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RED ROCK CORRIDOR COMMUTER RAIL  
NEWPORT STATION

## LOCATION & CONTEXT

### AERIAL & SITE PHOTOS



Newport Station Area  
Aerial Photo - 1/2 Mile Radius

### PARAMETERS / CONTEXT

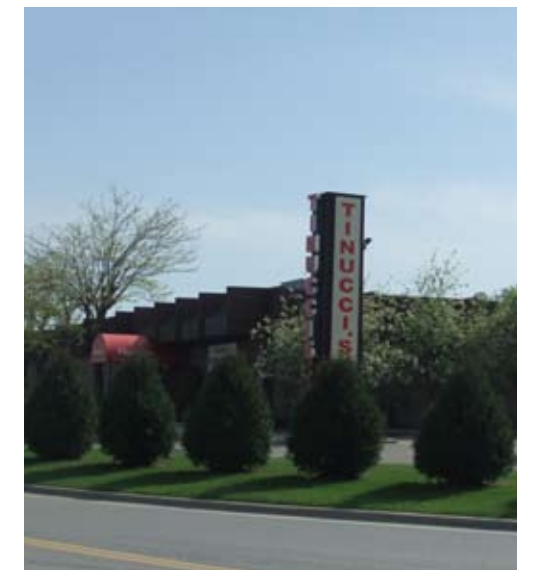
- Introduce bus service between Hastings and the core city downtowns to establish and demonstrate ridership and implement rail in the long term
- The site is bounded by Maxwell Avenue to the west, Hwy I-494 to the north, railroad tracks to the east (as well as Hwy 61 east of the tracks) and a rail spur to the south
- The site is highly visible from I-494 and Hwy 61
- The site is quite large and unencumbered, except for the existing former Knox Lumber building/sheds
- The residential and commercial areas south of the site are potentially positioned for redevelopment
- Site access is from Maxwell Avenue
- The site is relatively flat
- The I-494 eastbound off-ramp terminates directly adjacent the site
- Commuter rail platform will be on the east side of the easternmost mainline tracks and will require a grade-separated crossing
- Long-term expectations for parking demand is 500 stalls

### IDENTIFIERS

- An opportunity for significant redevelopment
- A variety of uses, such as offices and hotel, may be anticipated in addition to a Park & Ride facility
- Longer term opportunities to connect south to existing viable uses
- New internal roadway infrastructure may be required
- Can become the new “face” of Newport



Photo of the former Knox Lumberyard and future site of the Newport transit facility - this site was recently purchased by the Washington County Regional Rail Authority in 2010



A local and regional landmark - Tinucci's restaurant is an important commercial anchor in the station area



## TECHNICAL ANALYSIS SUMMARY

### TRAFFIC & ACCESS

The Newport Site is an 11-acre parcel formerly occupied by Knox Lumber in the southwest quadrant of the Highway 61 – I-494 interchange in Newport. The section north of 21st Street and east of Maxwell Avenue could be included in redevelopment. South of the site are the neighborhood landmarks Red Rock Saloon bowling alley, and Tinucci's restaurant which would remain.

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

- I-494 at Bailey Road (CR 18) east ramp – Signalized
- I-494 at Bailey Road (CR 18) west ramp – Signalized
- Highway 61 at Maxwell Avenue (CR 38) east ramp – Signalized
- Highway 61 at Maxwell Avenue (CR 38) west ramp – Signalized
- Highway 61 at Glen Road – Signalized (single point interchange)
- I-494 at Maxwell Avenue (CR 38) south ramp – Side stop
- I-494 at Maxwell Avenue (CR 38) north ramp – Unsignalized
- Bailey Road (CR 18) at Military Road (CR 20) – All-way stop
- Glen Road at 7th Avenue – All-way stop

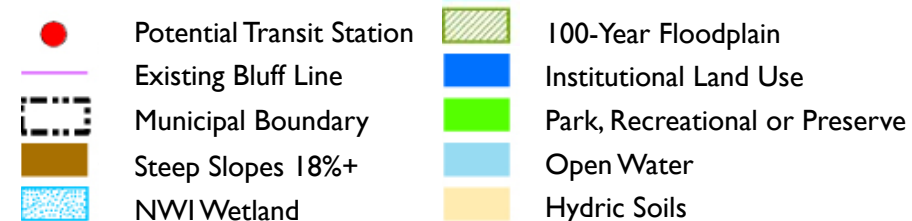
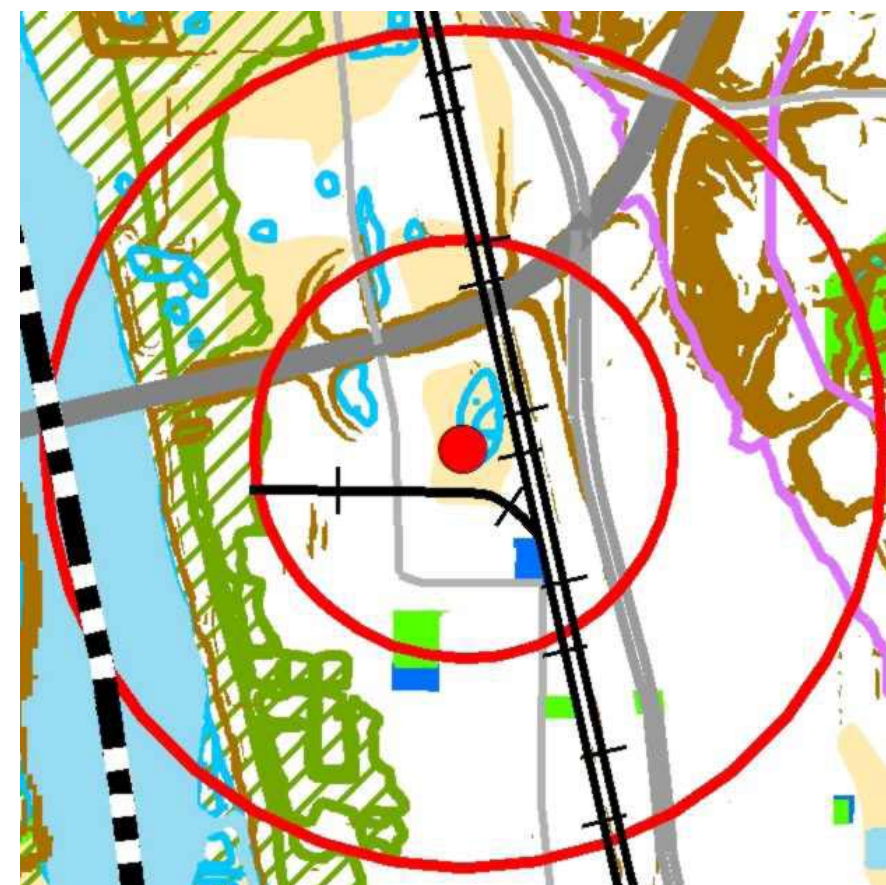
Mn/DOT will signalize the I-494 ramps and Maxwell Avenue (CR 38) intersection when warranted by demand.



Intersections in the area and their control

### ENVIRONMENTAL

Located outside of the Mississippi River Critical Area, however, 1/4 mile radius station area is partially located in the Urban Diversified District. Lions Park is considered a 4(f) property. 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 Newport 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 Newport station area has strong development potential over the long term provided the surrounding neighborhood transitions away from its industrial character. Important findings regarding this conclusion were as follows:

#### Newport Station Area Characteristics

- Great access from West
- Circuitous access from N/S/E
- Lack of connections to the east
- High visibility
- Industry surrounds the site
- Sizable site to work with
- Properties to the south are ripe for redevelopment
- Minimal existing development momentum
- Current regulations not a barrier

#### Newport Station Area Development Potential

- Diamond in the rough
- The rough is very rough
- Limited market in the short term
- Surrounding industry is a major barrier, real and perceived
- Opportunities expand if connections made to neighborhood to the south and to the river
- Office or hotel best long term potential
- Height will be important for visibility
- Housing will want to be closer to the neighborhood



## TECHNICAL ANALYSIS SUMMARY, CONTINUED

### CULTURAL & HISTORICAL

The City of Newport was established in the 19th century. There are areas of historic importance south of the site but the site does not contain structures or areas of significance. Refer to the Study Area Inventory and Baseline Analysis Technical Report for detailed information.

