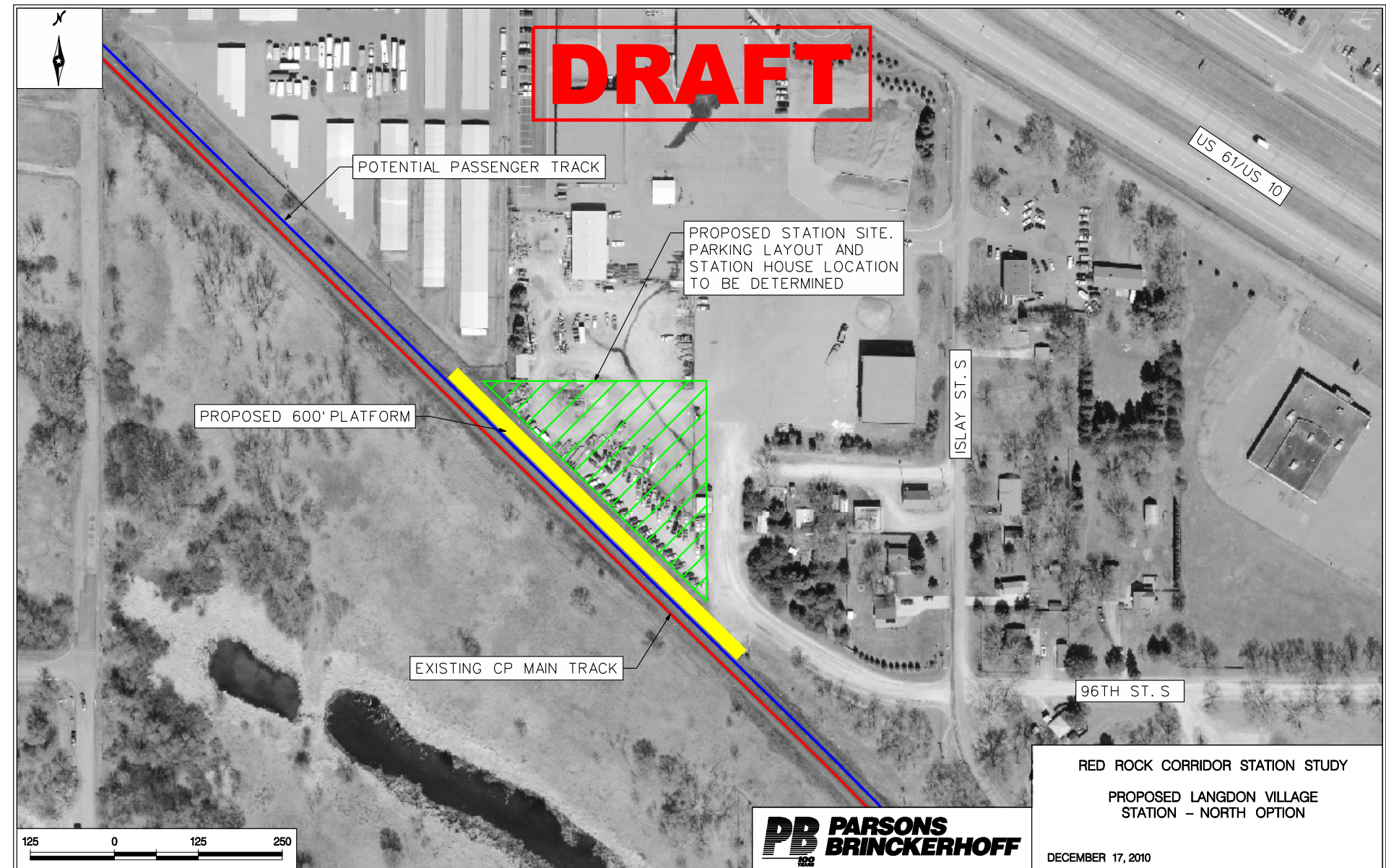
TECHNICAL ANALYSIS SUMMARY, CONTINUED

RAIL ANALYSIS

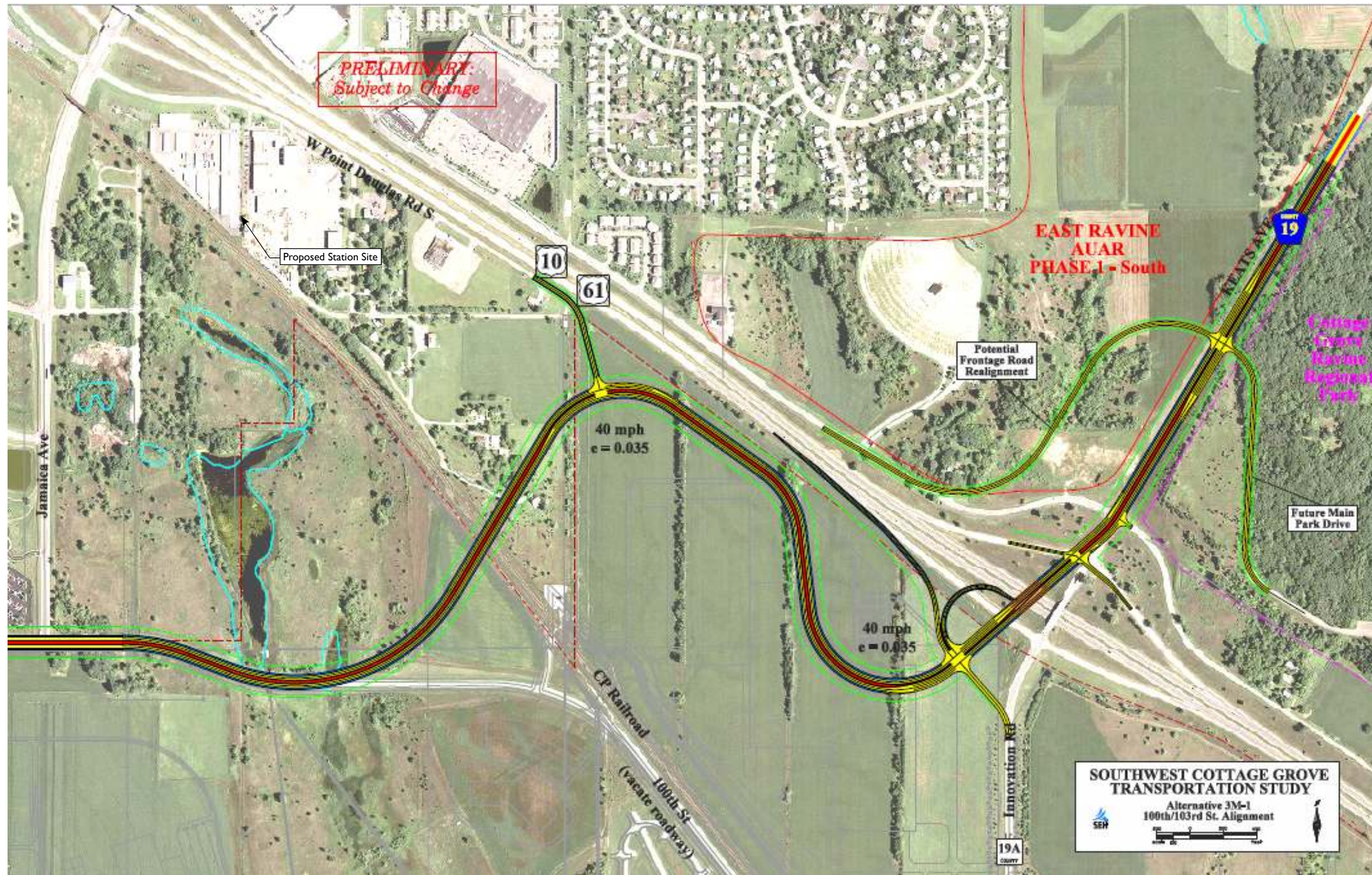
Langdon Village Station

This potential station site has open, relatively flat land that appears to be suitable for a rail station. A platform can be located along the main track from the east side of the CP right-of-way with direct access. The tracks directly south of the existing Cottage Grove Public Works facility are preferred over locations further south because it avoids locating the platform on a curved track.

The East Metro Rail Capacity Study (still underway at the time of publication of this report) proposes that another track could be constructed in this area to increase capacity and efficiency between passenger and freight rail operations. This track would be located to the east of the existing single CP main line. If the second track becomes the preferred option, then the proposed platform should be located between the two tracks to allow for dual-sided boarding. If the center loading/dual-sided platform is pursued, then a grade separated crossing may also be required for safety reasons. Due to the uncertainty of future rail infrastructure alterations, a grade separated crossing at this station has not been included in the design or the cost estimates at this time.



ROADWAY IMPROVEMENTS



Proposed Interchange Concept

The City of Cottage Grove and Washington County prepared the Preferred Highway 61/CSAH 19 Interchange Concept (shown left) with input from 3M, the major landowner in the area. This new roadway alignment was developed to meet strict Department of Homeland Security Guidelines that are in effect for the 3M incinerator and chemical site, just south of the mapped area. This roadway project is not included in Washington County's 5-year Capital Improvement Plan, but the introduction of commuter rail and new development at Langdon Village and the East Ravine Alternative Urban Area-wide Review (AUAR) Area could elevate the need for this new connection and could catalyze the funding and construction of the roadway.

