



Rosemount Greenway

MASTER PLAN

ADOPTED BY THE DAKOTA COUNTY BOARD OF COMMISSIONERS JULY 31, 2012
APPROVED BY THE METROPOLITAN COUNCIL NOVEMBER 28, 2012





Rosemount Greenway

MASTER PLAN

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Introduction

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OVERVIEW

The Mississippi River is one of the most significant natural landmarks in the Midwest. The river has attracted people for milenia and was the first location of human settlement in the city of Rosemount. Today the most densely populated portion of Rosemount is 9 miles west of and disconnected from the river. This greenway master plan portrays a vision to establish a link between Lebanon Hills Regional Park and the Mississippi River through the heart of Rosemount. Like all Dakota County greenways, the Rosemount Greenway is envisioned to provide multiple benefits to water quality, habitat, recreation and nonmotorized transportation.

The Rosemount Greenway's 13-mile route is almost entirely within the City of Rosemount, with a small portion within Lebanon Hills Regional Park in Eagan. The corridor will connect important regional attractions including Lebanon Hills Regional Park, downtown Rosemount, the Mississippi River Trail and Spring Lake Park Reserve as well as numerous local destinations.

The master plan:

- ▶ Expresses an integrated vision for recreation, nonmotorized transportation, habitat and water quality.
- ▶ Determines preferred regional trail alignment and design.
- ▶ Provides strategies for interpretation, resource stewardship, development, land acquisition and operations.
- ▶ Estimates project costs.



The Rosemount Greenway is shown in red.



Dakota County Parks, Lakes, Trails and Greenways Vision, 2030

What's New?

GREAT PLACES: Destination Parks

- New Regional Park in Vermilion Highlands
- More things to do in parks
 - Winter activity area
 - Gathering and celebration areas
 - Swimming and water play areas
- More popular "park basics"
 - Enhanced picnicking
 - Biking and accessible trail loops

CONNECTED PLACES: Greenway Trails

- "Bring parks to people" – Linear parks connect parks, schools, lake trails, playgrounds, libraries, and the Minnesota and Mississippi Rivers.
- Walking, biking, and in-line skating
- Public agencies work together to create 200 miles of greenways using mostly publicly-owned land.

PROTECTED PLACES: Green Infrastructure

- Enhance and protect park resources
- Protect stream corridors in public/private partnerships
- Protect natural areas and open space in public/private partnerships

DAKOTA COUNTY PARK SYSTEM and COLLABORATIVE OPEN SPACE PROTECTION

- Dakota County Parks
- Federal, State, and Other Regional Open Space
- Existing and Planned Regional Greenways
- Regional Status Discussion with Metropolitan Council
- Example City Greenways (not a concept)
- Stream Conservation Corridors and Greenways
- Destinations: City Parks, Schools, Lakes, Libraries
- Privately-Owned Protected Farmland (PNFP)
- Private/Public Protected Natural Areas (PPNA)
- Potential Rail-to-Trail Opportunities



- ▶ Satisfies requirements for Metropolitan Council regional destination trail and greenway planning.

Dakota County Greenway Vision

With the 2008 Park System Plan and 2010 Greenway Guidebook, Dakota County has established a vision for an interconnected system of open space corridors — greenways. We need only look as far as Minneapolis' Grand Rounds to realize the powerful legacy of community benefits greenways can bestow.

Dakota County Park System Plan

The 2008 Dakota County Park System Plan established the foundation for a countywide greenway network by envisioning regional greenways that connect parks, schools, local trails and libraries through the county. Dakota County's greenway vision suggests 200 miles of regional greenways, 2/3 of which are on land currently in public or semipublic ownership. In areas where development is yet to come, greenways and future land uses will be designed concurrently.

In 2010, Dakota County adopted the Dakota County Greenway Guidebook as a framework for greenway development. The guidebook establishes a framework for a collaborative approach to governance, stewardship, design and operation of greenways.

The Dakota County Greenways vision includes the Rosemount Greenway as a first-priority greenway.

The Greenway Guidebook shaped the master plan process.



PLANNING CONTEXT

The Rosemount Greenway travels through the City of Rosemount and has been integrated into regional and local planning efforts since it was first suggested in the 2006 Rosemount Interpretive Corridor Plan. Planning efforts affecting the greenway include:

- ▶ Metropolitan Regional Parks System Plan
- ▶ Dakota County Park System Plan, 2008
- ▶ Dakota County Greenway Guidebook, 2010



- ▶ Lebanon Hills Regional Park Master Plan, March 2001
- ▶ Spring Lake Park Reserve Master Plan, December 2003
- ▶ City of Rosemount 2030 Comprehensive Plan, November 2009
- ▶ City of Rosemount Pedestrian and Bicycle Master Plan, November 2010
- ▶ Rosemount Interpretive Corridor Plan, 2006
- ▶ City of Rosemount Park Plans for Horseshoe Lake, Future Athletic Complex, Prestwick Park

GREENWAY MASTER PLANNING

The nine-month planning process was a collaborative effort of multiple agencies and jurisdictions. Dakota County led the process with advice from a joint technical advisory group formed for both the Rosemount and the Vermillion Highlands greenway master plans.

Stakeholder and local municipal input

A technical advisory group met during each phase of master planning to provide guidance, provide insight into technical questions, explore options, identify partnership opportunities and discuss concurrent projects. In addition to providing specific guidance, the TAG institutionalized a collaborative planning process and established relationships across agencies with a stake in implementing the master plan. TAG meetings were held on Oct. 19, 2011, Nov. 17, 2011, and Feb. 16, 2012. TAG members are listed on the following page.

In addition to the TAG meetings, a cultural resources session was held with the Rosemount Historical Society to discuss and evolve interpretation themes and sites for the corridor. Individual meetings were also held with key stakeholders as needed during the planning process to discuss specific issues. Meetings included SKB Environmental and City of Rosemount staff.

Open houses

Open houses were held Dec. 8, 2011, and April 25, 2012 at the Rosemount Community Center. Dakota County staff notified all landowners within ¼ mile of the Rosemount Greenway by mail with a brochure outlining the project and an invitation to the open house. More than 50 people attended the first open house

1. HABITAT
HUBS
CORRIDORS LINK HABITAT TYPES FOR ANIMALS AND PLANTS
GREENWAY HUBS CREATE HABITAT

2. RECREATION
WATER OFFERS PASSIVE AND ACTIVE RECREATION
INTERLOOPED TRAILS OFFER RIDES AND WALKS OF VARYING LENGTH
TRAILS LINK DESTINATIONS

3. WATER QUALITY
BUFFER STRIPS FILTER WATER BEFORE ENTERING STREAM
SETTLEMENT AREAS CLEAN WATER
DAYLIGHTED SYSTEMS MANAGE WATER FLOW
TRAIL
BUFFER AREA
STREAM
FILTER WATER

4. TRANSPORTATION
WITH TRAILS, GREENWAYS LINK DESTINATIONS
SEPARATION FROM ROADS IMPROVES EXPERIENCE, SAFETY

Dakota County's greenway concept expands the notion of corridor to integrate habitat, recreation, water quality and nonmotorized transportation to create a countywide green infrastructure network.



Technical Advisory Group

A joint technical advisory group for the Vermillion Highlands Greenway and the Rosemount Greenway met regularly, including representatives from:

- ▶ City of Rosemount
- ▶ Empire Township
- ▶ Friends of the Mississippi River
- ▶ Flint Hills Resources
- ▶ Dakota County Historical Society
- ▶ Dakota County Parks and Open Space Department
- ▶ Dakota County Office of Planning and Analysis
- ▶ Dakota County Transportation Department
- ▶ University of Minnesota and UMore Park
- ▶ Vermillion River Watershed JPO
- ▶ Minnesota Department of Natural Resources

and more than 30 attended the second, including property owners, interested residents and public officials. Many property owners came with questions and concerns about alignments, but there was support for the greenways as a whole.

Overall reaction to the Rosemount Greenway was positive and attendees look forward to implementation to provide a safe and pleasant place to recreate. Some attendees expressed concern related to scheduled implementation, funding and final alignment of the trail. Several property owners are worried about the greenway being located on or adjacent to private property, especially those along Dodd Boulevard, and suggested the Canadian Pacific Railway east of TH 3 instead, which is now included as an alternate alignment.

Additional information on the public houses, the comments received and how these comments were addressed in this document are in Appendix A.

Project website

A project website established for the North Creek and Minnesota River greenways in 2010, was continued as a resource for the Rosemount and Vermillion Highlands greenways at www.hkgi.com/projects/dakota. Materials from the open houses were posted online and an online questionnaire gathered feedback.

Public review

The public review draft master plan was on Dakota County's website and the greenway website from March 27 through mid-July for public review. The April 25, 2012, open house gave the public the opportunity to talk to County staff and voice opinions regarding the public review draft. The public review draft also was available to all project stakeholders: City of Rosemount, City of Eagan, Flint Hills Resources, the Vermillion River Watershed Joint Powers Organization, the Dakota County Historical Society and the Metropolitan Council. In addition, a summary presentation was prepared for technical advisory group members to present to their organizations. The draft plan was presented to the Rosemount City Council on June 5, 2012, where the City Council passed Resolution 2012-41 in support of the plan. Resolutions of support along with detailed public comments can be found in Appendix A.



RECREATIONAL NEEDS

The Rosemount Greenway will enhance access to natural areas, trails and cultural resources, which are important components of quality of life. Respondents to Dakota County's 2006 park survey cited trail-based activities among the top activities residents would like to see in the County's park system. Current recreation and demographic trends suggest these needs will continue well into the future.

The Metropolitan Council's 2030 Parks Policy Plan identifies the Rosemount Greenway as a Regional Trail Search Corridor connecting Lebanon Hills Regional Park and downtown Rosemount with the Mississippi River Trail and Spring Lake Regional Park Reserve.

Visitors

The County must first understand who typically visits parks and trails in the metro and why they visit before it can identify recreation, interpretation and education objectives. A broadly generalized profile of greenway visitors was created based on input from existing visitors to Dakota County parks and trails, from stakeholders in the planning process and from demographics within 30 miles of Dakota County.

The following observations can be made about potential visitors based on the 1990, 2000 and 2010 censuses.

- ▶ The people served by Dakota County parks and trails are becoming increasingly diverse. As recreation, interpretation and education are developed, outreach should be considered.
- ▶ There are more than half a million children enrolled in schools in the area served by Dakota County parks; more than one quarter of the population is younger than 17. Schoolchildren and families are a large group of potential greenway users.
- ▶ Less than 10 percent of the population in the area served by Dakota County is older than 65, but this age group is projected to increase dramatically in number and proportion in the next 20 years. This influx of baby boomers into this age category will influence interpretive and education program development.
- ▶ Based on the 2008-2010 American Community Survey, the average per capita income for the U.S. was \$26,942. The average per capita income for Dakota County was more than 24 percent higher, at \$33,508. Higher incomes have historically been associated with greater participation in recreation activities.

During master planning process, stakeholders identified the following groups as current visitors to Dakota County parks and regional trails:

- ▶ Wildlife/bird watchers
- ▶ School groups
- ▶ Seniors
- ▶ Nonmotorized commuters
- ▶ Hikers
- ▶ Walkers
- ▶ Runners
- ▶ Leisure cyclists
- ▶ Bicycle racers
- ▶ Anglers
- ▶ Families
- ▶ Disabled users
- ▶ Boaters

Stakeholders also identified groups of visitors they would like to see as greenway users in the future:

- ▶ Workplace meeting and retreat attendees
- ▶ Foragers (fruit, flowers)
- ▶ Commercial and business connections
- ▶ Art community



Table 6. Population forecasts for communities adjacent the Rosemount Greenway
 (Sources: 2010 U.S. Census Demographic Profile Data. factfinder2.census.gov; Metropolitan Council Community Profiles. <http://stats.metc.state.mn.us/profile/detail.aspx?c=037>)

MUNICIPALITY	2010 CENSUS	2030 FORECAST	% CHANGE
Core Service Area (areas within 3/4 mile of greenway)			
Rosemount	21,874	42,000	92%
Eagan	64,206	70,800	10%

MUNICIPALITY	2010 CENSUS	2030 FORECAST	% CHANGE
Primary Service Area (areas within 3 miles of greenway)			
Empire Township	2,444	8,500	248%
Inver Grove Heights	33,880	47,300	40%
Apple Valley	49,084	71,000	45%
Lakeville	55,954	88,800	59%
Vermillion Township	1,192	1,500	26%
Nininger Township	950	1,050	10%
Coates	161	200	24%
Total	229,745	331,150	44%
Dakota County	398,552	525,275	32%

Trends

Popularity of trail-based activities, active living, interest in nature, transportation and connectivity, aging actively, interest in history and culture and population growth are all current trends that indicate that interest in and visits to Dakota County greenways are likely to increase.

Trail use

Trails are the most desired recreation facility in poll after poll. Trails can be enjoyed by people of all ages and abilities, they are inexpensive for users and they often are close to home. The Minnesota Statewide Comprehensive Outdoor Recreation Plan (SCORP) notes that the interest and demand for more trails are being felt at all levels of government. According to the 2008 Metropolitan Council Regional Parks and Trails Survey, at least two thirds of people using recreational facilities in the metro area were using trails. Among these trail users, biking and walking are the most common recreation form, while running, inline skating, and dogwalking also are popular.

Active living

In 2009, 64.3 percent of adults in Dakota County were either overweight or obese. If the current trend continues, the percentage is expected to be 76 percent by 2020. Nationally, the obesity rate in children has tripled over the past 30 years. Today about 20 percent of schoolchildren are overweight or obese (*Source: Dakota County Public Health Department*).



Regular moderate physical activity can help prevent a host of disorders, including heart disease, obesity, high blood pressure, Type 2 diabetes and osteoporosis. More physical activity at a population level can reduce health care costs and other costs to society.

Walking and biking are two of the simplest and most popular ways to integrate regular physical activity into daily routines, referred to as active living. Places that have physical infrastructure such as trails and programs to promote walking and biking tend to have more physical active and healthier populations.

Interest in nature and sustainability

Increased sensitivity to ecological issues and the benefits of healthy ecosystems have led to people seeking more natural experiences. There also is increased interest in and opportunities for environmental stewardship such as stream and riparian restoration and the removal of invasive species. People also desire educational and interpretive programs and seek a balance of environment and recreation.

Transportation and connectivity

Health benefits, concerns about climate change and rising energy costs have increased demand for trails and bikeways as preferable transportation options. Regional trails with grade-separated crossings offer cyclists the advantages that motorists enjoy on freeways. Connectivity to local trails is essential. The more connected the trail, the more use it will see. Connecting trails reduce the need for vehicle parking at trailheads. In 2008, half of all regional trail users arrived by bicycle or on foot (Metropolitan Council Regional Parks and Trails Survey 2008).

Engaged aging

Trail users tend to be older than park users. In 2008, 54 percent of Big Rivers Regional Trail users polled were between 45 and 64. Trail use likely will remain high as the baby boom generation ages and remains physically active — or gets more physical activity with increased leisure time — by walking, hiking or biking on trails.

Interest in history and culture

As society has become more mobile, interest in local culture and history has increased. The ability to integrate cultural, historical and environmental interpretation into the greenway will add richness to the experience.



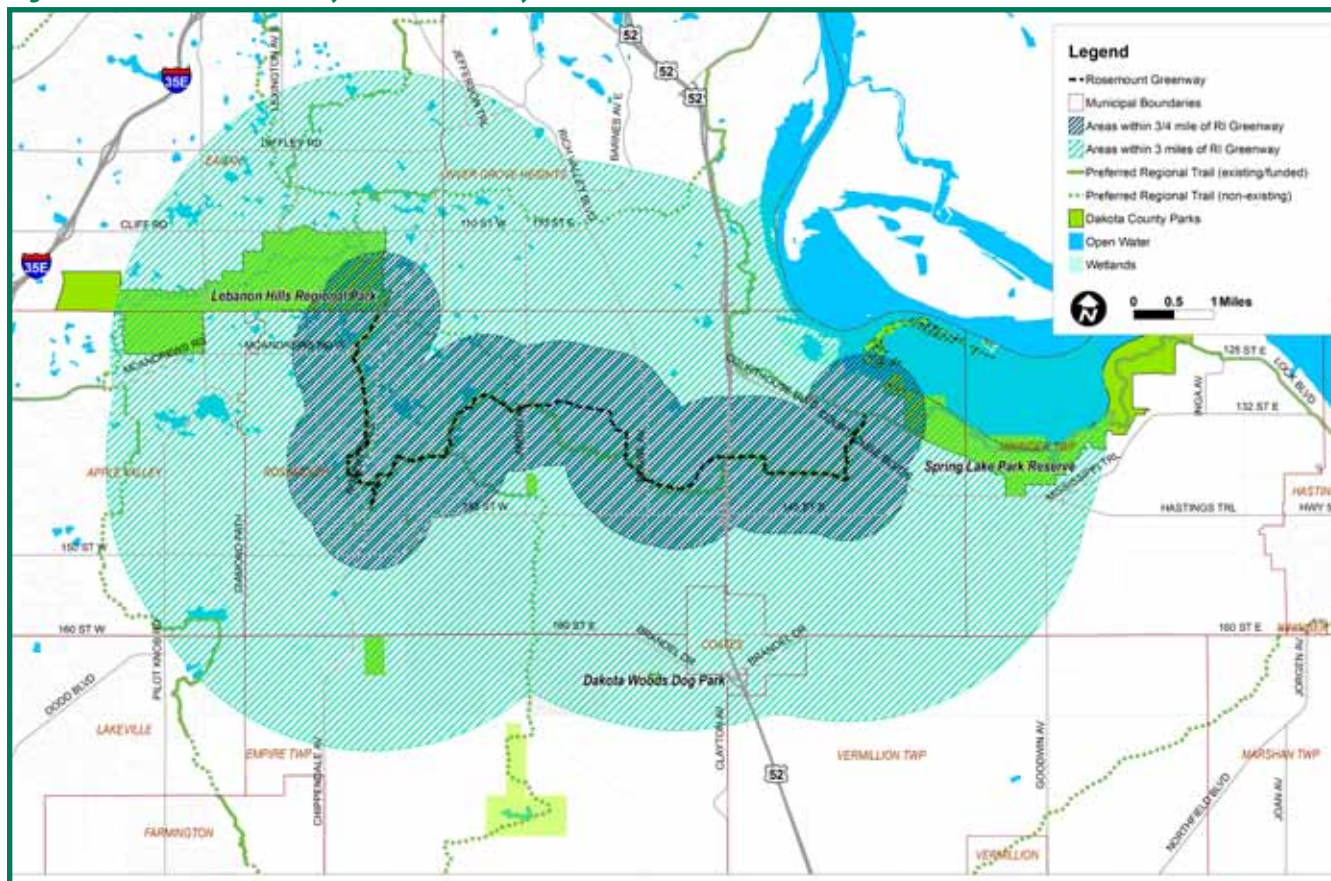
Population

Metropolitan Council studies indicate half of regional trail users live within 3/4 mile of the trail and 3/4 live within 3 miles of the trail. The 3/4 mile area around the trail is considered the core service area and the 3-mile area the primary service area. As shown in Table 6, the communities of Rosemount and Empire Township expect significant growth over the next 20 years.

