

CEDAR AVENUE TRANSITWAY STATION AREA PLAN



CEDAR AVENUE TRANSITWAY STATION AREA APPENDICES

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APPENDIX A: SUMMARY OF RELATED PLANS AND STUDIES



MEMORANDUM

TO: Project Management Team
FROM: Jeff McMenimen
DATE: March 22, 2017
RE: Prior Plans and Studies

Cedar Avenue Transitway Implementation Plan Update 2015

Key Takeaways

1. Cedar Avenue Transitway Goals

- **Goal 1:** Provide a variety of safe, reliable, and attractive bus transit services in the corridor.
- **Goal 2:** Improve mobility and accessibility within the Cedar Avenue Transitway.
- **Goal 3:** Identify improvements that are cost-effective and well-positioned for implementation.
- **Goal 4:** Enhance and promote transit oriented development that is compatible with community goals and helps increase ridership.

2. Land Use and Station Area Planning

- Consider changes to land use and economic development plans within a half-mile of the planned and existing stations to encourage increased development density and more transit-friendly development patterns
- Prepare for a more sustainable community that integrates transit into future growth and allows for more travel options for residents.
- As part of the 2015 IPU ridership modelling, a sensitivity test was completed to better understand the impact that increased density would have on METRO Red Line station boardings. Of all the 65 sensitivity tests completed, the most significant increase to station ridership was increasing density within a half mile of a station. The housing densities that were used in the sensitivity test were between 25 and 30 units per acre.

3. Pedestrian and Bicycle Connections

- Bicycle and pedestrian facilities connecting to the stations and on Cedar Avenue should be planned and implemented prior to or as the stations are constructed and the runningway is extended.
- All new stations should include pedestrian and bicycle connections and intersection crossing treatments into the planned station areas, as they are critical for users to safely access the stations, will increase the attractiveness of the service, and will help to increase ridership, especially at the walk-up stations.
- Pedestrian and bicycle facilities should be designed to provide the most direct route, paved, clearly marked, lighted, and buffered to improve bicycle and pedestrian experiences and discourage people from crossing roadways in other than designated areas.

- Pedestrian and bicycle facilities within a Transitway station should be designed to accommodate snow clearance and removal equipment.

4. Input from Community Engagement

- Existing sidewalk connections at Cedar Grove are good; need improvements to all other station areas, need improved snow clearing
- Enclosed stations are appreciated
- Customers desire more Spanish language customer information
- Desire better heat at shelters and stations, security cameras, functional ticket vending machines
- Desire to add Wi-Fi to Apple Valley Transit Station
- Attendees noted that the service will be highly valuable to reach service-oriented jobs, meetings, and youth activities throughout the area that do not have regular, 8:00 a.m. to 5:00 p.m. schedules
- Participants emphasized the importance of mobility, safety, convenience, efficiency, and economic development
- Additional promotion/marketing – it is currently perceived by local agencies as an impediment to increased ridership
- The lack of pedestrian and bicycle access to stations is perceived as an impediment to ridership. There is also a strong desire for east-west bicycle/pedestrian connections across Cedar Avenue and within nearby neighborhoods and commercial areas
- There are significant planned developments which will increase density at the Cedar Grove
- Acknowledgement for higher density to help increase ridership
- Transit Oriented Development (TOD) is supported. TOD should be balanced with suburban needs.

5. Cedar Grove Station

- Cedar Grove is an existing offline station and park and ride facility. The station and park and ride are accessed from Nicols Road.
- The park and ride has 166 spaces with 29 percent usage, according to the 2013 Annual Regional Park and Ride System Report.
- An MVTa modal use study found that the station is used primarily for transfers and pedestrian activity.
- An added online station is under construction in the median on Hwy 77. Station is planned to be open in 2017.

6. Cliff Road Station

- Cliff Road station identified as a next priority for the METRO Red Line.
- Planned as an inline station located on north and southbound Cedar Ave ramps
- Transit Signal Priority (TSP) should be considered for traffic signals at the intersections of Cliff Road and the Cedar Avenue exit/entrance ramps.
- Improvements to pedestrian facilities on the Cliff Road Bridge to serve the planned inline Cliff Road stations. These may be able to be accomplished through planned MnDOT improvements to the bridge currently programmed for 2019

7. Station Amenities

- Enclosed waiting areas
- Security cameras
- Bicycle racks, bicycle steps
- Real-time NexTrip vehicle arrival and departure signage
- Litter receptacles
- Emergency call boxes
- Station lighting
- Push-button radiant heating
- Ticket machines

8. Other Considerations

- Last-mile connections are a crucial barrier for potential users and will also provide a more inviting, safe, and user-friendly environment for current users of the Transitway who regularly encounter sidewalk gaps and non-dedicated bicycle facilities in the suburban neighborhoods surrounding the corridor.
- Landscaping and/or public art should be integrated into the station areas to create quality public spaces, contribute to each station's identity, and enhance travel for customers.



MEMORANDUM

TO: Project Management Team
FROM: Jeff McMenimen
DATE: March 22, 2017
RE: Prior Plans and Studies

METRO Red Line Cedar Ave BRT Market and Development Study 2013

Key Takeaways

1. Study Findings

- The Red Line BRT can significantly enhance a potential development site's competitive position. The new high quality BRT service and investment in the stations provide an important asset for the communities along the Cedar Avenue corridor. While new development and redevelopment of the areas around the stations will continue to evolve, the investments that have been made in the Red Line demonstrate the communities' commitment to the success of the first BRT line in the region.
- Each Red Line station area is unique, as is each Red Line community. The form, character, and potential for development at each station area will also vary. Preserving flexibility for future development will be important as the market for TOD in these suburban communities evolves over time.
- New and modified public finance tools are needed to better support TOD. While there is a market for TOD, it is typically more expensive and more difficult than conventional development. Changes to finance tools will help make TOD more attractive to developers and hence more viable in more locations.
- The planning and construction of the Red Line resulted from a successful regional partnership of entities along the corridor. The corridor cities and counties could benefit substantially from a similarly concerted effort to create and maintain a development and branding strategy for new development, and TOD in particular, along the Red Line.

2. Station Typologies

- Cedar Grove Station – Suburban Center Station Type
 - Moderate to high density mix of residential, commercial, employment and civic/cultural uses
 - Significant center of economic and cultural activity with regional scale destinations
 - Mid-rise, low-rise, townhomes and some high-rise

- Cliff Road Station – Transit Neighborhood Station Type
 - Low to moderate density residential uses with supporting commercial and employment uses
 - Predominantly residential district with a neighborhood walk-up transit station
 - Low-rise, townhomes, small lot single family and some mid-rise

3. Market Potential

- The Red Line stations can attract substantial TOD development over time to the extent that the stations can provide competitive locations to serve market demand.
- While BRT may not drive development, it can significantly enhance a site's competitive position within the market when coordinated with other advantages.

4. General Strategies

- Clearly define and aggressively market the benefits and features of BRT service.
- Implement strategies to make crossing Cedar Avenue safer and more pleasant for pedestrians and bicyclists.
- Create incentives to encourage transit and bike use such as free or reduced transit passes, car sharing programs, bike sharing programs, and convenient and secure bike storage within transit station areas.
- Integrate stations into the surrounding area's streets, trails, buildings, and open spaces.
- Identify priority development and redevelopment sites for medium and high density housing and guide housing to these areas.
- Mix affordable housing units into market rate housing or mixed use in the station areas.
- Where feasible, encourage retail or service uses at street level and design residential uses at street-level so it contributes to a desirable pedestrian environment.
- Establish a corridor-wide partnership to coordinate the establishment of a corridor identity and spearhead redevelopment and infrastructure improvement efforts such as marketing the corridor to attract TOD, securing and coordinating funding sources, assembling a corridor-wide redevelopment toolkit, drafting and promoting special legislation that furthers corridor objectives, and reviewing and shaping development proposals.
- Work together to promote a unique corridor identity that builds on existing assets and potential.
- Develop a clear corridor-wide infrastructure and TOD strategy plan.
- Coordinate public investments, funding requests, development, and housing projects across the corridor rather than competing on a station-by-station or city-by-city basis.

- Develop coordinated approach to parking management and provision of structured parking at station areas.

5. Cedar Grove Station Area Assets

- Location – near MOA, airport, regional shopping center
- Regional Retail - Outlet Mall (100 businesses/2,000 employees)
- Existing Housing – medium and high density housing within walking distance
- Developable Land – 18 acres (most of this is already planned)
- Parking Management – 1500 space parking ramp and park and ride facility
- Open Space – near major regional open spaces
- Financing Tools – large area around the station is within the Cedar Grove TIF District

6. Cedar Grove Station Area Challenges

- Development Potential
- Access and Connectivity
- Red Line Access to/from Hwy 77



MEMORANDUM

TO: Project Management Team
FROM: Jeff McMenimen
DATE: March 22, 2017
RE: Prior Plans and Studies

Dakota County Comp Plan 2009

Key Takeaways

1. High Level Trends Affecting Dakota County
 - Aging population
 - Population is diversifying
 - Housing and jobs can exist together
2. Five Guiding Principles
 - Sustainability
 - Connectedness
 - Collaboration
 - Economic Vitality
 - Growing and Nurturing People
3. New Directions in Natural Systems
 - Make communities transit friendly and walkable
 - Promote local, healthful food
 - Invest in green energy
 - Build green
4. Transportation
 - Vision
 - People of all ages and income levels will be connected to jobs, services and shopping through a multi-model system that is affordable, attainable and reduces the dependency on automobiles.
 - Land use planning and transportation planning will be a coordinated effort with stakeholders to create appealing development along corridors served by a variety of transportation modes.
 - Transit services will increase as growth continues in the county. Transit opportunities will be made available and affordable to all users along high-density, highly traveled corridors. A variety of funding sources will be employed to expand and support a more extensive and wide reaching transit system.

5. New Directions in Transportation

- Encourage active living by investing in pedestrian and biking infrastructure
- Create an environmentally sensitive transportation system
- Reduce demand for automobile transportation
- Increase transit advantages
- Improve transportation for seniors
- Create places where people can live and work without an automobile

6. Transit Goals

- Maximize Transit Movement Through Attractive Transit Services And Facilities
- Develop Cost Effective and Efficient Transit Solutions Through Mobility Management
- Support Flexible and Expandable Transit Services
- Link Land Use, Economic Development, Transit, and Transportation Decisions
- Provide Sustainable Transit Services and Facilities
- Secure Dedicated and Reliable Funding Sources for Transit

7. Pedestrian Goals

- Create a countywide greenway system to support nonmotorized transportation modes
- Improve the pedestrian network in and near County right-of-way to enhance the utilitarian function of the system
- Ensure adequate resources are planned for and allocated to trail maintenance
- Ensure adequate lighting of pedestrian facilities based on the context

8. Land Use Goals

- Create places where people can live and work without an automobile
- Promote land use that encourages active living
- Ensure residents can age in place



MEMORANDUM

TO: Project Management Team
FROM: Jeff McMenimen
DATE: March 22, 2017
RE: Prior Plans and Studies

Dakota County Transportation Plan 2012

Key Takeaways

1. Transportation Plan Principles:

- Sustainability
- Connectedness
- Collaboration
- Economic Vitality
- Growing and Nurturing People
- Transportation Safety and Standards
- Transportation Planning
- Social, Economic and Environmental Impacts
- Public and Agency Involvement
- Context-Sensitive Design and Complete Streets

2. Cliff Road (within study area) is approaching capacity.

3. Context Sensitive Design and Complete Streets

The following **strategies** support the context-sensitive design and complete streets principle:

- **Minimum Urban, Low-Speed, Highway Widths**
Consider minimum widths for two-lane low speed highways in urban areas that are less than standard to help meet economic, social and environmental objectives.
Depending on the context, the County may be required to meet certain minimum width standards to meet safety objectives and funding requirements.
- **Aesthetics**
Consider aesthetic needs on projects to complement context-sensitive design and complete streets philosophies.
- **Context Consideration**
Prioritize transportation projects through a process that considers economic development, local environments and environmental sustainability.

- **Transit, Pedestrian and Bicycle Facility Preservation within County Road Right of Way**
Consider transit, pedestrian and bicycle facility preservation needs including ADA requirements. Priority will be given to preservation and rehabilitation projects that increase effective multimodal and intermodal and ADA accessibility.
- **Mn/DOT Complete Streets Guidelines**
Partner with Mn/DOT in assessing the benefits, cost and feasibility of establishing a complete streets policy in the state.
- **Road Design and Infiltration**
Consider road design elements (such as ditches and swales) that will infiltrate storm water when practical.
- **Vegetation in Right of Way**
Where safe, plant native or appropriate vegetation in County right of way to help sequester carbon, shade pedestrians and manage runoff.
- **Safety Improvements**
Design for safety of pedestrians and bicyclists on the road and trail system, including provision of clear zones for all users, attention to bikeway geometrics, incorporation and alignment of curb cuts and signage when appropriate.
- **County Greenways**
Participate in greenway collaboration where greenways interact with the transportation system.

4. Cedar Avenue BRT Funding

- Various sources of funding are in place for the development of the Cedar Avenue BRT.
- Revenue is secured for the design, right of way acquisition, utility work, construction, and station development of the corridor.
- Major sources include federal Congestion Mitigation and Air Quality (CMAQ), Federal Transit Administration, federal SAFETEA-LU HPP and Surface Transportation Program, CTIB, State Bonding, City of Apple Valley, City of Lakeville, Dakota County State Aid, Dakota County Regional Railroad Authority, and various transit-related sources and bonding mechanisms.

5. Cliff Road Bridge (over Hwy 77) is identified for improvements.

6. Integration of Transit and Transportation Modes

- This goal directs Dakota County in the development and integration of a comprehensive transit system, bicycle and pedestrian network, and other non-automobile modes for people and freight to maximize the efficiency of the transportation system by providing safe, timely, and efficient connections between communities, activity generators, and employment centers.
- Coordinate service providers and County government to understand emerging transit needs and form effective implementation for County residents including transit dependent populations (elderly, low-income families, households without a vehicle, youths and physically/mentally challenged).

- Evaluate and develop the groundwork for improving pedestrian and bicycling networks within the transportation system, especially within transit or dense land use corridors, to provide safe, timely, convenient and efficient connections.

7. Transit Facilities

- Transit facilities establish a tangible presence of transit service in a community. Facilities include stop amenities, roadway improvements for improved operations, maintenance and storage facilities, and supporting infrastructure for bicycle and pedestrian access. While operation and maintenance of these facilities is typically a responsibility of service providers, Dakota County has an active role in cooperating with regional agencies and transit service providers in the planning, finance, and development of these facilities
- *Cedar Grove Transit Station* - The Cedar Grove Transit Station was completed in 2010 as part of the Urban Partnership Agreement program, which aims to reduce congestion on the I-35W transitway from downtown Minneapolis south to Dakota County. This station includes a 150 space open-air park & ride lot, climate controlled waiting area, bicycle lockers, and restrooms. The station currently serves a primary transfer point between local routes, but is planned to have increasing amounts of express service as the Cedar Avenue Transitway is developed. The properties surrounding this station are targeted by the City of Eagan for multi-use, transit oriented development in the near future.
- In the development and upkeep of both highways and transitways, Dakota County has the ability to include or expand facilities for pedestrians, bicycles, and automobiles to provide improved connections to all surrounding land uses from access points to transit service. Consideration to these improvements should extend out from existing facilities based on feasible maximum travel distances for a particular mode; federal policies consider pedestrian access improvements within one-half mile and bicycle access improvements within three miles of planned transitway facilities for funding through federal transit capital investment programs.

The following **strategies** define Dakota County's objectives in developing facilities for the use and operation of transit service:

- **Intermodal Transfer Facilities**

Participate in the development of intermodal transfer facilities; facilitate cooperation between transit providers and municipalities in identifying infrastructure considerations for maximizing the effectiveness of transfer facilities and other transit amenities.

- **Maintenance and Storage Facilities**

Cooperate with service providers within Dakota County to assess fleet maintenance needs and appropriate expansion of facilities; identify opportunities for shared maintenance and other efficiencies among service providers that can lower the costs of transit services.

- **Signage**

Assist cities and service operators with the development and placement of signage to aid in intermodal access to transit services.