Implementing this proposed roadway would eliminate access deficiencies and handle additional traffic to the station area.

STATION AREA PLANS & VISION

STATION AREA VISION

The Cottage Grove - Langdon Village Station currently contains a wide variety of disparate uses including single family homes, commercial/office and Cottage Grove Public Works. The site offers good visibility from Highway 61 and is accessible from the Jamaica Avenue roundabout to the north. A future connection to Innovation Road has been studied to provide better access to the area from the east and south.

Langdon Village demonstrates the potential to become a significant “place” within Cottage Grove. The strategy for the site is to introduce a series of streets and blocks that are based on the originally platted 19th century Langdon Village. This block pattern would create the framework for a transit village containing a variety of mixed-use, housing, retail and office uses. Two structures, the old school and town hall, provide historic context for the station area and are shown as focal points in the landscape.

Public open space, including a landscaped linear park, a village square and a series of smaller greenspaces, would provide the foreground for future development. A continuous network of sidewalks and trails will be introduced to connect to existing systems, enhance access, and support intermodal operations and connections.

A Park & Ride ramp is anticipated in the future and is shown within one block of the rail platform, allowing for development directly adjacent to the station. Uses that are more automobile-oriented are planned for the periphery of the site as a transition from the surrounding context to the more pedestrian oriented transit village at the core of the site.



BIRD'S-EYE VIEW LOOKING EAST TOWARDS TRANSIT PLAZA AND PUBLIC GREENWAY

Langdon Village Station Area Planning Principles

- Development will happen gradually over time
- Transit service will be implemented incrementally
- City and County will be partners in redevelopment
- Current uses can remain until they choose to relocate
- Public infrastructure and open space will provide the framework for new development
- Sustainability should be incorporated where possible

ILLUSTRATIVE PLAN - NEAR TERM



LANGDON VILLAGE SHORT TERM STATION AREA CONCEPT PLAN (YEAR 2020)

ILLUSTRATIVE PLAN - LONG TERM



LANGDON VILLAGE LONG TERM STATION AREA CONCEPT PLAN (YEAR 2040+)

STATION AREA PLANS & VISION, CONTINUED

Phased Parking Implementation Strategy

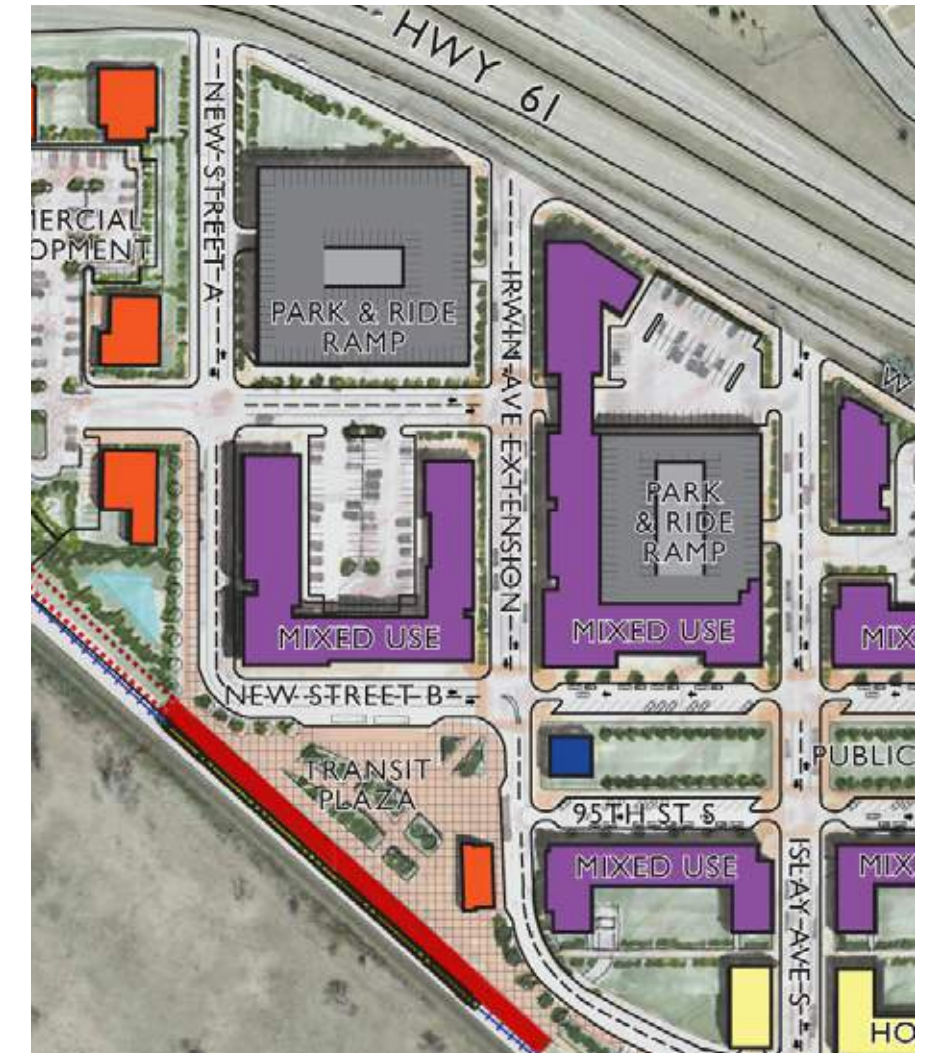
The Metropolitan Council Park & Ride plan forecasts a need for 825 parking stalls to meet year 2030 demand for a Cottage Grove transit station. The existing Park & Ride, located near Hamlet Park, has a capacity of 545 stalls and serves commuter bus riders. It is assumed that commuter bus service will continue to operate out of the existing Hamlet Park site until such time that commuter rail is implemented. After commuter rail is operational, the Park & Ride will shift to the Langdon Village site.

