Steering Committee Review
May 7, 2018
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Appendix
Future Land Use Change Areas

- City Boundary
- 2030 Future Land Use:
  - Rural Residential
  - Low Density Residential
  - Med Density Residential
  - High Density Residential
  - Commercial
  - Mixed Use
  - Industrial
  - Golf Course
  - Parks/Open Space
  - Agricultural
  - Transition Planning Area
  - Open Water

Areas of Future Land Use Change:
1. East Ravine Master Plan Area
2. Business Park Expansion Area
3. BRT Station Areas
4. Harkness Avenue Area
5. Langdon Area
6. North Ravine Area
7. Cottage View Area
8. Oltman Middle School Area
9. Mississippi Dunes Area
10. Lower Grey Cloud Island
East Ravine

- Land use similar
- ¼-mile minimum intersection spacing – Ravine Parkway & 70th moved west
- Numerous ponding areas removed (pipe project)
70th & Keats Commercial Trade Area

- 70th & Keats Commercial trade area extends beyond Cottage Grove
- Tangible Market study:
  - Commercial: + 87 ac. by 2040 in City
  - 650k sq ft demand @ 70th & Keats: McComb study, 2003
- 20 ac. in Langdon Village
- 55 ac. Mixed Use @ 70th & Keats = 550k sq ft of Commercial uses
Business Park

- Extent of Industrial use follows AUAR boundary
- Land uses refined per AUAR & 3M ownership
- No Transition area
BRT Station Areas
80th St & Jamaica Ave

- Mixed Use vs. Commercial
Mixed Use

Areas designated “Mixed Use” are intended to provide flexibility to allow complementary uses within a district. A mixed use land use pattern generally includes any combination of higher density residential, commercial services, employment opportunities, and transit. The most visible and accessible parcels are intended to be reserved for commercial uses at street level, not residential, and a standard will be adopted in the zoning for the Mixed Use area to require only commercial, retail or office uses on the ground level within 300 feet of an arterial roadway. This would apply to the areas highlighted in Figure 2-5.

The uses within a Mixed Use district support one another and the use of walking, biking, and transit. The City of Cottage Grove seeks to achieve Mixed Use Districts by:

- Allowing development of multiple, complementary uses that support one another.
- Promoting a walkable, sustainable development pattern that supports alternative forms of transportation (walking, biking, and mass transit) while still accommodating the automobile.
- Demanding high quality design to ensure compatibility between residential and commercial uses.
- Ensuring adequate service and retail opportunities to meet the needs of major employment areas and businesses.
- Enhancing the local labor supply through provision of higher density housing in close proximity to major employment areas.
- Creating attractive, community-oriented development that positively reflects on the image and identity of Cottage Grove.

Figure 2-5: Planned Mixed Use Areas
Mixed Use

Areas designated “Mixed Use” are intended to provide flexibility to allow complementary uses within a district. A mixed use land use pattern generally includes any combination of higher density residential, commercial services, employment opportunities, and transit. The most visible and accessible parcels are intended to be reserved for commercial uses at street level, not residential, and a standard will be adopted in the zoning for the Mixed Use are to require only commercial, retail or office uses on the ground level within 300 feet of an arterial roadway. This would apply to the areas highlighted in Figure 2-5.
Harkness Avenue

- Single Family to Medium Density and High Density
- Based on recent Small Area Plan
Langdon Village

- Mixed Use – revised Concept Plan
- Mixed Use on W side out to Jamaica, vs. Industrial
- Future 100th St alignment important
Langdon Village Area

- Revisit plans – commuter rail a long way off
- Commercial along Hwy 61
- Consider affordable housing
- City Public Works facility relocating
Langdon Village
Existing Development

West edge - hill

Acorn Mini Storage

City Public Works

[Map with markers for Acorn Mini Storage and City Public Works]
Langdon Village
Existing Development

Majestic Site (EDA)

Middle - residential

E side - EDA, Residential, gas substation
Langdon Village – Existing Access

Effectively dead-end access – not suitable for significant Commercial development
Langdon Village – Future Access

Connection between interchanges – good access and visibility for Commercial development

Hwy 61

Innovation Rd

No access

RR

Jamaica Ave

100th St

RR

RR

RbA Corporate

Cottage Grove

Where Pride and Prosperity Meet

Stantec
Langdon Village Concept Plan
Cottage Grove, MN

4-27-2018
Langdon Village Concept Plan – Key Issues
Cottage Grove, MN

4-27-2018

Key Issues

- Replace/augment storm pond with underground storage
- Plan park & trail connections both internally and externally
- Gas line easement – no buildings
- Entry monument at end of Greenway for visual terminus
- Allow 300’-400’ spacing of access points on W Pt Douglas Rd
- Potential commercial development on remnant parcel north side of W Pt Douglas Rd
- Not all of EDA parcel needed for housing project, allows street to cross for access to W Pt Douglas Rd
- Alignment of 100th Street connection impacts development of several properties
- 100th Street connection needs to rise to 25+ above RR for clearance
- Need 98th Street connection around EDA parcel to W Pt Douglas Rd
- Maintain building edge at street around Park and Greenway
- Building at end of Greenway for visual terminus
- 30’ zone for Commercial uses – may need exceptions for west parcel due to access and east parcel for EDA housing project
- Residential (site access not OK for commercial)

0 300’

North
Oltman Middle School & North Ravine

Single Family – no change in Land Use Plan
Cottage View

Add Medium & High Density W of Ravine Pkwy & N of 90th St

Maintain green buffer on west side
Mississippi Dunes

- Change from Golf Course to LD Residential, MR and Park
- Medium Density Residential in NE corner
- Park/River access on southern edge
Lower Grey Cloud Island

- Keep as mostly Transition Planning Area
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Appendix
COTTAGE GROVE 2040 COMPREHENSIVE PLAN

Schedule

- February 26 Housing Task Force
- March 26 Transportation Task Force
- April 2 Comp Plan Steering Committee
- April 23 Planning Commission review
- May 2 City Council review
- May 7 Comp Plan Steering Committee: Draft Plan
- May 9 City staff & Stantec – review Draft Plan
- May 29 Planning Commission: Open House & Public Hearing
- June 6 City Council adopt Plan