- **Pedestrian and Bicycle Access**

Prioritize construction and maintenance of sidewalk and trails on both sides of County Roads within one-half mile of transit stations to maximize accessibility to service.

- **Shelters**

Cooperate with cities and service operators to identify high volume stops where shelters may be effectively placed.

8. Meet the Transit Needs of the Transit Dependent Population

Dakota County will cooperate with relevant agencies and stakeholders to identify and advance: a) provisions of better transit coverage and frequency of service; b) addition of new routes with high concentrations of transit dependent people; and c) improvement of the level of service for specialized transportation in exurban areas.

9. Integration of Land Use with Transit Services and Facilities

- Ensure that all roadway geometrics, such as turning radii, pavement depths and road widths accommodate the range of transit vehicles in operating service.
- Locate transit stops/shelters or waiting areas near facility entrances that shelter transit users from heat, cold, and precipitation.
- Provide passenger amenities such as lighting, benches, bicycle facilities, and attractive landscaping that buffer pedestrians from fast moving traffic.
- Link developments from “door to door” with pedestrian/bikeway pathways
- Require automobile parking to be located in the rear or side of lots
- Support complete streets policies

10. Trail system improvements

- Inclusion of trail traffic in intersection design, especially sightline considerations
- Alignment of curb ramps to eliminate —jogs at intersections and keep trail traffic parallel to travel lanes.
- Design curb ramps to be smoother and safer for trail users
- Inclusion of wayfinding where auto-oriented signage is insufficient (e.g., to indicate preferred routes and trail gaps)
- Facilitate and encourage trail connections from County trails to adjacent buildings and destinations, including through the plat review process.

11. Improve the pedestrian network in and near County right-of-way to enhance function and safety of the system.

- Prioritize barriers and gaps to overcome with preference for areas of high pedestrian activity that are dissected by high-traffic roads, railroads, missing trail segments or water features. The pedestrian demand analysis should inform this prioritization.
- Tools to address barriers may include bridges, tunnels and route realignment.
- Evaluate in coordination with cities which County roads in urban areas lack pedestrian infrastructure and are not scheduled for expansion or reconstruction in a satisfactory timeframe to accommodate pedestrians and consider projects independently of road projects.
- Evaluate conditions at County roadways and potential pedestrian centers, such as schools, senior-related land uses, transit stations, and County facilities.
- Encourage local governments to install sidewalks on both sides of roadways or include other improvements as appropriate to provide supportive trail networks where pedestrian activity is expected or present.
- Consider off-roadway trails on rural County roadways if the route would link portions of the countywide greenway system.
- Prepare with the Greenways Collaborative a system plan and integrate the system in future County projects (e.g., when constructing a highway, grade the area of a potential greenway crossing to accommodate a grade separation)

- In new construction and remodeling that changes County building footprints, link the facility into existing and future pedestrian and bicycle networks on all sides.
- Construct trails or sidewalks that follow expected pedestrian patterns.



MEMORANDUM

TO: Project Management Team
FROM: Jeff McMenimen
DATE: March 22, 2017
RE: Prior Plans and Studies

City of Eagan 2030 Comp Plan – Land Use Plan

Key Takeaways

1. Active Living

- Create compact, mixed-use neighborhoods that place parks, schools, civic buildings and retail within walking distance of people's homes.
- Create mixed-use developments with accessible transit.
- Support neighborhoods becoming more pedestrian-friendly through additional trail connections, sidewalks, improving street intersections, snow removal for walks and trails, and landscape treatments such as benches and shade trees.
- Support developments that create the potential for places where people can live and work without an automobile.

2. Connectivity

- Ensure sidewalks and trails connect important community places such as schools, parks, community facilities and shopping areas.
- Create inviting places for people to gather or interact such as plazas and outdoor eating areas.
- Establish a sense of place and a method of easy navigation through the naming of trail segments.
- Assist with movement within Eagan through a local bus circulator service.
- Facilitate connections to the greater metropolitan area through enhanced transit connections to major destinations like downtown St. Paul.

3. Special Area Plans

- Cedar Grove Commons and Cliff Road Commons areas are envisioned as pedestrian friendly, mixed use areas which include existing or planned access to higher quality transit services.
- The Special Area plans come into play as policy documents when land use, site, building, zoning, or circulation changes are proposed.
- The plans represent the desired vision for the area. However, they are meant to be flexible to allow for creative private sector responses to meeting that vision.

4. Cliff Road Commons Special Area

- The Cliff Road Commons Special Area is envisioned as a mixed use area with residential, retail, office and park uses.
- It is intended to support a nearby transit stop on Cedar Avenue and the park and ride lot adjacent to I-35E.
- Redevelopment of the two large parcels (radio station and driver exam station) on the south side of Cliff Road could be a catalyst for change both in the area. Redevelopment of that area could create a mixed-use, walkable neighborhood.



MEMORANDUM

TO: Project Management Team
FROM: Jeff McMenimen
DATE: March 22, 2017
RE: Prior Plans and Studies

City of Eagan Transportation Plan 2008

Key Takeaways

1. City Goals and Policies

- To develop a transportation system that will serve the mobility and access needs of the City's residents, businesses and institutions and support the City's vision on growth and development.
- To develop a multi-modal transportation system in which autos, trucks, rail, transit bicycles and pedestrians are adequately served and can safely co-exist.
- The City will require installation of sidewalks and/or trails adjacent to all collector and arterial roads and along streets or within private development where necessary to provide connections between residential neighborhoods, community and regional recreation and educational facilities, retail uses, and other destinations.
- The City has adopted a pedestrian and bicycle trail plan. The City will coordinate the implementation of the trail plan with the planning of other facilities and activities including park-and-ride lots, park-and-fly lots, transit stations, community and regional recreational facilities, education and retail uses, etc.
- The City will support education and safety programs for bicyclists and pedestrians, such as safe routes to school, bike rodeos, trail maps and brochures, in order to promote safe use of the City's pedestrian and bicycle trails.
- The City will pursue and continue its cooperative efforts with the Minnesota Valley Transit Authority (MVTA) in order to provide adequate bus service to and from the City of Eagan.
- The City will cooperate with the MVTA in providing sufficient and adequate park-and ride lots in appropriate locations to serve community needs.

2. Existing Capacity Deficiencies (within the study areas)

- Cliff Road – From TH 13 to Johnny Cake Ridge Road (includes the section of Cliff Road through study area)
- Recommends capacity improvement upgrade from 4-lane divided to 6 lane divided (Cliff Road)

3. Crash Data (within the study areas): 2002 - 2006

- Cliff Road at Slater Road – 48 crashes

- Cliff Road at Nichols Road – 39 crashes
- Cliff Road at Hwy 77 west ramp – 20 crashes

4. Transit System Plan

Transit is an important element in the overall transportation network because it:

- Provides opportunities to people who prefer an alternative to automobile travel.
- Offers an option to senior citizens and people who cannot drive or cannot afford an automobile with access to various services within the area (i.e., medical care, shopping and governmental services).
- Potentially removes a portion of existing or future automobile traffic from the roadway, possibly reducing travel time and congestion for other vehicles on the roadway.

5. Existing Transit Service

- Minnesota Valley Transit Authority (MVTA)
- Metro Transit
- Dakota Area Resources and Transportation for Seniors (DARTS)
- Metro Transit operates only one route in Eagan. Route 415 is a reverse commute route that connects the Mall of America to the USPS and Ecolab facilities in Northeast Eagan near Dodd Boulevard. There are two rush hour trips and one midday trip.
- Many of MVTA's local and express service routes do connect with Metro Transit routes, including at the Mall of America Transit Station in Bloomington, at Lake Street and I-35W, the Hiawatha Light Rail Station at 46th Street in Minneapolis, downtown Minneapolis, and downtown St. Paul.
- DARTS is a demand-responsive transit service serving Eagan and other communities in Dakota County. A shared-ride service, DARTS provides two different types of door-to-door services in Eagan. It provides both Americans with Disabilities Act (ADA) service as well as services to non-disabled riders aged 60 and older. ADA-certified riders may use the DARTS service between 5:30 a.m. and 11 p.m. everyday. Service to the non-disabled, senior, and general public population is provided at reduced service hours, or 8 a.m. to 4:30 p.m. Monday through Friday only.

6. Future Transit Demand

- According to the 2005 Metropolitan Council's Park-and-Ride Plan, the number of people in Eagan currently utilizing transit to commute to work in downtown Minneapolis is expected to increase through 2030.

7. Transit Improvement Strategies

- Respond to various future transit needs in the region's different transit markets.
- Improve and expand transit passenger and support facilities.
- Promote higher density initiatives along dedicated right-of-way transit corridors.
- Adequate and safe sidewalks, bus stops, shelters, and transfer or waiting facilities all are necessary components of a convenient and successful transit system.

- Mixed-use developments, such as those established around MVTA’s major Park-and-Ride stations, and other Transit Oriented Development (TOD) around developing and redeveloped areas are also key to future effective transit options.
- Eagan should inform and enlist the cooperation of existing and new employers in TDM measures, including specifically transit promotion and transit alternatives such as car and van pooling for employees.
- The City of Eagan should actively plan and promote transit-friendly neighborhoods in the City, including good trails and pedestrian amenities, and support Transit Oriented Development.

8. Bicycle and Trail Plan

The City of Eagan has the following standards for transportation trails:

- Minor Collector 6-foot Sidewalk on One Side
- Major Collector 8-foot Trail and 6-foot Sidewalk
- B Minor Arterial 8-foot Trail on Both Sides
- A Minor Arterial 10-foot Trail on both Sides

APPENDIX B: MARKET REPORT

Cedar Avenue Bus Rapid Transit

Cliff Road Station Area

Market Study

May 2017

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Introduction

Background

Dakota County has engaged a planning team led by Hoisington Koegler Group, Inc. (HKGi) of Minneapolis to work with community leaders and stakeholders to develop station area plans for the Cedar Grove and Cliff Road station areas along the Red Line Bus Rapid Transit (BRT) line in the City of Eagan. The City of Eagan may integrate these two station area plans into its update of the community's Comprehensive Plan over the next several months. As part of this engagement, HKGi has completed a market study documenting the economic conditions of the two station areas and the market potential for land uses, including retail, office, and residential. This market study primarily focuses on the Cliff Road station area, as the parcels available for development around the Cedar Grove station along the METRO Red Line are already planned for development over the next one to two years. Following the completion of these developments, the Cedar Grove station area will not have any undeveloped lands, or properties that would logically redevelop over the next ten years or more. In contrast, as discussed in this report, the Cliff Road station may present various opportunities for development and redevelopment along the METRO Red Line over the next ten years or more.

Demographics and Related Trends

The key demographic trends and projections concerning population, income, age, and other factors pertaining to the areas around Cliff Road, the City of Eagan, and the surrounding portions of the south metro area reveal local market trends. These trends should be considered for their impact on planning efforts for the station area and potential real estate development activity along the METRO Red Line in Eagan.

HKGi obtained historical and projected demographic information for the local market area from ESRI Business Solutions ("ESRI"), as well as from the U.S. Census and the Metropolitan Council. The ESRI organization helps users analyze regions and site locations, visualize and map demographic data and identify untapped market potential. Based primarily on U.S. Census data in concert with survey and other proprietary data sources, ESRI provides historical and forecast data projections of population, median household income, age, and a variety of other key metrics. While it is important to evaluate data generated in this manner, the data has been supplemented with discussions with local market experts in order to uncover any additional trends that may not be apparent through evaluation of the data. In addition, the market study utilized long range demographic projections from the Metropolitan Council concerning demographics, employment, and business activity in the area.

Overview

The Cedar Grove and Cliff Road station areas in Eagan enjoy relatively strong demographic and economic positions in the Twin Cities region. However, because the area is largely built-out, areas to the south in Dakota County, such as Lakeville and Rosemount, that have more room to add housing and other land uses, will experience stronger growth over the next few decades.

The two station areas, and the City of Eagan overall, however, do enjoy strong strategic locations within the metro area. Importantly, the Cedar Grove station is located within a five minute drive of the Mall of America and nearby employment centers along the I-494 corridor, given the direct connections provided by the freeway along Cedar Avenue (T.H. 77). Similarly, the Cliff Road station area is located within a ten minute drive of the Mall of America vicinity. In addition, connections via I-35E provide easy linkages from this part of Eagan to Burnsville, Lakeville, Saint Paul, and other destinations in the eastern and southern portions of the metropolitan area. Compared to more distant suburbs such as Lakeville, Farmington, or Savage, the City of Eagan now represents somewhat of an “inner-ring” location relative to Minneapolis and Saint Paul and the southern half of the Twin Cities metropolitan region. The Red Line provides direct connectivity to the Blue Line Light Rail Transit (LRT) line at the Mall of America, which in turn connects directly to Downtown Minneapolis. The I-494 corridor features a number of employment centers, stretching from the Mall of America area west to around the Highway 100 corridor in Edina, and the relative proximity of western Eagan to I-494 increases the area’s overall appeal.

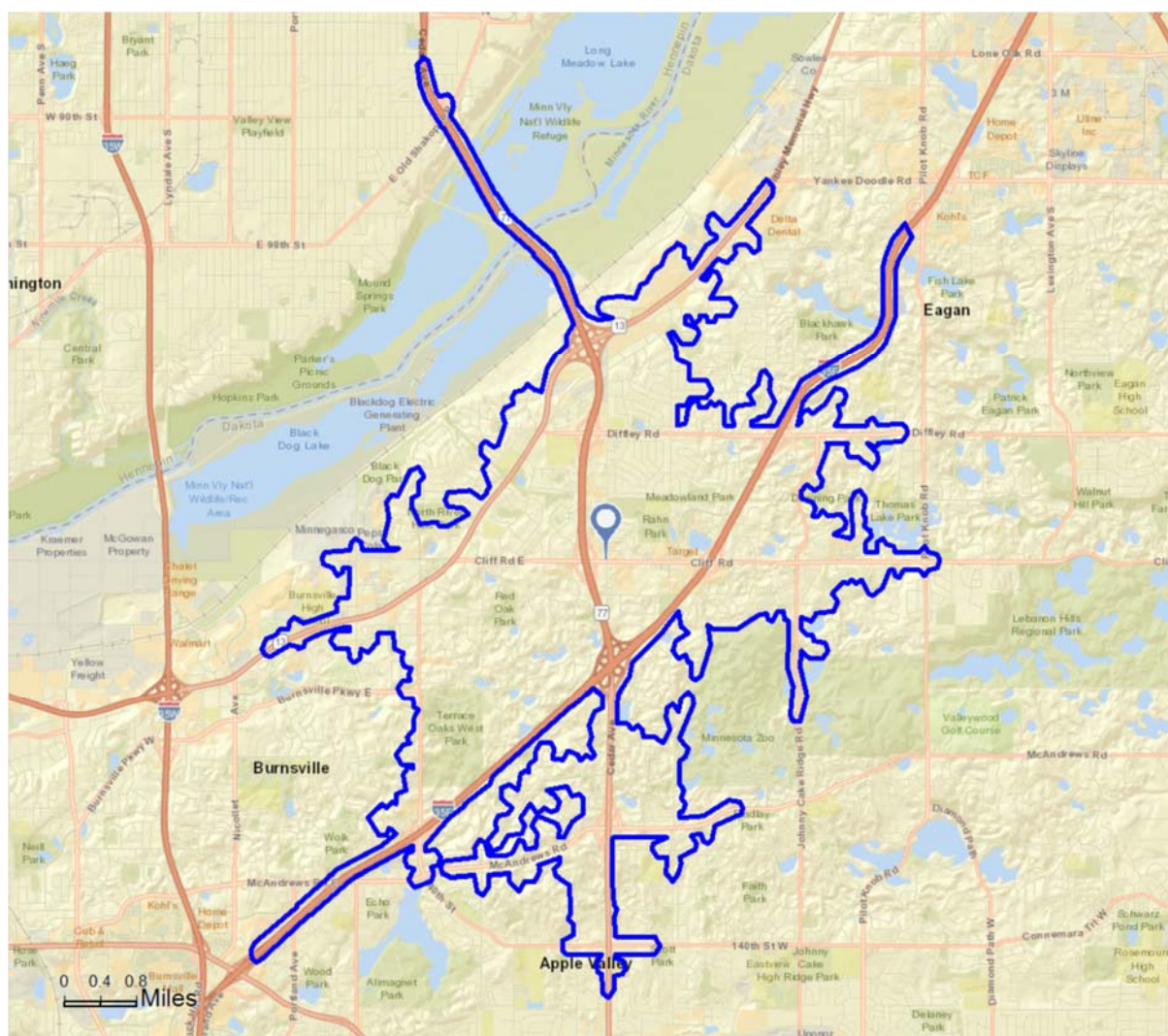
The Metropolitan Council in the Twin Cities (“Met Council”), a regional organization of local governments that conducts planning for the Minneapolis – Saint Paul metropolitan area, regularly completes projections concerning household growth, population change, and employment growth for every municipality in the region, and in turn for the various counties included in the metropolitan area. As illustrated in the table that follows, the communities of Eagan and Burnsville have grown very little in terms of population since 2000, reflecting the built-out nature of these communities. The Metropolitan Council has, however, projected growth of nearly 5,000 residents in Eagan and around 6,500 residents in Burnsville between 2015 and 2040, in anticipation of infill development of residential units in these communities, over time. The Rosemount and Lakeville areas will gain considerably more population over the next 25 years, given the availability of land in these Dakota County communities.