For the initial rail implementation, it will be necessary to construct the rail platform/plaza, Park & Ride facilities, and the roadways to access them. The initial commuter Park & Ride demand can likely be met with surface parking lots. Three options for sites are identified above as interim lots A, B, and C. Depending on the ongoing needs and operations of the Public Works facility that is currently occupying the site, one or more of the potential surface lots could be used to meet the initial demand. As demand increases, surface lots would be consolidated into structured parking ramps. The long term vision and full build out for the station area shows commuter Park & Ride demand being met through a combination of two nearby ramps that could also accommodate parking demand for proposed development.

New development and redevelopment proposed in the concept plans was estimated to require an estimated 3,948 parking stalls - some of which would be accommodated in new surface lots and underground ramps throughout the station area and the remainder could be accommodated in the structured parking ramps.



Langdon Village Initial Implementation



Langdon Village Full Build Out

ADDITIONAL STATION AREA ILLUSTRATIONS AND RENDERINGS



BIRD'S-EYE VIEW LOOKING NORTHWEST

Two to three-story residential development can be seen in the foreground with four to five-story mixed uses in the background. The transit plaza is shown (back left) and connects back to the station area with a network of sidewalks and greenspace.

VIEW OF NEW STREET "B" LOOKING WEST

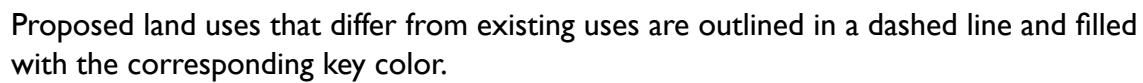
New Street "B" is the primary commercial street in the station area. A spacious public greenway is framed by a pair of one-way roadways and ground floor retail with office or housing uses above. The public greenway stretches three blocks and is envisioned as a place for recreation, fairs, market, ice rinks, and community gathering. Angled parking on the north and south side of the greenspace and parallel parking adjacent to retail uses provides ample and flexible on-street parking in the active core of the station area.



VIEW OF NEW PARK AND GREENWAY

The public greenway and new park are the primary greenspaces in Langdon Village and act as organizing elements for surrounding development. The greenway stretches from the transit plaza to the east for three blocks, and the new park is a full city block just south of the greenway. In addition to providing greenspace and stormwater management, the park and greenway create public gathering and community spaces.