#### Excerpt from Study Area Inventory and Baseline Analysis Technical Report

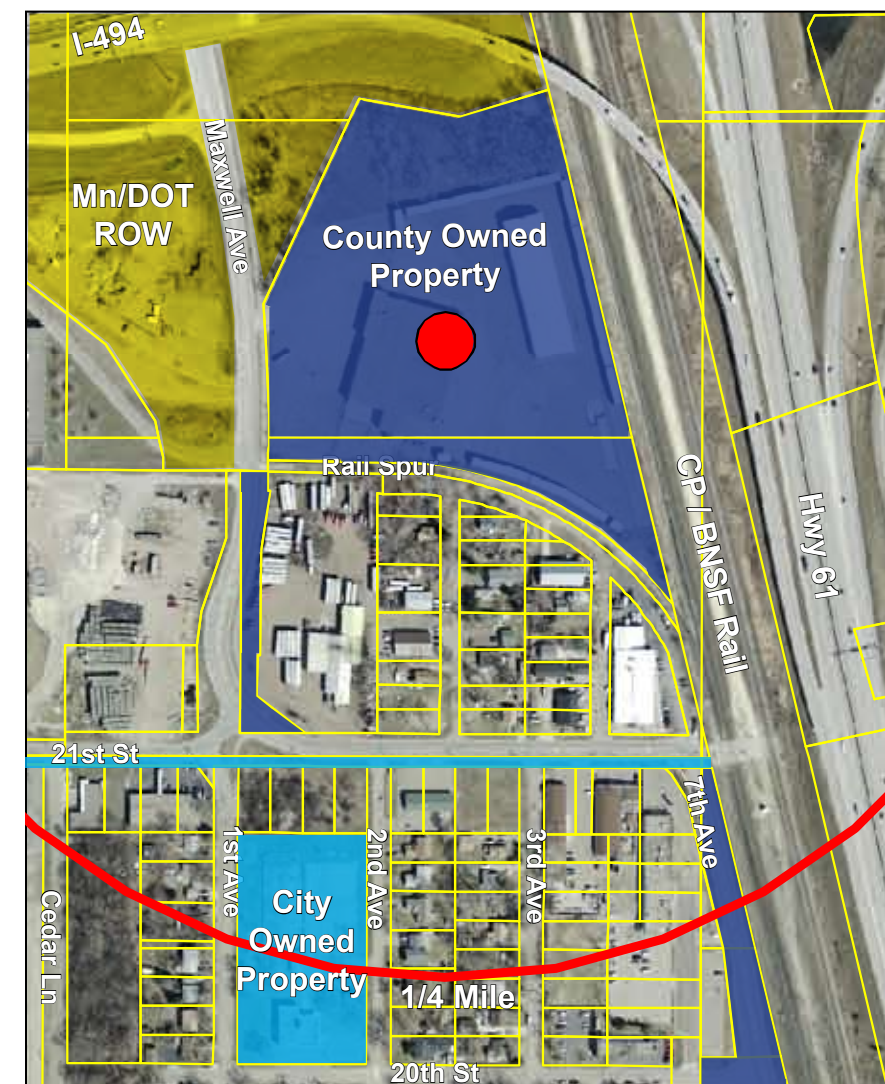


The Red Rock in 1910.

The Red Rock Corridor takes its name from a five-foot long granite boulder—a glacial erratic—that was venerated by the Dakota as *Eyah Shaw*. At the time of Euro-American exploration and fur trade, it was located on the Mississippi River bank in present-day Newport. The Red Rock was painted by the Dakota with vermilion, and it was reported to have been decorated with twelve stripes as well as a sun and face motifs. The Red Rock was near the Kaposia Methodist mission moved in 1841 to the east side of the river (north of the present-day Interstate 494 and Highway 61 interchange). Previously it was located on the west side. Reverend Benjamin Kavanaugh built a log dwelling and school on the east side, but the mission was abandoned in 1843. Subsequently, a nearby post office was established with the name of Red Rock, and the site was frequently visited by steamers and became a railroad stop. Red Rock was also the name given to Woodbury Township at the time of its 1858 organization; in 1861 the Red Rock settlement was annexed to Newport.