	Eagan	Burnsville	Apple Valley	Bloomington	Rosemount	Lakeville
2000	63,557	60,220	45,527	85,172	14,619	43,128
2010	64,206	60,306	49,084	82,893	21,874	55,954
2015 (Estimate)	67,509	61,908	50,161	87,224	23,042	59,991
2020 (Projected)	67,400	63,500	55,500	86,100	25,900	64,300
2030 (Projected)	69,800	66,000	59,200	89,400	31,700	74,600
2040 (Projected)	72,300	68,500	63,600	93,300	38,000	83,500
Total Population Growth, 2015 - 2040	4,791	6,592	13,439	6,076	14,958	23,509

Source: U.S. Census, Metropolitan Council

The following tables illustrate the key demographic data for the areas near the Cliff Road station, and for the overall City of Eagan. The data for the Cliff Road station captures areas within a five minute drive of the station, as this radius captures populations that would most readily access the BRT station on a regular basis. For the purposes of this analysis, the center of the “Cliff Road station area” is centered just north of Cliff Road and east of Cedar Avenue, and to the west of Nicols Road. The five minute drive-time area around the Cliff Road station includes areas as far east as Pilot Knob Road, as far west as River Hills Drive in Burnsville, and the area between TH 13 and I-35E. This area includes the Cedar Grove station area and the Twin Cities Premium Outlets, as well as a variety of neighborhoods in Burnsville and Eagan, to the east and west of Cedar Avenue. The information pertaining to the City of Eagan provides a comparison between the Cliff Road station area and the larger community.

Five Minute Drive Time from Cliff Road Station



Source: ESRI

Projections from the U.S. Census and ESRI indicate that the area around the Cliff Road station added only a few hundred residents from 2010 to 2016, and will add only a few hundred additional residents by 2021, given the built-out nature of the surrounding areas in Burnsville and Eagan. The City of Eagan, overall, is also nearly built-out, and is projected to add only a few hundred new residents from 2016 to 2021. The areas near the Cliff Road station and in the City of Eagan, overall, are more affluent than the Twin Cities region and Minnesota, with median household incomes of nearly \$72,000 and over \$84,000, respectively, as of 2016. ESRI projects steady growth in median household income in the Cliff Road area, and in the City of Eagan, between 2016 and 2021, as outlined in the table that follows. The Cliff Road area and the City of Eagan have home ownership rates generally on par with the overall Twin Cities region, and both areas should experience significant increases in median home values over the next five years, with the median home value within a five minute drive time radius of the Cliff Road station increasing from \$227,489 in 2016 to \$260,142 in 2021, and the median home value for the City of Eagan increasing from just over \$267,000 in 2016 to over \$296,000 in 2021. Both the Cliff Road area and the City of Eagan report home ownership rates higher than the averages for the Twin Cities region and the U.S. overall.

Demographic Data: Cliff Road and City of Eagan

	5 Minute Radius of Cliff Rd				City of Eagan		
	2010	2016	2021		2010	2016	2021
Population	32,449	32,624	32,815		64,206	65,882	67,202
Households	13,653	13,860	14,027		25,249	26,245	26,968
Median Age	36.5	37.4	38.2		36.8	37.8	39.2
Median Household Income		\$71,663	\$81,238			\$84,327	\$94,407
Owner Occupied Housing	68.5%	66.9%	66.2%		70.4%	69.6%	69.2%
Median Home Value		\$227,489	\$260,142			\$267,093	\$296,337

Source: ESRI

As outlined in the table that follows, both the area near Cliff Road and the City of Eagan (overall) exhibit fairly broad distributions of household incomes. The areas near the Cliff Road station are somewhat less affluent than the overall City of Eagan. Around Cliff Road, the household income brackets of \$25,000 to \$50,000 and \$50,000 to \$75,000 were the most predominant in 2016. In contrast, in the overall City, the income brackets of \$100,000 to \$150,000 and \$150,000-plus were the most predominant in 2016. The number of upper income households will continue to grow the most, in both the City of Eagan and the areas near the Cliff Road station, between 2016 and 2021.

HOUSEHOLD INCOME	5 Minute Radius		City of Eagan	
	2016	2021	2016	2021
Less than \$25,000	10.3%	10.4%	8.7%	8.9%
\$25,000 - \$50,000	22.6%	20.8%	16.9%	15.3%
\$50,000 - \$75,000	19.0%	13.6%	17.5%	12.3%
\$75,000 - \$100,000	14.9%	16.4%	15.6%	16.5%
\$100,000 - \$150,000	17.5%	20.2%	20.0%	22.9%
Greater than \$150,000	15.8%	18.6%	21.4%	24.2%

Source: ESRI

The populations around the Cliff Road station area and in the City of Eagan continue to age, in line with trends at the regional and national levels. Persons age 65 or older accounted for around 10 percent of the population in the Cliff Road area in 2010, but this percentage is projected to increase to over 15 percent by 2021. Only 7.6 percent of residents in Eagan were 65 or older in 2010, but this percentage should grow to nearly 14 percent by 2021. The City of Eagan developed from the 1970s through the 1990s as a suburban, family-oriented community geared around Baby Boomers and their families. Today, like many older suburbs in the Twin Cities, the community is evolving into a city more significantly influenced by Empty Nesters. While younger families are taking the place of many older residents in the Cliff Road area and in Eagan, overall the populations of these areas continue to age.

AGE	5 Minute Radius of Cliff Rd Station Area			City of Eagan		
	2010	2016	2021 (Projected)	2010	2016	2021 (Projected)
0 - 19	25.9%	24.7%	24.3%	27.9%	25.5%	24.0%
20 - 24	6.1%	6.5%	5.9%	5.8%	6.2%	5.6%
25 - 44	29.6%	28.8%	29.3%	28.1%	27.9%	28.5%
45 - 64	28.5%	27.4%	25.2%	30.8%	30.2%	28.3%
65 +	10.0%	12.6%	15.3%	7.6%	10.4%	13.6%

Source: ESRI

Employment

While areas along the I-494 corridor from the MSP Airport westward through Bloomington contain the largest concentrations of employment in the southern metro area, the City of Eagan has built a notable base of employment as the community has developed. Most of the more significant employers in Eagan are located along Interstates 35E and 494.

The Metropolitan Council, in its regional and city-by-city projections of employment for the 2015 to 2040 period, predicts that Eagan and other communities in Dakota County will continue to build their job bases over the next few decades, as outlined in the table that follows. The Metropolitan Council projections have generally assumed that economic growth and development in the Twin Cities, including the growth

of jobs, will focus to some extent in infill locations (such as in Eagan) as opposed to newer growth areas on the periphery of the Twin Cities. The projections from the Council indicate that, within Dakota County, only Bloomington will experience a larger increase in employment over the next few decades, compared to Eagan. Outlying communities such as Rosemount and Lakeville will continue to develop as bedroom communities and will experience less employment growth than Eagan and Bloomington.

Employment Projections					
	2010	2020	2030	2040	Growth, 2010 - 2040
Eagan	49,526	59,500	64,700	69,800	20,274
Apple Valley	14,279	15,800	16,400	17,100	2,821
Burnsville	31,593	36,700	39,400	41,900	10,307
Bloomington	86,530	98,700	104,300	109,700	23,170
Lakeville	13,862	18,200	20,300	22,500	8,638
Rosemount	6,721	9,900	11,500	13,100	6,379

Source: Metropolitan Council

Psychographic Segments

ESRI provides analyses of local populations based upon psychographic profiles that illustrate the stage of life, spending habits, and living patterns of various sub-sets of households in a given geographic area. These profiles provide clues regarding the preferences of population segments for various types of retail and residential development types. This section provides an analysis of the predominant psychographic profiles in the vicinity of the Cliff Road station, in order to help guide future development recommendations. The following table outlines the predominant psychographic segments in the area near Cliff Road (within a three mile radius).

Top Psychographic Segments 3 Mile Radius of Cliff Road Station Area		
Psychographic Segment	Number of Households	% of Households in Area
Bright Young Professionals	12,869	28.1%
Savvy Suburbanites	650	19.3%
Home Improvement	786	13.5%
Soccer Moms	239	6.8%
Professional Pride	390	6.2%

Source: ESRI

The following provides brief summaries of each of these predominant psychographic segments.

Bright Young Professionals: *Bright Young Professionals* is a large market, primarily located in the urban outskirts of large metropolitan areas. These communities are home to young, educated, working professionals. One out of three householders is under the age of 35. Slightly more diverse couples dominate this market, with more renters than homeowners. More than two-fifths of the households live in single-family homes; over a third live in 5+ unit buildings. Labor force participation is high, generally focused on white-collar work, along with a mix of food service and part-time jobs. Median household income, median home value, and average rent are close to the norms for the U.S. Residents of this segment are physically active and up-to-date on the latest technology.

Savvy Suburbanites: *Savvy Suburbanites* residents are well educated, well read, and well capitalized. Families in this segment include empty nesters and empty nester wannabes, who still have adult children at home. Located in older neighborhoods outside the urban core, their suburban lifestyle includes home remodeling and gardening plus the active pursuit of sports and exercise. They enjoy good food and wine, plus the amenities of the city's cultural events.

Home Improvement: Married-couple families occupy well over half of these suburban households. Most *Home Improvement* residences are single-family homes that are owner occupied, with only one-fifth of the households occupied by renters. Education and diversity levels are similar to the U.S. as a whole.

These families spend a lot of time on the go and therefore tend to eat out regularly. When at home, weekends are consumed with home improvement and remodeling projects.

Soccer Moms: *Soccer Moms* is an affluent, family-oriented market with a country flavor. Residents are partial to new housing away from the bustle of the city but close enough to commute to professional job centers. Life in this suburban wilderness offsets the hectic pace of two working parents with growing children. They favor time-saving devices, like banking online or housekeeping services, and family-oriented pursuits.

Professional Pride: *Professional Pride* consumers are well-educated career professionals that have prospered through the Great Recession. To maintain their upscale suburban lifestyles, these goal oriented couples work, often commuting far and working long hours. However, their schedules are fine-tuned to meet the needs of their school age children. They are financially savvy; they invest wisely and benefit from interest and dividend income. So far, these established families have accumulated an average of 1.5 million dollars in net worth, and their annual household income runs at more than twice the U.S. level. They take pride in their newer homes and spend valuable time and energy upgrading. Their homes are furnished with the latest in home trends, including finished basements equipped with home gyms and in-home theaters.

Takeaways from Psychographic Segment Analysis:

The analysis of the prevalent psychographic segments present in the local market provide clues concerning the short term, and long term, market positioning of real estate products in the Cliff Road area. The following outlines some of the key conclusions from this analysis of the local psychographic segments.

- The predominant psychographic segments in the Eagan area are relatively affluent, and therefore have considerable spending power for various goods and services and for higher quality homes. The presence of these segments enhances opportunities for successful retail and residential projects.
- The key psychographic groups in the vicinity of the Cliff Road station include, in part, a mixture of Empty Nester households and relatively professionally-oriented younger households, including a mixture of singles and families. Residential products geared to these psychographic segments may enjoy success in the local market, as a result.
- While the predominant psychographic segments in the Eagan area are higher income and affluent, there is also a significant base of middle class and working class households living in the community. Therefore, future development in Eagan should work to appeal to a broad range of incomes and preferences.
- Most of the key psychographic segments in the areas near Cliff Road enjoy the benefits of a suburban lifestyle, but also enjoy relatively easy access to employment centers and the amenities of the city. Therefore, the access provided by the interstates and major highways in the vicinity of the Cliff Road station should enhance the marketability of residential and retail developments in the area.

Current Market Trends and Conditions

Retail

Retail markets around the Twin Cities and nationally have experienced an overall rebound in market conditions over the last few years, as the broader economy has continued to recover and expand. The overall trends at the local level and in the broader metro area have reflected lower vacancy rates and steady or somewhat increasing leasing rates over the last few years. At the same time, the retail marketplace is continuing to witness a continual churn in the fortunes of different types of retailers. National department stores and big box outlets, including Macy's, Sears, JC Penney, and others, have made national headlines with hundreds of store closings during the first few months of the year. Some well-known junior box retailers from the last few decades, including Bebe, Payless Shoe Source, and others, have also announced significant closings in recent months. National experts attribute these changes to an overarching shift to online retailing across the nation, coupled with a shift to different retailers who offer better services and experiences, as opposed to an overall economic slowdown. The competition for retail spending remains fierce, as online retailers including Amazon continue to grab market share.

The Twin Cities region has experienced a number of retail closings in the Minneapolis CBD core over the last six months, including most notably the closing of the Macy's store on the Nicollet Mall. Retail experts attribute these changes in Downtown Minneapolis to a shift from traditional, larger store retail, to a focus on smaller retailers, entertainment, and restaurants catering to the growing residential population in the downtown area. Elsewhere across the Twin Cities, developers are continuing to pursue and complete a number of grocery deals, most notably including HyVee. The Iowa-based chain is continuing its expansion across the region with a number of new stores planned over the next few years. A number of developments, particularly in more affluent portions of the metro area, are combining retail formats with mixed-use components, including residential and entertainment.

The overall trends in retail are evident in the southeast metro area, south of the river, including Eagan and the Cliff Road station area. The following tables illustrate the key metrics for the retail market for areas within three miles of the Cliff Road station, for the City of Eagan overall, and for a broader submarket including Eagan, Burnsville, and Apple Valley.