LAND USE PLAN



LANGDON VILLAGE TRAIL CONNECTIONS AND GREENSPACE

Legend:

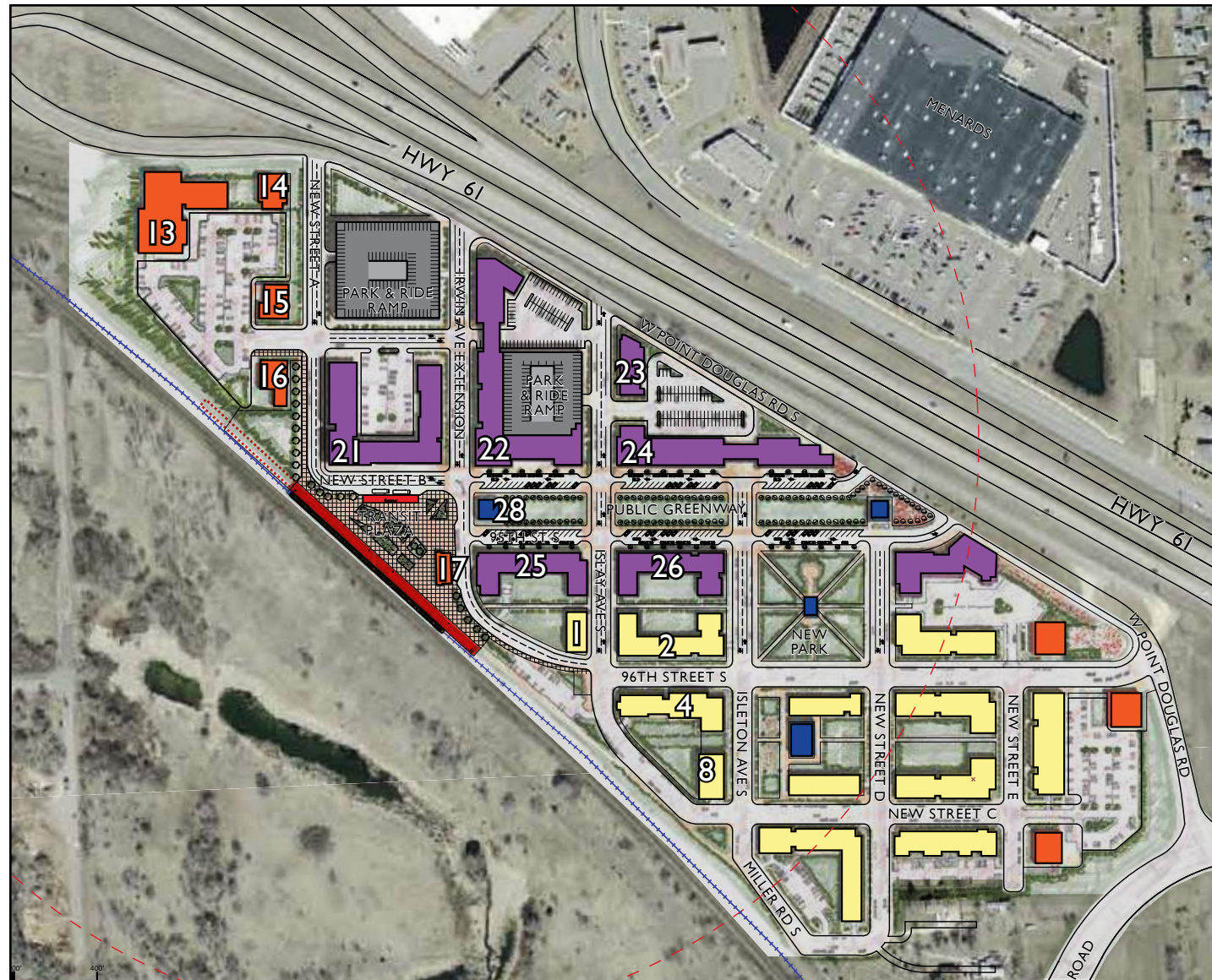
- Existing Regional Trails (Solid red line)
- Planned Regional Trails (Dashed red line)
- Existing Bike Lane or Trail (Solid blue line)
- Proposed Bike Lane or Trail (Dashed blue line)
- Existing Local Sidewalk (Solid orange line)
- Proposed Local Sidewalk (Dashed orange line)
- Existing Park/Natural Landscape (Solid green)
- Proposed Park/Natural Landscape (Dashed green)
- Open Water (Solid light blue)
- Proposed Water Pond (Dashed light blue)

Map Labels:

- IMMACULA AVE
- HWY 61
- Grey Cloud Island Regional Trail
- NEW STREET A
- PARK & RIDE RAMP
- NEW STREET B
- TRANSIT PLAZA
- 95TH ST S
- ISLAY AVE S
- 96TH STREET S
- ISLETON AVE S
- MILLER RD S
- 100TH ST / INNOVATION ROAD
- W POINT DOUGLAS RD S
- PUBLIC GREENWAY
- NEW PARK
- NEW STREET C
- NEW STREET D
- NEW STREET E
- W POINT DOUGLAS RD S

Inset Map: PUBLIC OPEN SPACE AND GREENSPACE

RECOMMENDED BUILDING HEIGHTS & TYPE (YEAR 2040)



*Plans and calculations are conceptual, based on full build out projections for beyond the year of 2040, and may shift as a result of ongoing 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.