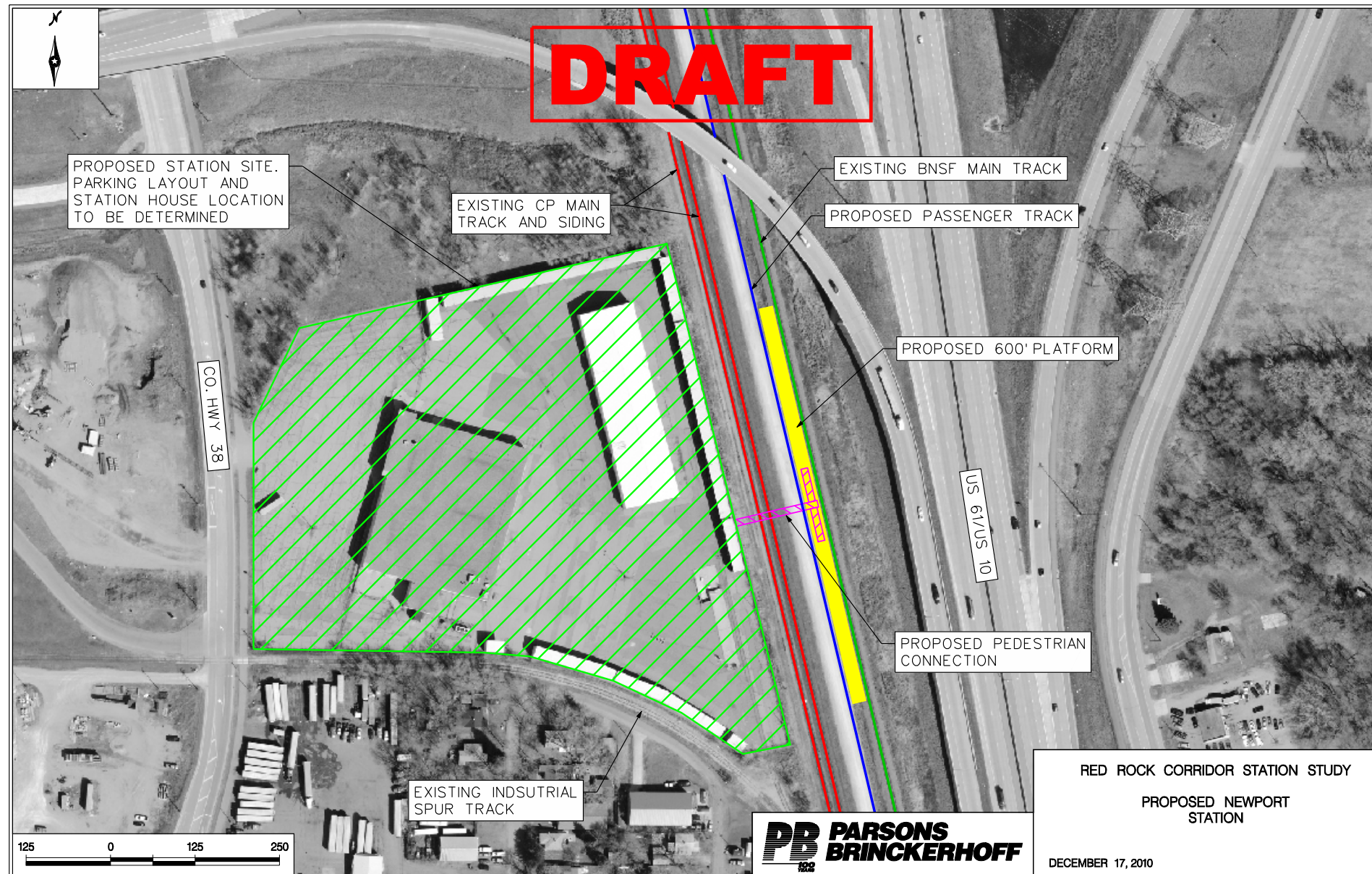
### OWNERSHIP PATTERNS / LAND USE / REGULATORY / POLICY

The site for the Park & Ride was purchased by Washington County Regional Railroad Authority in 2010. The land use west and south of the site are industrial and commercial, with residential uses further to the south. In its comprehensive plan, the City of Newport wishes to incorporate mixed use, maintain industrial areas, and take advantage of pedestrian linkages across Hwy 61, and access from the Wakota Bridge (I-494). Newport, supports a multimodal transportation system that improves accessibility, sustainability, and safety. In 2010, the City redefined its zoning of this area to “MX-3 Transit-Oriented Design” to allow for higher density development.



Newport Station Area Property Ownership Near Station Site - 1/4 Mile Radius shown in Red





## RAIL ANALYSIS

### Newport Station

The proposed station site at Newport is located on land that is currently occupied by an unused industrial facility (Knox Lumber) on the west of the BNSF/CP right-of-way. The property is large enough to accommodate a parking lot and station facility as well as potential development opportunities. The East Metro Rail Capacity Study (still underway at the time of publication of this report) proposes that another track be constructed in this area within the railroad ROW to increase capacity and efficiency between passenger and freight rail operations. This track is proposed to be constructed to the west of the single BNSF main line. It is recommended that the proposed platform be constructed in between these two tracks to allow for a center loading (dual-sided) platform.

Similar to Lower Afton, this station would require a grade separated pedestrian overpass to access the platform for safety reasons to avoid an at-grade pedestrian crossing of the CP main track and siding and the proposed track.



## STATION AREA PLANS & VISION

### STATION AREA VISION

The Newport Station Area likely affords the biggest opportunity for transformative change. The site is located at a significant transportation interchange between I-494 and Highway 61 which provides excellent visibility and good access to the station area.

Initial investments will focus on the former Knox Lumber site. A transit station will be built on a portion of the site that will initially be served by express bus and will transition to commuter rail service at a later date. The existing buildings on the site will be demolished and the portion of the site not being used for transit will be cleared and repositioned for redevelopment.

Largely perceived as an industrial area today, the strategy is to transform the area into a mixed-use area that connects to the existing residential and retail uses to the south of the site. Maxwell Avenue is the primary organizing element complimented by a series of new pedestrian-oriented streets. The tallest buildings with the most density (+/- 8 stories) are planned near the transit station, while a 2-3 story development is anticipated further south or west and then transitions down to low-density single-family homes.

Access to the platform will require a grade-separated crossing across active main line tracks. A proposed pedestrian bridge would extend from the plaza west of the tracks, cross over, and then bring passengers down a stair/elevator tower to the platform on the other side.

Currently, there is an active rail spur that bisects the station planning area. The long term concept plan, shown right, maintains this connection to the historically industrial area and is shown serving existing businesses and a revitalized eco-industrial park. Phased redevelopment over time of the industrial areas west of Maxwell would connect the station to the Mississippi River. The City's Comprehensive Plan currently guides these parcels, west of Maxwell and north of 21st Street, for light industrial. If the rail spur becomes obsolete and is no longer used, it could be removed and new roadway connections could be considered.

The City's Comprehensive Plan and the Final Concept Plan both call for Mixed Use Transit Oriented Development east of Maxwell.



*BIRDS-EYE VIEW LOOKING WEST*

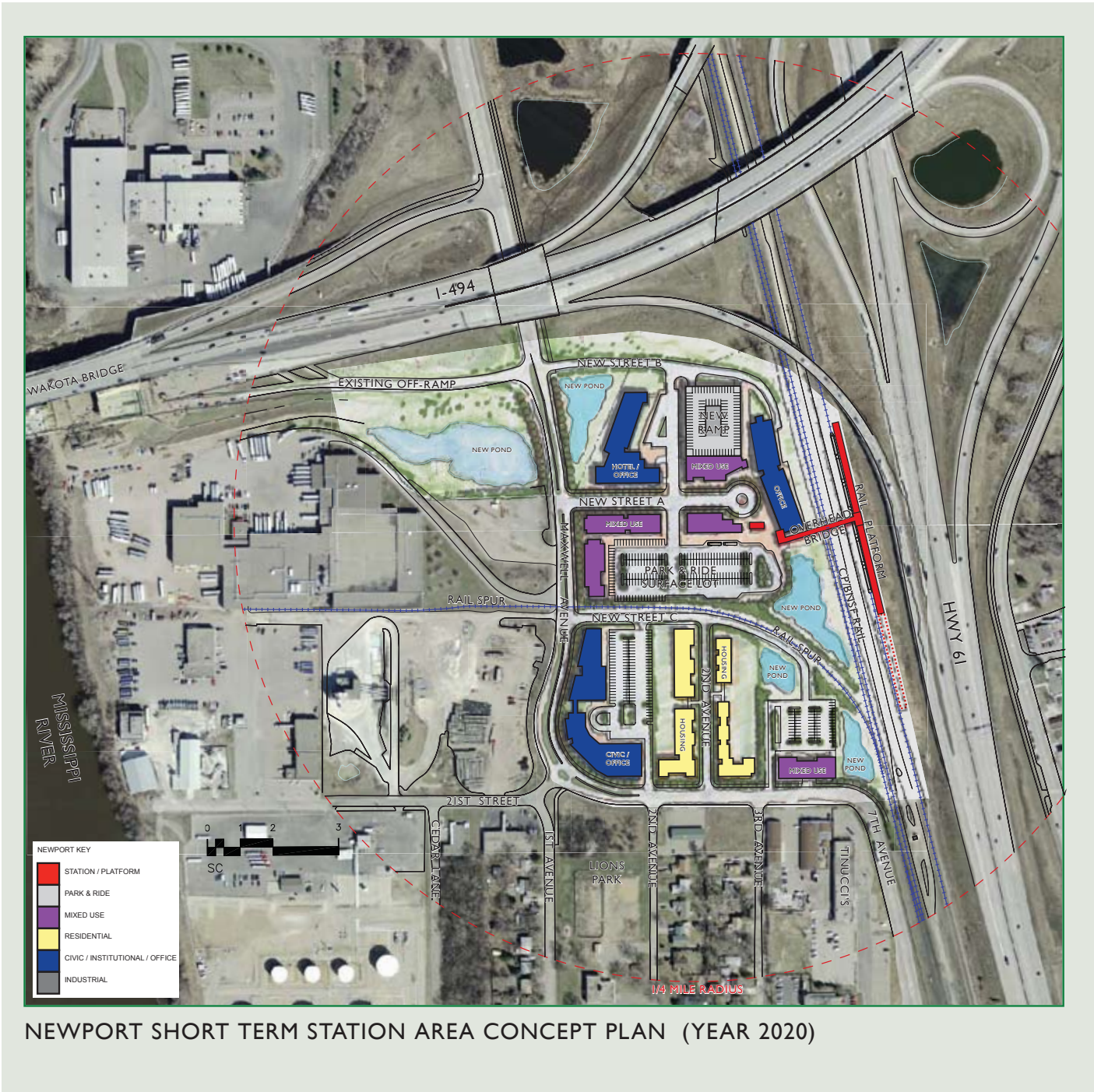
*The Newport station area plan envisions significant development and redevelopment focused along Maxwell Avenue and the proposed "New Street A". The most dense redevelopment is planned for the former Knox Lumber site, with development ranging in height from 3 to 8 stories. The station area plan also calls for enhancement of Maxwell Avenue with a planted median, street trees, bike lanes, and pedestrian amenities.*