Use forecasts

Estimates for the Rosemount Greenway usership were calculated by referencing data from a regional trail in a similarly rural, exurban location — the Hardwood Creek Regional Trail, which runs through Hugo and Forest Lake. Based on Metropolitan Council 2009 visit estimates for the Hardwood Creek Regional Trail in Washington County (283,800 visits over 9.5 miles of trail) and adjusting for a lower population in the Rosemount Greenway primary service area, the Rosemount Greenway, if opened today, could expect approximately 127,300 annual visits.

Figure 8. Rosemount Greenway Core and Primary Service Areas



Based on Metropolitan Council 2009 visit estimates for the Hardwood Creek Regional Trail in Washington County (283,800 visits over 9.5 miles of trail) and adjusting for a lower population in the Rosemount Greenway primary service area, the Rosemount Greenway, if opened today, could expect approximately 127,300 annual visits.

The 2030 population of the communities touching the greenway's 3-mile service area is expected to increase by 44 percent. Assuming use rates are stable — a very conservative assumption — in 2030, annual visitation can be expected to be at least 183,300. The estimate does not take into account increased use based on population increases in communities outside the primary service area, current recreation trends and increased use spurred by better connectivity to other regional and local trails.



Existing Conditions

2



a. Overview

The Rosemount Greenway is almost entirely within the city of Rosemount, winding from large lot suburban and rural development patterns in the northwest to the historic and recently developed neighborhoods around downtown and then through the agricultural areas and industrial areas east to the Mississippi River. Future residential development in Rosemount will alter the existing character of the mostly rural landscape, transforming it to a more suburban character. Three miles of the greenway travels on Flint Hills Resources lands. This segment of the greenway is expected to retain its open, rural feel and views of the Flint Hills refinery long into the future. The greenway corridor links destinations including Lebanon Hills Regional Park, downtown Rosemount, and Spring Lake Regional Park Reserve.

Evidence of settlement millennia ago exists along the Mississippi River, while current development is centered around downtown Rosemount. The landscape was settled by European immigrant farmers by the mid 1800s; several historical farm remnants are in the area today.

The greenway is anchored by two significant natural areas, Lebanon Hills Regional Park and the Mississippi River, as well as linking several small wetland and woodland patches. Together with the Vermillion Highlands Greenway, which travels north-south from Lebanon Hills Regional Park through Rosemount, there is an opportunity to preserve a continuous habitat corridor from Lebanon Hills Regional Park to the Mississippi River.

This chapter presents:

- ▶ Existing greenway corridor character and land use
- ▶ Relationship to the multimodal transportation system
- ▶ History of the greenway area
- ▶ Existing cultural resources
- ▶ Existing natural resources



Greenway Character and Land Use

The Rosemount Greenway travels 14 miles through Rosemount. South of Lebanon Hills Regional Park, land use is rural residential. Continuing south of Bonaire Path, the greenway context becomes suburban as it passes through parks, schools and residential areas in the heart of Rosemount. As the greenway travels east, the existing landscape is a mix of rural and industrial land uses to the Mississippi River. The greenway can be broken into four segments; brief descriptions of each segment are on the following pages.

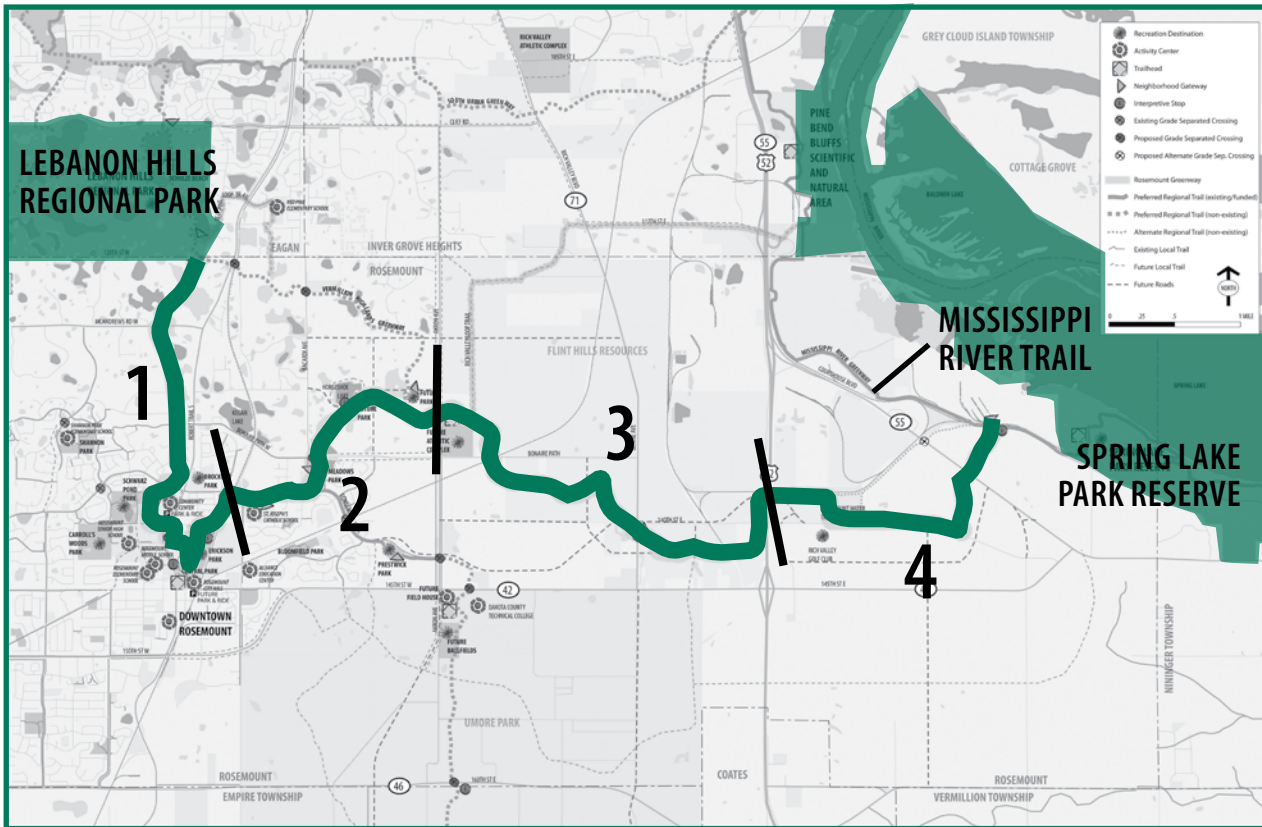


Figure 10. Rosemount Greenway Segments

The Rosemount Greenway is framed by Lebanon Hills Regional Park on the west and the Mississippi River and Spring Lake Park Reserve on the east.



Segment 1: Lebanon Hills Regional Park to Downtown Rosemount (4 miles)

The northern portion of the greenway has a natural character through Lebanon Hills Regional Park. South of the park, Dodd Boulevard is Captain Dodd's historical route, today an unpaved road accessing large lot development with a rural character. South of Bonaire Path the greenway context becomes suburban as the greenway links the Rosemount Community Center, schools and parks. Segment 1 ends in Central Park in Downtown Rosemount. The greenway will provide connections to the existing Rosemount Park and Ride lot at the Community Center and the future park and ride in downtown Rosemount.





Segment 2: Central Park to Akron Avenue (3 miles)

From Central Park, the greenway retains its suburban character as it travels through parks and along local roads. North of Meadows Park to Akron Avenue, the greenway will be integrated into future single-family neighborhoods and link future parks. Segment 2 will end at a planned community athletic complex at Akron Avenue.



Segment 3: Akron Avenue to Highway 52 (3 miles)

This segment of the greenway will be rural and industrial in nature. Just east of Akron Avenue, the greenway will connect and link to a future City of Rosemount athletic complex. The greenway then travels on Flint Hills Resources buffer land. This land has a rural nature, with views of the refinery to the north. Here the greenway will follow and link existing natural features, such as ravines, ridges, wetlands and woodlands.



Segment 4: Highway 52 to Spring Lake Park Reserve (3.5 miles)

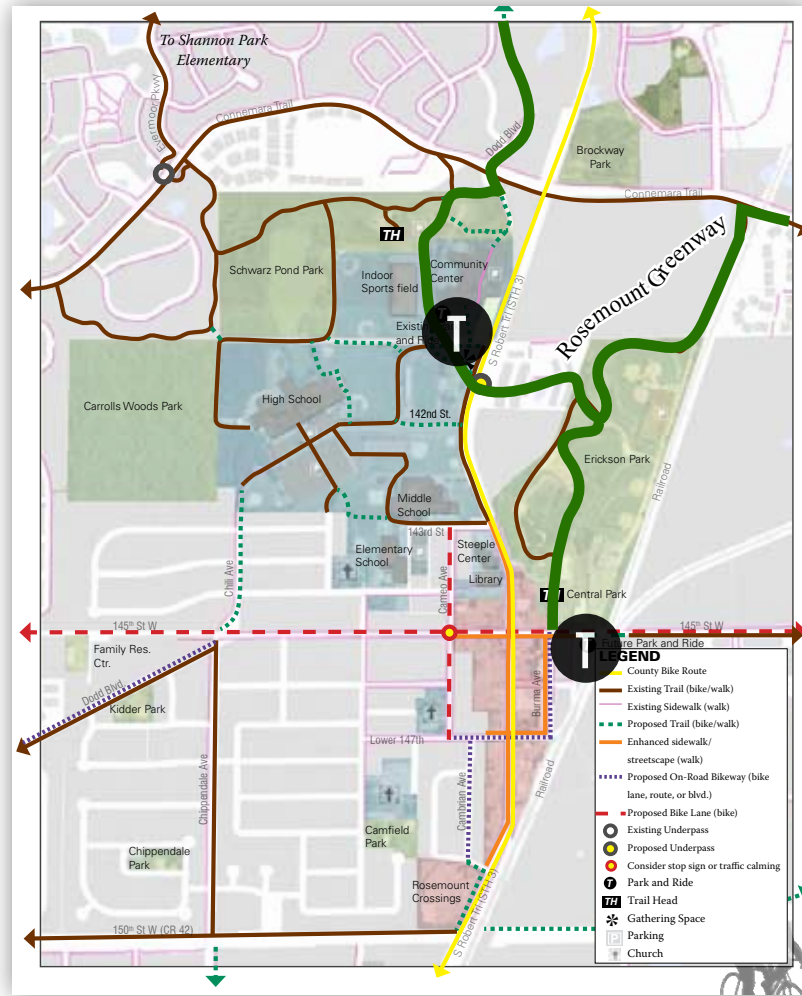
From Highway 52 toward the Mississippi River, the greenway winds through a rural, industrial landscape. This segment of the greenway will follow 140th Street and cross Highway 55 to connect with the Mississippi River Trail and on to Spring Lake Park Reserve.



Transportation System

Figure 12. Downtown Rosemount, highlighting park and rides

T Park and rides



The Rosemount Greenway will support nonmotorized transportation by providing a regional corridor for bicycle or pedestrian transportation. The greenway will connect with existing local trails that lead to Rosemount’s residential areas, commercial destinations and schools as well as provide connections to commercial and employment destinations in Apple Valley and Eagan.

The greenway integrates with the Minnesota Valley Transportation Authority (MVTA) bus service in Rosemount by linking to the park and ride facility at the Rosemount Community Center, bus stops on 145th Street and the future park and ride in downtown Rosemount. MVTA provides services to and from Apple Valley, downtown St. Paul and downtown Minneapolis. Park and ride facilities are shown in Figure 12.



b. Existing Cultural Resources

Every place has a unique history with resources with which people have an emotional connection. Within the greenway corridor, there are parks, railroads and important facilities like the Flint Hills Refinery that many people associate with the region. Though these resources are not considered historic by state or federal definitions, or simply have yet to be evaluated, they are an important part of the landscape to the people along the greenway corridor. There are other cultural resources recognized by the State Historic Preservation Office within and around the Rosemount Greenway. Of note, there are several structures in older portions of Rosemount and many other structures near the community known as Rich Valley. There are several archaeological sites along the river as well. Most of these sites date from before European arrival. The area's

rich resources have attracted people for thousands of years; additional sites remain undiscovered in the corridor.

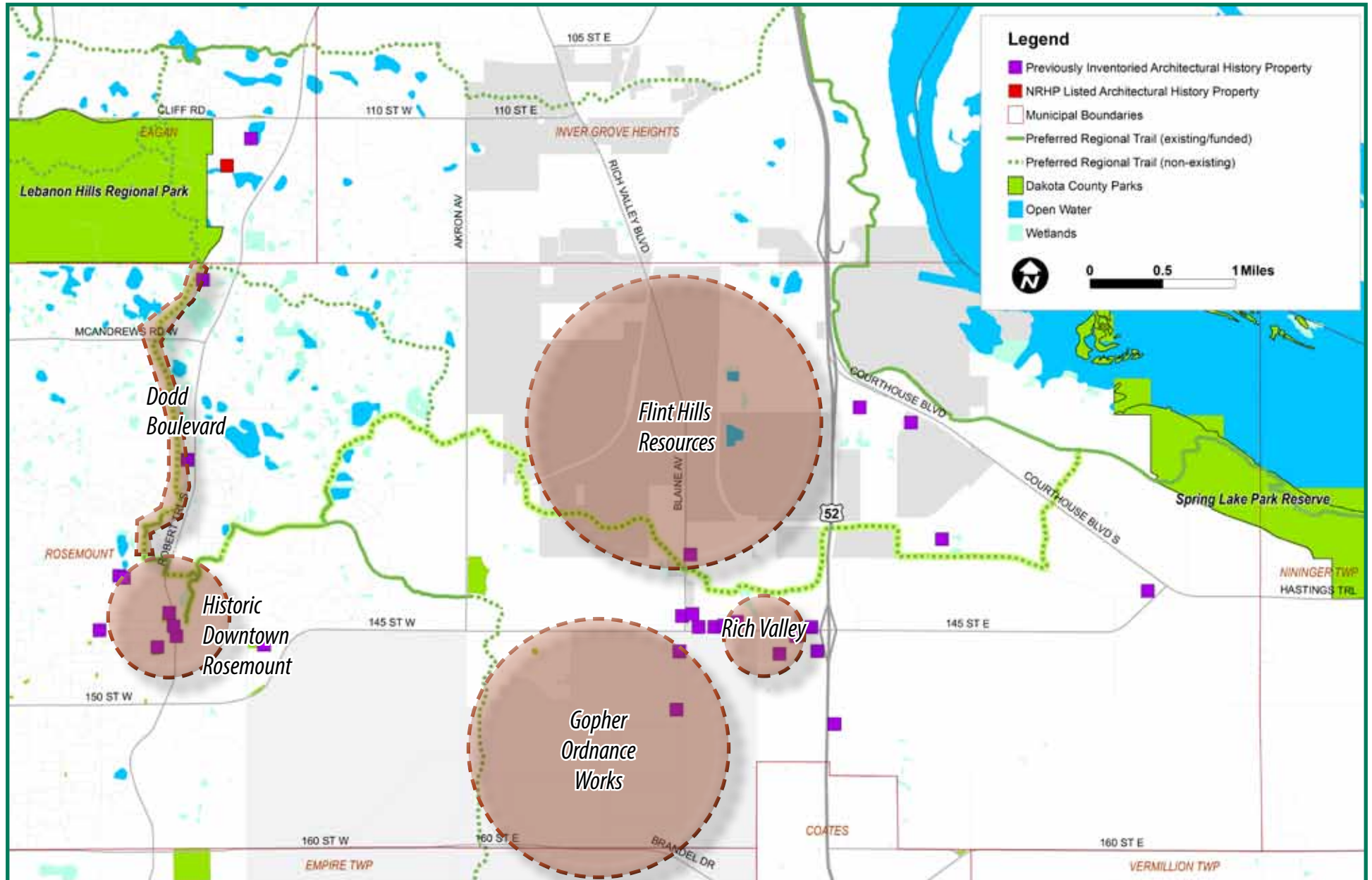
The interpretation section of this plan in Chapter 3 identifies strategies to share the cultural resources of the area while protecting them. Themes focus on the early settlement of the region and the importance that transportation corridors have in sculpting the area.