Key Retail Market Data 3 Mile Radius, Cliff Road & Nicols Road			
	Total Inventory (SF)	Vacancy %	Avg Lease Rate (NNN, Overall)
Q4, 2008	1,576,933	7.4%	\$17.83
Q4, 2009	1,603,965	7.4%	\$14.67
Q4, 2010	1,613,801	8.0%	\$14.06
Q4, 2011	1,613,801	8.1%	\$15.51
Q4, 2012	1,622,221	6.9%	\$13.16
Q4, 2013	1,632,171	5.8%	\$14.35
Q4, 2014	2,048,546	3.4%	\$15.80
Q4, 2015	2,048,546	3.1%	\$15.59
Q4, 2016	2,048,546	2.1%	\$14.73

Source: CoStar

Key Retail Market Data City of Eagan			
	Total Inventory (SF)	Vacancy %	Avg Lease Rate (NNN, Overall)
Q4, 2008	2,774,359	3.2%	\$18.18
Q4, 2009	2,793,519	3.2%	\$16.29
Q4, 2010	2,817,801	3.3%	\$15.42
Q4, 2011	2,817,801	4.4%	\$17.66
Q4, 2012	2,826,852	3.6%	\$14.60
Q4, 2013	2,846,049	2.9%	\$15.64
Q4, 2014	3,262,424	2.4%	\$17.18
Q4, 2015	3,262,424	2.5%	\$16.48
Q4, 2016	3,461,224	5.1%	\$15.32

Source: CoStar

Key Retail Market Data Burnsville, Apple Valley, Eagan Submarket			
	Total Inventory (SF)	Vacancy %	Avg Lease Rate (NNN, Overall)
Q4, 2008	12,078,133	3.3%	\$15.86
Q4, 2009	12,137,135	4.2%	\$14.34
Q4, 2010	12,334,326	3.5%	\$13.14
Q4, 2011	12,334,326	3.6%	\$14.33
Q4, 2012	12,527,170	3.3%	\$13.76
Q4, 2013	12,557,026	2.9%	\$14.05
Q4, 2014	12,978,849	2.7%	\$13.66
Q4, 2015	13,002,843	2.5%	\$14.60
Q4, 2016	13,204,923	3.2%	\$14.53

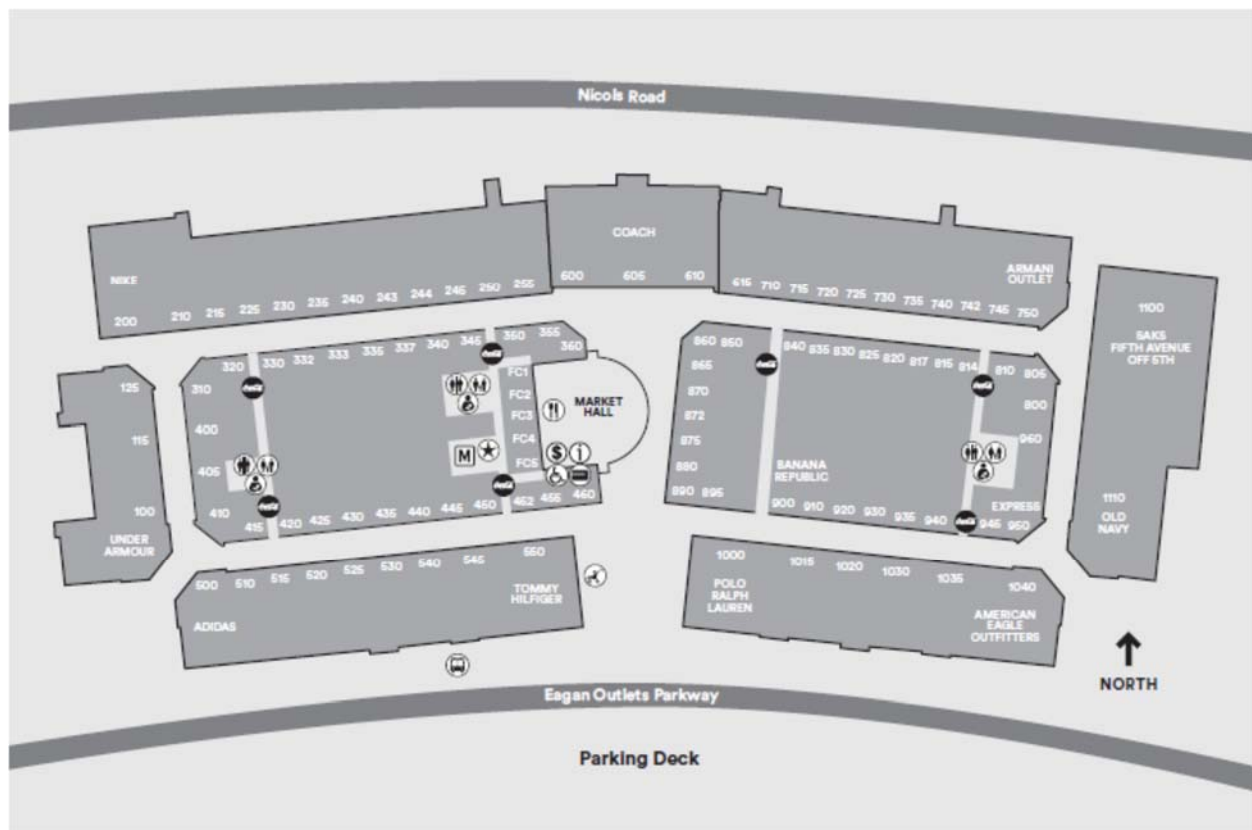
Source: CoStar

Overall retail vacancies for the areas within three miles of Cliff Road decreased from the 7 to 8 percent range during the Great Recession to around 2 percent at the end of 2016. Retail vacancies in Eagan overall, according to CoStar data, have remained more stable over the last several years, and have not exceeded 5 percent. Retail vacancies for the broader retail submarket including Burnsville, Apple Valley, and Eagan, have also remained fairly healthy over many years. Lease rates for all of these areas have remained fairly consistent, on average, in the mid-teens per square foot.

Key Retail Developments and Competition

Twin Cities Premium Outlets

The most significant retail development in Eagan in recent years was the opening of the Twin Cities Premium Outlets, at the Cedar Grove station on the METRO Red Line, at the junction of Highways 13 and 77, in 2014. The 409,000 square foot retail center, including a wide range of outlet mall tenants commonly found in mid to higher level outlet malls across the country, is occupied, with the exception of a few small retail bays within the center, and has enjoyed overall success in its first few years. Key tenants include Saks Off Fifth, Old Navy, American Eagle Outfitters, Polo Ralph Lauren, Banana Republic, Coach, Nike, Tommy Hilfiger, and Under Armour. Retail observers have noted that the outlet mall has actually attracted some travelers to the Twin Cities who visit the Mall of America as a destination shopping outlet and then shop at the Twin Cities Premium Outlets as a side-visit, given its location a few miles away from the Mall of America. The outlet mall has attracted a number of separate developments on parcels located adjacent to or near the facility, including a 51-unit townhome development, a 142-unit apartment building, a hotel (Hilton Home2 Suites), and a number of restaurants.



Site Map of Twin Cities Premium Outlets

Source: CoStar

Central Park Commons

Eagan has also experienced significant redevelopment at the Central Commons project, the redevelopment of the 47 acre, former Lockheed Martin site at the northwest corner of Yankee Doodle Road and Pilot Knob Road into 430,000 square feet of retail space. As of winter 2017, key anchors Hobby Lobby, Hy Vee, Sierra Trading Post, Marshalls, and Petco have opened at the center. A central “Main Street” area including a number of fast-casual restaurants is currently in the process of opening. Other notable tenants include Punch Pizza, Café Zupas, Total Wine, and R Taco.

Retail in the Cliff Road Vicinity

The study area immediately around the Cliff Road station includes a variety of primarily neighborhood-oriented retail uses, including a McDonald’s restaurant and a Holiday gas station and convenience store in the northwest quadrant of Nicols Road and Cliff Road, Casper’s Cherokee restaurant and a Wendy’s restaurant in the southwest quadrant of the same intersection, and the Doolittle’s Wood-fired Grill on the southeast corner of Nicols Road and Cliff Road.

To the west of the Cedar Avenue interchange, the Cliff Road corridor includes a number of smaller pad sites on the south side of the street, including Kwik Trip, Super America, Wells Fargo, National Tire and

Brake, Penn Cycle Eagan, and Brianno's Deli-Italia. All of these pad sites are occupied and appear to perform fairly well in the local marketplace.

Cedar Cliff Shopping Center – Built in 1984, this strip retail center at the northeast corner of Nicols and Cliff Road includes around 39,000 square feet of retail space and is fully occupied. Retail lease rates average \$16 per square feet in the center. Cedar Cliff includes a variety of neighborhood-serving uses, including the following tenants: Bruegger's Bagels, Caribou, Perfect Cleaners, All Seasons Wild Bird Store, Pizza Hut, Cale's Salon, Aveda, Quality Hearing System Hearing Aids, Minne Alterations, Aqua Tots Swim Schools, and Atomic Liquors.

Farther to the east, retail shopping centers to the north and south of Cliff Road, and just to the west of Interstate 35E, include a range of larger box and in-line tenants, including Target, Cub Foods, Regal Cinemas 16, and quick casual restaurants Which Wich and Noodle's and Company. The area also includes three mid-level hotels to the south of Cliff Road – Hilton Garden Inn, Staybridge Suites, and Quality Inn & Suites.

Specifically, the retail areas along Cliff Road located to the west of Interstate 35E include the following:

The Crossings (1964 – 1968 Rahnclyff Court) – This in-line shopping center of around 19,500 square feet is around 20 percent vacant and leases from \$12 to \$16 per square foot, according to CoStar data. Built in 1989, some key tenants include Shepherd Child Care, Renegade Personal Training and Fitness, United States Postal Service, and IQ Cuts. This retail center does not have direct access to Cliff Road. Instead, visitors must turn on to Rahnclyff Road from Cliff Road and then turn east to the shopping center. The lack of connectivity and visibility to the main retail corridor has likely contributed to the vacancies at this center.

1992 Rahnclyff – This in-line retail center of 13,400 square feet has direct visibility to Cliff Road, from the south side of the corridor, and was renovated in 2012. It is fully occupied and includes O'Reilly Auto Parts, Rudy's Automotive, Noodles and Company, Valvoline, Nothing Bundt Cakes, and Which Wich. Details concerning leases in the center are not available, but data from CoStar indicate that recent leases have ranged from \$25 to \$30 per square foot.

Cliff Lake Marketplace (1965 Cliff Lake Road) – This smaller in-line retail center of 14,000 square feet, constructed in 2007 along the west side of Cliff Lake Road, is fully leased and includes Metro Dentalcare, Crystal Jade Chinese restaurant, Star Performance Training, and Umbria Pizzeria. Details concerning lease rates are not available.

Cliff Lake Center – Constructed in 1988 between Cub Foods and Target, this in-line center of 74,000 square feet includes a total of 43 tenants and is currently 3.5 percent vacant, according to CoStar. Some of the notable tenants include Classic Pool, El Parian, Hallmark Gold Crown, Cliff Lake Montessori, and Creative Wonders Childcare. Lease rate information for these tenants was not available at the time of this study.

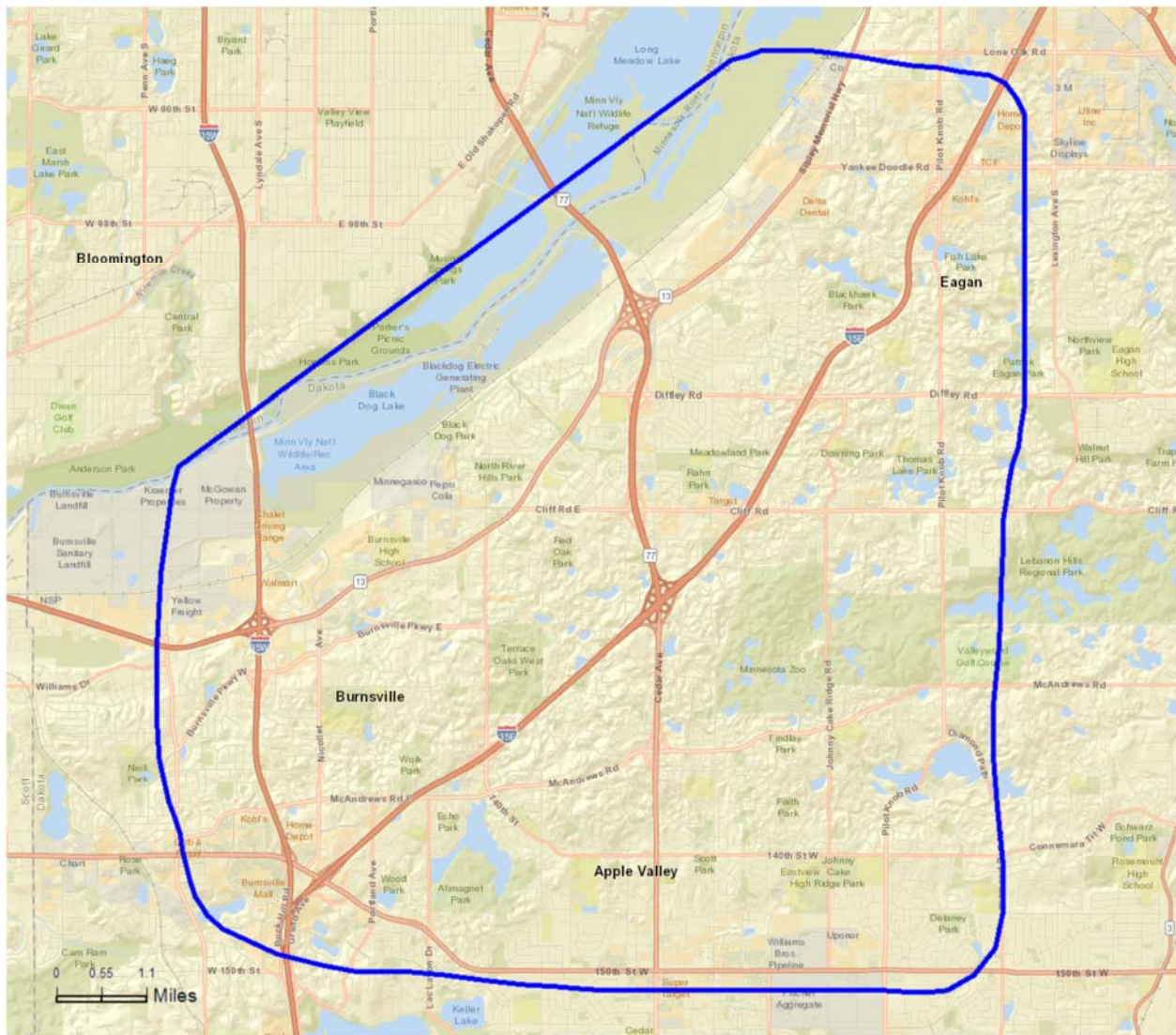
Retail Sales Data and Retail Capture

An examination of retail demand and sales information from ESRI indicates that the area within a five minute drive of the Cliff Road station area (defined as the intersection of Cliff Road and Nicols Road) absorbs at least the majority of household spending generated in this area, in the categories of Electronics / Appliances, Food and Beverage, Health and Personal Care, Apparel, General Merchandise, Eating and Drinking, and Miscellaneous retail categories.

Retail Capture Rates: 5 Minute Drive Time from Cliff Rd & Nicols Rd			
Retail Category	Household Spending (2016 Data)	Sales (2016 Data)	Market Capture
Furnishings	\$18,096,341	\$3,473,034	19.2%
Electronics / Appliances	\$35,857,814	\$18,417,282	51.4%
Building Materials	\$39,677,844	\$12,358,828	31.1%
Food / Beverage	\$101,382,067	\$78,041,051	77.0%
Health / Personal Care	\$39,798,274	\$24,790,146	62.3%
Apparel	\$29,602,566	\$86,900,335	293.6%
Sport / Hobby / Books / Music	\$17,637,717	\$7,480,262	42.4%
General Merchandise	\$118,756,304	\$59,790,633	50.3%
Miscellaneous	\$27,320,254	\$60,524,793	221.5%
Eating and Drinking	\$65,869,408	\$50,820,800	77.2%

Source: ESRI

An examination of a larger retail trade area, spanning the area from roughly I-35W east to Pilot Knob Road and from the Minnesota River south to around 150th Street, provides additional information concerning the local retail marketplace. This trade area includes developments in and around the Burnsville Mall, retail in the heart of Apple Valley, the Twin Cities Premium Outlets area, retail in the vicinity of I-35E and Cliff Road, and the cluster of retail in the vicinity of Pilot Knob Road and Yankee Doodle Road. The map that follows highlights this broader retail trade area.



Source: ESRI

Retail Capture Rates: Burnsville, Eagan, Apple Valley area			
Retail Category	Household Spending (2016 Data)	Sales (2016 Data)	Market Capture
Furnishings	\$63,970,538	\$46,382,600	72.5%
Electronics / Appliances	\$126,604,710	\$183,680,316	145.1%
Building Materials	\$142,282,027	\$181,082,956	127.3%
Food / Beverage Stores	\$356,364,774	\$364,895,076	102.4%
Health / Personal Care	\$140,518,925	\$135,589,054	96.5%
Apparel	\$104,497,253	\$256,772,248	245.7%
Sport / Hobby / Books / Music	\$62,259,900	\$68,407,972	109.9%
General Merchandise	\$418,531,265	\$869,679,438	207.8%
Miscellaneous	\$96,228,518	\$133,352,174	138.6%
Eating and Drinking	\$232,323,476	\$274,660,678	118.2%

Source: ESRI

As outlined in the table, this retail trade area, including a variety of sub-regional and regional retail centers, captures more than 100 percent of the retail demand generated by residents living within the trade area boundaries. In particular, the data reveal that this retail trade area serves as a net retail “importer” of spending from other areas in metro area, in terms of the retail categories of Electronics / Appliances, Building Materials, Food and Beverage Stores, Apparel, Sport / Hobby / Books / Music, General Merchandise, Miscellaneous, and Eating and Drinking establishments.