### Newport Station Planning Principles

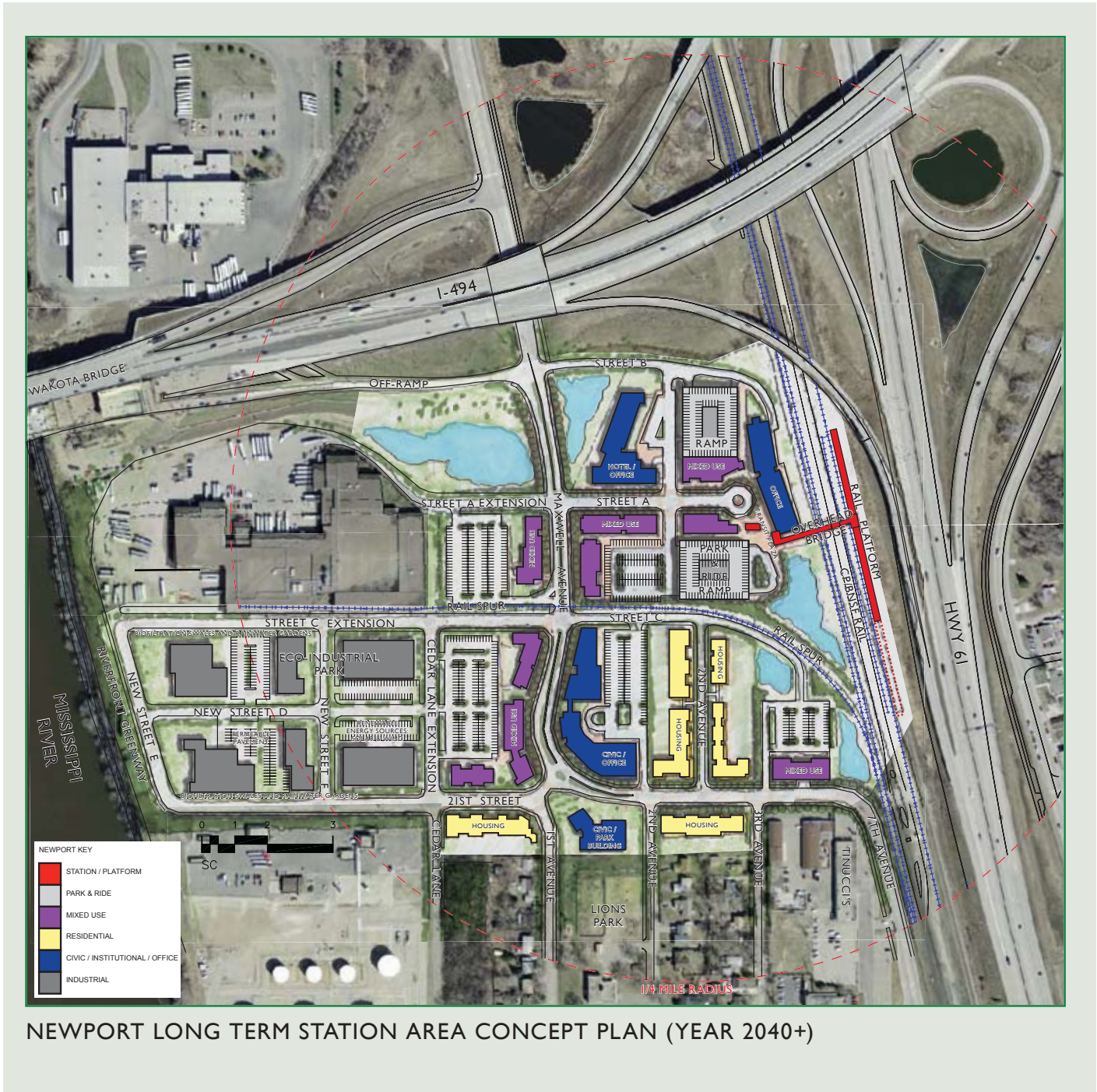
- Development will happen gradually over time
- Transit service will be implemented incrementally starting with bus service
- City and County will be partners in redevelopment
- Current uses can remain until they choose to relocate
- Existing infrastructure will provide the framework for new infrastructure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