Downtown Rosemount in 1909. Source: Dakota County Historical Society



Figure 14. Known Cultural Resources



c. Existing Natural Resources

The natural resources along most of the Rosemount Greenway are small and fragmented. The anchors of the greenway, Lebanon Hills Regional Park on the west and the Mississippi River Corridor and Spring Lake Regional Park Reserve on the east are the largest expanses of contiguous native plant communities. Smaller patches of high quality wetland, woodland and prairie complexes are located around Horseshoe Lake and north of CSAH 42 between Highway 52 and Blaine Avenue.

VEGETATIVE COVER – MINNESOTA LAND COVER CLASSIFICATION SYSTEM (MLCCS)

According to Minnesota Department of Natural Resources' Land Cover Classification System, a majority of land cover along the Rosemount Greenway is cultivated or grassland. Lebanon Hills Regional Park is a diverse preserve of prairie, shrubland, woodland and wetlands. Spring Lake Regional Park Reserve is a mix of oak forest and grasslands. The Mississippi River corridor contains a mix of wooded bluffland, grasslands, and wetlands.

ECOLOGICAL QUALITY

Except for Lebanon Hills Regional Park, Spring Lake Park Reserve and a few scattered high-quality patches, most of the ecological quality along the corridor is poor. Areas that, according to the Minnesota County Biological Survey (MCBS) and the Minnesota Land Cover Classification System (MLCCS), have high or moderate ecological quality are shown in Figure 16.

WATER RESOURCES

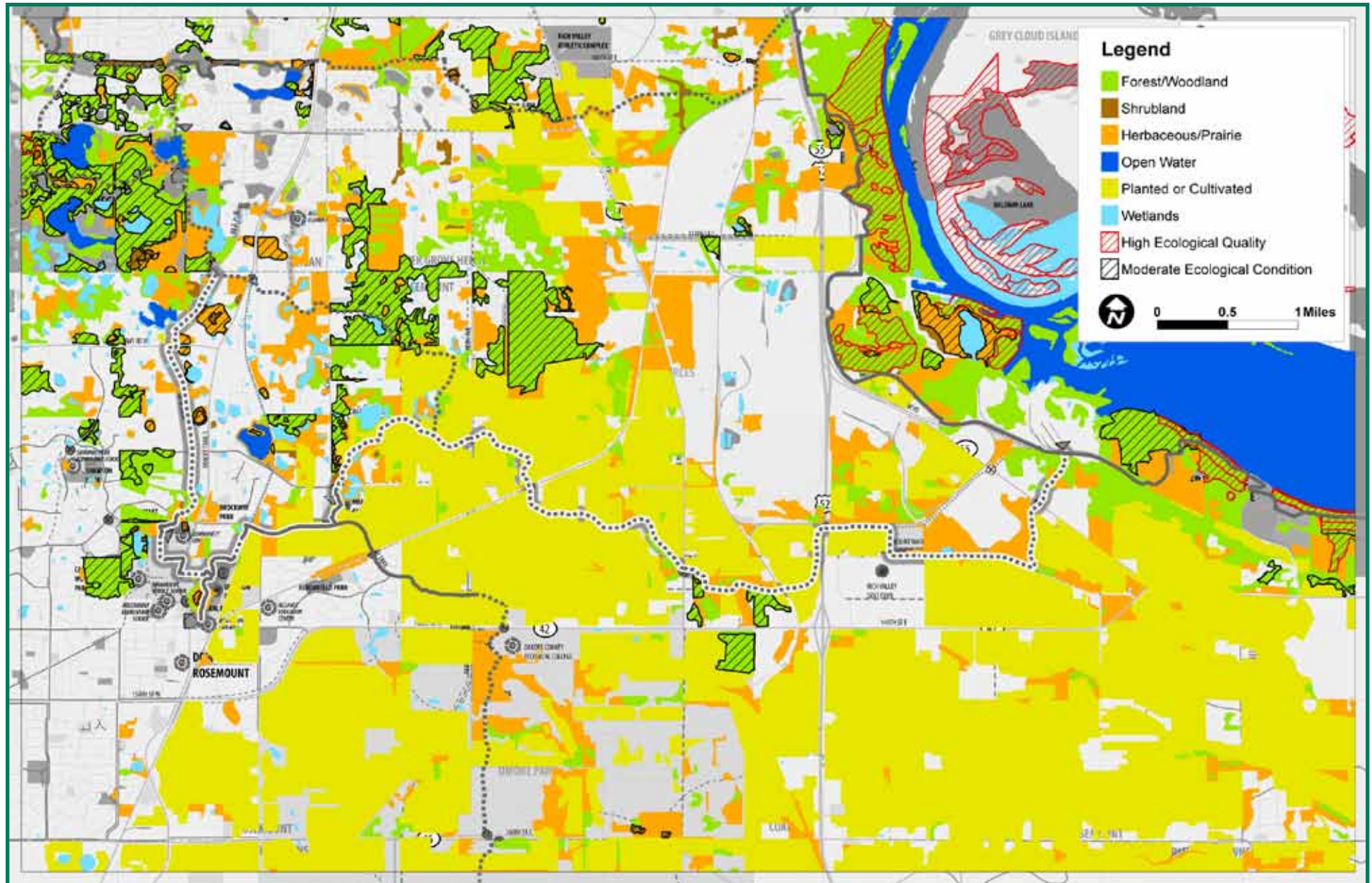
Water resources along the corridor include small lakes and wetlands. The Mississippi River is the significant water resource at the eastern end of the corridor.

Ecological impacts

The primary ecological impact to the landscape within the greenway corridor has been due to conversion of native forest and prairie landscapes to agricultural and urban land uses. Interruption of disturbance regimes (fire), invasive species colonization, habitat fragmentation, and agricultural runoff have contributed to a landscape with low ecological quality. However, because much of the corridor is in agricultural use, there are opportunities for habitat re-establishment and native species restoration along the corridor.



Figure 16. Existing Land Cover and Ecological Quality



Sources: Forest / Woodland – Minnesota Land Cover Classification System (MLCCS); Prairie / Herbaceous – MLCCS; Shrubland – MLCCS; Wetland – NWI; Open Water / Streams – MLCCS and Dakota County; Trout Stream – Dakota County GIS (Vermillion WWIA Waterways); Trout Stream Tributary – Dakota County GIS (Vermillion WWIA Waterways); High ecological condition – Minnesota County Biological Survey (MCBS) high biological diversity areas and native plant communities combined with MLCCS high quality plant communities; Moderate ecological condition – MLCCS moderate condition plant communities



The Plan



OVERVIEW

The Rosemount Greenway has the opportunity to be a regional destination trail linking Lebanon Hills Regional Park to the Mississippi River and Spring Lake Park Reserve via the Rosemount's historic downtown. The Rosemount Greenway, like all of Dakota County's greenways, will integrate recreation, transportation, water quality improvement and habitat. This chapter is the plan for the Rosemount Greenway — it describes what features will be included in the greenway and the projects needed to realize the greenway.

The plan chapter is presented in four sections:

- ▶ A. Development Plan — Outlines the defining recreation and transportation features of the greenway.
- ▶ B. Key Initiatives — Describes specific development and natural resource projects for each greenway segment.
- ▶ C. The Interpretive Plan — Identifies interpretive themes and subthemes for the greenway and provides a framework for cultural and environmental interpretive elements.
- ▶ D. The Stewardship Plan — Addresses habitat stewardship and water resources.

Design Framework

The Greenway Guidebook provides the framework for this master plan. Key features outlined in the guidebook are:

- ▶ Regional trail for recreation and transportation that follows water and natural features
- ▶ Is a year-round facility
- ▶ Provides frequent trailheads and access points
- ▶ Grade separated crossings of major roads
- ▶ Has a consistent design with natural signature and high-quality support facilities
- ▶ Has lighting for evening use in appropriate locations
- ▶ Links recreation destinations and activity centers
- ▶ Acts as a spine for loop trails
- ▶ Maximizes borrowed views
- ▶ Uses wayfinding as a systemwide unifying element
- ▶ Universally accessible
- ▶ Incorporates sustainability by using recycled materials, energy efficient lighting, and enabling nonmotorized transportation



A. Development Plan

Access to recreation and nonmotorized transportation are two of the four foundational elements of Dakota County greenways. The primary recreation/transportation feature of the greenway is a continuous regional destination trail. While the greenway varies in width from 100 feet to more than 300 feet throughout the corridor, this section focuses on the design of the 30-foot trail corridor to create a safe, amenity-rich regional trail for year-round use.

Design consistency is critical in developing Dakota County greenways to create a high-quality, unified and intelligible system. The Greenway Guidebook identifies the elements that will be signatures of the greenway system, listed in the sidebar on the previous page. How the Rosemount Greenway addresses each of these topics is discussed in this chapter.

TRAIL CORRIDOR FEATURES AND DESIGN

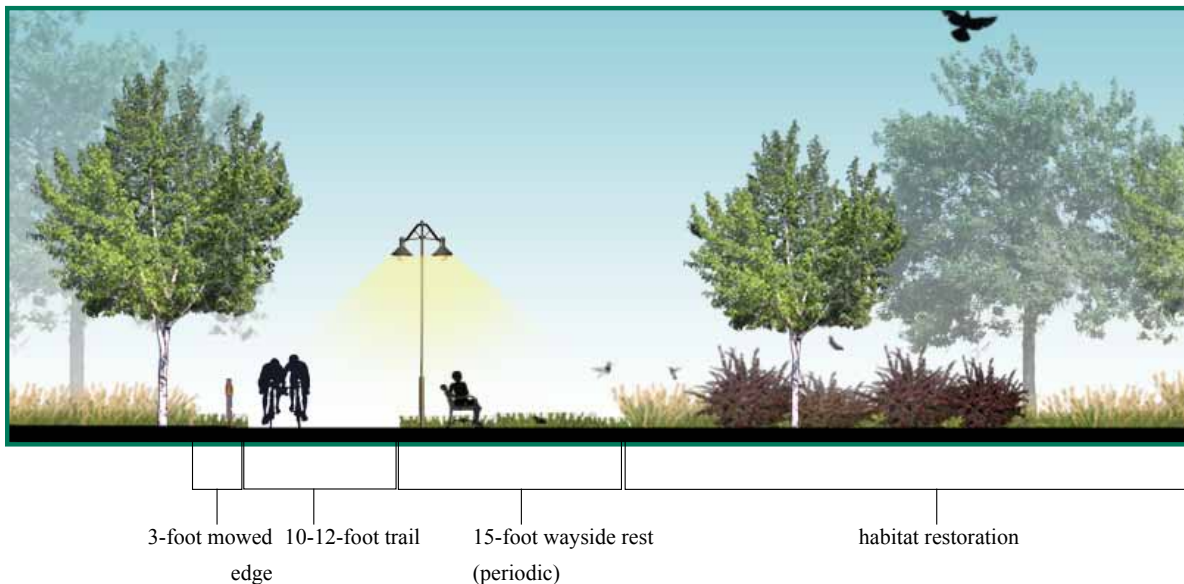
This section addresses design features that are signatures of Dakota County’s greenway system. Design touches many facets of the trail alignment, including: the relationship of the trail alignment to the larger greenway corridor; the ability to connect destinations; the presence and location of grade-separated crossings,

trailheads and support facilities; the style and location of furnishings and wayfinding; accessibility; and sustainability. Consistent, high-quality design will elevate the greenway experience above that of a utilitarian trail to a first-class regional destination.

TRAIL CORRIDOR

The regional trail within the greenway corridor will be a continuous multipurpose bituminous trail designed in accordance with applicable American Association of State Highway Transportation Officials guidelines, MnDOT bicycle design guidelines and Dakota County trail standards. The trail will be 10 to 12 feet wide with a 3-foot clear zone

Figure 18. Typical Trail Corridor Section



on each side with possible dual trails in busy segments. Anticipated uses include walking, jogging, inline skating and bicycling. The trail will be maintained for bare-pavement winter use and lighted where appropriate.

80/20 trail alignment

The goal of County greenway trail alignments is to exceed 80 percent in an overland greenway corridor with a maximum of 20 percent adjacent roads. In segments where a regional trail is adjacent roads, efforts will be made to ensure an enjoyable greenway experience through addition of landscaping and amenities.

Even though the Rosemount Greenway does not meet the 80/20 goal, the alignment and design can mitigate the effects of adjacent roadways to provide destination-based recreation. Some segments that will follow road alignments will nonetheless provide a pleasant recreation experience, for example along the gravel-surface Dodd Boulevard with its historic significance and its low traffic volumes.

Table 19. Parallel to Road, Off-Road Trail Alignment

Alignment	Adjacent Roads	Off-Street
Segment 1	51%	49%
Segment 2	33%	67%
Segment 3		100%
Segment 4	39%	61%
Rosemount Greenway as a whole	30.1%	69.9%

Note: All undeveloped areas are assumed to be off-street for purposes of estimating.

RECREATION DESTINATIONS, ACTIVITY CENTERS AND TRAIL CONNECTIONS

Inherent to greenways are the trails linking recreation destinations and activity centers, the social gathering places along the trail. Opportunities to stop along the trail to enjoy local parks, observe wildlife or eat lunch are some of the features that will make the Rosemount Greenway a regional destination drawing people from a wide area. The Rosemount Greenway will be a spine for loop trails, connect to regional trails and roads and will itself serve as an important transportation route. Recreation destinations, activity centers and connections are shown in Figure 20.

RECREATION DESTINATIONS



Rosemount Greenway recreation destinations include Lebanon Hills Regional Park, Spring Lake Park Reserve/MRT and Meadows Park

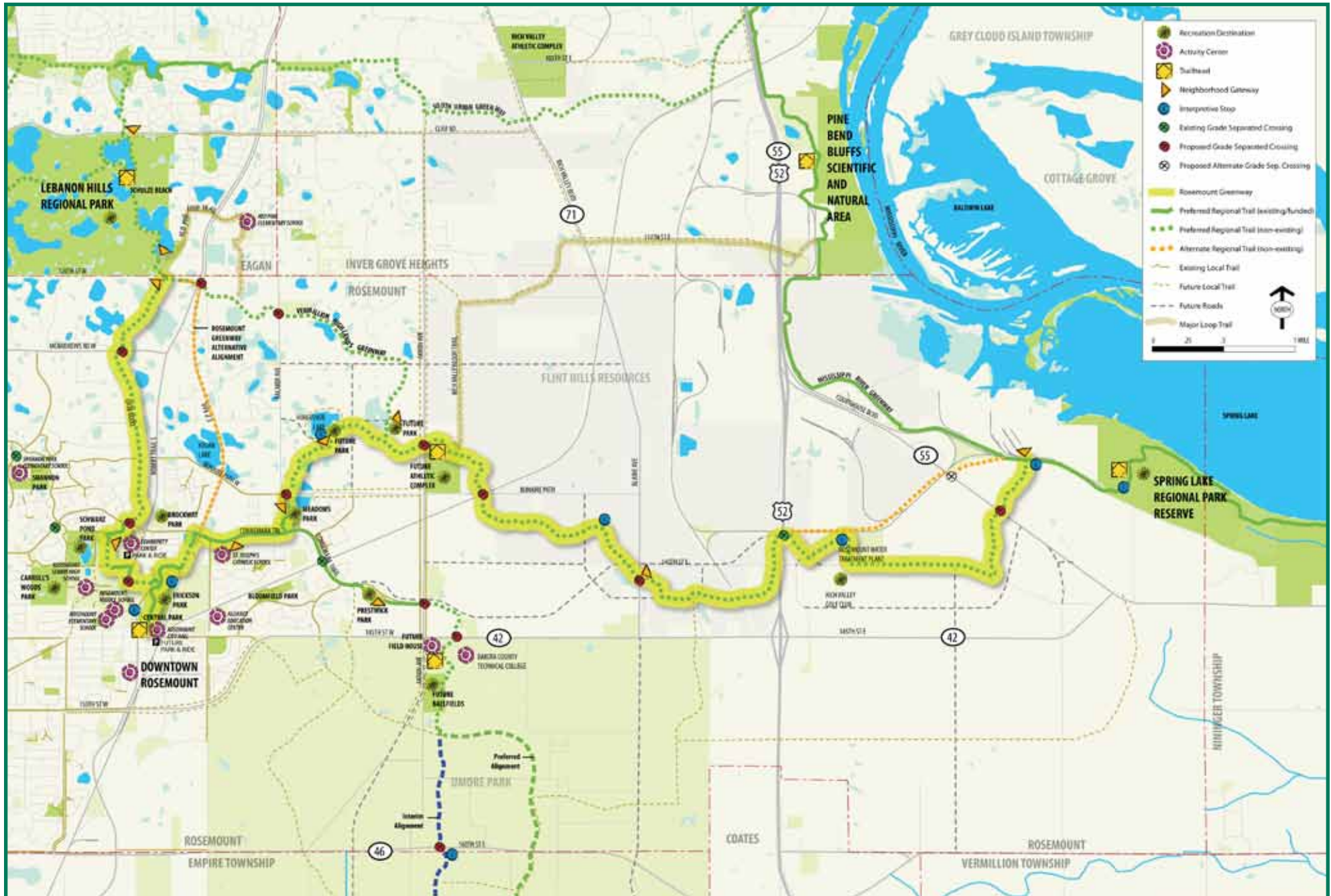
ACTIVITY CENTERS



Rosemount Greenway activity centers include downtown Rosemount and Rosemount schools



Figure 20. Rosemount Greenway Concept Plan



TRAILHEADS AND NEIGHBORHOOD GATEWAYS

Frequent access is a priority for the Rosemount Greenway. Two generalized types of greenway and trail access points are recommended: trailheads are intended for regional and local access; neighborhood gateways primarily are for local access at opportune locations. Typically, access points will be at recreation destinations, activity centers such as city parks and trail intersections. Here trail users will find support facilities such as water and restrooms as well as greenway information.

