The Cliff Road station area is envisioned as a transit-oriented, pedestrian-friendly, mixed-use neighborhood with a mix of residential, retail, office and park uses. The area is well-served with access to major roadways and public transit, including numerous local and express bus routes, and a park-and-ride facility located at Cliff Road and I-35E. This area will also be served by future bus rapid transit (BRT) stations located at the Cedar Avenue and Cliff Road interchange. Future redevelopment in the Cliff Road station area should focus on underutilized and undeveloped sites near the proposed BRT stations. Emphasis for the Cliff Road station area will be to promote transit-supportive, compact, mixed-use development, protect and enhance health and quality of life for local neighborhoods, and create a more connected street, sidewalk and trail network for all modes of transportation, with safe and convenient connections to the Cliff Road stations and area destinations.

The following are intended to be guiding principles for the Cliff Road station area. The guiding principles build on City of Eagan Comprehensive Plan goals for the Cedar Grove Commons Special Area, Dakota County Comprehensive Plan goals, and stakeholder input. They define the underlying direction, character and focus for subsequent planning and design of public and private investment in the area, and are intended to be touchstones for policies, plans and future decision making in the station area.

1. Raise awareness in the community about the access provided by BRT for residents, workers, and shoppers in the Cliff Road station area and explore opportunities to partner with local businesses and residents to offer public transportation promotions and incentivize transit use.
2. Provide a mix of transit-supportive land uses throughout the area that offer people opportunities for living, working, shopping, and recreation.
3. Promote a diverse mix of housing types that welcome residents of all ages, incomes, household types and cultural backgrounds.
4. New development in the area should be designed to be compatible with and transition in scale and intensity adjacent to surrounding single family residential neighborhoods.
5. Design new buildings to enhance pedestrian access by incorporating active ground level uses, and orienting them toward streets and public spaces.
6. Build high-quality and safe streets and public spaces that incorporate pedestrian-scaled lighting, landscape plantings, public art, seating, and signage to enhance the area for visitors, residents and transit users.
7. Enhance sidewalk, trail and bike facilities to allow safe, convenient, and accessible pedestrian and bicycle movement within the Cliff Road station area and connect the area to surrounding neighborhoods, businesses, and destinations.
8. Enhance pedestrian crossings in the station area (particularly along Cliff Road, Nicol’s Road and Slater Road) to provide safe, convenient and accessible connections to transit facilities, homes, area amenities, and destinations.
9. When Cliff Road is expanded from a 4-lane to a 6-lane arterial roadway, design safe and accessible ways for pedestrians to cross Cliff Road, including pedestrian refuges, highly visible markings, countdown signals and other design strategies.
10. When the Cliff Road Bridge is improved (in conjunction with the roadway expansion), provide adequate pedestrian and bicycle facilities on the new bridge design.
11. Explore opportunities to provide safe and convenient connections from the station area to regional trail systems.
12. Provide recognizable wayfinding information and signage in the station area to orient visitors to the Cliff Road stations and to provide information about other amenities and destinations in the area.
13. Locate the future BRT transit stations as close to Cliff Road as possible to enhance visibility and access to transit facilities.
14. Explore opportunities to incorporate kiss-and-ride facilities near the transit stations.
15. Explore opportunities to integrate circulator shuttle service between the BRT transit stations and nearby senior housing and area schools.
16. Provide transit station amenities that enhance the transit user experience, including plaza space, seating, lighting, public art, landscaping, wayfinding and signage, security cameras, emergency phones, and bike parking, lockers and repair facilities.
17. Provide high-quality and ongoing maintenance of transit facilities and the sidewalks and trails that connect people to transit.
The vision for the Cedar Grove station area is to provide a strong, vibrant gateway into the City of Eagan by creating a transit-oriented, pedestrian friendly, mixed-use district with a mix of housing choices, and a center for economic and cultural activity with regional destinations for retail and restaurants, employment, and transit services. A strong sense of identity will be created through the development of a compact, mixed-use district that create places where people can live, work, shop and recreate without an automobile. Emphasis for the Cedar Grove station area will be to support existing development, promote TOD on remaining development sites, protect and enhance health and quality of life for local neighborhoods, and create a more connected street, sidewalk and trail network for all modes of transportation, with safe and convenient connections to the Cedar Grove Station and area destinations.

The following are intended to be guiding principles for the Cedar Grove station area. The guiding principles build on earlier Cedar Grove station area planning efforts, City of Eagan Comprehensive Plan goals for the Cedar Grove Commons Special Area, Dakota County Comprehensive Plan goals, and stakeholder input. They define the underlying direction, character and focus for subsequent planning and design of public and private investment in the area, and are intended to be touchstones for policies, plans and future decision making in the station area.

1. Raise awareness in the community about the access provided by BRT for residents, workers, and shoppers in the Cedar Grove district and explore opportunities to partner with local businesses to offer public transportation promotions and incentivize transit use.
2. Promote recognizable and convenient transit connections between the Cedar Grove district and the Mall of America.
3. Provide a mix of transit-supportive land uses throughout the area that offer people opportunities for living, working, shopping, entertainment, and recreation.
4. Promote a diverse mix of housing types that welcome residents of all ages, incomes, household types and cultural backgrounds.
5. New development in the area should be designed to be compatible with surrounding residential neighborhoods.
6. Design new buildings to enhance pedestrian access by incorporating active ground level uses, and orienting them toward streets, public spaces and the Cedar Grove Transit Station.
7. Build high-quality and safe streets and public spaces that incorporate pedestrian-scaled lighting, landscape plantings, public art, seating, and signage to enhance the area for visitors, residents and transit users.
8. Enhance sidewalk, trail and bike facilities to allow safe, convenient, and accessible pedestrian and bicycle movement within the Cedar Grove station area and connect the area to surrounding neighborhoods, businesses, and destinations.
9. Enhance pedestrian crossings within the Cedar Grove district to provide safe, convenient, and accessible connections to transit facilities, area amenities, and destinations.
10. Explore traffic calming measures along Nicols Road near the Cedar Grove Transit Station.
11. Explore opportunities to provide safe and convenient connections from the station area to regional trail systems located in the Minnesota River Valley.
12. Improve connections between properties located in the northeast Cedar Avenue/TH 13 quadrant and the Cedar Grove district.
13. Provide recognizable wayfinding information and signage in the Cedar Grove district to orient visitors to the Cedar Grove Station and to provide information about other amenities and destinations in the area.
14. Continue to explore ways to use existing district parking facilities (and the ability to expand the facilities) as a means to encourage more TOD in the station area.
15. Provide transit station amenities that enhance the transit user experience, including plaza space, seating, lighting, public art, landscaping, wayfinding and signage, security cameras, emergency phones, and bike parking, lockers and repair facilities.
16. Provide high-quality and ongoing maintenance of transit facilities and the sidewalks and trails that connect people to transit.