ILLUSTRATIVE PLAN - NEAR TERM



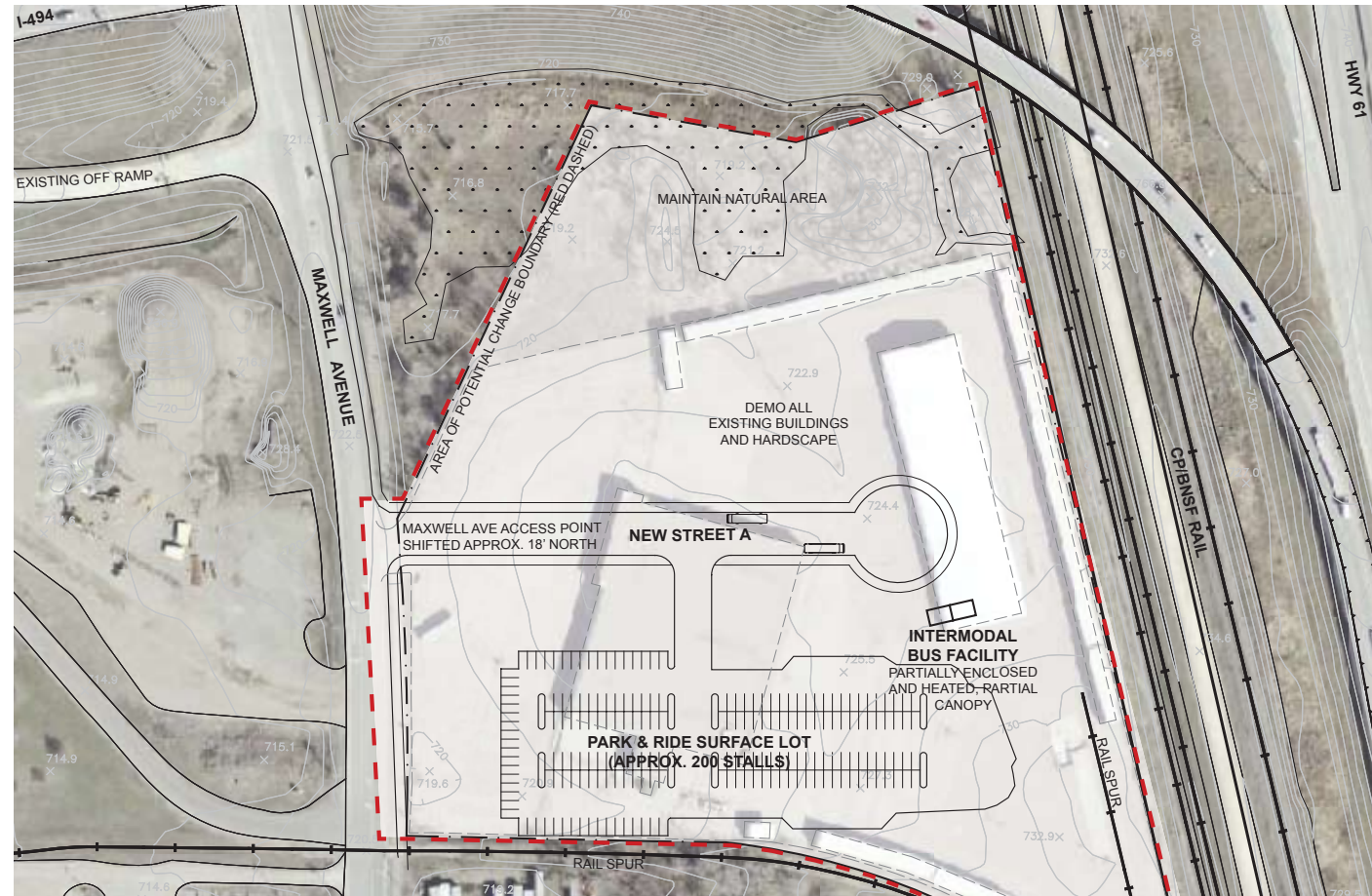
ILLUSTRATIVE PLAN - LONG TERM





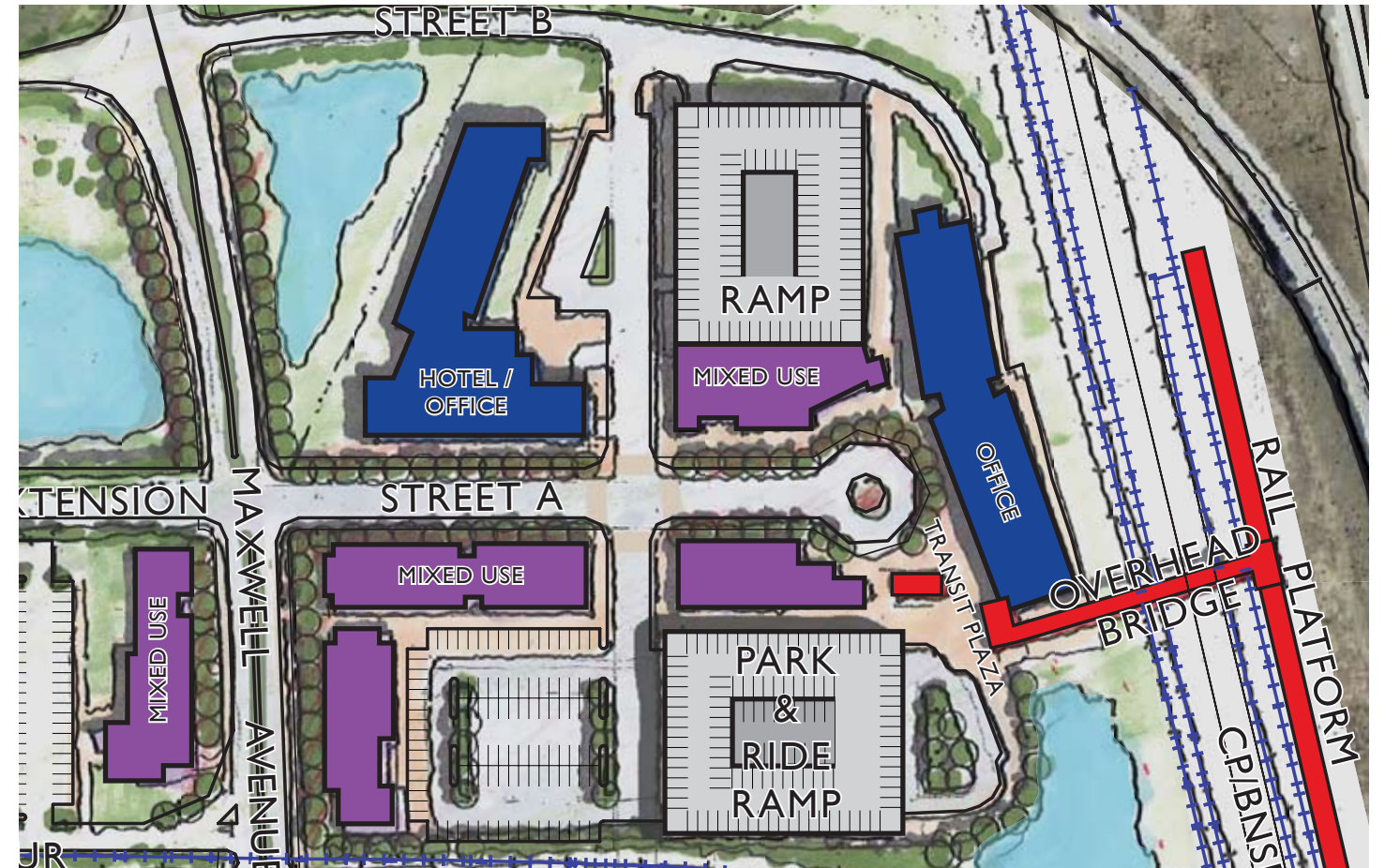
## STATION AREA PLANS & VISION, CONTINUED

### PHASED PARKING STRATEGY



Newport Phase 1 Parking Concept - Introduction of commuter bus service and Park & Ride facilities

The Metropolitan Council Park & Ride plan forecasts a need for 125 parking stalls to accommodate bus service in Newport. The Washington County Capital Improvement Plan indicates that a full build out of commuter rail with potential I-494 service would require 500 stalls. For planning purposes, this study assumed that a minimum of 150 stalls should be planned for the introduction of commuter bus service in Phase 1 and then 500 stalls for a full build out of commuter rail service in Phase 2. Phase 1 parking facilities would be a surface lot and then transition into a structured ramp for Phase 2.