Trailheads are the primary greenway access points and will serve people who drive, walk, bike or take transit to the greenway. They will occur every 3 to 5 miles and share facilities such as parking and restrooms with city parks, athletic complexes and the like.

Trailheads will include:

- ▶ Water
- ▶ Motor vehicle parking
- ▶ Secure bicycle parking
- ▶ Picnic areas and/or facilities
- ▶ Wayfinding and traffic control
- ▶ Restrooms
- ▶ Interpretation
- ▶ Benches
- ▶ Food where opportune
- ▶ Shelter and shade
- ▶ Local and/or regional trail connections

Neighborhood gateways are more frequent, local access points. They will be at convenient intervals between primary trailheads (2-3 miles apart or closer at logical locations). Wherever possible, facilities are shared with other uses and ideally are located where there is a complementary recreation destination or activity center.

Neighborhood gateways will include the following elements:

- ▶ Benches
- ▶ Local and/or regional trail connections
- ▶ Wayfinding and traffic control
- ▶ Interpretation

Neighborhood gateways may also include as shared facilities:

- ▶ Restrooms
- ▶ Picnicking
- ▶ Food
- ▶ Motor vehicle parking
- ▶ Water
- ▶ Secure bicycle parking

Trailheads



Neighborhood Gateways



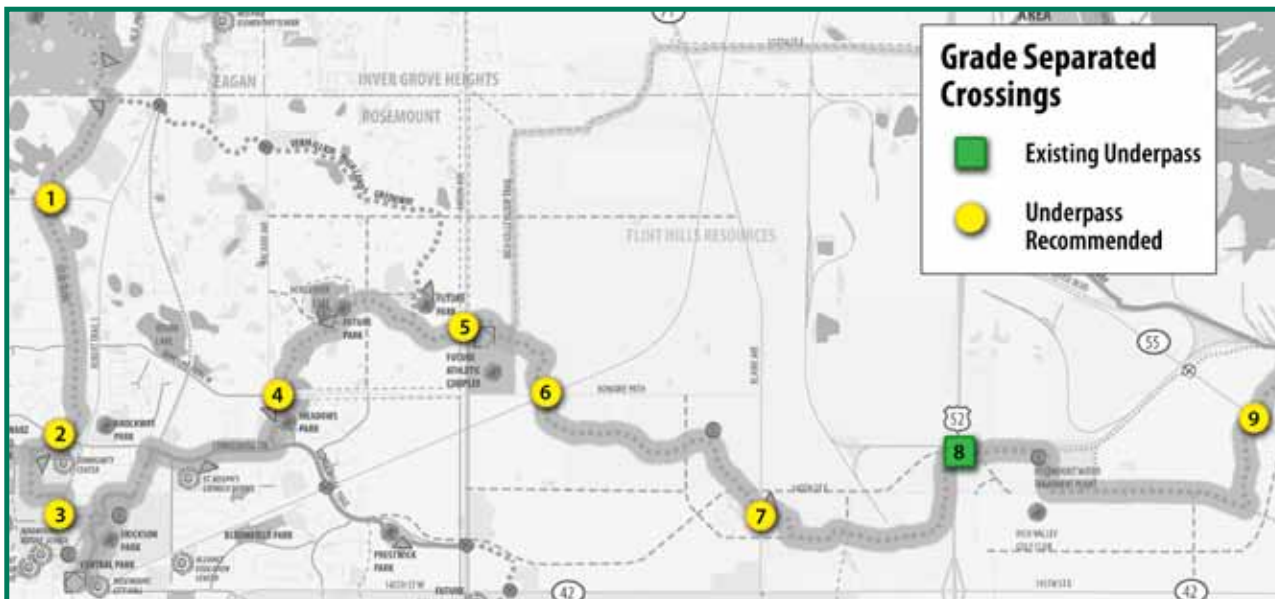
ROAD AND RAILROAD CROSSINGS

Grade separated crossings are a critical component of Dakota County’s greenway system. Grade separation promotes safety by reducing conflicts with road traffic and allows for more efficient and enjoyable trail experience for users of all abilities. To that end, grade separated crossings are suggested at all major intersections, shown in Figure 22 and discussed in Table 23. The regional trail alignment also crosses the Union Pacific Railroad. Grade-separated railroad crossings are recommended to avoid conflicts with the railroad.

Grade separations on the greenway system should be designed to ensure safety, security and to establish the greenway system as a truly special and high-quality destination.

Grade-separated crossings were evaluated at potential locations along the Rosemount Greenway. The evaluation is based on known topography and utility information. For the purposes of the evaluation, it was assumed that an underpass would be a 10-foot by 14-foot box culvert and an overpass would consist of a pedestrian bridge with a minimum clearance of 17 feet over the roadway. The concept level cost estimates include grading, retaining walls, traffic control, turf establishment/erosion control and mobilization. Engineering, administrative costs, and contingencies are included in the estimate. Overall system drainage costs are not included. In some instances, grade separation will not be desirable due to excessive cost or physical constraints.

**Figure 22. Rosemount Greenway
Grade-separated Crossings**



of a pedestrian bridge with a minimum clearance of 17 feet over the roadway. The concept level cost estimates include grading, retaining walls, traffic control, turf establishment/erosion control and mobilization. Engineering, administrative costs, and contingencies are included in the estimate. Overall system drainage costs are not included. In some instances, grade separation will not be desirable due to excessive cost or physical constraints.



Table 23. Grade-separated Crossings

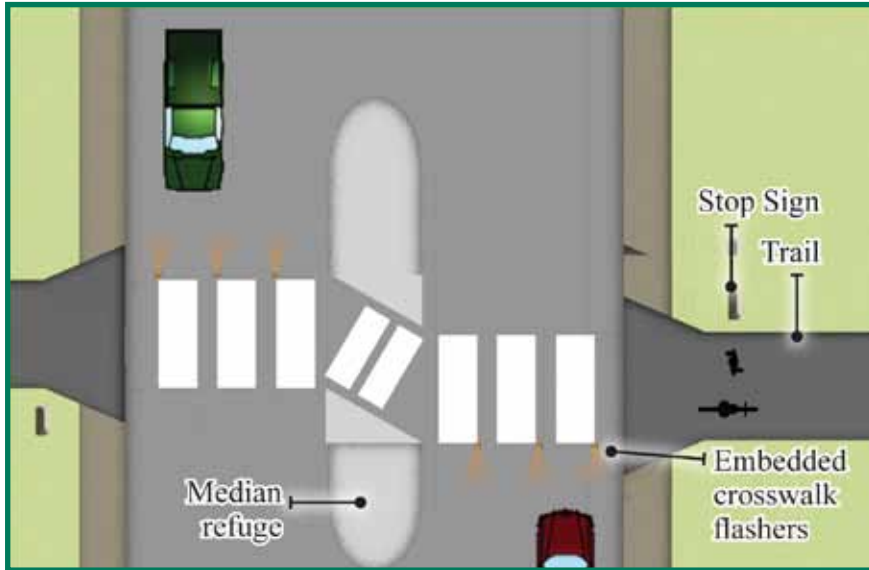
Number	Location	Recommendation	Importance for user safety and experience	Cost
1	McAndrews Road (CSAH 38) east side of Dodd Boulevard Note: Locate underpass east of the gas pipeline.	Underpass	High	\$ 600,000
2	Connemara Trail west of Dodd Boulevard	Underpass	Medium	\$ 600,000
3	TH3 at Rosemount school complex	Underpass	High	\$ 850,000
4	Bonaire Path (about 200 feet east of Bacardi Avenue) Notes: Crossing must be positioned between the petroleum pipelines and gas pipeline. There also are nearby wetlands. Due to constraints, site may need significant retaining walls.	Underpass	Medium	\$750,000
5	Akron Avenue (CSAH 73) Note: Locate underpass 250 yards north of the petroleum pipeline crossing.	Underpass	Medium	\$500,000
6	Crossing of Union Pacific mainline and Bonaire Path Notes: Exact trail alignment will determine if underpass or overpass is more feasible. Issues for consideration include nearby petroleum pipelines and coordination with the railroad.	Further evaluation	Low	\$790,000
7	Rich Valley Boulevard (CSAH 71) Note: Retaining walls will be needed due to flat terrain, locate to avoid utilities.	Underpass	Low	\$500,000
8	Highway 52 Note: Locate trail on south side of railroad.	Existing underpass	High	existing
9	TH 55	Underpass	High	\$860,000



Underpass examples



Figure 24. Typical At-Grade Road Crossing with Median Refuge



AT-GRADE CROSSINGS

When grade separated crossings are not possible on collector roads or higher, crossing should occur at controlled intersections with road users stopping at traffic lights or stop signs. In some instances, midblock crossings may be appropriate and should be designed with pedestrian/cyclist safety and visibility in mind, as illustrated in Figure 24. On lower volume local roads, crossings may be uncontrolled. In these cases, features such as pavement marking, refuge islands and bumpouts should be applied to reduce crossing distances for trail users and increase visibility for trail users and road users. The Dakota County Safety, Information, Guidance and Network document also provides guidance on road crossings, signage and other aspects of trail safety and design.

ACCESSIBILITY

Dakota County is committed to offering universal accessibility at all trail facilities. The primary paved trail and all access points suggested in the master plan are located and

planned for universal accessibility to provide all visitors with a meaningful experience.

SUSTAINABILITY

Environmental sustainability is at the core of the greenway concept. Improving ecological function, habitat creation, wildlife movement, stormwater infiltration and carbon sequestration as well as facilitating nonmotorized recreation and transportation all are greenway objectives.

Greenways will be assembled in environmentally sustainable ways and designed to minimize impact on natural systems. Recommended strategies include:

- ▶ Protecting and restoring natural systems
- ▶ Emphasizing native plant species
- ▶ Reducing maintenance costs by promoting self-sustaining wildlife and plant communities and treating stormwater on-site
- ▶ Use of recycled materials
- ▶ Energy-efficient lighting and use of timed lighting
- ▶ Following MPCA guidelines on use of sealcoating to avoid impacts to water quality.



SITE FURNISHINGS

One of the key features of the greenway system is having a consistent design signature for site furnishings. On the right are examples of site furnishings (benches, bike racks, lighting and trash receptacles) that show the desired character of facilities at trailheads, neighborhood gateways and other resting areas along the greenway.

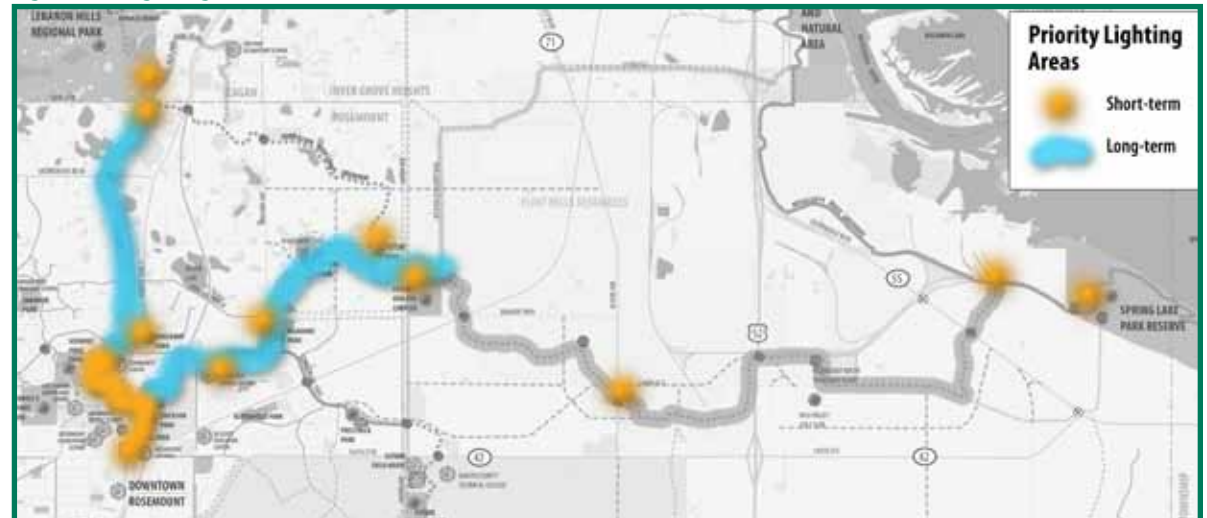
LIGHTING

Lighting is an essential component for safety and to make the greenway functional as a transportation corridor in the winter and fall months when the days are short. For safety and navigation, lighting is paramount at all greenway access points, trailheads, neighborhood gateways and trail connections. In these places, it is recommended that lighting be incorporated into initial design and construction. In areas with potential for high use because of population density, trail connections and destinations, it is recommended that continuous trail lighting be installed. Figure 25 shows priority lighting areas.

Site Furnishings Examples



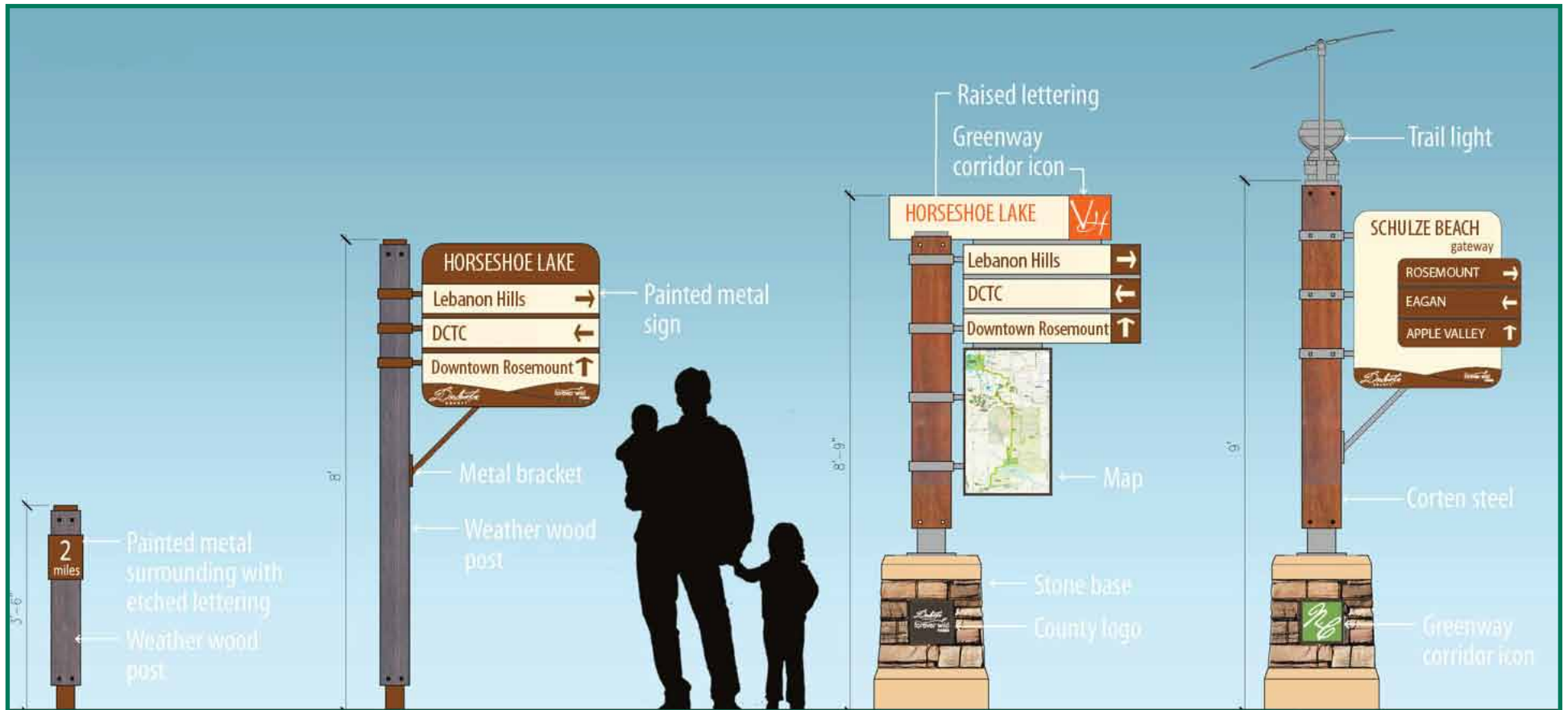
Figure 25. Lighting Plan



WAYFINDING

Wayfinding is the way people navigate from place to place. For the Dakota County greenway system a consistent wayfinding system is essential for orientation, navigation and safety. Signage should be consistent across the system and should guide greenway users to local services, cultural destinations, transportation connections, activity centers, recreation destinations, cities, neighborhoods and other landmarks. Further guidance on wayfinding is found in the Dakota County Safety, Information, Guidance and Network document.