Langdon Village - Building Scale & Type Summary*

Land Use Type	Building #	Footprint Area (SF)	# Stories	Total
Residential	1	5,000	3	15,000 sf
	2	17,000	3	51,000 sf
	3	15,500	4	62,000 sf
	4	15,000	3	45,000 sf
	5	8,000	3	24,000 sf
	6	15,500	3	46,500 sf
	7	18,000	3	54,000 sf
	8	6,500	3	19,500 sf
	9	8,000	3	24,000 sf
	10	15,500	3	46,500 sf
	11	21,500	2	43,000 sf
	12	13,500	2	27,000 sf
Commercial	13	27,000	1	27,000 sf
	14	5,500	1	5,500 sf
	15	5,500	1	5,500 sf
	16	6,000	1	6,000 sf
	17	2,500	1	2,500 sf
	18	5,500	1	5,500 sf
	19	6,000	1	6,000 sf
	20	4,500	1	4,500 sf
Mixed Use	21	37,000	4	148,000 sf
	22	45,000	4	180,000 sf
	23	7,500	3	22,500 sf
	24	31,500	4	126,000 sf
	25	18,000	4	72,000 sf
	26	17,000	4	68,000 sf
	27	17,500	4	70,000 sf
Civic/Institutional/Office	28	2,000	1	2,000 sf
	29	1,500	1	1,500 sf
	30**	1,200	1	1,200 sf
	31	4,000	2	8,000 sf
Industrial		-		-

Recommended Building Scale & Type Summary

Residential	457,500 sf
Commercial	62,500 sf
Mixed Use	686,500 sf
Civic/Institutional/Office	11,500 sf
Industrial	-
# of Housing Units @ 1200sf each (2BR)	667 Housing Units
Job Growth Potential (@ 350sf per worker)	1,192 Jobs
Park & Ride (commuter demand)	850 Cars
Parking (new development demand)	3,948 Cars
Planning Study Focus Area	~ 64.5 Acres

INVESTMENTS

WHO PAYS FOR WHAT?