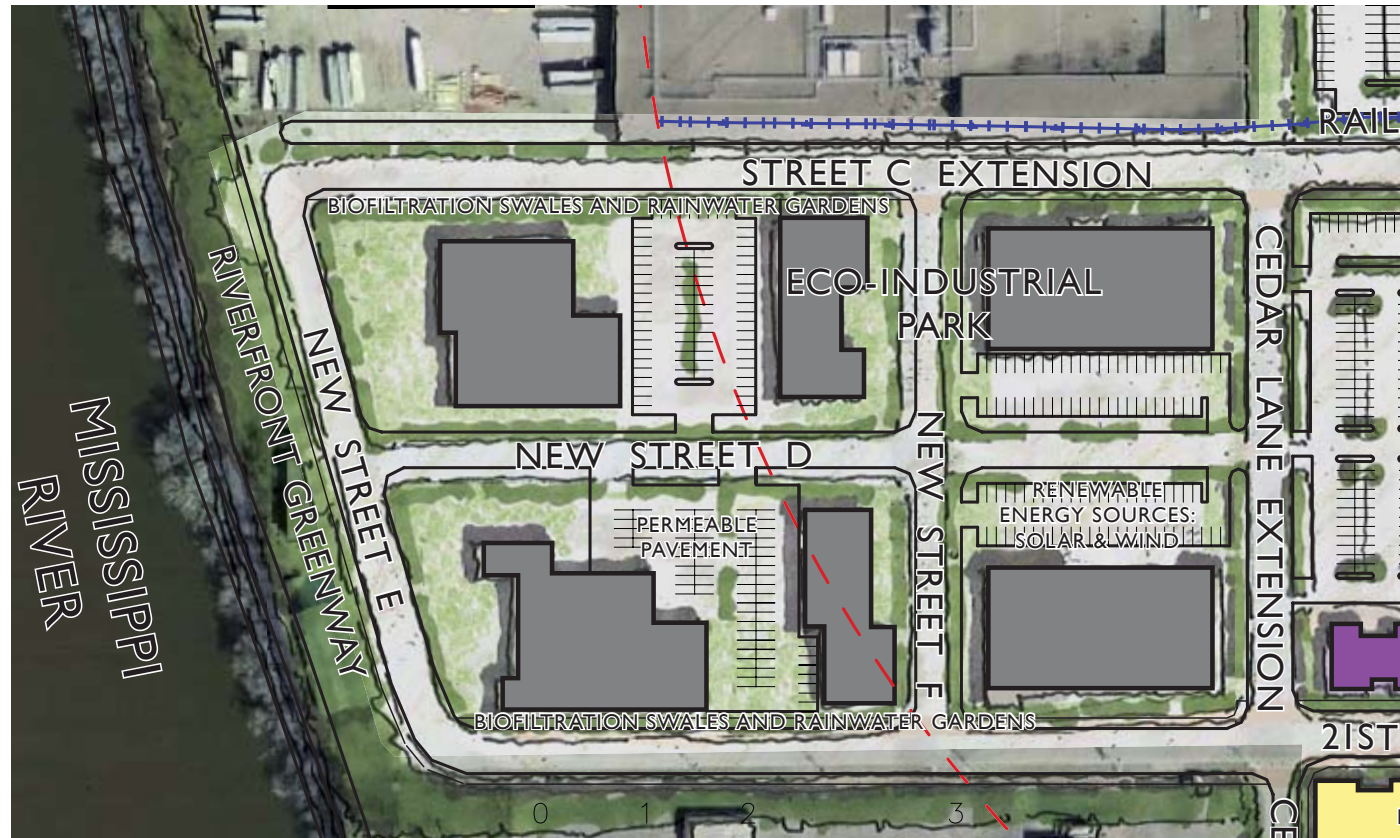


Newport Phase 2 Parking Concept - Full build out with commuter rail

New development and redevelopment proposed in the concept plans was estimated to require an estimated 2,783 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.



## ECO-INDUSTRIAL TRANSFORMATION



Detailed conceptual plan of Eco-Industrial Park



Bird's eye view looking northeast

An eco-industrial park would replace current industrial uses with low-impact, sustainable buildings and operations. Wind turbines, green roofs, solar panels and stormwater bio-filtration rain gardens support the station area while light manufacturing uses provide jobs close to the transit facilities and other uses in the community. The reclaimed riverfront is a public amenity for the community and is connected to the primary core of the site by tree lined streets.



Introduction of bioswales will help to manage stormwater



## STATION AREA PLANS & VISION, CONTINUED

### Additional Views and Illustrations



TRANSIT PLAZA LOOKING NORTHEAST

The commuter rail train is shown to the right below the grade separated access. The park & ride ramp is shown to the left with office and mixed use development beyond. The overhead pedestrian bridge over the freight and commuter rail lines, link the car and bus drop-off at the transit plaza to the commuter rail platform.



NEW STREET "A" LOOKING EAST

The primary commercial district within the station area is centered around Maxwell Avenue and the new "Street A", shown above. "Street A" is anticipated to have ground floor retail, entertainment, and restaurant uses. Hotel, office and housing anchor the street on the north, east and south, respectively. The multi-modal transit plaza to the east provides easy access to and from the station area.



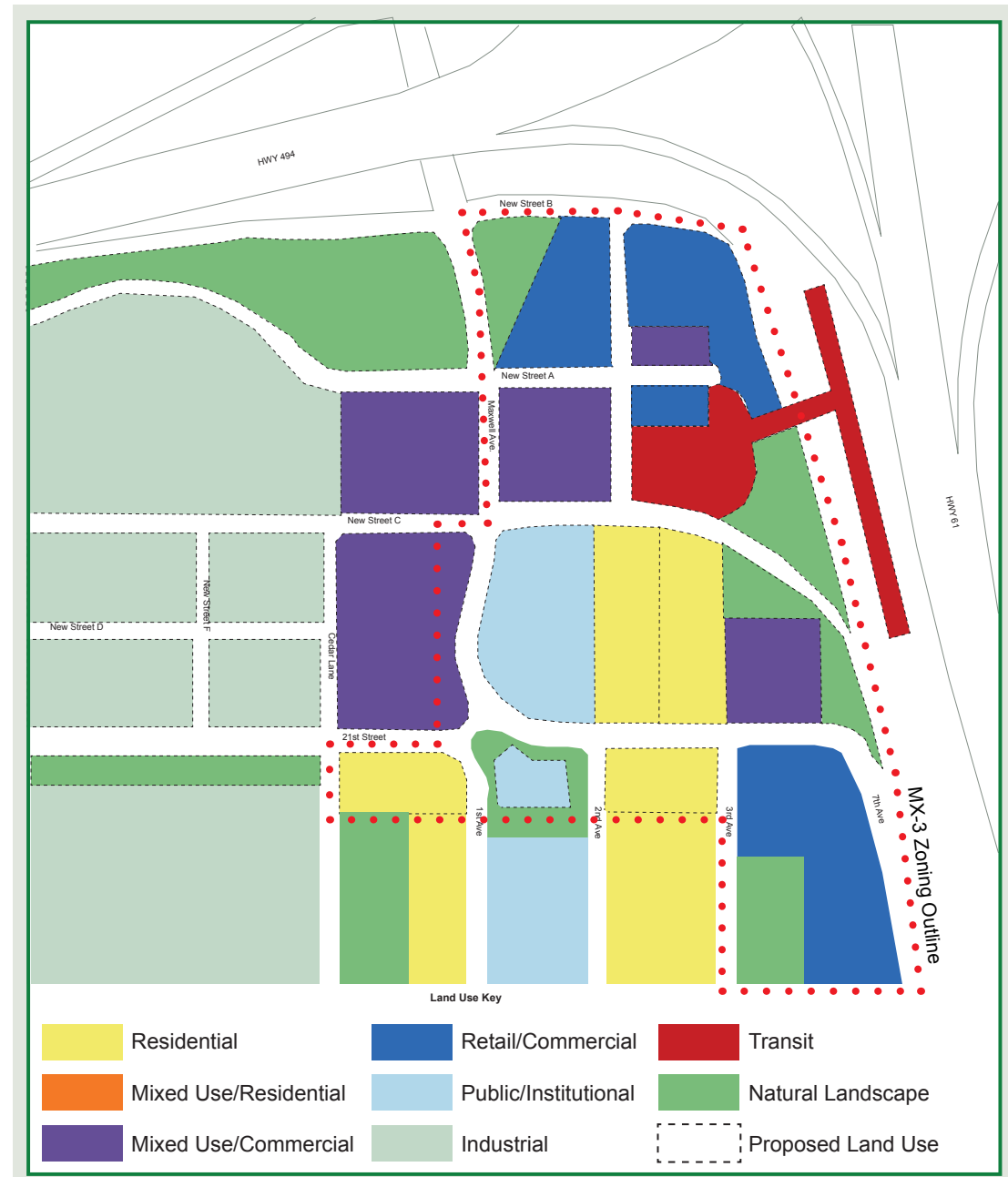


#### BIRDS-EYE VIEW LOOKING WEST

The Newport station area is envisioned to be a lively mix of housing, office, hotel, retail, entertainment, public and light industrial uses. The rail line and commuter rail platform are seen in the foreground. I-494 and the Wakota Bridge are shown to the right, with an off-ramp to Maxwell Avenue, the primary roadway that curves through the station area. Mixed use development lines the new street that terminates just north of the plaza and pedestrian bridge. The proposed eco-industrial park lies west of office spaces on Maxwell Avenue and stretches west to the Mississippi River.