Takeaways from Retail Analysis:

- Almost all retail categories of spending are satisfied in the local market, including the significant areas of retail near I-35E and Cliff Road, the areas near Burnsville Mall, retail in the vicinity of the Central Park Commons project in Eagan, and retail at the Twin Cities Premium Outlets. Larger format retailers (including big box stores such as Cub Foods and Target) have logically located in larger format retail developments elsewhere in Eagan, Apple Valley, and Burnsville. While the area around Cedar Avenue and Cliff Road will continue to draw retail interest in the

future, the area immediately around the BRT station is more likely to serve neighborhood needs for retail in the future, as opposed to larger scale and regional retail needs.

- The retail located in close proximity to the Cedar Avenue BRT line, including the Cedar Cliff Shopping Center, is performing fairly well in the local market. However, as these retail properties age, renovations or repurposing of these retail properties may be needed, over time. For example, while the Cedar Cliff Shopping Center is fully occupied and appears to do fairly well, its construction dates to 1984. Developers and property owners may choose to renovate this center in order to maintain its viability in the local marketplace. Alternatively, developers could choose to integrate the retail square footage accounted for in the Cedar Cliff Shopping Center into a potential mixed-use development or new arrangement of land uses in the vicinity of the BRT station over time. Likewise, developers may choose to reposition or redevelop other existing retail properties in the immediate vicinity, such as the McDonald's and Wendy's, in order to enhance marketability.

Office

The office market in the Twin Cities region has continued to recover over the last few years, as the broader economy has improved. However, the market has witnessed some changes not seen in previous real estate cycles. Tenants are increasingly desiring office and work environments that are closer to or include amenities such as supporting retail, gathering spaces, and connections to open space. Around the region, developers have converted some Class B and Class C office properties into multi-family housing over the last few years, given the relative strength of the multi-family market. As an example, in Edina Opus recently purchased the Lincoln Corporate Center and will demolish the 96,000 square foot office building and convert the property to apartments. Local market observers expect the trend of converting Class B and Class C space around the metro to other uses, including residential, may continue. Landlords around the city are upgrading amenities, and in particular are gearing amenities in many cases to appeal to creative workers.

Overall, relatively solid job growth around the Twin Cities over the last several years, coupled with the region's strong corporate presence, has spurred additional office development over the last few years. However, in contrast to previous real estate cycles, developers have largely avoided speculative office construction. Office development has focused in particular on the two downtowns, and in particular Downtown Minneapolis, as well as the I-494 and I-394 corridors.

Office development in the Eagan area has traditionally focused on the Interstate 494 corridor, given its connectivity to the broader metro region. While areas to the south of 494 enjoy good access to the airport and the rest of the metro area, most of the office developments in the central and southern portions of Eagan have focused on local-serving office uses, including medical office, local professional offices, and similar tenants.

Key Office Market Data 3 Mile Radius, Cliff Road & Nicols Road			
	Total Inventory (SF)	Vacancy %	Avg Rent / SF
Q4, 2008	1,142,541	8.3%	\$14.19
Q4, 2009	1,142,541	6.5%	\$13.66
Q4, 2010	1,142,541	8.2%	\$13.52
Q4, 2011	1,142,541	5.9%	\$13.16
Q4, 2012	1,142,541	5.8%	\$12.80
Q4, 2013	1,142,541	6.3%	\$13.07
Q4, 2014	1,142,541	4.8%	\$14.13
Q4, 2015	1,142,541	5.2%	\$12.01
Q4, 2016	1,142,541	4.8%	\$11.60

Source: CoStar

Data from CoStar indicates that the area within three miles of the Cliff Road station has not added any office space over the last decade, and that the size of the immediate office market, of just over 1.1 million square feet, remains very limited compared to the broader “South of the River” submarket and the overall Twin Cities office market. Average vacancies and lease rates have varied over the last decade, but overall vacancies have remained below 10 percent and lease rates have generally fallen in the mid-teens, on a per square foot basis.

Key Office Market Data City of Eagan			
	Total Inventory (SF)	Vacancy %	Avg Rent / SF
Q4, 2008	5,355,738	6.3%	\$13.46
Q4, 2009	5,388,538	11.0%	\$13.19
Q4, 2010	5,388,538	11.2%	\$12.93
Q4, 2011	5,388,538	11.6%	\$12.90
Q4, 2012	5,388,538	8.9%	\$13.44
Q4, 2013	5,448,986	14.3%	\$13.50
Q4, 2014	5,455,186	13.7%	\$12.99
Q4, 2015	5,455,186	13.5%	\$12.46
Q4, 2016	5,455,186	15.0%	\$13.74

Source: CoStar

CoStar reports that the City of Eagan has added around 70,000 square feet of office space, net, over the last five years, as some smaller office projects have arrived on the market. The City reports an overall higher vacancy rate, approaching 15 percent as of the fourth quarter of 2016, compared to the areas near Cliff Road. However, the lease rates for the overall City of Eagan remain fairly similar to those for the area within a few miles of the Cliff Road station.

Key Office Market Data Burnsville, Apple Valley, Eagan Submarket			
	Total Inventory (SF)	Vacancy %	Avg Rent / SF
Q4, 2008	13,245,252	7.3%	\$13.56
Q4, 2009	13,287,524	9.0%	\$13.30
Q4, 2010	13,287,524	8.5%	\$12.44
Q4, 2011	13,287,524	8.8%	\$12.26
Q4, 2012	13,318,089	8.8%	\$12.35
Q4, 2013	13,378,537	10.4%	\$12.77
Q4, 2014	13,384,737	9.9%	\$12.60
Q4, 2015	13,391,137	8.6%	\$12.78
Q4, 2016	13,391,137	9.1%	\$13.38

Source: CoStar

The broader Burnsville, Apple Valley, and Eagan submarket has added just over 100,000 square feet of office space over the last five years, and the average office metrics have remained fairly similar over the last several years, with vacancy rates ranging from 8 to 10 percent, and lease rates in the low-to mid-teens.

Office in the Cliff Road Vicinity

The areas to the east and west of Cedar Avenue, along the Cliff Road corridor, include a variety of smaller office developments. The area to the east of Cedar Avenue includes a few older Class B and Class C properties, while the area to the west of Cedar Avenue (and south of Cliff Road) includes a few newer office properties. The various office buildings in the area primarily include smaller companies and operations, including insurance and other professional services firms, and smaller medical office tenants. The area does not feature any prominent, major corporate tenants.

The majority of buildings in the Cliff Road station area, to the west and east of Cedar Avenue, were constructed since 2000. However, a few office buildings just to the east of Cedar Avenue are much older and may represent candidates for renovation or redevelopment. In particular, the office buildings at 4555 Erin Drive (just to the west of McDonald's), 4635 Nicols Road (just to the south of Casper's Cherokee restaurant), and 4651 Nicols Road (also to the south of Casper's Cherokee) date to the early to mid-1980's and appear to have vacancies (as of March 2017).

Office Developments Under Construction or Proposed

The Eagan area has experienced an uptick in office development over the last few years, as developers have launched plans for office ventures on previously vacant lands in the community, and on lands that became vacant over time. The key office developments currently underway in Eagan include the following.

Boulder Lakes Business Park – This development on 95 acres, to the south of Interstate 494 and east of Dodd Road, will eventually encompass 775,000 square feet of office and office / tech space at full buildout. As part of this project, Prime Therapeutics is currently building a 400,000 square foot headquarters facility on a 30 acre site, and as part of this project will consolidate its two existing Eagan offices as well as its offices currently located in Edina and Mendota Heights.

Fairview Central Park Commons – Fairview Health is currently constructing a medical office clinic of 42,000 square feet as part of the Central Park Commons development near Pilot Knob Road and Yankee Doodle Road in Eagan.

Summit Orthopedics Eagan – Summit Orthopedics is currently constructing a 71,000 square foot medical office building at 2620 Eagan Woods Drive (along Pilot Knob Road, just to the south of I-494) and expects completion by March 2017.

Twin Cities Orthopedics – As part of the Vikings Lakes development at I-494 and Dodd Road, Twin Cities Orthopedics is developing an 88,000 square foot medical office facility.

Takeaways from Office Analysis:

- The majority of new office development in the Eagan and Burnsville areas has occurred along or close to the Interstate 494 corridor. The Cliff Road area is viewed as a secondary, smaller format office area, primarily including smaller companies and medical office uses.
- Most of the office buildings in the vicinity of the Cliff Road station area are relatively new (dating to 2000 or more recent). However, a handful of office properties located along the west side of Nicols Road, within a half mile or less of the Cliff Road station area, are much older and may represent opportunities for redevelopment. These Class C properties could be repurposed into a variety of real estate development options.
- While the office market has recovered over the last few years, developers remain prudent and are unlikely to launch significant, speculative office developments. As has been the pattern around the region and nationally over the last several years, developers have tended to launch office projects only upon landing tenants.

Multi-Family

The multi-family market in the Twin Cities region has demonstrated considerable strength over the last five years, with developers completing a variety of projects around the region. A significant number of these projects have focused on the urban core areas in Minneapolis and Saint Paul. However, the multi-family boom has expanded to suburban communities over the last few years, as the region has continued to gain employment and population. The metro area added an impressive 28,000 jobs from 2015 to 2016, and continues to benefit from the presence of sixteen Fortune 500 companies in the region. The significant strength of the for-sale residential market in the Twin Cities has led many would-be buyers to rent apartments, instead of purchasing homes. In addition, the tendency of the Millennial generation to delay home purchases or to avoid home purchases altogether has contributed to the multi-family construction boom witnessed in metro areas around the country, including the Twin Cities. Furthermore, homeownership rates for the Baby Boomer generation have continued to decline, as more residents choose the maintenance-free aspects of rental living. From the fourth quarter of 2015 to the fourth quarter of 2016, the metro area added around 5,000 new apartment units, and the region expects the delivery of another 4,000 units in 2017.¹ Data from Colliers indicate that the market for tenants among Class A apartment communities has become more competitive, with operators offering concessions over the last few quarters. The rents for Class B and Class C apartments, however, have increased more than those of Class A, as the overall multi-family market has tightened and rising rents across the metro have forced many people to consider Class B and Class C apartment living options.

Data from CoStar indicate that the City of Eagan has added around 300 multi-family units over the last several years. In line with regional trends, the average apartment rent on a per-square-foot basis has increased from around \$1 per square foot in 2008 to nearly \$1.20 per square foot by late 2016.

¹ Minneapolis-St. Paul Research & Forecast Report, Fall 2016, Colliers International

Key Multi-Family Market Data City of Eagan			
	Total Units	Vacancy %	Avg Rent / SF
Q4, 2008	5,708	5.5%	\$1.04
Q4, 2009	5,708	6.2%	\$1.02
Q4, 2010	5,708	5.0%	\$1.02
Q4, 2011	5,708	5.0%	\$1.03
Q4, 2012	5,708	4.4%	\$1.05
Q4, 2013	5,755	3.3%	\$1.05
Q4, 2014	5,755	2.9%	\$1.08
Q4, 2015	6,060	4.3%	\$1.15
Q4, 2016	6,060	2.7%	\$1.19

Source: CoStar

The submarket encompassing Burnsville, Apple Valley, and Eagan has added over 1,200 apartment units over the last nine years and vacancy has continued to trend downward over this period. Despite the addition of a significant pool of new construction, rents have increased from around \$0.97 to \$1.15 (monthly) on a per-square-foot basis.

Key Multi-Family Market Data Burnsville, Apple Valley, Eagan Submarket			
	Total Units	Vacancy %	Avg Rent / SF
Q4, 2008	18,688	5.3%	\$0.97
Q4, 2009	18,856	6.1%	\$0.96
Q4, 2010	18,856	4.9%	\$0.96
Q4, 2011	18,856	4.7%	\$0.96
Q4, 2012	18,921	4.7%	\$0.98
Q4, 2013	18,968	3.7%	\$1.00
Q4, 2014	18,968	4.3%	\$1.04
Q4, 2015	19,570	5.1%	\$1.09
Q4, 2016	19,870	3.4%	\$1.15

Source: CoStar

Recent or Current Multi-Family Projects in the Local Market:

Following years of relatively limited multi-family construction in a number of south metro communities, the suburbs south of the Minnesota River have approved a number of apartment projects over the last few years. The following outlines some of the notable recent (or current) developments in the local market.

Affinity at Eagan – The Inland Group purchased the vacant lot at the west end of the Twin Cities Premium Outlets project, across the street from the Cedar Grove transit station, and plans to begin construction on this 161 unit, market-rate, age restricted (55-plus) apartment complex in Summer 2017. The project will feature units ranging from studios to two bedrooms. Amenities will include an indoor pool and spa, fitness center, theater, library, Internet café, lounge with game room, craft room, pub, and an outdoor kitchen with barbeque facilities. Pricing information was not available at the time of this report.

Flats at Cedar Grove – This 192-unit market rate apartment complex, at the east end of the Twin Cities Premium Outlets area, was constructed beginning in summer 2015. As of April 2017, the complex reported a 3.1 percent vacancy rate and an average rent of \$1.60 per square foot. The Flats features a business center, clubhouse, fitness center, picnic facilities, a sundeck, and gated entries.

Gabella at Parkside – This 196-unit, luxury apartment complex, located to the east of 152nd and Galaxie in Apple Valley, features a clubhouse with a variety of amenities and currently rents units for around \$1.62 per square foot. Data from CoStar indicate that the project is currently fully leased.

Legends of Apple Valley – Dominion is beginning construction of this 163-unit, affordable senior housing development at the southwest quadrant at 140th and Cedar in Spring 2017 and expects completion by Spring 2018.

Remington Cove – This 101-unit, Class A apartment complex, at the southeast corner of Founders Lane and Galaxie Avenue in Apple Valley, was completed in March 2016. The Class A project features a fitness center, game room, and picnic area. As of April 2017 CoStar reports that the complex has a 6 percent vacancy, with average rents of \$1.46 per square foot.

CityVue Commons – This complex of 113 one and two bedroom luxury apartments includes an adjacent 30,000 square feet of retail space. The project involved the conversion of a former Blue Cross Blue Shield of Minnesota building to apartments. CityVue, per its name, boasts views of the Twin Cities downtown skylines, as well as views of the Minnesota River valley. CityVue Commons features a fitness center, indoor lounge, and rooftop lounge with views of the metro area. As of April 2017, the project reported a vacancy rate of 6 percent and average rents of \$1.95 per square foot, according to CoStar data.

United Properties project – In Fall 2016, United Properties unveiled plans for a 24 acre mixed use project at 1555 Yankee Doodle Road, just to the west of the Central Park Commons project (anchored by HyVee and other national retailers). The project will include 71 senior apartments, a 150-unit market rate apartment building, a 27,000 square foot hotel, and around 43,000 square feet of retail space.

Burnsville Heart of the City – In March 2017, Burnsville approved its first multi-family project in years in the Heart of the City area. Chase Real Estate, Inc. plans a 172-unit luxury apartment complex above a

base of 8,000 square feet of ground-level retail and underground parking facilities, next to Nicollet Plaza. The site was originally approved by Burnsville as a for-sale condominium project, but due to market conditions during the Great Recession, the site was never developed.

Takeaways from Multi-Family Analysis:

- The continued growth of employment and population in the Twin Cities region has continued to drive demand for multi-family product in the local and regional market. Recent projects around the outlet mall and in Apple Valley demonstrate that the strength of the multi-family market has extended to the suburban area south of the Minnesota River.
- The proximity of the areas along the Cedar Avenue corridor to employment centers near the Mall of America and the 494 corridor has contributed to the marketability of multi-family developments in the area.
- The multi-family projects located in close proximity to the Cliff Road station area have demonstrated good fundamentals in terms of vacancies and increasing lease rates.
- While the multi-family market may experience compression in lease rates and increased vacancies in the event of an economic downturn, the overall growth trends in Dakota County and the accessibility of the Cliff Road area will continue to drive the marketability of the area for multi-family product, over the mid-term and long-term.