Figure 26. Conceptual Greenway Wayfinding Elements (illustrative only; actual signage will follow Dakota County signage guidelines)



B. Key Initiatives

TRAIL ALIGNMENT

This section summarizes, by segment, specific development and natural resource projects and issues. A zoomed-in view of the greenway map is provided for each segment with a summary of features and discussion of initiatives needed to complete the greenway.

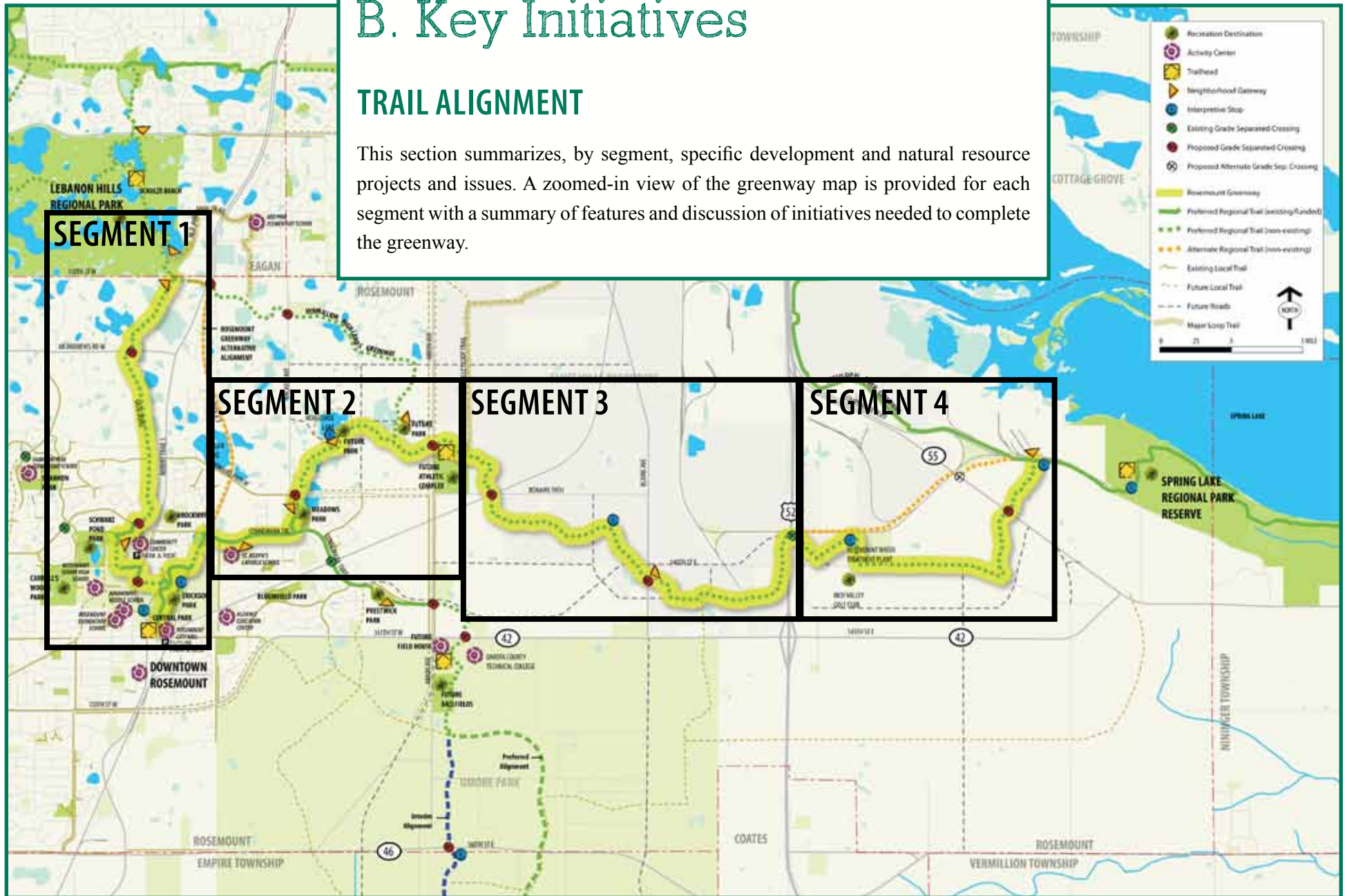
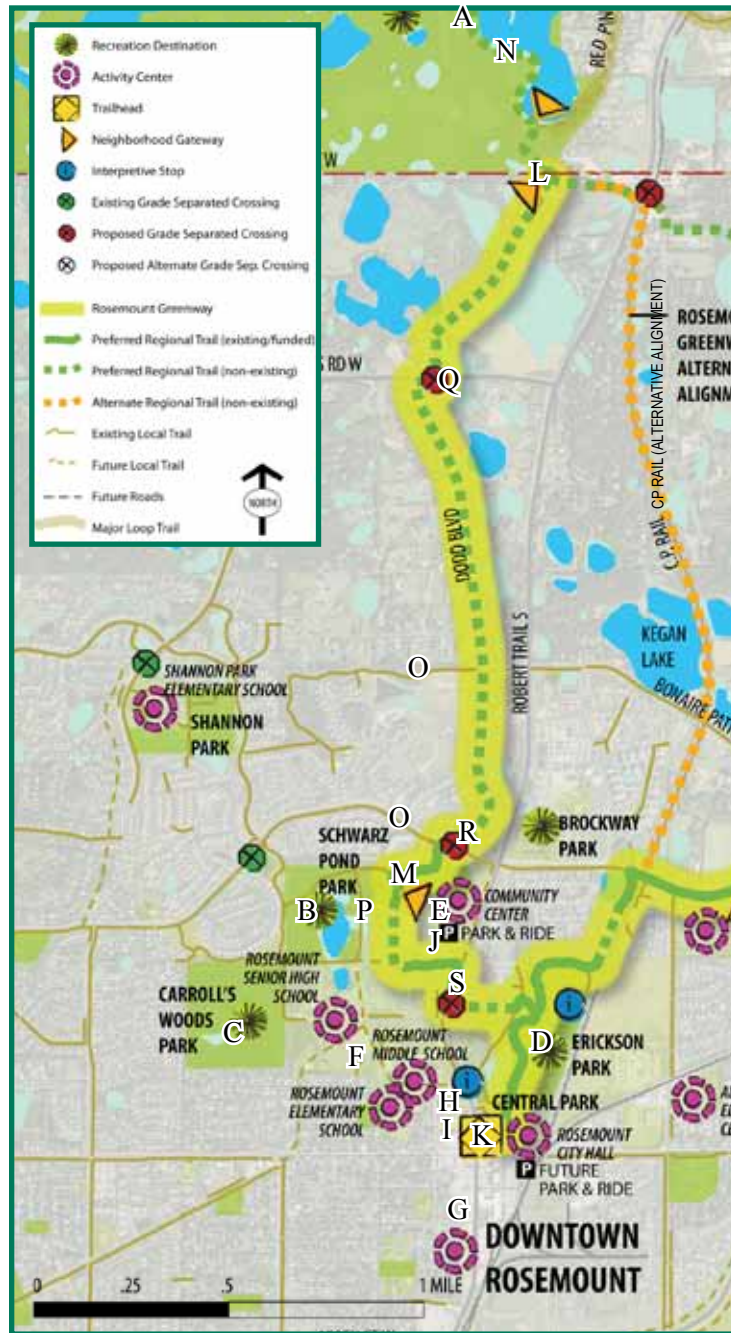


Figure 28. Rosemount Greenway Segment 1 Concept Plan



SEGMENT 1: LEBANON HILLS REGIONAL PARK TO DOWNTOWN ROSEMOUNT (4 miles; 51% on-road, 49% off-road)

The northern end of the Rosemount Greenway is in Lebanon Hills Regional Park at the Schulze Lake Trailhead. The greenway then travels south, exiting the park at the current equestrian trailhead near 120th Street. Next, the greenway follows Dodd Boulevard south. South of Connemara trail, the greenway links the Community Center, Rosemount High School, Rosemount Middle School and Rosemount Elementary School before heading east to Central Park and downtown. The Canadian Pacific rail line east of Highway 3 is included as an alternate alignment.

Lebanon Hills Regional Park Trailhead

Existing Schulze Lake facilities will act as a trailhead for the Rosemount Greenway. Support facilities in the Lebanon Hills Visitor Center will be shared (parking, water, restrooms, picnicking).

Lebanon Hills Regional Park to Downtown Rosemount

Recreation destinations

- A. Lebanon Hills Regional Park
- B. Schwarz Pond Park
- C. Carroll's Woods Park
- D. Erickson Park

Activity Centers

- E. Rosemount Community Center
- F. Rosemount high, middle and elementary schools
- G. Downtown Rosemount
- H. Steeple Center
- I. Robert Trail Library
- J. Rosemount park and ride

Trailheads

- A. Lebanon Hills Regional Park
- K. Central Park

Neighborhood gateways

- L. Lebanon Hills Regional Park / 120th Street
- M. Schwarz Pond Park

Loop and connecting trails

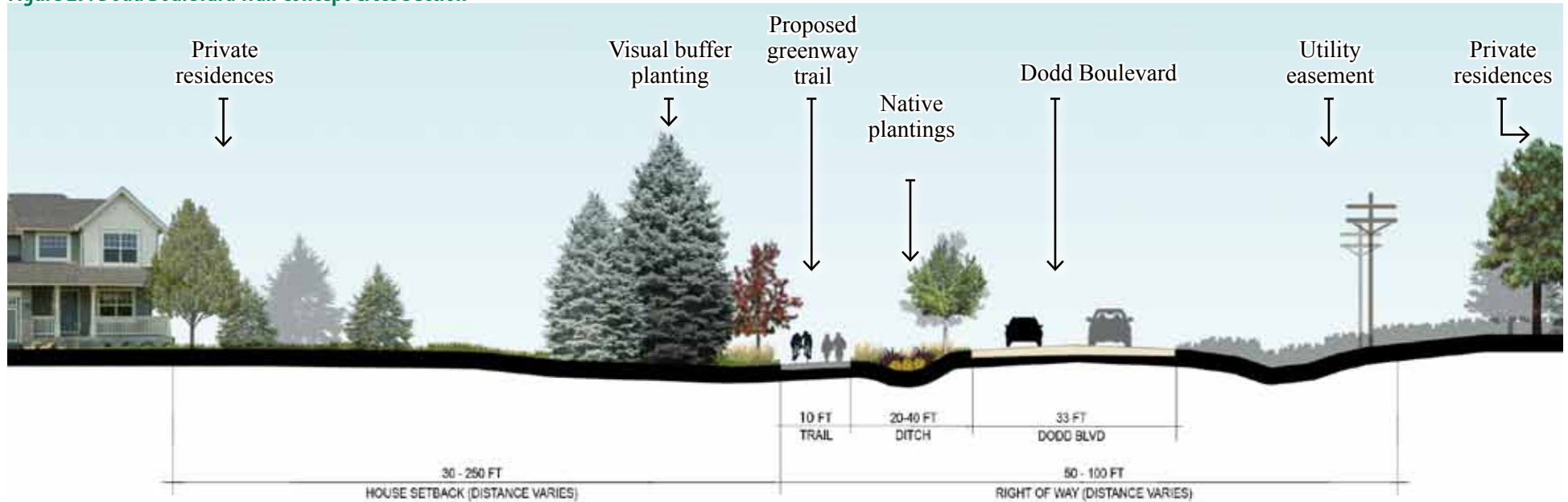
- N. Connections to Lebanon Hills Regional Park trails
- O. Connections to trails on Connemara Trail and Bonaire Path
- P. Connections to Schwarz Pond and Carroll's Woods trails

Grade-separated crossings

- Q. McAndrews Road
- R. Connemara Trail
- S. Highway 3



Figure 29. Dodd Boulevard Trail Concept Cross Section



Dodd Boulevard

The greenway will travel about 1 ½ miles along Dodd Boulevard, connecting to Lebanon Hills Regional Park to the north. Dodd Boulevard is a gravel road with a rural section, has a variable right of way, and currently has a road gap north of Connemara Trail. Trail alignment (east or west side of the road) and design (width, distance from road, landscaping, etc.) will be determined with future study, well in advance of construction with the following considerations:

- ▶ Between Connemara Trail and 132nd Street West — Land use in this area is guided by the city of Rosemount 2030 Comprehensive Plan as transitional residential. It is anticipated that, over time, land use will transition from current rural densities adjacent to South Robert Trail/TH3 to a density of 3 units per acre or more. It is expected that new development would require the reconnection of Dodd Boulevard between Connemara Trail and 132nd Street West for access. This future change in land use will provide the opportunity for the greenway to be integrated into new development between Dodd Boulevard and South Robert Trail/TH3 and avoid impacting the existing neighborhood.

Note: Cross section is conceptual; trail location will be determined in future study.



- ▶ Between 132nd Street West and McAndrews Road (CSAH 38) — The trail will be sited and designed to minimize impact to adjacent properties. Where feasible, the greenway trail will be located within the existing right of way. This may be achieved by shifting the road alignment, reducing the width of the trail or the road or other means.
- ▶ Between McAndrews Road (CSAH 38) and Lebanon Hills Regional Park — The preferred alignment will be on the east side of Dodd Boulevard. This alignment will connect with the McAndrews Road underpass — which must be on the east side due to terrain restraints — impact fewer residences.

Canadian Pacific Railway (alternate alignment to Dodd Boulevard)

The Canadian Pacific Railway alignment east of Highway 3 will be evaluated at the time of the regional trail’s feasibility study. Although it is an active rail line, it would avoid impacts to local residents and provide future connections to Eagan. Many residents at the open houses recommended this alignment.

Rosemount Community Center and school and park complex

After crossing Connemara Trail, the greenway will travel through Rosemount’s school and park complex housing the Community Center, a Minnesota Valley Transit Authority park and ride, Rosemount High School, Rosemount Middle School, Rosemount Elementary School, Schwarz Pond Park and Carroll’s Woods Park. There are opportunities for neighborhood gateways at the existing parking area at Schwarz Pond Park and at Rosemount Community Center.

Grade-separated crossing at TH3

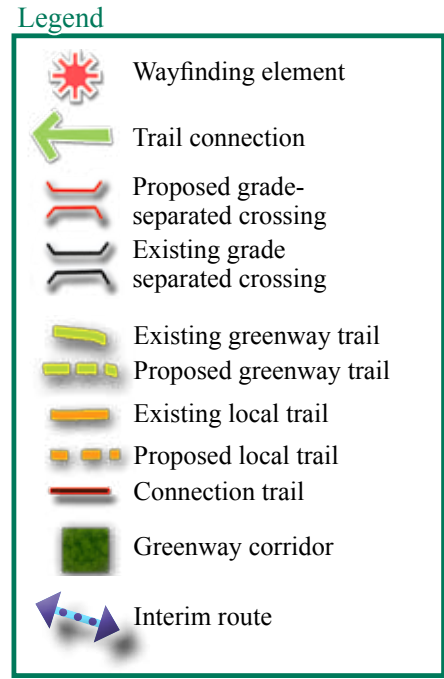
A grade separated crossing at TH3 between Rosemount High School and Erickson Park has been approved by the city of Rosemount and is scheduled for construction in 2013. This crossing not only is important for greenway connectivity, but also is key for linking major destinations in Rosemount such the Community Center, Robert Trail Library, Central Park, downtown and providing safe routes to the schools.

Natural resources and water quality

- ▶ Long-term management and restoration is recommended to establish and retain the native plant community at the Lebanon Hills trailhead and gateways.
- ▶ A natural signature (primarily oak savanna) will be established throughout the corridor.
- ▶ Enhance the drainage ditch along Dodd Boulevard as an infiltration swale with native plantings and adjacent rainwater gardens to treat and hold stormwater runoff.
- ▶ Long-term management and restoration is recommended to establish native plant communities in Schwarz Pond Park and Erickson Park.



Figure 31. Rosemount School Complex and Downtown



SEGMENT 2: CENTRAL PARK TO AKRON AVENUE

(3 miles; 33% on-road, 67% off-street)

This segment links downtown Rosemount to the city's future athletic complex park east of Akron Avenue. From Central Park northeast to Meadows Park, the greenway trail is in place except a small segment along Brazil Avenue. North of Bonaire Path the greenway alignment and design will be integrated into future development to create a recreation and natural resource amenity.

Central Park trailhead

The trailhead at Rosemount's Central Park will provide the main greenway access for Rosemount residents and visitors. Trailhead support facilities such as restrooms, water, picnicking, bike racks and parking already exist in Central Park and can be enhanced with interpretation, wayfinding and naturalized plantings and planned on-road bikeways leading to restaurants, the Steeple Center and other destinations in downtown Rosemount.