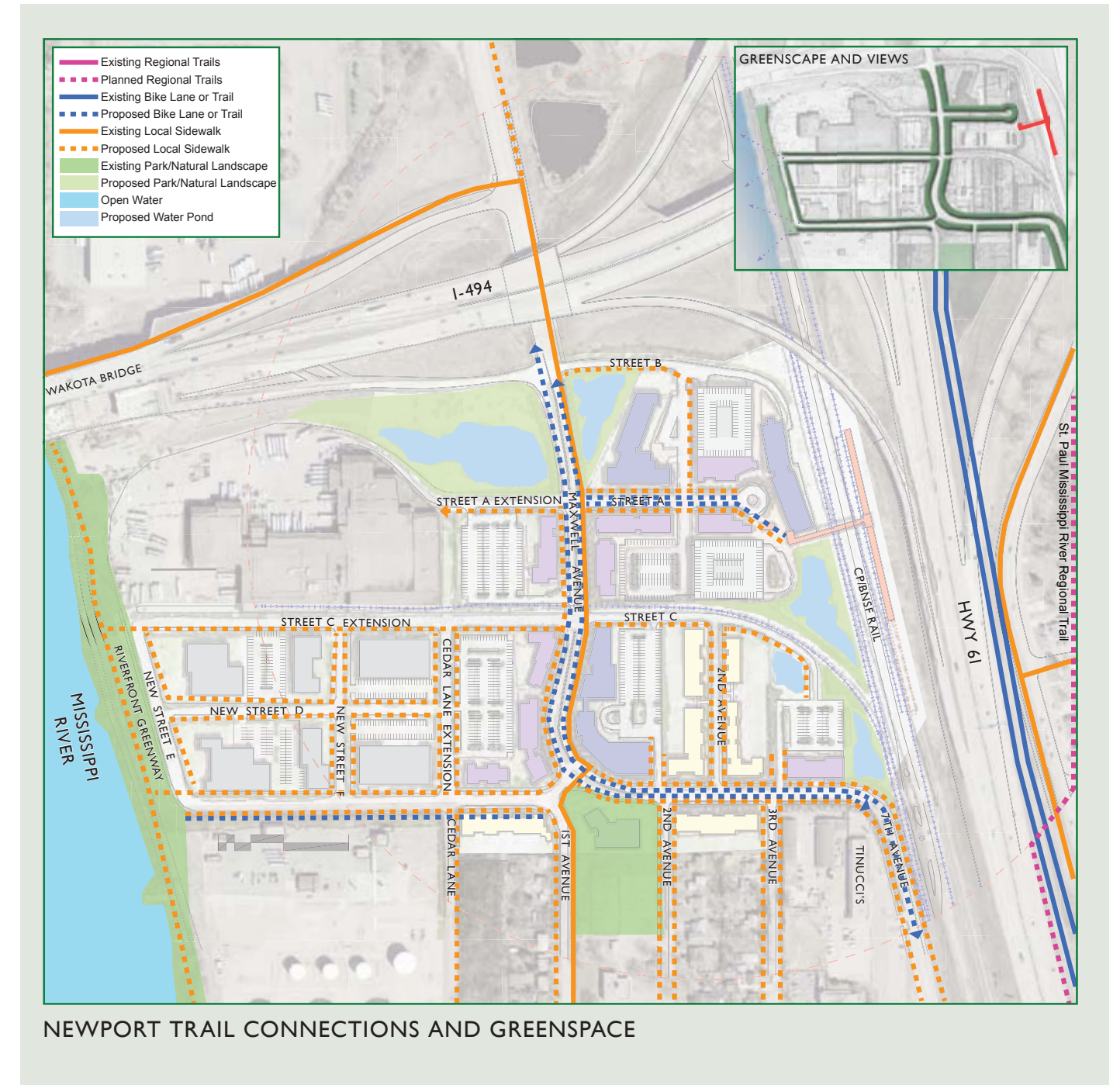


## LAND USE PLAN



Proposed land uses that differ from existing uses are outlined in a black dashed line and filled with the corresponding key color. The proposed land uses complement the MX-3 (Mixed Use) zoning designation, outlined in dotted red line, that was recently adopted by the City of Newport.

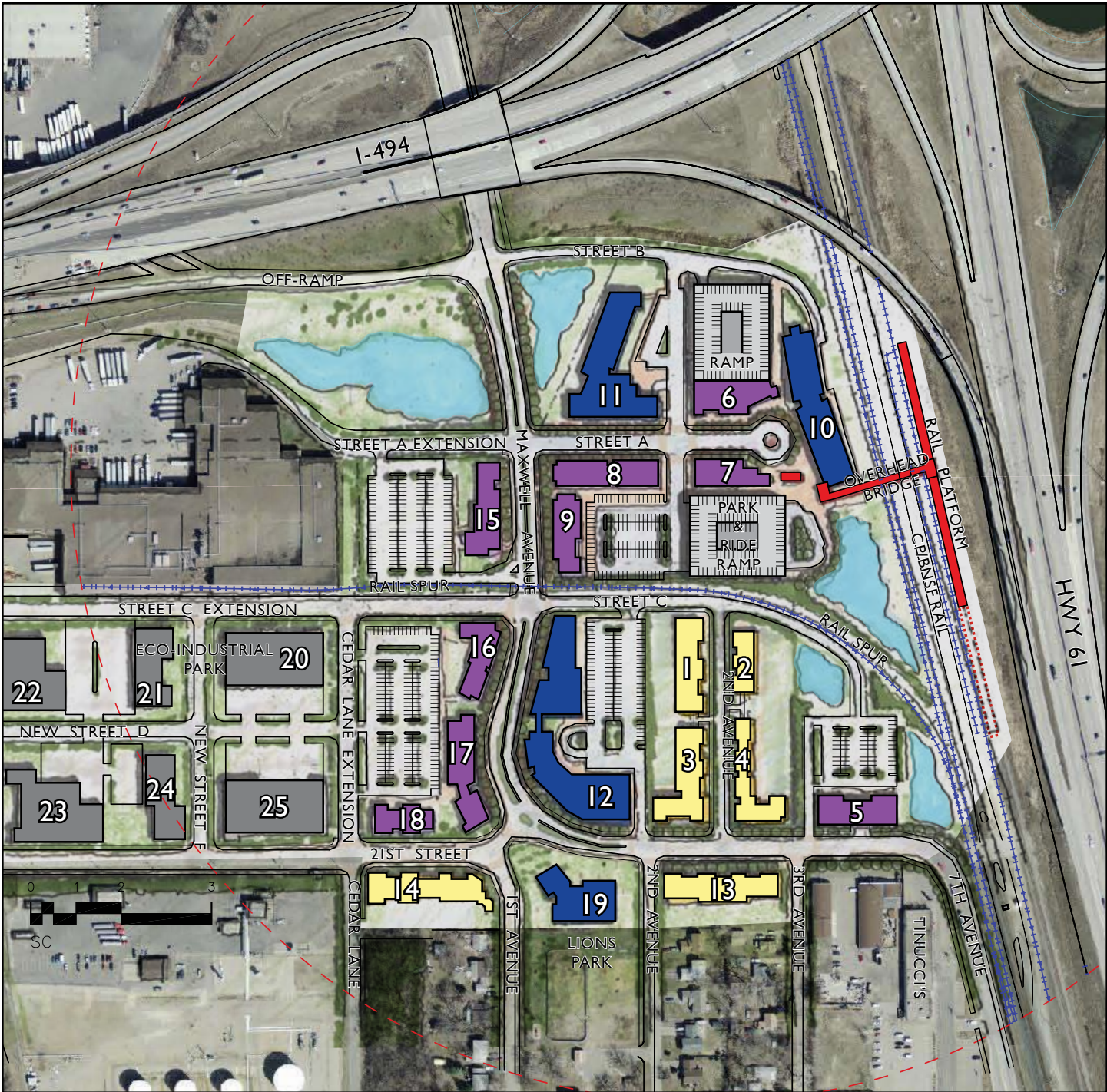
## TRAIL CONNECTIONS AND GREENSPACE



NEWPORT TRAIL CONNECTIONS AND GREENSPACE



RECOMMENDED BUILDING HEIGHTS & TYPE (YEAR 2040)



Newport Station Area Final Concept Plan - Long Term (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.