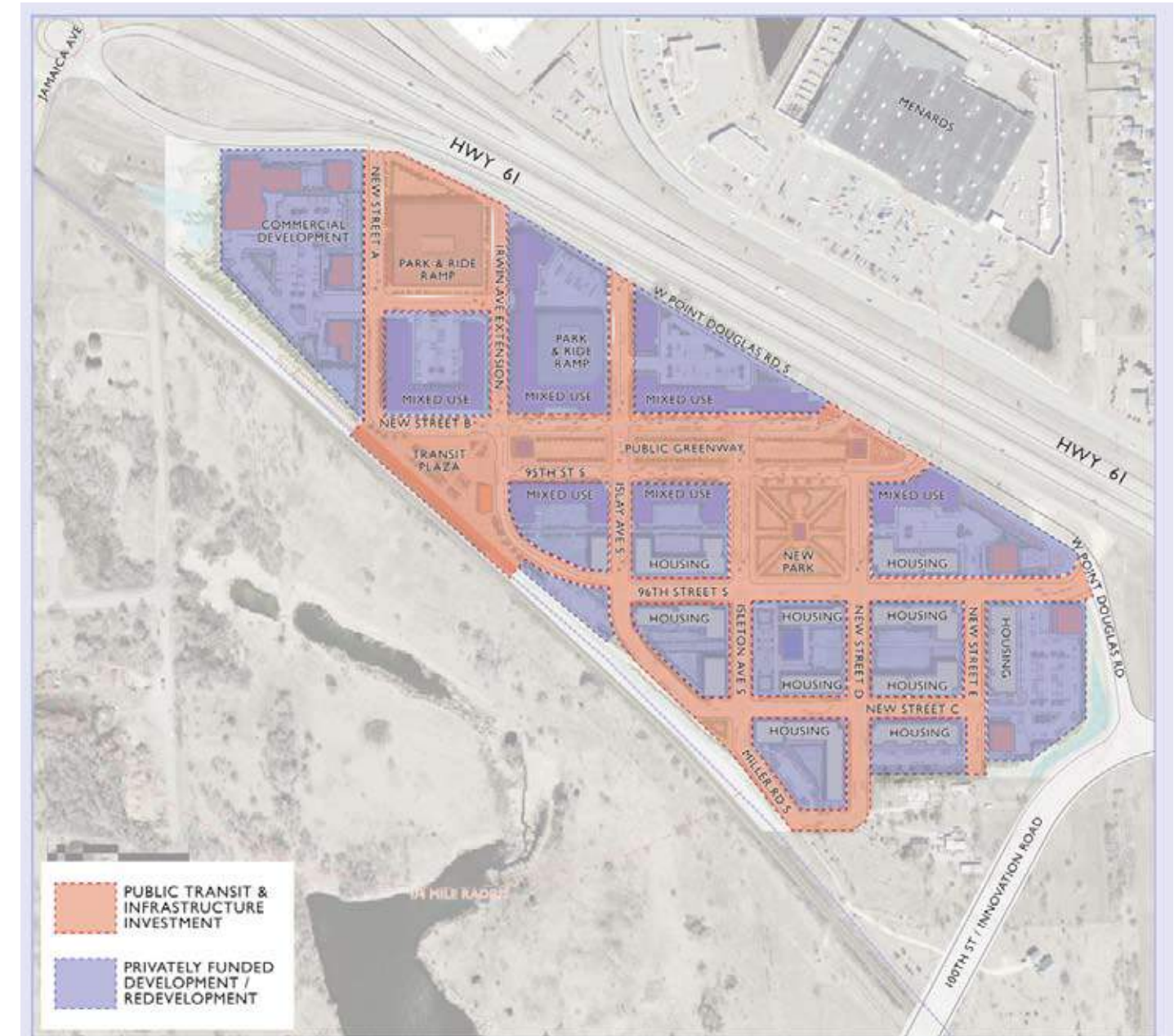
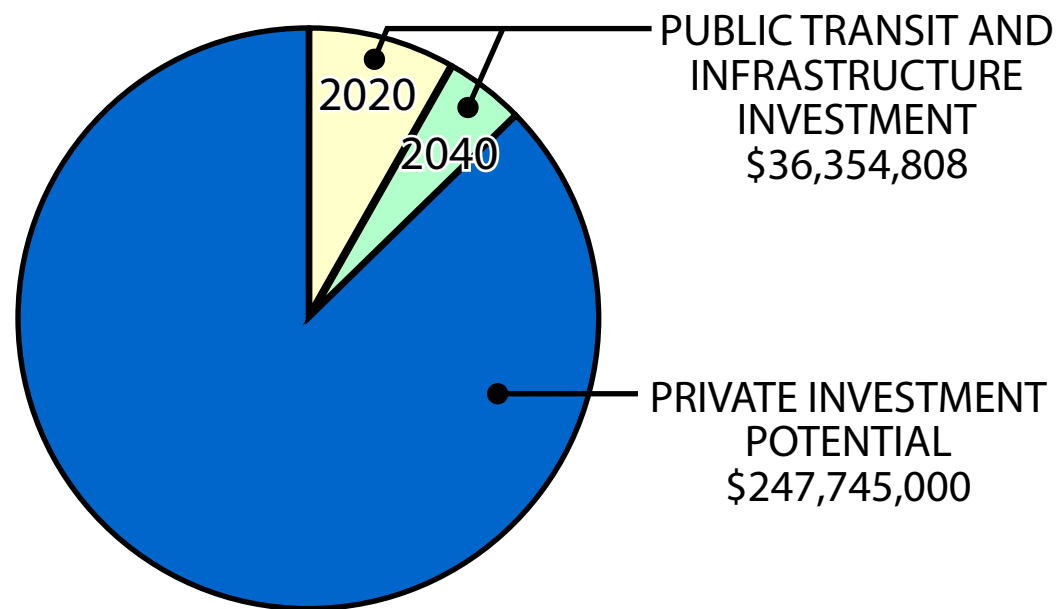
The preliminary cost estimates identified costs for both the transit station, which would be publicly funded, as well as potential development and redevelopment in the surrounding station areas, which would be privately funded. The public funds would cover the costs of the rail platform, any necessary 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.



LANGDON VILLAGE COST ESTIMATE BOUNDARIES (YEAR 2040+)