For-Sale Residential

The for-sale residential market in the Twin Cities region has largely recovered to pre-Recession levels in terms of sales prices and activity, following four to five years of price appreciation and ongoing increases in single family residential construction. As outlined in the tables below, the median home prices in Eagan, Burnsville, Dakota County, and the overall region have increased significantly over the last year. Eagan, in particular, reported a nearly 12 percent increase in the median home price between March 2016 and March 2017. The number of days on market and the number of months (in terms of supply of inventory) have also improved significantly over the last year. Overall, the housing market in the Twin Cities has remained very tight, in particular for homes in the \$200,000 to \$300,000 price range, as builders continue to struggle to keep pace with demand.

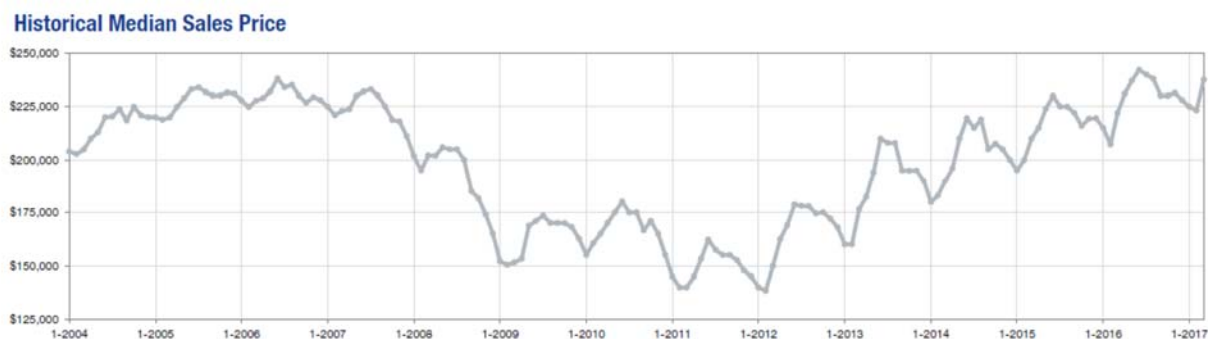
Local Housing Market Data, March 2017							
	Eagan				Burnsville		
	March '16 YTD	March '17 YTD	% Change		March '16 YTD	March '17 YTD	% Change
Closed Sales	150	164	9.3%		178	185	3.9%
Median Home Price	\$231,500	\$258,500	11.7%		\$219,900	\$231,830	5.4%
Price / Square Foot	\$116	\$132	14.0%		\$106	\$116	8.6%
Days on Market Until Sale	84	52	-38.1%		85	71	-16.5%
Months Supply of Inventory	2.0	1.4	-30.0%		1.6	1.3	-18.8%

Source: Minneapolis Area Association of Realtors

Local Housing Market Data, March 2017							
	Dakota County				Twin Cities Region		
	March '16	March '17			March '16	March '17	
	YTD	YTD	% Change		YTD	YTD	% Change
Closed Sales	1,192	1,223	2.6%		9,556	9,867	3.3%
Median Home Price	\$228,750	\$235,450	2.9%		\$216,000	\$230,000	6.5%
Price / Square Foot	\$116	\$126	8.6%		\$126	\$136	8.0%
Days on Market Until Sale	78	68	-12.8%		88	77	-12.5%
Months Supply of Inventory	2.2	1.8	-18.2%		2.6	2.0	-23.1%

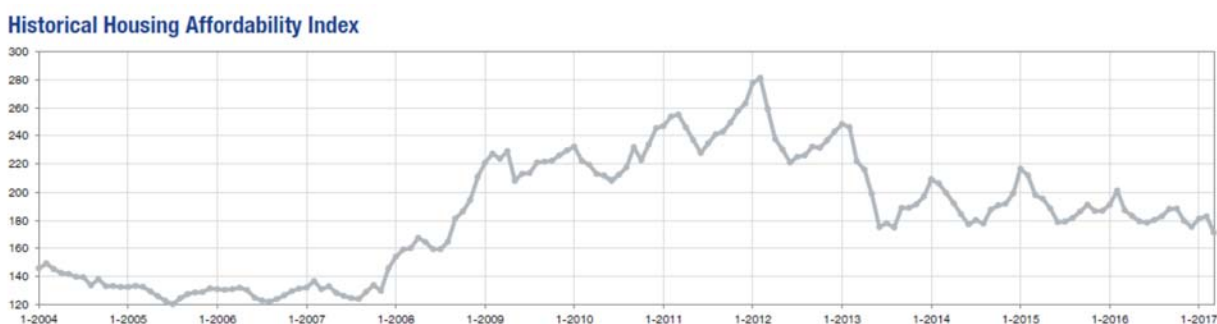
Source: Minneapolis Area Association of Realtors

The graph below from the Minneapolis Area Association of Realtors reveals that the median home sales price in the region has returned to the peaks last experienced in 2006, before the Great Recession.



Source: Minneapolis Area Association of Realtors

However, as incomes have increased over the last ten years across the region, the level of affordability has remained above the levels experienced prior to the last recession, as outlined in the following table.



Source: Minneapolis Area Association of Realtors

Housing affordability peaked during and following the Great Recession, as home values declined across the Twin Cities (and across many parts of the nation). Affordability has decreased over the last four years as home prices have continued to escalate.

The increases in home sales prices have impacted both single-family detached and townhome / condo attached products, across the Twin Cities region.

Twin Cities Metro Region Median Sales Price: Single Family Detached Homes			Twin Cities Metro Region Median Sales Price: Townhome or Condo Attached Homes		
	Median Price	% Increase		Median Price	% Increase
2012	\$184,000	-	2012	\$125,000	-
2013	\$211,000	14.7%	2013	\$147,000	17.6%
2014	\$225,000	6.6%	2014	\$159,000	8.2%
2015	\$238,000	5.8%	2015	\$165,000	3.8%
2016	\$251,000	5.5%	2016	\$173,000	4.8%

Source: Minneapolis Area Association of Realtors

Like most areas around the country, the Twin Cities region experienced a significant decrease in housing construction activity during and after the Great Recession. The total number of residential building permits issued in the seven-county region decreased from around 21,000 in 2003 and 2004 to around 4,400 in 2009, but returned to a range of 10,000 to 12,000 annual permits from 2012 through 2015. While the region continued to permit 4,000 to 5,000 single family detached residential building permits (annually) on average, from 2012 through 2015, multi-family construction accounted for over half of all residential construction during this period of economic recovery. Townhome permits, which had accounted for over 20 percent of all permit activity prior to the housing crash (from 2003 through 2007), represented from 4 to 7 percent of all residential permits, over the last four years. The focus on multi-family construction in the Twin Cities region mirrors similar trends in other larger metro areas around the country. Developers in the local region have added a significant pool of multi-family units to local inventories, particularly in the two major downtown areas and in other urban neighborhoods that feature a variety of amenities and good access to the rest of the city. The supply of single-family detached homes has not caught up with demand over the last few years, contributing to increases in the median home price in the Twin Cities region.

Twin Cities Region - Residential Building Permit History									
	Single Family Detached	Percentage of Total	Townhome	Percentage of Total	Duplex	Percentage of Total	Multi-Family	Percentage of Total	Total
2003	9,034	42.4%	4,619	21.7%	216	1.0%	7,414	34.8%	21,283
2004	8,244	38.6%	5,126	24.0%	579	2.7%	7,401	34.7%	21,350
2005	6,877	39.0%	3,795	21.5%	572	3.2%	6,375	36.2%	17,619
2006	5,252	41.6%	2,961	23.4%	229	1.8%	4,185	33.1%	12,627
2007	3,648	42.9%	1,851	21.7%	84	1.0%	2,929	34.4%	8,512
2008	2,281	44.4%	957	18.6%	27	0.5%	1,867	36.4%	5,132
2009	2,412	54.2%	597	13.4%	26	0.6%	1,412	31.8%	4,447
2010	2,776	47.7%	589	10.1%	36	0.6%	2,420	41.6%	5,821
2011	2,821	44.7%	526	8.3%	21	0.3%	2,938	46.6%	6,306
2012	4,271	39.0%	621	5.7%	28	0.3%	6,032	55.1%	10,952
2013	5,207	41.9%	678	5.5%	19	0.2%	6,520	52.5%	12,424
2014	4,559	42.4%	684	6.4%	86	0.8%	5,414	50.4%	10,743
2015	4,746	37.1%	554	4.3%	43	0.3%	7,437	58.2%	12,780

Source: Metropolitan Council

Dakota County has exhibited similar patterns in residential permits as the overall Twin Cities region over the last ten years. The total number of residential permits in the county declined from nearly 1,700 in 2006 to just over 600 in 2009 but returned to pre-recession levels by 2013. Single family detached units continue to dominate the Dakota County residential market, but multi-family units accounted for over a third of residential permits issued in 2014 and 2015. Townhome units represented around 11 percent of total permits, on average, from 2012 through 2015.

Dakota County - Residential Building Permit History									
	Single Family Detached	Percentage of Total	Townhome	Percentage of Total	Duplex	Percentage of Total	Multi-Family	Percentage of Total	Total
2003	1,603	37.2%	758	17.6%	18	0.4%	1,927	44.8%	4,306
2004	1,307	35.0%	1,282	34.4%	92	2.5%	1,049	28.1%	3,730
2005	963	37.3%	353	13.7%	200	7.8%	1,063	41.2%	2,579
2006	746	44.3%	595	35.3%	29	1.7%	315	18.7%	1,685
2007	504	40.8%	335	27.1%	22	1.8%	375	30.3%	1,236
2008	364	36.2%	144	14.3%	0	0.0%	497	49.5%	1,005
2009	369	60.5%	60	9.8%	4	0.7%	177	29.0%	610
2010	412	59.3%	81	11.7%	8	1.2%	194	27.9%	695
2011	386	42.6%	46	5.1%	15	1.7%	460	50.7%	907
2012	651	61.8%	130	12.3%	12	1.1%	260	24.7%	1,053
2013	940	72.4%	145	11.2%	0	0.0%	214	16.5%	1,299
2014	807	50.9%	169	10.7%	0	0.0%	608	38.4%	1,584
2015	844	56.8%	137	9.2%	0	0.0%	504	33.9%	1,485

Source: Metropolitan Council

The City of Burnsville, located just to the west of the Cliff Road station area, has largely built out, and as a result, total residential building permit activity has remained fairly minimal during the economic expansion, despite the overall recovery of the residential real estate market. Burnsville reported a few dozen single family detached and a few dozen townhome permits in 2015, for example.

City of Burnsville - Residential Building Permit History									
	Single Family Detached	Percentage of Total	Townhome	Percentage of Total	Duplex	Percentage of Total	Multi-Family	Percentage of Total	Total
2003	27	13.4%	38	18.9%	0	0.0%	136	67.7%	201
2004	43	18.9%	15	6.6%	0	0.0%	170	74.6%	228
2005	28	13.1%	25	11.7%	0	0.0%	161	75.2%	214
2006	11	55.0%	9	45.0%	0	0.0%	0	0.0%	20
2007	10	29.4%	24	70.6%	0	0.0%	0	0.0%	34
2008	6	50.0%	6	50.0%	0	0.0%	0	0.0%	12
2009	1	1.4%	5	7.2%	0	0.0%	63	91.3%	69
2010	4	36.4%	7	63.6%	0	0.0%	0	0.0%	11
2011	10	6.7%	0	0.0%	0	0.0%	140	93.3%	150
2012	5	6.3%	8	10.1%	0	0.0%	66	83.5%	79
2013	8	50.0%	8	50.0%	0	0.0%	0	0.0%	16
2014	15	44.1%	19	55.9%	0	0.0%	0	0.0%	34
2015	24	49.0%	25	51.0%	0	0.0%	0	0.0%	49

Source: Metropolitan Council

The City of Eagan has largely built out as well, and as a result, units better suited for infill areas or areas of small acreages, including townhomes and multi-family projects, have largely accounted for a more significant share of the City's residential permit activity over the last few years. The multi-family activity in Eagan reflects the resurgence of the multi-family market in the overall Twin Cities region over the last few years.

City of Eagan - Residential Building Permit History									
	Single Family Detached	Percentage of Total	Townhome	Percentage of Total	Duplex	Percentage of Total	Multi-Family	Percentage of Total	Total
2003	136	26.8%	174	34.3%	2	0.4%	196	38.6%	508
2004	86	58.5%	24	16.3%	14	9.5%	23	15.6%	147
2005	61	37.9%	41	25.5%	14	8.7%	45	28.0%	161
2006	82	68.9%	8	6.7%	29	24.4%	0	0.0%	119
2007	43	64.2%	6	9.0%	18	26.9%	0	0.0%	67
2008	22	73.3%	8	26.7%	0	0.0%	0	0.0%	30
2009	13	100.0%	0	0.0%	0	0.0%	0	0.0%	13
2010	24	72.7%	9	27.3%	0	0.0%	0	0.0%	33
2011	50	68.5%	10	13.7%	13	17.8%	0	0.0%	73
2012	51	33.1%	103	66.9%	0	0.0%	0	0.0%	154
2013	84	22.3%	103	27.3%	0	0.0%	190	50.4%	377
2014	58	17.8%	115	35.3%	0	0.0%	153	46.9%	326
2015	35	71.4%	14	28.6%	0	0.0%	0	0.0%	49

Source: Metropolitan Council

Data from the Minneapolis Area Association of Realtors (“MAAR”) indicate that townhome and condo attached residential markets accounted for a significant portion of home sales in 2016. Data from the MAAR indicate that 48 percent of homes sold in Eagan in 2016 were townhomes or condos. Condos and townhomes accounted for 43 percent of the total in 2016 in Burnsville and 39 percent in Eagan.

Condo / Townhome Development in Surrounding Area

Given that the northern portions of Eagan, Apple Valley, and Burnsville are largely built out, the market surrounding the Cliff Road station largely lacks a set of townhome or condominium projects for comparison. However, projects launched in the local area have fared quite well, and demonstrate the strength of the attached residential market in the areas surrounding the Cliff Road station area.

Cedar Grove Townhomes – This project of 50 townhomes, located just to the south of the Twin Cities Premium Outlets and developed by CalAtlantic (formerly known as Ryland), has sold quickly and, based upon discussions with sales representatives, actively promotes its connectivity to the BRT line and proximity to the airport and the 494 corridor, to potential residents. Units in the project range from 1,937 to 2,274 square feet, and initial sales prices range from \$278,000 to \$368,000.

Most of the newer townhomes offered in the local market are available farther to the south, in the growing areas of Lakeville and Rosemount that have ample room available for new development. For example, the Avonlea and Enclave at St. Frances Woods developments in Lakeville primarily offer traditional single family detached products, but also offer townhome units in these communities.