Gateways at the intersection of the Rosemount and Vermillion Highlands greenways

Two gateways will be at two future parks at Horseshoe Lake and the wetland to the east. These will be important wayfinding gateways as they are at the intersection of the Vermillion Highlands and Rosemount greenways.

Natural resources and water quality

- ▶ A natural signature (primarily oak savanna) will be established throughout the corridor.
- ▶ Water infiltration will be integrated into the greenway corridor.
- ▶ Small prairie /savanna areas will be established in Central Park.
- ▶ The native landscape in Meadows Park will be maintained with burns and invasive species removal.
- ▶ Natural habitat will be restored and managed in the two new parks around Horseshoe Lake.



Figure 33. Rosemount Greenway Segment 2 Concept Plan



Downtown Rosemount to Akron Avenue

Recreation destinations

- A. Meadows Park
- B & G. Two future parks near Horseshoe Lake

Activity Centers

- C. St. Joseph's Catholic School

Trailhead

- D. Central Park
- E. Athletic complex

Neighborhood gateways

- C. St. Joseph's Catholic School
- A. Meadows Park
- B & G. Two future parks near Horseshoe Lake

Loop and connecting trails

- H. Bonaire Path
- I. Biscayne Avenue
- J. Connections to Vermillion Highlands Greenway

Grade-separated crossings

- K. Bonaire Path
- L. Akron Avenue



Figure 34. Horseshoe Lake / Greenways Intersection Detail Diagram



Legend

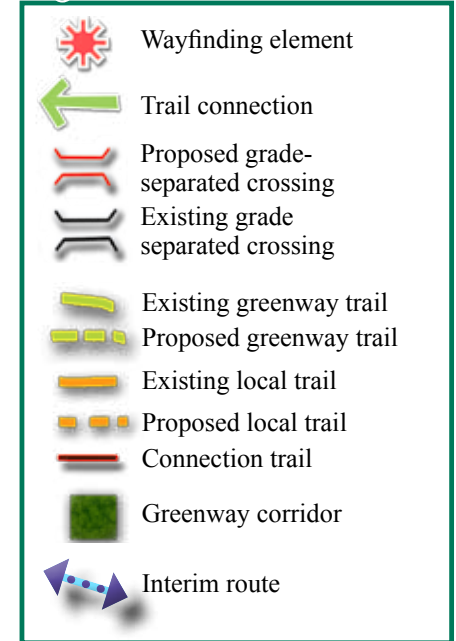


Figure 35a. Rosemount Greenway at Horseshoe Lake Conceptual Cross Section (See Figure 34 for section location)

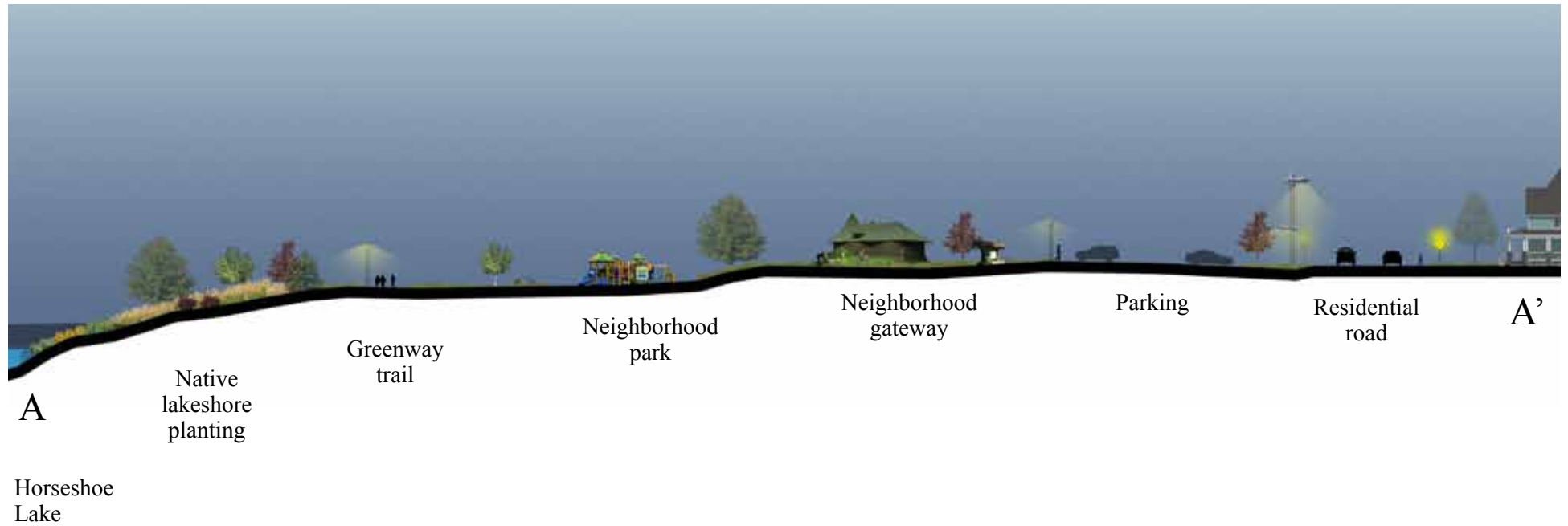


Figure 35b. Rosemount Greenway at Future Athletic Complex Conceptual Cross Section (See Figure 34 for section location)

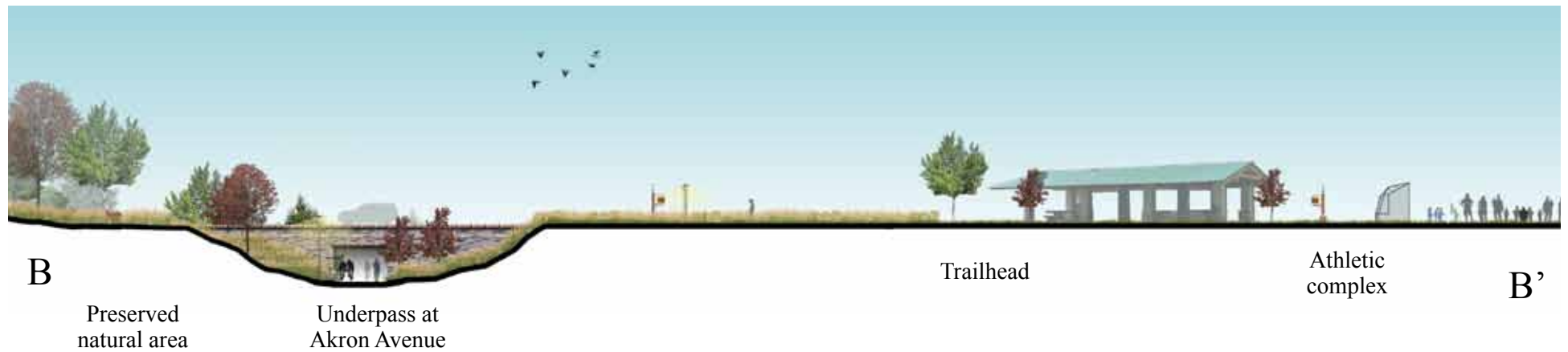


Figure 36. Rosemount Future Athletic Complex Concept



SEGMENT 3: AKRON AVENUE TO HIGHWAY 52

(3 miles; 100% off-road)

This segment begins at Rosemount's future athletic complex east of Akron Avenue. The greenway then traverses Flint Hills Resources buffer property to Highway 52. The character of this segment is predominantly rural with the contrasting views to the Flint Hills Refinery. Not only is Flint Hills Resources a significant interpretive opportunity, but also is a key segment for making the connection between developed Rosemount and the Mississippi River.

Trailhead at Future Athletic Complex on Akron Avenue

This will be a major wayfinding and access trailhead with water, restrooms, vehicle parking, bike parking and picnicking opportunities, as it is near the intersection of the Rosemount and Vermillion Highlands greenways.

Gateway at Blaine Avenue

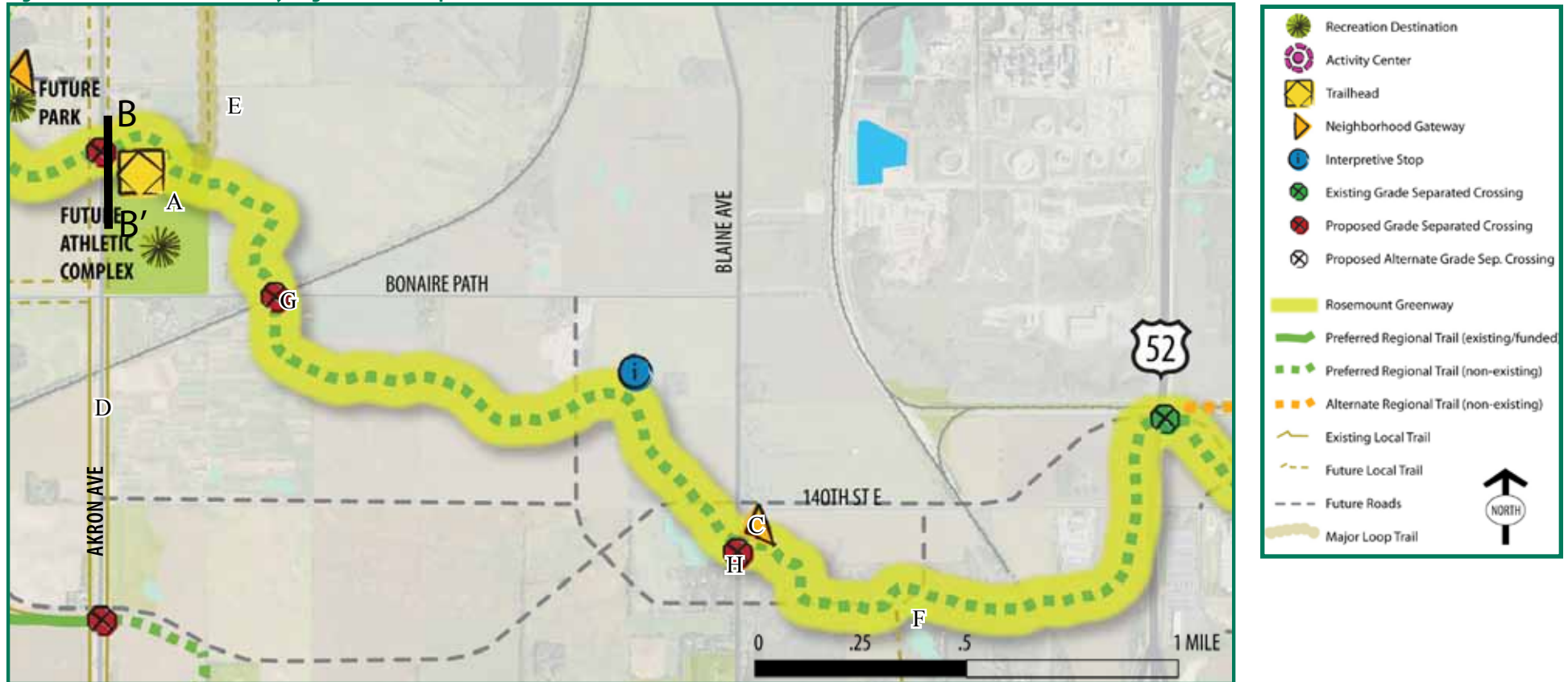
This gateway is important because there are limited opportunities for access in this segment. The gateway will provide limited parking, shade and a rest area for greenway users.

Natural Resources and Water Quality

- ▶ Coordinating with the Flint Hills Natural Resource Management Plan, this section of greenway has the opportunity to return a large swath of landscape to presettlement vegetation.
- ▶ Water infiltration will be integrated into the greenway corridor.
- ▶ Establishment of small prairie /savanna areas at the future athletic complex.



Figure 37. Rosemount Greenway Segment 3 Concept Plan



Akron Avenue to Highway 52

Recreation destinations

- A. Rosemount future athletic complex

Trailhead

- A. Rosemount future athletic complex

Neighborhood gateways

- C. Blaine Avenue / CSAH 71

Loop and connecting trails

- D. Akron Avenue
- E. Potential future trails on Flint Hills property
- F. Potential future local trails

Grade-separated crossings

- G. Union Pacific Railroad mainline and Bonaire Path
- H. Blaine Avenue / CSAH 71



SEGMENT 4: HIGHWAY 52 TO THE MISSISSIPPI RIVER TRAIL

(2.6 miles; 39% on-road, 61% off-road)

From Highway 52 to Spring Lake Park Reserve the greenway travels through a mosaic of rural, industrial and natural landscapes. This section of the greenway is one of the most challenging due to potential conflicts with adjacent land uses, road and railroad crossings and topography. At Highway 52, the greenway trail will travel under the existing bridge on the south side of the road/railroad. The preferred alignment continues south to the Elhers Path right of way and runs parallel to Elhers Path before heading north, east of SKB Environmental. Which side of Elhers Path the greenway trail goes on (north or south) will be determined with future study.

An alternate alignment crosses to the north side of the railroad until west of Highway 55, where the greenway trail would then cross to the south side of the tracks and under Highway 55. The disadvantage of the alternate alignment is the need to cross the railroad multiple times and potential conflicts with land uses northeast of Highway 55. The advantage is that there would be a larger buffer between greenway users and the SKB landfill operations.

Prior to implementation, this section of greenway will require further study so that the final alignment and design minimizes conflicts with adjacent industries, road crossings, and railroad crossings.

Prior to implementation, this section of greenway will require further study so that the final alignment and design minimizes conflicts with adjacent industries, road crossings, and railroad crossings.

Spring Lake Park Reserve Trailhead

A trailhead is planned at the Spring Lake Park Reserve at the existing archery trailhead. This trailhead will be shared with the Mississippi River Regional Trail.

Natural resources and water quality

▶ A natural signature (primarily oak savanna) will be established throughout the corridor.