Newport - Building Scale & Type Summary\*

Land Use Type	Building #	Footprint Area (SF)	# Stories	Total
Residential	1	12,000	3	36,000 sf
	2	6,000	2	12,000 sf
	3	14,000	3	42,000 sf
	4	10,000	2	20,000 sf
	13	13,500	3	40,500 sf
	14	15,000	2	30,000 sf
Commercial	-	-	-	-
Mixed Use	5	10,000	3	30,000 sf
	6	11,500	4	46,000 sf
	7	8,000	4	32,000 sf
	8	12,500	4	50,000 sf
	9	9,500	3	28,500 sf
	15	11,500	3	34,500 sf
	16	9,000	3	27,000 sf
	17	13,000	2	26,000 sf
Civic/Institutional/Office	18	7,000	2	14,000 sf
	10	24,000	5	120,000 sf
	11	25,000	6	150,000 sf
	12	40,000	1	40,000 sf
Industrial	19	14,000	1	14,000 sf
	20	25,000	1	25,000 sf
	21	13,000	1	13,000 sf
	22	23,000	1	23,000 sf
	23	24,000	1	24,000 sf
	24	12,000	1	12,000 sf
	25	25,000	1	25,000 sf

Recommended Building Scale & Type Summary

Residential	180,500 sf
Commercial	0 sf
Mixed Use	288,000 sf
Civic/Institutional/Office	324,000 sf
Industrial	122,000 sf
# of Housing Units @ 1200sf each (2BR)	270 Housing Units
Job Growth Potential (@ 350sf per worker)	1,337 Jobs
Park & Ride (commuter demand)	500 Cars
Parking (new development demand)	2,783 Cars
Planning Study Focus Area	~ 11.6 Acres



## INVESTMENTS

### WHO PAYS FOR WHAT?

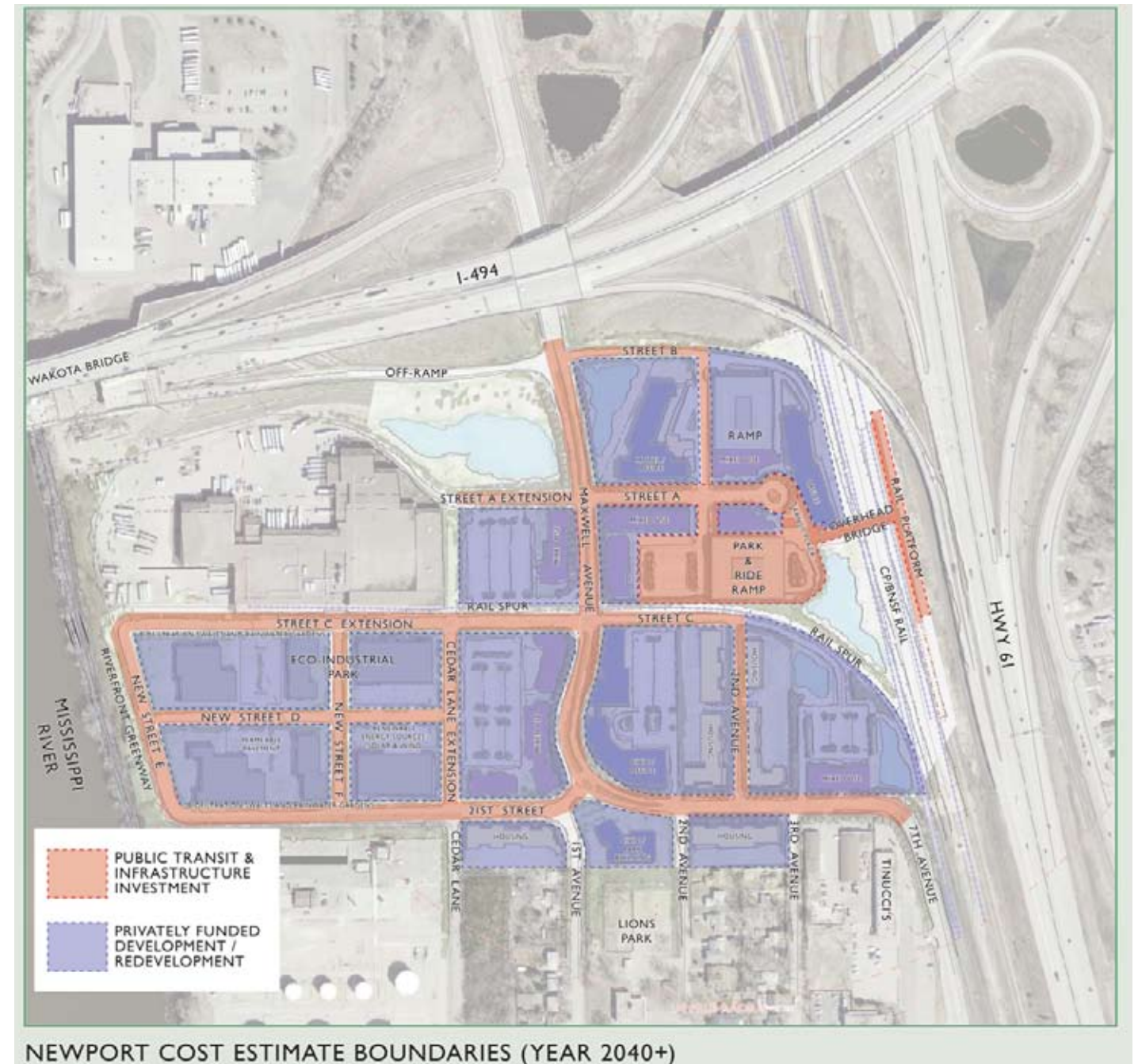
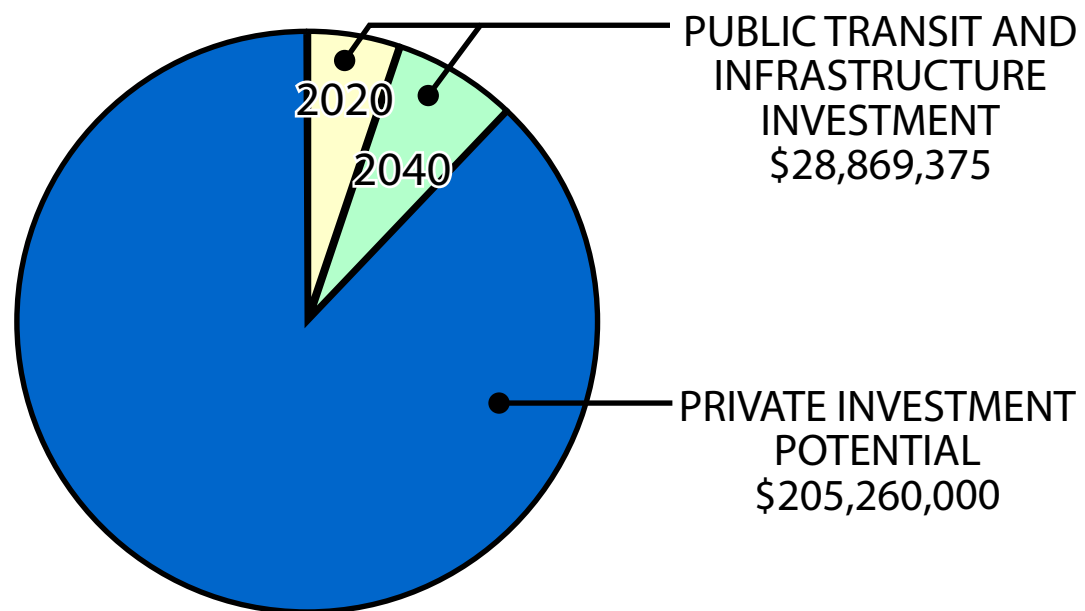
The preliminary cost estimates identified costs for both the transit station, which would be publicly funded, as well as potential development and redevelopment in the surrounding station areas, which would be privately funded. The public funds would cover the costs of the rail platform, any necessary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





## 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.

NEWPORT 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 Newport	X			X	X*	X		
Expand commuter bus service to Newport Park & Ride	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			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 Newport	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