IMPLEMENTATION & NEXT STEPS

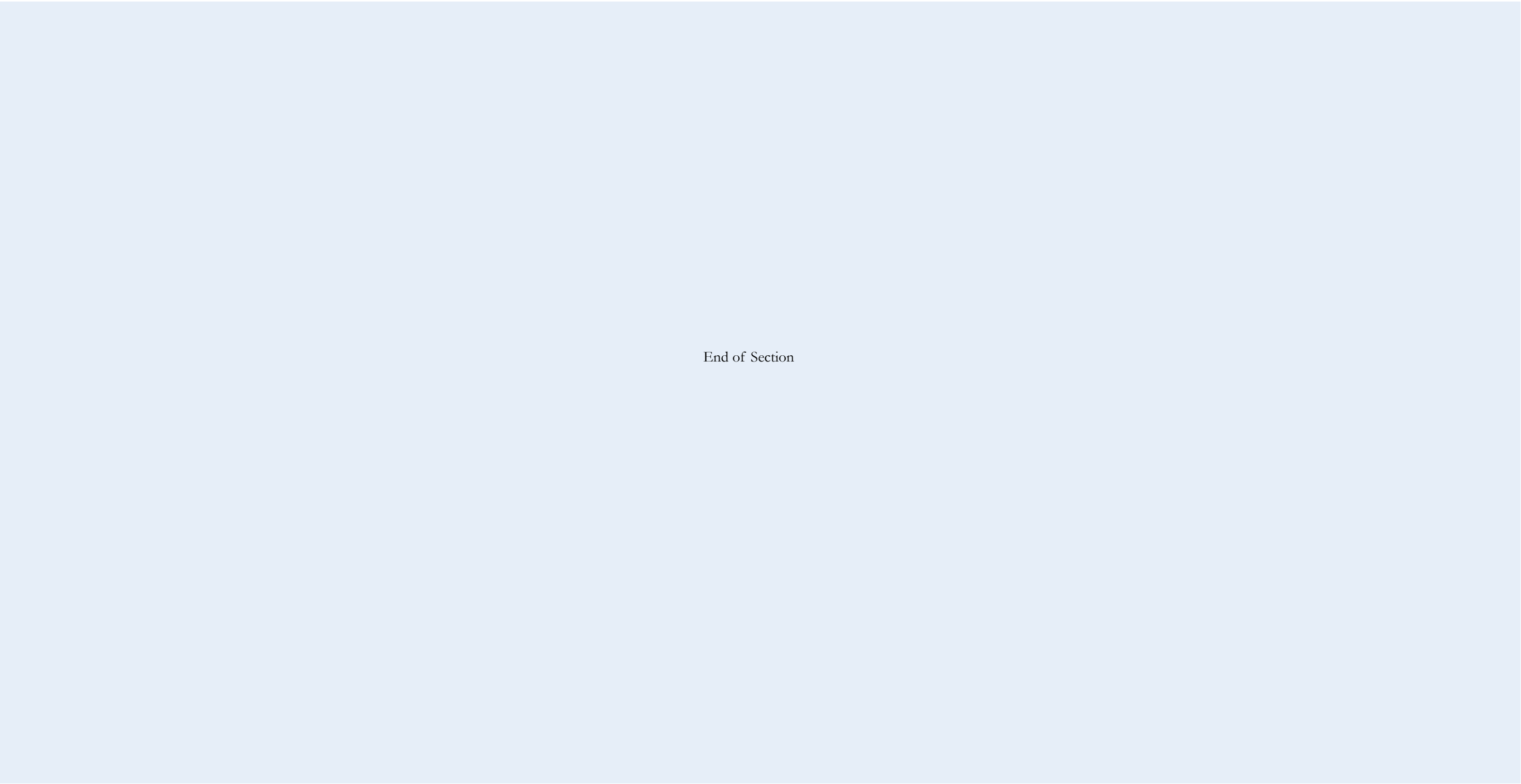
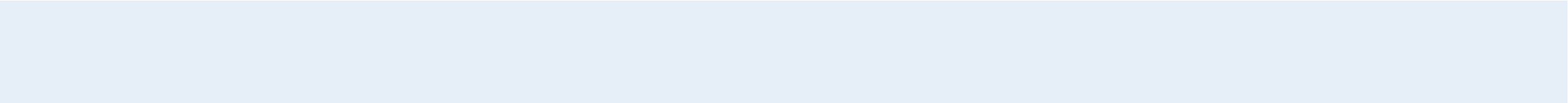
IMPLEMENTATION MATRIX

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.

LANGDON VILLAGE 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*	X			
Strategically undertake land purchases, parcel assembly, and infrastructure improvements	X			X*	X		X	
Prioritize and seek funding for the design and construction of the Innovation Road / 100th Street connection	X			X*	X		X	3M, Other property owners
Host workshops and meetings with developers and other interested parties to discuss and encourage private development opportunities and partnerships	X	X		X*	X			Washington County HRA, 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 Langdon Village	X	X		X	X*	X		Canadian Pacific and Burlington Northern Sante Fe Railroads
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		
Relocate Park & Ride from its current location to Langdon Village and Construct Transit Station			X	X	X	X		



End of Section