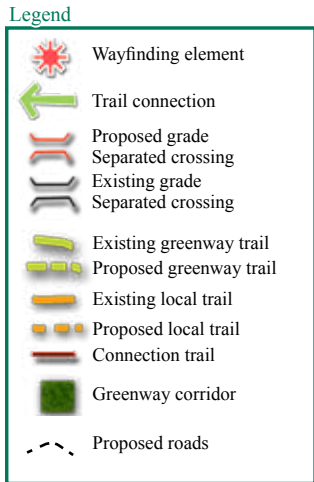


Figure 38. Hwy 52 to Mississippi River Detail

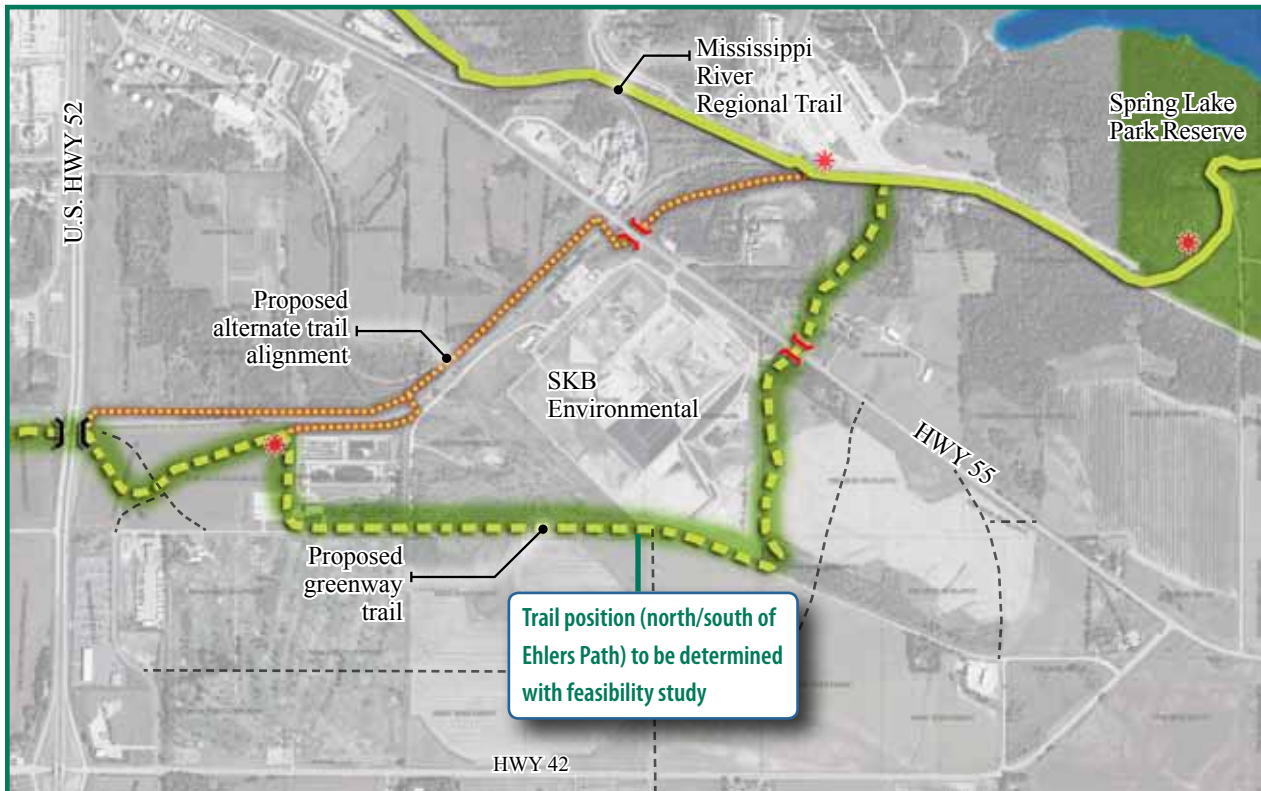
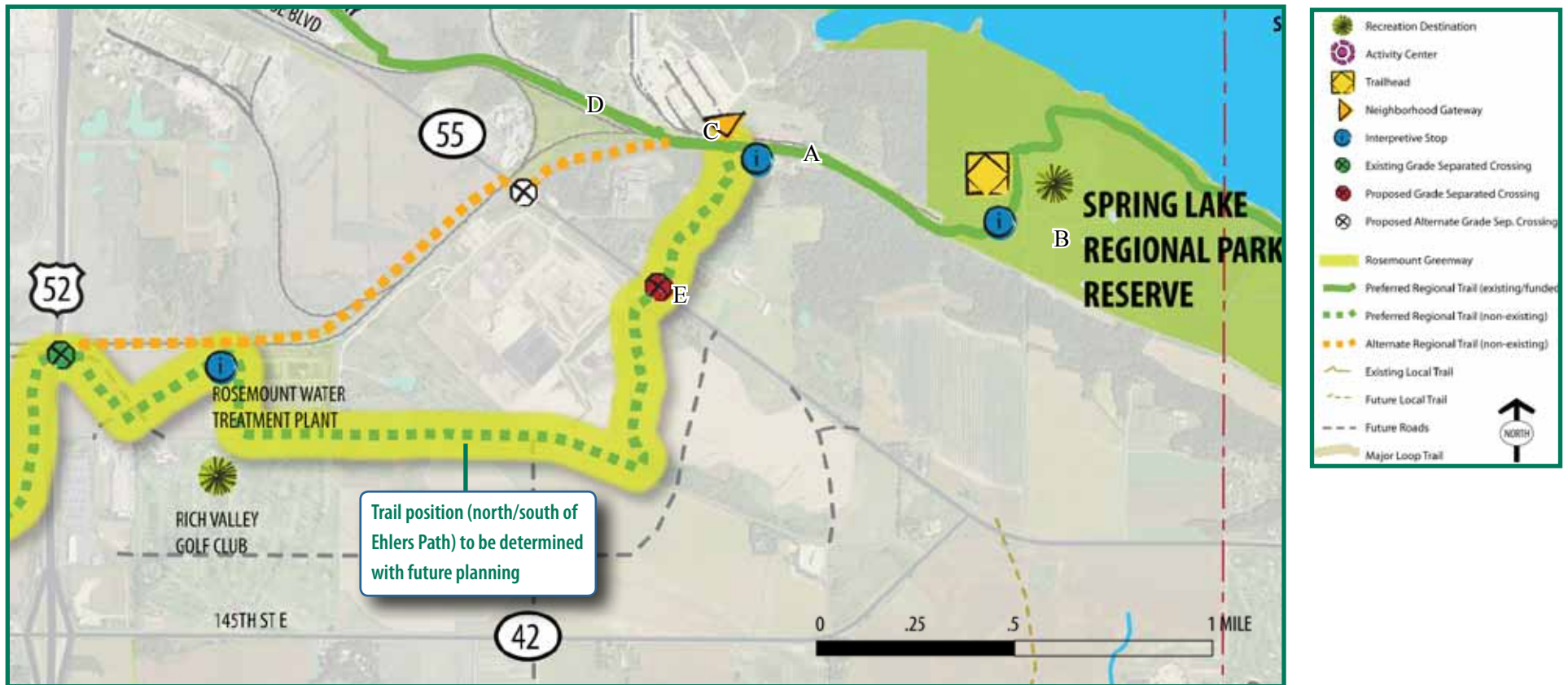


Figure 39. Rosemount Greenway Segment 4 Concept Plan



- ▶ Water infiltration will be integrated into the greenway corridor.
- ▶ Coordination with wildlife viewing area & wetland habitat on SKB Industries property
- ▶ Manage invasive species at the Spring Lake Park Reserve Trailhead.

Akron Ave. to Highway 52

Recreation destinations

- A. Mississippi River Regional Trail
- B. Spring Lake Park Reserve

Neighborhood gateways

- C. Mississippi River Regional Trail

Trailheads

- B. Spring Lake Park Reserve

Loop and connecting trails

- D. Mississippi River Regional Trail

Grade-separated crossings

- E. Highway 55



C. The Interpretive Plan

OVERVIEW

Dakota County is committed to sharing the stories of special places that comprise the county's parks and trails. Through interpretative programs and exhibits, Dakota County strives to create awareness of the county's history, culture and environment.

Interpretive planning designs educational experiences that support an organization's vision and mission. The planning process considers the place-specific historical, cultural and natural resources to be interpreted and the demographics and interests of the people who use the site to develop relevant messages and media. In the case of Dakota County, interpretation ought to support Dakota County Parks' mission: to enrich lives by providing high-quality recreation and education opportunities in harmony with natural resource preservation and stewardship. In the context of the Dakota County greenways, helping visitors understand the connections between history, culture, and nature is at the core of fostering stewardship of these resources and awareness of the connections between people and nature.

RESOURCES

In considering what is unique about the Rosemount Greenway, it is helpful to identify the most outstanding resources found along the greenway. These resources create a unique sense of place and are places where stories of nature, history and culture intersect in ways that are meaningful to visitors.

Historical and cultural resources include Dodd Boulevard — remnant of the 70-mile pioneer road cut from Mendota to St. Paul in 1853 — early railroad corridors, downtown Rosemount and early settlement near the Mississippi River (i.e. Rich

Valley, Pine Bend and native American sites). Natural resources include Spring Lake Park Reserve and several small lakes. Some of these cultural, historical and natural resources are on Dakota County property; however, many are located on adjacent property. Therefore, continued partnerships with property owners will be essential to developing interpretation along the greenway.

Cultural, historical and natural resources may be vulnerable and potentially compromised with increased traffic and human interaction. Resources such as un-excavated archaeological sites are sensitive and susceptible to looting or vandalism if care is not taken to protect them. Interpretation of these resources should be sensitive to these potential impacts and Dakota County should work with stakeholders, such as Minnesota Indian Affairs Council (MIAC) for burials, to determine an appropriate approach.

KEY MESSAGES

While each greenway within Dakota County's system will have a theme based on the specific resources associated with the greenway corridor, it is recommended that Dakota County undertake a systemwide interpretive effort to identify overarching themes for the greenway system. These themes would be messages spanning the system and interweave individual greenway themes.

In the absence of a systemwide interpretive plan, this master plan suggests one central message, or theme for the greenway corridor. Supporting subthemes are also identified in order to further develop the central theme and provide organization for interpretation. It is recommended that the subthemes be woven throughout the trail to provide both a richly layered and consistent interpretive experience. If a systemwide interpretive plan is developed, the themes presented below should be revisited and revised as necessary.



INTERPRETIVE THEME

From Early Waterways and Trails to Railroads and Highways: The current settlement of Rosemount is a result of key transportation networks and the fertile lands of the glacial outwash.



Mississippi River



Downtown Rosemount in 1911. Source: Dakota County Historical Society

Subthemes

Movement of the People: As transportation has changed, so have settlement patterns. While early settlements were along the Mississippi River, early expansion of roads and rail gave people more flexibility to settle inland.

Interpretive opportunities:

- ▶ The Mississippi River, a transportation corridor.
- ▶ Dodd Boulevard, an early connection between the capital and Rosemount.
- ▶ In 1864, rail came through Rosemount.
- ▶ Highway 3 was also known as the Jefferson Highway.

Historic Villages and Settlements: From native settlements along the Mississippi, to undeveloped towns like Rich Valley and Pine Bend, to thriving suburbs like Rosemount, we celebrate the history of people living along the greenway.

Interpretive opportunities:

- ▶ Downtown Rosemount.
- ▶ Importance of water to settlements: cistern, water pump, water runnels, irrigation.
- ▶ Medicine Bottle of the Kaposia Dakota village traveled south on the Mississippi to settle near the greenway.
- ▶ History of Rich Valley and Pine Bend.

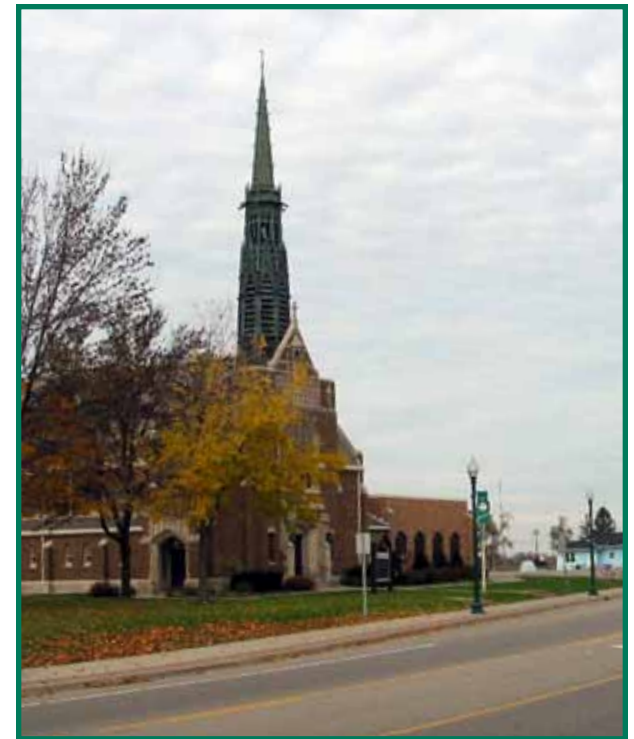


Waves of Immigration: The present day demographics are shaped by the early European immigrants who settled the area.

Interpretive opportunities:

- ▶ Settlements along the river
- ▶ The railroad provided an opportunity for people to easily move to the area
- ▶ Influx of Irish Catholics
- ▶ German immigrants

Active Living: In addition to these place-based subthemes, it is recommended that interpretation in the Dakota County greenway system encourages visitors to think about active living and the benefits of regular physical activity. Some interpretation could convey what greenways are and how they differ from standard trails. Mile markers along the trail could also serve as interpretation by linking the distance a visitor has traveled to calories lost. Interpretation could also compare the distance traveled to energy and money saved by cycling or walking rather than driving.



Steeple Center

Capt. William Dodd, 11 men and two teams cut the 70-mile Dodd Road from St. Peter to St. Paul via Mendota in 109 days of 1853. The Rosemount Greenway alignment follows 1.5 miles of Dodd's original route from north of downtown Rosemount to Lebanon Hills Regional Park.



Historic train car. Source: Dakota County Historical Society



RECOMMENDATIONS

1. Prepare a systemwide greenway interpretive plan that:
 - ▶ Establishes guiding principles for interpretation throughout the greenway system.
 - ▶ Evaluates visitor preferences and needs related to interpretation.
 - ▶ Establishes systemwide goals and objectives for interpretation.
 - ▶ Develops systemwide interpretive themes through a process of staff and stakeholder engagement.
 - ▶ Identifies locations where these systemwide interpretive themes will be expressed.
 - ▶ Identifies interpretive themes for each greenway within the system and establishes a framework for interpretive planning and development.
 - ▶ Establishes consistent design standards for nonpersonal interpretive media throughout the system.
 - ▶ Identifies appropriate systemwide media for interpretation (e.g., website, geocaching, tours of multiple greenways).
 - ▶ Assesses current interpretive staffing levels and makes recommendations over the short- and long-term.
 - ▶ Identifies and fosters potential partnerships for interpretive programs within the greenway system.
 - ▶ Develops a framework for ongoing planning and evaluation of interpretation throughout the greenway system.
 - ▶ Follows interpretive planning standards established by the National Association for Interpretation.
2. Establish a systemwide approach to managing interpretation and education. Recreation, education and interpretation are not mutually exclusive activities and collaboration and consistency are important across the greenway system.
3. Build relationships with the agencies and organizations that own adjacent property and engage community members and organizations knowledgeable about history and culture (including the Rosemount Historic Society and members from cultural groups such as native American communities) to ensure that interpretation along the greenway is thematically and aesthetically cohesive.



Hmong farmers. Source: Dakota County Historical Society



INTERPRETIVE MEDIA RECOMMENDATIONS

- ▶ Interpretive media should not impinge on the natural landscape. As much as possible, Dakota County should consider the National Park Service’s Wayside Exhibit (<http://www.nps.gov/hfc/products/waysides>) approach and standards established by the National Association for Interpretation for interpretation along the greenways. In this approach, the focus is on experiencing the landscape firsthand; interpretation is an enhancement not the primary focus.
- ▶ Based on this approach, interpretive signs should be minimal, low profile, accessible to all and purposefully placed.
- ▶ Interpretation should be integrated into orientation signs at key locations along the greenway (such as trailheads and neighborhood gateways). This interpretation should serve to orient the greenway user thematically to the greenway and introduce the visitor to the experiences they can expect along the greenway. Interpretation at these locations could also be artfully integrated into trailhead or gateway facilities such as benches or picnic tables, pavement, fencing or structures (e.g., restrooms).
- ▶ Interpretive signs along the greenway should be considered a caption to distinct or important landscape features that a greenway user may not understand by looking at the feature on its own. Interpretive signs should only be installed along the greenway if they explain or describe something experienced on the greenway. These signs should have brief and engaging text. More detailed or lengthy information should be delivered through another form of media.
- ▶ Dakota County should consider developing multimedia interpretation. Audio tours provide an opportunity for unobtrusive interpretation along the greenway for interested users. Self-guided audio tours could be developed and made available on the Dakota County Parks website or other means. Initially a greenwaywide audio tour should be developed based on the greenway theme. As staff time and resources allow, additional tours could be developed for the subthemes or for different groups.
- ▶ Dakota County should work closely with community partners to ensure that interpretation along the greenway enhances but does not overlap interpretative experience in adjacent or collaborating public spaces.





D. Stewardship Plan

The linear nature of the greenway will require natural resource management strategies that are geographically targeted, cooperative and realistic. Restoration and protection efforts should be focused near trailheads, as these locations will provide the greatest opportunity for greenway users to see the results of stewardship and provide a high-quality user experience. Given the linear nature of the greenway, stewardship activities should be in cooperation with adjoining landowners, public and private. Cooperative stewardship activities likely will be easier with other public agencies, but this should not preclude the possibilities of stewardship work on adjoining private lands. All stewardship actions should be evaluated through the lens of sustainability — is the stewardship effort economically and ecologically sustainable over the long-term.

HABITAT INVESTMENT AREAS

Given the length of the greenway corridors, efforts to manage and restore the natural resources and native plant communities would be a daunting task — well beyond the ability of any one agency. To provide for a realistic and sustainable restoration and management of the resources, key habitat investment areas were identified for natural resource management. These habitat investment areas were prioritized and targeted to areas associated with high-quality ecological resources and greenway use patterns. These areas are identified in Figure 48.

As most of the area along the Rosemount Greenway is undeveloped, tremendous opportunities exist to develop the land while at the same time preserving and enhancing an ecologically functional greenway.

With the application of stormwater best management practices and low impact development standards for future development along the greenway, water quality and habitat can be preserved, managed and enhanced.



STEWARDSHIP RECOMMENDATIONS

General considerations for stewardship activities within this investment hierarchy are organized around ecological quality, landscape position and future uses and are described in Table 49.

Vegetation management

In native plant communities — prairie, woodlands and wetlands — invasive species removal, buffer protection or establishment and re-establishment of disturbance regimes will be the key activities. Oak savannas may need to be supplemented with tree plantings and all of the grassland systems likely will need supplemental seeding.

Site-specific actions

Dodd Boulevard:

Existing conditions: Gravel road about 30 feet wide. Ditch on both sides of the road. Power line utility corridor runs along east side of road.

Recommendations: With construction of greenway trail, convert ditch into infiltration swale. Plant with native plants for aesthetic and functional qualities.

Downtown Rosemount:

Existing conditions: In collaboration with the Dakota County Technical College Landscape Horticulture Program, the city of Rosemount has developed naturalized landscape design concepts for downtown sites, including a native prairie planting at Erickson Park, and a raingarden and prairie at Schwarz Pond Park.

Recommendations: The City should continue installing these native landscapes to provide habitat, stormwater management and aesthetic qualities to downtown Rosemount and the Rosemount Greenway.



Dodd Boulevard



Erickson Park / Koch Minnesota Trail





Meadows Park

Meadows Park:

Existing conditions: The park contains a natural area of prairie / savanna landscape with walking trails.

Recommendations: Maintain the native plant landscape through burns and invasive species removal.

Horseshoe Lake:

Existing conditions: The land around Horseshoe Lake and the large wetland to the east are in agricultural use. A large woodland/grassland complex sits slightly to the north. This area is directed to develop as single-family residential in the near future.

Recommendations: As this landscape develops, it is recommended that a minimum 75-foot buffer containing native prairie and wetland plants surround the lake and wetland. Preservation of habitat connections to woodlands and wetlands to the north is critical. Two future parks are planned adjacent to Horseshoe Lake and to the large wetland. This area will be the intersection point of the Rosemount and Vermillion Highlands greenways, creating an opportunity for demonstration of sustainable landscape and stormwater management.

Flint Hills Resources buffer properties:

Existing conditions: There are patches of wetland, oak woodlands and grasslands on Flint Hills property. Some of these have high potential for restoration and connectivity.