Takeaways from For-Sale Residential Analysis:

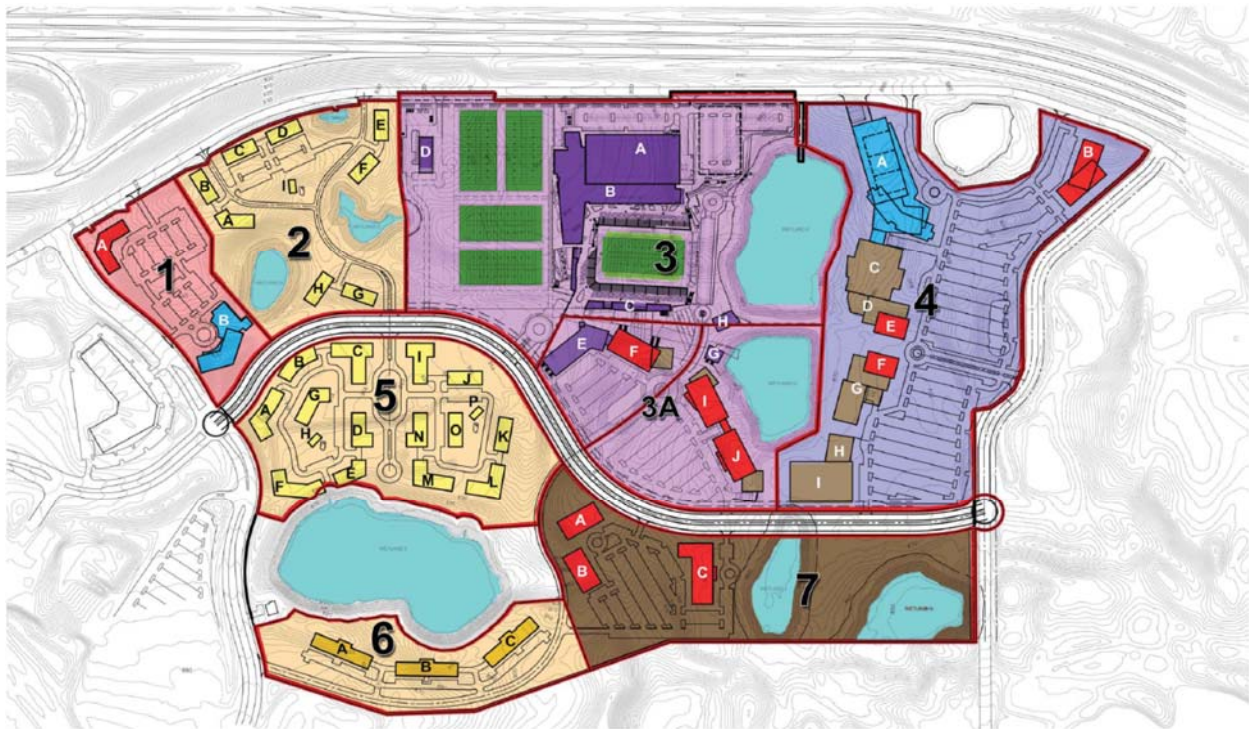
- The success of townhome and similar attached product over the last few years in Eagan and other older suburbs in the Twin Cities provides validation in the local marketplace that these product types could be developed near the Cliff Road station area.
- The increasing presence of older adults in Eagan and the northern suburbs of Dakota County provides further support for the creation of townhomes or condominiums in the areas near the Cliff Road station area.
- The escalation of home prices in Eagan and throughout the metro area may provide further support for multi-family developments, as more buyers are unable or unwilling to enter the for-sale housing market over the next few years, and as builders continue to struggle to build sufficient supplies of new homes.

Future Competitive Developments

Vikings Lakes

The redevelopment of the former Northwest Airlines headquarters site in Eagan, at the southeast corner of Interstate 494 and Dodd Road, includes a variety of components, including a 240,000 square foot headquarters building, a 100,000 square foot practice facility for the Vikings, up to 945 apartment units, a hotel and conference center with up to 500 rooms, up to 160,000 square feet of retail, and around 1 million square feet of office space, including medical offices, on a 200 acre development area. Vikings Lakes will include a 6,000 seat stadium that can be expanded to 10,000 seats to host multiple events including high school football games, NFL Play 60 games, and other sports including soccer and lacrosse.

The Vikings emphasize that the development of the 200 acre site will occur in phases, however, and details concerning the potential retail components within the project are not yet available.



Northeast Eagan Land Use Plan
Source: City of Eagan

Apple Valley's Central Village

As part of an ongoing effort to strengthen the “downtown” of Apple Valley, the city is continuing to promote various land uses in the Central Village area. The project largely stalled during the Great Recession but now features townhomes, senior housing, affordable apartments, a hotel, a small office

building, shops and restaurants. The City projects developing a 414-acre quarry development in the vicinity as part of the Central Village over the next 15 to 45 years, as aggregate operations wind down and as the need for development continues through different real estate cycles.

The most recent development in the Central Village is the Zvago Central Village project, which includes 58 senior cooperative living units. The project is expected to begin construction in the summer of 2017 and open in the summer of 2018.

South Loop / Mall of America Area (Bloomington)

The City of Bloomington has approved preliminary plans for Phase I and Phase II of the Mall of America's (MOA) expansion. The approval includes a total of 3 million square feet of additional retail construction, 546,000 square feet of office space and a total of 1,650 hotel rooms. The Radisson Blu Hotel was the first component completed as part of the MOA's expansion, and the project opened in early 2013. The next phase, including a 342 room hotel, a 180,500 square foot office tower, and 271,000 square feet of retail and restaurant space, was completed in late 2015.

The Mall of America is currently working on plans to construct around 1 million square feet of additional, luxury-oriented retail called the "Collections at MOA" by 2018. The project will include around 580,000 square feet of retail, a 180 room luxury hotel, 170,000 square feet of top tier office space, and 120 private residences. The "Offices at MOA" will feature an amenity-rich, urban environment for office users, in a suburban location. The MOA's office product is geared to appeal to higher-end office tenants and in particular to the Millennial generation, which desires work spaces that offer a range of amenities nearby.

The MOA's expansion is part of the overall South Loop area plan for the eastern end of Bloomington, which calls for a variety of infill residential, retail, and office development to the south and east of the existing Mall of America, toward the Minnesota Valley riparian zone. Overall, as the South Loop continues to build out over time, the area could generate at least a few thousand additional jobs in the Bloomington community.

Key Development Recommendations – Cliff Road Station Area

Based upon the information presented concerning demographic conditions and projections, as well as the local and regional markets for retail, office, and residential property, this analysis outlines the following real estate recommendations for the Cliff Road station area. As the City of Eagan and individual property owners and/or developers consider particular projects in the area over time, additional analysis will be needed to determine the detailed, recommended real estate product mix for particular parts of the station area. The following recommendations will help inform the larger design and planning effort for the Cliff Road station area and guide the formation of development concepts for the station area over time.

RETAIL:

The Cliff Road area, in the vicinity of Cedar Avenue, has traditionally operated as an “in between” and locally serving retail area, providing goods and services primarily to residents of surrounding neighborhoods in Burnsville and Eagan. Larger retail concentrations in Apple Valley (in the downtown Apple Valley area), in the Central Park Commons area in Eagan, in the vicinity of the Burnsville Mall, and along the I-494 corridor have traditionally served as the hubs for regional-serving retail in this part of Dakota County, and this trend should continue in the future. The areas in the vicinity of the Mall of America, given plans for the MOA’s expansion, will continue to dominate and absorb a good deal of regional-level spending for entertainment and retail. Furthermore, as outlined in the text, most categories of retail are already satisfied in the local real estate market. Therefore, barring a significant uptick in the population within a few minutes’ drive of the Cliff Road area, the station area will not support a material increase in retail space. Finally, trends away from brick and mortar retail space and toward online retail commerce may result in additional retail store closings in the local market. If anything, the prevailing trends in retail may result in a reduction in the need for retail space on a per-capita basis over the next ten to twenty years. The overall conclusion of the analysis is that the area around Cliff Road and Cedar Avenue is unlikely to see a noticeable net increase in retail space over the next few decades. While some of the existing retail space in the vicinity, including aging strip malls and highway commercial space, may be replaced or revitalized over time in order to enhance retail viability, the area is unlikely to see a material increase in retail square footage over the next few decades.

OFFICE:

The area around Cliff Road and Cedar Avenue has traditionally included a range of smaller scale office properties, including small companies and medical office tenants. The vast majority of new office and employment development continues to orient along and near the I-494 corridor, and the areas to the south in Dakota County have seen relatively limited office development throughout the most recent economic expansion. While Dakota County is projected to continue to gain employment over the next few decades, the area around Cliff Road will likely remain a smaller, sub-regional office area, given its orientation geographically, and the limited scale of potentially available properties along and near Cliff Road. In addition, most of the office properties in the vicinity of the station area are less than 15 years old, and thus may remain unchanged for the foreseeable future. However, a handful of aging office properties of 35 years of age or older, with Class C status and some vacancies, along Nicols Road, may represent candidates for conversion to other land uses or repurposing as reconstructed office space.

RESIDENTIAL:

The residential market has the brightest outlook, over the short term and longer term, for the Cliff Road station area. The population of Dakota County is projected to continue to grow significantly over the next few decades, as the area continues to grow as a desired suburban area in the Twin Cities region. At the same time, demand for townhome and higher density residential projects, including multi-family apartment units, continues to grow in Eagan, Burnsville, and other older suburbs in Dakota County, as younger residents as well as Empty Nesters seek out maintenance-free living. Furthermore, the advantageous location of the Cliff Road station area relative to the 494 corridor and its significant employment base make the Cliff Road area an attractive area for additional residential development. The area could also attract additional senior housing projects, as the population of the south metro continues to age over time. The Cedar Grove station area has witnessed considerable demand for the recent residential projects in the vicinity of the Twin Cities Premium Outlets. Transit-oriented developments in the vicinity of the Cliff Road station area would likely be able to support a variety of residential development options over time, including multi-family apartments, townhome, and condos, including traditional residential formats as well as units geared to senior age groups.

Site Specific Development Recommendations:

Given the age and condition of the various parcels in the vicinity of the Cliff Road station, this market study provides the following recommendations for potential development in the study area:

- To the west of Cedar Avenue, areas along Slater Road feature a series of office developments that are less than 15 years old and appear to be occupied and in good condition. Along Cliff Road, the highway oriented commercial uses (including gas stations and convenience retail) appear to be performing well. To the north of Cliff Road and west of Cedar Avenue, the Cinnamon Ridge Apartments continue to report favorable occupancy rates and lease rates in line with averages for the local submarket. Therefore, at least over the next 10 to 15 years, redevelopment or transit-oriented development is unlikely to proceed along the west side of Cedar Avenue, in the vicinity of the Red BRT line.
- To the east of Cedar Avenue, a handful of parcels along the west side of Nicols Road (to the north, and to the south, of Cliff Road) feature aging office buildings or aging retail properties. Redevelopment in this portion of the station area could convert these parcels to a residentially-focused mixed-use development. While these parcels could include smaller areas of neighborhood-oriented retail uses (such as coffee shops or other convenience retail), the overall market trends provide the foundation for a variety of residential formats that would benefit from their proximity to the new BRT station area at Cliff Road. Redevelopment scenarios could also integrate a small amount of office space, but given the overall market dynamics, redevelopment efforts should focus on building density in the station area through residential development.
- To the east of Nicols Road, redevelopment efforts could focus on repurposing or refreshing the retail center at the northeast corner of Nicols Road and Cliff Road over time. The relatively open parcels currently occupied by radio transmitter towers and the drivers license exam bureau, along the south side of Cliff Road between Nicols Road and Rahncliff Road, may also present

opportunities for redevelopment into a variety of residentially-focused mixed use development. These parcels could be redeveloped into a variety of villa or townhome units, as well as multi-family development. Areas within these parcels located closer to Cliff Road would logically include a greater degree of retail or office development, given their proximity to the main arterial.

Conclusion:

Overall, the market study recommends that the City of Eagan and local developers focus on creating a residentially-focused mixed use development as part of the evolution of the Cliff Road station area, to the east side of Cedar Avenue. While potential developments may include smaller quantities of office or retail space, the net amount of office or retail space in the study area may not change materially over time, as other areas of the south metro continue to absorb demand for additional retail or office space. In order to best leverage the presence of the BRT line along Cedar Avenue, residential mixed use projects in the vicinity should provide good connections to the BRT station area (in the form of sidewalks, bicycle amenities and facilities, and safe crosswalks), and provide space for bus connections from other bus lines into the BRT station area.

APPENDIX C: PUBLIC INVOLVEMENT PLAN



COMMUNITY ENGAGEMENT PLAN

The Cedar Avenue Transitway Station Area Plans will express a vision and recommendations for station area improvements and investments near the Metro Red Line BRT stations located at Cedar Grove and Cliff Road, in the City of Eagan. The planning effort will provide Dakota County and the City of Eagan with an analysis of existing site and market conditions, recommendations for enhancing mobility to and from each station, redevelopment potential of transit supportive land uses near each station, and implementation strategies. Implementation of the plan may take years to accomplish and require ongoing political dedication and community support.

Establishing community support to implement a long-term plan effectively begins with meaningful involvement of area residents, transit users and other stakeholders in the planning process; hearing what the community has to say and recommending improvements that reflect community interests and values.

The outreach and community involvement techniques proposed include the following:

Project Management Team

The Project Management Team (PMT) consisting of staff from Dakota County and the City of Eagan will provide the planning team with guidance throughout the planning process and report project progress to County and City policy makers. The PMT and members of the planning team will meet regularly to review, discuss, and provide input on the planning process, community engagement strategies, draft work products and key deliverables.

Technical Advisory Committee

A Technical Advisory Team (TAC) consisting of staff from Dakota County, the City of Eagan, Minnesota Valley Transit Authority, Minnesota Department of Transportation, Metropolitan Council, and Metro Transit will meet monthly with the planning team to review inventory and analysis results, preliminary station area plans, and final station area plan recommendations. The TAC will be expected to make technical recommendations with input and guidance from policymakers.

Stakeholder Interviews

In Task 2, the planning team will conduct meetings with key stakeholders, including policy makers, business and neighborhood organizations (including traditionally underserved communities), agencies and other necessary participants to discuss work done to date, key issues, concerns and opportunities for the two station areas. It is anticipated that stakeholders could include, but not be limited to the following:

- City of Eagan
 - City Council
 - Planning Commission
 - City staff (Community Development, Planning & Zoning, Public Works, Parks)
 - Business associations/organizations/outlet mall
 - Chamber of Commerce/Business Council
 - Neighborhood organizations
 - Places of worship
 - Seniors
 - Schools/students
 - Businesses
 - Property owners
 - Citizens (including transit users and underrepresented communities)
- Dakota County
 - Regional Railroad Authority
 - Planning Commission
 - County staff (Planning, Transportation, Parks)
 - Community Development Agency
- Other
 - Metropolitan Council
 - Metro Transit
 - Minnesota Department of Transportation
 - Minnesota Valley Transit Authority

Public Open Houses

Two (2) public open houses will be conducted by the planning team. The first open house will be conducted near the end of Task 2, and will provide an opportunity to provide the community with a project overview and seek input regarding their wants, needs and desires for the future of the two station areas. The second will be held near the end of Task 4 to gain community feedback on preliminary station area plan alternatives. The open houses will be significant public events that will both present project information and request community feedback. Feedback techniques will include comment

cards, dot voting, notes on display boards and direct conversation with the project team. Potential locations for hosting the public open houses include:

- Open House #1 - Cinnamon Ridge Apts (Cliff Road Station)
- Open House #2 - Cedar Grove Transit Center or the Outlet Mall (Cedar Grove Station)

Visioning Workshop

Conduct a half-day visioning workshop involving members of the PMT, the TAC and the planning team to kick off Task 3. This workshop will revisit the input received from stakeholders and community members received at the stakeholder interviews and the first public open house conducted in Task 2, and focus on establishing a future vision for the station areas including land uses, development and redevelopment opportunities, mobility and parking issues, public spaces (including streets, plazas, parks and open spaces), public art opportunities, scale and character of the built environment, connections, employment and economic development, housing, environmental and sustainability factors.

Design Charrette

Conduct a full-day design charrette involving members from the PMT, the TAC and the planning team to kick off Task 4. The charrette will be an intense, on-site, collaborative workshop between the client and the planning team. The charrette will accelerate the planning process by creating an interactive environment with major participants working together without the normal interruptions that delay communications.

Drawing from a diverse set of skills and knowledge useful to the station area planning process, the planning team will lead the charrette participants through a creative process that will lead to the development of concept sketch plans, diagrams and key recommendations for the station areas.

Presentations

The planning team will work with the PMT to prepare for and periodically present project updates, including draft station area vision and guiding principles, preliminary station area plans and implementation strategies, and final plan recommendations to the following:

- Dakota County Regional Railroad Authority
- City of Eagan City Council
- City of Eagan Advisory Planning Commission

Pop-Up Events

The planning team will work with the PMT to prepare materials for communicating project updates, including draft station area vision and

Community Participation Plan

Cedar Avenue Transitway Station Area Planning

Page 4

guiding principles, preliminary station area plans and implementation strategies, and final plan recommendations at a series of “Pop-Up” events that will be conducted by members of the PMT. Preliminary thoughts regarding places for pop-up events include the following:

- March 4th (Sat. @ 12-4pm) – “Community Connections” (a new event) held at the Eagan Community Center
- March 16th (Thur. AM) – “State of the City” event held at Bald Man Brewing Co.
- TC Premium Outlet Mall
- CDA Building
- Cedar Grove Transit Center
- Caribou Coffee

Project Website

The Dakota County and City of Eagan websites will include links to the Cedar Avenue Transitway Station Area Planning project to provide project information. The website will be routinely updated to contain a broad range project information including background, interim and final products, community feedback, project contacts and information about community participation opportunities.

APPENDIX D: SUMMARY OF PUBLIC INPUT

MEETING NOTES

Cedar Avenue Transitway Station Area Plans

Stakeholder Input – Community Connections

March 4, 2017

Pop-Up Booth Survey

On March 4, 2017, the City of Eagan and Dakota County staff conducted a pop-up booth survey at the City's *Community Connections* event to solicit input from community members regarding station area planning. The following is a summary of input received from community attendees:

Summary of Comments

Question #1 – Do you take public transportation provided on the Cedar Avenue METRO Red Line Bus Rapid Transit (BRT)?

Responses:

- No
- I do occasionally
- No
- No
- No
- No
- Yes
- No

Question #2 – If not, are there barriers for you to taking public transit on the Cedar Avenue METRO Red Line BRT?

Responses:

- Haven't had a compelling need yet
- Not after dark – eyesight/safety concerns
- No
- Not within my commute
- No barriers – just limited need at present (airport, Mpls events)
- Service within Eagan. Transit for seniors

Question #3 – Are there improvements that could be done that would encourage you to use the Cedar Avenue METRO Red Line BRT more often?

Responses:

- Express bus lines to stations (perhaps these already exist)
- Bus to St. Paul without going to MOA
- Too close together
- Safety concerns – senior riding alone on bus
- I need to go west
- More stops
- Easier to obtain stored value pass
- Better service

Question #4 – Do you have ideas for improving the safety, comfort and accessibility to/from the existing and planned BRT stations in Eagan (Cedar Grove and Cliff Road)?

Responses:

- None at this time
- Stops along Pilot Knob Road
- Closer parking
- Heat lamps at key bus stops like in Mpls (light rail)

MEETING NOTES

Cedar Avenue Transitway Station Area Plans

Stakeholder Listening Sessions

March 10, 2017

Eagan City Hall

Stakeholder Attendees

Peter Lund (Twin Cities Premium Outlet Mall), Megan Allie (Cinnamon Ridge Apts)

Dakota County

Kristine Elwood

Project Consultants

Jeff McMenimen (HKGi)

Summary of Comments

- Peter and Megan believe there is little transit rider usage at either the outlet mall or at Cinnamon Ridge Apartments.
- The mall does not track ridership numbers.
- The outlet mall does try to promote transit ridership among its employees through promotion programs.
- The outlet mall offers employee transit use incentives during busy shopping days, like Black Friday, when existing parking supplies are stressed.
- The mall parking is challenged 8-10 days /year (busy shopping days). On these days, employees are encouraged to use public transportation.
- The mall has partnered with Metro Transit in the past to encourage people (employees and customers) to park in Apple Valley and take the Red Line to the mall (busy shopping days).
- Jessica Cross (Metro Transit) and Renee Lawler (Outlet Mall) would have more information on that partnership.
- The BRT transit line is seen as an amenity for mall shoppers and their employees. Many of the mall's customers come from the 5 state region and even internationally. Many come for the Mall of America (MOA), stay near the MOA and airport, and take transit to the Outlet Mall.
- Many of these shoppers are international – speak various languages.
- Wayfinding near the outlet mall should be improved. Consider multi-lingual / universal signage, since many customers are coming from around the world.
- While the Cedar Grove station area has experienced connectivity improvements, more needs to be done – complete gaps in sidewalk/trail system, add pedestrian lighting/safety lighting, enhance intersection crossings (markings, signals, etc.), add emergency phones.
- Surface lots fill at the mall first, then parking spaces in the ramp.
- Most of the auto traffic coming to the mall enters the area off Hwy 13 at Cedar Grove Parkway. Wayfinding at this intersection is critical.

- Cliff Road has a multi-use trail alongside it, but it is not a pedestrian-friendly trail. And getting to the Cliff Road trail is challenging because of the lack of sidewalks on local streets.
- Megan believes there are many accidents (auto/ped) on Cliff Road, just west of the Cedar Ave interchange. She mentioned a person in a wheel chair was hit recently by an auto. Suggested something needed to be done to create safer crossings for pedestrians.
- Land uses at the Cliff Road station were viewed to be appropriate/transit supportive.
- Cliff Road is a busy roadway, carrying a lot of traffic. Traffic is moving fast.
- Are there design solutions to calm traffic on the roads around the stations?
- Land uses to consider near the stations – high density housing, restaurant, entertainment.
- Consider bike facilities at the stations – parking, lockers, repair stations.
- On-going maintenance is a concern. The station building, restrooms at the Cedar Grove station appear to have been let go at times. “Keep it fresh”
- The Cedar Grove station may be used more by experience (retail) transit users – Cliff Road may be more of a functional transit station – people going to and from work.
- The Outlet Mall has added a few amenities (play area) to improve the shopper experience, so they are concerned about the total mall-going experience.
- Asked if the mall would ever consider redeveloping the surface parking lots into mixed use (high density housing with ground level retail), Peter said they hadn’t considered this before, but he sees this sort of thing happening in other shopping malls – i.e. Southdale Shopping Center.
- Several Cinnamon Ridge residents work at the airport and the MOA. It’s possible that many of those people might use the Cedar Ave Red Line in the future to get to and from work (Cliff Road Station)
- Pedestrian connections to the Cliff Road station must be improved to support ridership.
- It was confirmed that we could host open houses at Cinnamon Ridge (open house #1) and at the Outlet Mall (open house #2)
 - Outlet Mall – early in the week is best
 - Cinnamon Ridge – not last 2 days, or first 3 days of the month (people moving)

MEETING NOTES

Cedar Avenue Transitway Station Area Plans

Stakeholder Listening Sessions

March 14, 2017

Eagan City Hall

Stakeholder Attendees

Jess Luce (Dakota County Public Health), Mike Supina (Eagan Kick-Start Rotary Club), Kari Gill (Dakota County CDA), Lisa Alfson (Dakota County CDA), Courtney Whited (DARTS)

Dakota County

Matt Parent, Mary Montagne

City of Eagan

Erik Slettedahl

Project Consultants

Jeff McMenimen (HKGI), Jeff Miller (HKGI), Brian Smalkoski (Kimley-Horn)

Summary of Comments

- The question was asked – what is the purpose/vision of the Metro Red Line? The Red Line serves people between Apple Valley to the Mall of America. Provides enhanced bus service. Eventually, the Red Line will extend south to Lakeville.
- Are many of the current outlet mall employees using transit? The mall doesn't keep track of this, but the mall manager said last week he didn't suspect many used transit.
- Sidewalks are lacking in the Cliff Road station area.
- County has CDBG funding, especially for low-moderate income households. Potential funding source for public improvements?
- It has been challenging for the CDA to find good sites for housing near transit services. They would likely be able to attract different residents if the housing was close to convenient transit.
- CDA has a youth housing site located east of the 10-minute walk shed (east of Cedar Grove station). Most don't have cars and they are just out of high school.
- Seniors seem to not use transit that much. Concerns about safety, convenience, etc. They are more likely to use DARTS shuttle services.
- The Cedar Avenue study – planners talked with seniors and discovered some were using transit, but many lack experience with transit. Need for education. Potential for ambassadors.
- Courtney gave an overview of DARTS (circulator bus service):
 - Fixed routes that loop
 - Not in Eagan yet
 - Affordable
 - Get on and off on any stop along the way
 - No mapping of routes

- Thompson Reuters – large employer in Eagan (outside the station study area) – bike commuting is popular among employees, but some routes require a cyclist to wait for long periods to cross roads – a common issue in Eagan.
- Crossing Cliff Road, walking or biking, is very challenging. Cliff Road is very wide and lacks traffic signals at key intersections. Improving ped/bike crossings should be a high priority in the station area planning.
- Consider pedestrian refuges (medians) on Cliff Road.
- Concern that the County may not be willing to do anything to slow down traffic.
- City doesn't always clear sidewalks and bus stops after a snow storm. This should be a priority to encourage transit use.
- On the Cliff Road overpass (over Cedar Avenue), the sidewalks are only 4 feet wide and right next to moving traffic with no barrier. How can we improve this condition?
- Eagan has a complete streets resolution (Public Works initiative), but not policy yet.
- Courtney – sits on the Edina Complete Streets Task Force that has dealt with adding/connecting new sidewalks in developed neighborhoods.
- The County currently doesn't allow many of the streetscape elements that could improve the pedestrian environment along Cliff Road – street trees, pedestrian light fixtures.
- What are the County's plans for Cliff Road street improvements? Schedule? Will there be vehicle drop off (kiss and ride) points near the Cliff Road stations? Where would those be located? Many households have only one car. Need for drop off and pull-out area at each station.
- Visibility of the Cliff Roads stations will be an issue. Locating the stations as close to Cliff Road as possible will help with accessibility and visibility.
- East West Study – Identified a need for a connection between the Cedar Ave BRT and the Orange Line BRT. Cliff Road is a logical connector route.
- Advocacy for sidewalks needs to be broader/bigger picture than just for transit connections. Completing a sidewalk and trail system should be the bigger goal. What are the funding opportunities to enhance the system? SRTS funding? BCBS funding?
- Are bike lanes feasible to place on Nichols Rd and Slater?
- Often, there is more pushback from community members on bike lanes than on sidewalks. Bike markings/sharrows are often more palatable to motorists.
- Speed limits on Cliff Road are 45 MPH. Many who drive on Cliff Road are driving 55MPH.
- What can be done to calm traffic on Cliff Road? France Ave in Edina incorporates bumpouts at intersections to slow traffic.
- Lighting is an important issue to address – safety and pedestrian environment.
- Do the proposed transit shelters have places to sit? Yes
- There is potential to attract and retain employers/employees based on BRT access.
- Can transit station locations move slightly? i.e. move closer to Cliff Road? Could the southbound station be moved closer to Cinnamon Ridge?
- Jess handed out a "Communities for a Lifetime Profile" (conducted by the County for Eagan) which reveals that public transportation is an important element to quality of life.

MEETING NOTES

Cedar Avenue Transitway Station Area Plans

Stakeholder Listening Sessions

March 16, 2017

Phone Interview

Stakeholder Attendees

Vayong Moua (Blue Cross Blue Shield - Senior Advocacy and Health Equity Principal
Center for Prevention)

Project Consultants

Jeff McMenimen (HKGi)

Summary of Comments

- Vayong is involved in shaping policies intended to promote healthy lifestyles, shaping the built environment and supporting multi-modal transportation alternatives.
- BCBS does not currently track transit use among its employees.
- BCBS promotes the use of public transportation but does not offer incentive programs. However, he said they would consider incentive programs for employees
- They do have a bikeshare program.
- There is strong interest in creating stronger connections to the METRO Red Line transit facilities.
- Public transportation alternatives support the generational and cultural diversity of Eagan residents.
- The current environments near the stations are not ped/bike-friendly. Street crossings are unsafe, and there are few sidewalks, trails and bike lanes to facilitate good connectivity.
- Conditions are treacherous in some areas.
- Consider wayfinding improvements to direct people to destinations.
- Kiosks that offer wayfinding information at the transit stations and other key locations.
- Connect existing trails to station areas and other destinations.
- Add better lighting on key routes and at station areas for safety purposes.
- Add benches for comfort of transit users.
- Public art should be incorporated into station area design.
- Access to green spaces near the station areas is important.
- Consider telling something about the history of a place through interpretive elements.
- Consider landmarks at each station area.
- Mixed-income and affordable housing options should be considered near the stations.
- Promote mixed-use and local business opportunities near the stations.
- Access to schools and safe routes to schools between stations and schools.
- Access to healthy food is an important mission for BCBS. Consider a farmers market near the transit stations – maybe in the Outlet Mall parking lot near Cedar Grove station.
- Micro-breweries near the stations might attract millennials to use public transit.

- If there was a trail connection between the BCBS office (Hwy 13), he predicts more BCBS employees would take public transit to and from work. Consider a trail along Hwy 13 to make that connection.

MEETING NOTES

Cedar Avenue Transitway Station Area Plans

Common Themes from Stakeholder Input gathered March 4th (Community Connections), March 10th (Stakeholder Listening Sessions), March 14th (Stakeholder Listening Sessions), March 16th (Stakeholder Listening Session)

The following is a brief summary of common themes from stakeholder input:

Common Themes:

- There may be an opportunity for Metro Transit to partner with employers to offer public transportation promotions and incentivize transit use.
- Public transit (BRT) is seen as an amenity for area businesses, residents, employees, etc. It should be marketed as an amenity. Many people are unsure of the Red Line and what its purpose is. Consider education and marketing programs to bolster transit ridership.
- Consider multi-lingual wayfinding and educational information to address a more diverse population and transit users.
- Safety and comfort are concerns – particularly for seniors. Address safety at station areas – through design and safety elements – lighting, safe crossings, visibility, seating, heated shelters, emergency phones, security cameras, etc. Employ crime prevention through environmental design (CPTED) strategies.
- Wayfinding and signage are concerns that should be addressed in the station area plans to better direct people to station area destinations and the transit facilities.
- Public improvements are needed to enhance connectivity to and from the transit stations. These include:
 - Complete existing gaps in sidewalk and trail systems
 - Add pedestrian scaled lighting along key routes and near transit stations
 - Enhance pedestrian crossings at intersections (lighting, markings, count down signals, bumpouts, median refuges, activated ped crossing signals, etc.)
 - Improve the pedestrian environment with streetscape improvements (trees, lighting, signage, seating, etc.)
- Cliff Road is not a pedestrian or bike-friendly street (despite having a trail alongside the roadway). Consider streetscape improvements to enhance the ped/bike environment (street trees, pedestrian light fixtures, signage, seating, etc.)

- Cliff Road is a key conduit to the BRT stations. Providing safe and convenient sidewalk and trail connections to Cliff Road from surrounding neighborhoods and businesses is critical.
- Surrounding neighborhoods lack sidewalks and bike facilities today (near each station, but particularly at the Cliff Road stations)
- Traffic calming strategies should be considered near transit stations to improve pedestrian safety (bumpouts, pedestrian scaled streetscape elements, well-marked crossings, signals, on-street parking, etc.)
- Include bike facilities in station areas (parking, lockers, repair stations, etc.)
- Consider transit supportive uses near stations including:
 - High density housing (mixed-income and affordable options)
 - Restaurants and retail
 - Entertainment
 - Mixed-use
 - Healthy food options
 - Schools
- Consider placemaking at stations (green space, plazas, public art)
- Plan for “kiss and ride” facilities near the station areas.
- Consider shuttle connector services between the BRT stations, area destinations, and other transit facilities.
- Maintenance of transit facilities and the sidewalks that connect people to transit is critical, especially during winter months. Plan for snow removal/storage.
- Consider adopting a “Complete Streets” policy in Eagan. Complete streets are streets that are designed for multiple modes of transportation.
- Visibility of the Cliff Road station is a concern. Consider locating the stations as close to Cliff Road as possible. Utilize wayfinding to help transit users find their way to the stations.

OPEN HOUSE SUMMARY

Cedar Avenue Transitway Station Area Planning

Public Open House

September 28, 2017 4:00-6:00PM

Cedar Grove Transit Center

Public Input

1. The City needs to plow the sidewalks within the station area more consistently.
2. MVTA should consider expanding bus route 446 service on weekends.
3. Bus times don't always match the times indicated on the screens provided in the transit center.
4. Those screens should provide information on other routes (other than the Red Line).
5. Please add a southbound bus in the morning, from the MOA to Cedar Grove.
6. Provide a bus ticket machine in the station located within the median. If a transit user forgets to purchase their ticket before getting to this station, they have to go all the way back to the main station to get one.
7. Provide newspaper racks at transit stations.
8. Consider circulator shuttles to make connections between homes and the transit station.
9. Provide better signage within the main transit station to direct people to the median station (within the Hwy 77 median).