Recommendations: Restore existing natural areas according to the Flint Hills Natural Resource Management Plan. Use the greenway corridor as a habitat connection between the oak woodland east of Akron Avenue and the woodland/wetland/grassland complex near CSAH 42 between Highway 52 and CSAH 72. Plant native trees on the northern edge of the greenway trail to provide a windbreak.

Spring Lake Park Reserve:

Existing conditions: Spring Lake Regional Park Reserve contains a large portion of natural habitat for small mammals, birds and river wildlife along the Mississippi River.

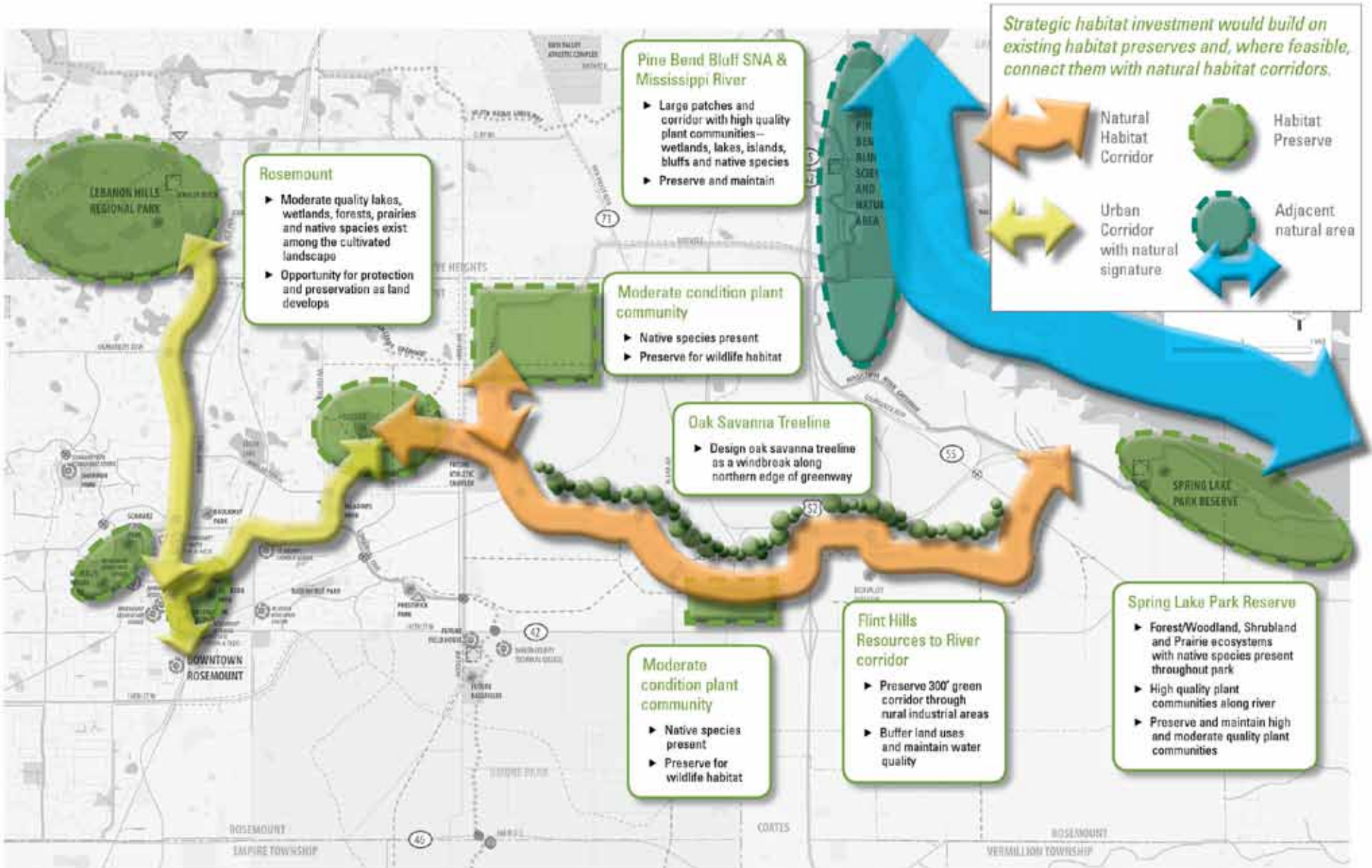
Recommendations: Follow the existing master plan for the park reserve. Management of invasive species should be continued.

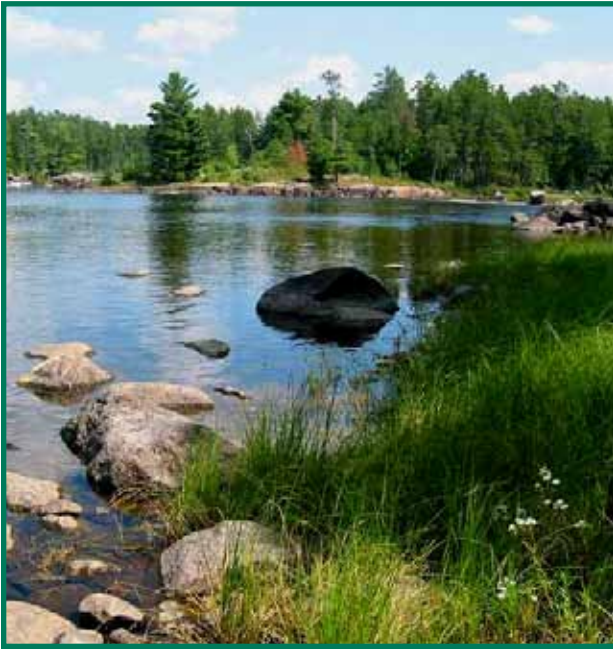


Meadows Park



Figure 48. Habitat Investment Areas





SURFACE AND GROUND WATER MANAGEMENT/PROTECTION

Stormwater management trailheads

Trailhead parking lots typically are small; 10 to 20 stall lots within green space. This means stormwater can be directed to drain off the paved surface onto surrounding ground where it can infiltrate. The best place to manage stormwater (regardless of where one is within the corridor) is at the point it runs off a hard surface; i.e. near every street, driveway and parking lot.

Table 49. Habitat Investment Strategies



HABITAT PRESERVE	HABITAT CORRIDOR	NATURAL LANDSCAPES	DESIGNED LANDSCAPES
<p>Top priority habitat restoration/management</p> <ul style="list-style-type: none"> ◆ Adequate patch size/shape to sustain native plant community ◆ Contains existing remnant of native plant community ◆ Has interpretive potential ◆ Has benign surrounding uses ◆ Buffers or contains natural waters 	<p>Second priority habitat management</p> <ul style="list-style-type: none"> ◆ Provides connection between habitat preserves ◆ Adequate width to sustain native plant ground layer ◆ Grades allow for rainwater infiltration ◆ Buffers natural waters 	<p>Lowest landscape investment priority</p> <ul style="list-style-type: none"> ◆ Primary task is to control invasive plants ◆ Managed as a natural, low-maintenance landscape 	<p>High landscape investment</p> <ul style="list-style-type: none"> ◆ Managed urban landscapes ◆ Urban corridor with natural signature ◆ Trailhead ◆ Limited habitat value ◆ Relatively small area



Water is a valuable resource that should be used to water plants rather than run off into pipes to a natural water body where it causes problems. Directing stormwater onto the ground rather than into a pipe aids the following important functions:

- ▶ Filter pollutants such as phosphorus, grease and oil through plants and soil that mitigate their effects.
- ▶ Protect downstream water bodies by preventing the influx of large amounts of water — it is best to have water slowly reach a stream or lake underground via subsurface flow.
- ▶ Protect natural water bodies by capturing pollutants at their source.
- ▶ Cool stormwater before reaching trout streams.
- ▶ Recharge groundwater and eventually aquifers.
- ▶ Water trees and other plants at the source, allowing for vigorous growth and shaded parking lots.

Opportunities for stormwater management

Practical stormwater management practices include:

- ▶ Creating raingardens alongside parking lots and grading the parking lot to tip in that direction.
- ▶ Creating planted depressed parking lot islands to capture stormwater.
- ▶ For small parking lots surrounded by green space, running the water onto the surrounding land (ideally prairie).
- ▶ Around parking lots, planting trees to capture and evaporate rainwater on their leaves and create pores in the soil with their roots to allow water to soak in. Trees also shade pavement.
- ▶ Planting prairie plants around parking lots — they function much like trees (minus the shading). They are especially useful on clay soils, where they drive roots deep and facilitate stormwater infiltration.

Lake restoration considerations

Lake and wetland restorations should be considered along the greenway. Restorations should be designed by multidisciplinary teams that include expertise in engineering, hydrology, aquatic and restoration ecology, geomorphology, soil science and policy/permitting.



Implementation & Management

4



OVERVIEW

This master plan is a long-range vision for recreation, transportation, water quality and habitat improvements for the Rosemount Greenway. Accomplishing this vision depends on multiagency collaboration. Without continued coordination between the communities, it is unlikely the greenway could be realized as envisioned. Working collaboratively will enable Dakota County, cities and other agencies to leverage resources to build, operate and maintain the greenway.

While the 30-foot regional trail corridor will be the jurisdictional and operational responsibility of Dakota County, the larger greenway corridor will be governed in many ways, depending on the situation. Similarly, responsibilities for land acquisition, construction, stewardship, operations and maintenance will depend on the particularities of each segment.

This chapter outlines approaches for greenway implementation, including:

- ▶ Phasing and priorities
- ▶ Land protection and stewardship
- ▶ Operations
- ▶ Funding
- ▶ Capital and operational budgets



Table 52. Phasing and Priority Projects

PROJECT	PRIORITY	POTENTIAL TRIGGERS/PARTNERS	
<i>Segment 1: Lebanon Hills Regional Park to Downtown Rosemount</i>			
A	Lebanon Hills Gateway at 120th St W	2nd	
B	Greenway along Dodd Blvd (120th St W to Connemara Trail)	2nd	
C	Underpass at McAndrews Road	2nd	
D	Underpass at Connemara Trail	2nd	
E	Greenway from Connemara Trail to TH 3 Enhancements	1st	
F	Gateway at Rosemount Community Center	1st	
G	Underpass at TH 3 in downtown Rosemount	1st	
H	Greenway from TH 3 to Central Park	1st	
I	Trailhead at Central Park	1st	
J	Greenway Enhancements (Erickson Park to Meadows Park / Bonaire Path)	1st	
<i>Segment 2: Downtown Rosemount to Akron Ave</i>			
K	Gateway at St. Joseph's Catholic School	2nd	
L	Gateway at Meadows Park	1st	
M	Underpass at Bonaire Path	1st	To be completed with redevelopment
N	Greenway from Bonaire Path to Akron Ave	1st	To be completed with redevelopment
O	Gateway at Horseshoe Lake	1st	To be completed with redevelopment
P	Gateway at wetland	1st	To be completed with redevelopment
Q	Underpass at Akron Ave	1st	To be completed with redevelopment
<i>Segment 3: Akron Ave to Hwy 52</i>			
R	Trailhead at Future Athletic Complex	2nd	
S	Greenway (Akron Ave to Bonaire Path)	2nd	To be completed with park / athletic complex
T	Underpass at RR and Bonaire	2nd	
V	Greenway (Bonaire Path to Blaine Ave)	2nd	
W	Gateway at Blaine Ave	2nd	
X	Grade separated crossing at Blaine Ave	2nd	
Y	Greenway (Blaine Ave to Hwy 52)	2nd	
<i>Segment 4: Hwy 52 to Spring Lake Regional Park Reserve</i>			
Z	Greenway (Hwy 52 to Elhers Path)	2nd	
AA	Greenway (Elhers Path to Highway 55)	2nd	
BB	Underpass at highway 55	1st	
CC	Greenway (Hwy 55 to Mississippi River Regional Trail)	1st	
DD	Gateway at Mississippi River Regional Trail	2nd	
EE	Trailhead at Spring Lake Regional Park Reserve	Existing	

PHASING AND PRIORITIES

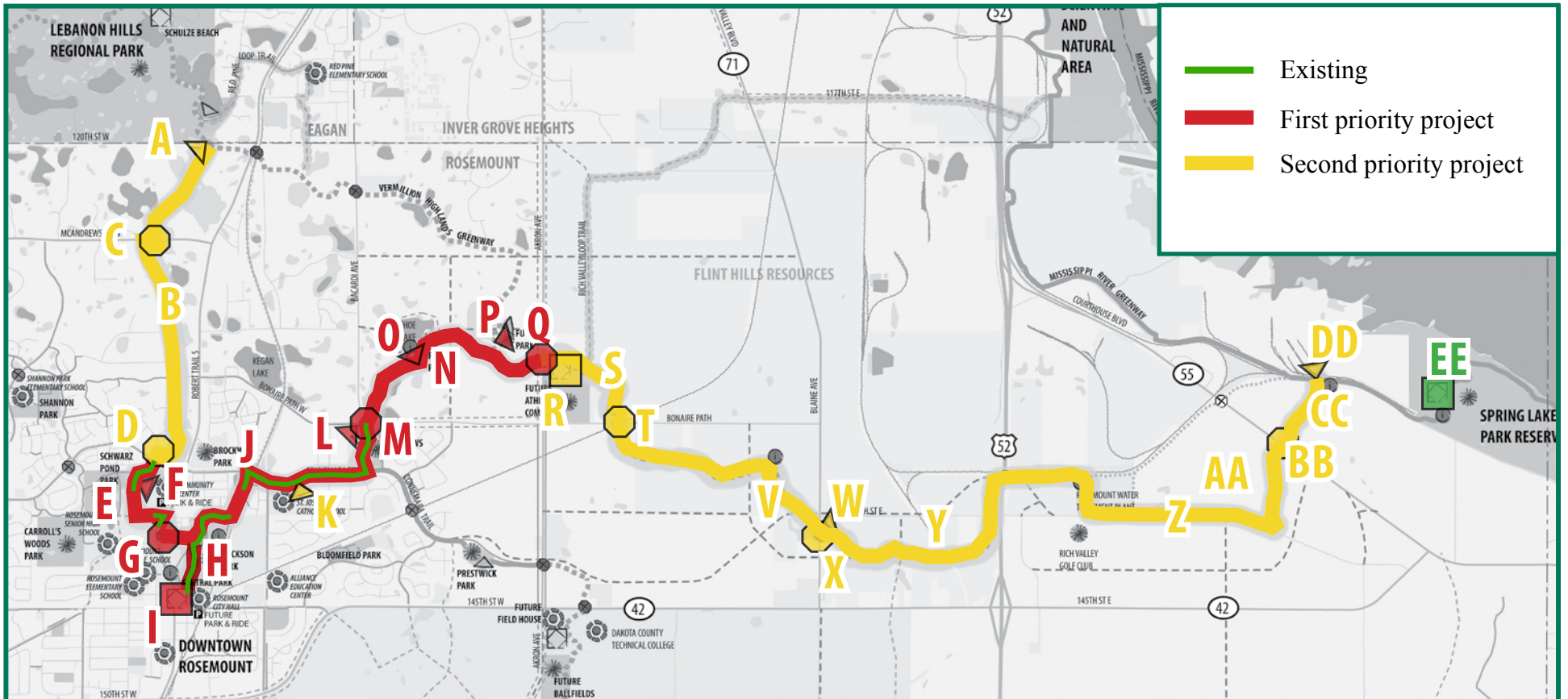
The Rosemount Greenway will be implemented in phases. Greenway segments have been prioritized into first priority projects, second priority projects and long-term projects (Table 52). It is anticipated that first priority projects will be built in advance of second priority projects, but the master plan remains flexible so that any project can be implemented as partnership or funding opportunities arise.

- ▶ **Corridor preservation** is a priority the entire length of the corridor. Land will be acquired as it becomes available even if the segment is not identified here as a first priority for construction.
- ▶ **First priority projects** are those needed to create a continuous, functional greenway experience. It is intended that recreation, water quality, nonmotorized transportation and natural resource elements be integrated into the greenway at the time of initial construction.
- ▶ **Second priority projects** will enhance the greenway experience. These are things such as grade-separated crossings and trailhead development.

In cases where gaps in the regional trail exist and alternative trail connections can be made on existing trails, interim routes will be designated until the preferred alignment can be assembled.



Figure 53. Rosemount Greenway Priority Projects



LAND PROTECTION AND STEWARDSHIP

Dakota County’s greenway concept incorporates recreation, transportation, ecological and water quality components in a 100- to 300-foot corridor secured through two approaches:

Land protection — protecting land essential to make the greenway usable. For the Rosemount Greenway, this means securing land needed for the trail corridor, trailheads and connections to other trails.

Land stewardship — the care of native landscapes and habitat within the greenway.

Land protection

It is essential that Dakota County secure land for the minimum 30-foot trail alignment and trailheads. Portions of the Rosemount Greenway corridor where protection is needed are shown on Figure 55. Two categories of land are shown: land owned by public entities other than Dakota County and privately held land. For land owned by other public agencies, Dakota County will need to permanently protect the trail corridor and trailheads for regional trail use with easement or joint powers agreements. For land that is privately owned, the County will need to acquire the 30-foot trail corridor for public use. Table 55 summarizes the approximate acreage needed for protection. Land protection strategies include: park dedication, direct purchase with resale of land not required for the trail, permanent easements, land donation, bargain sale, life estate and negotiations with cities and developers.

Land stewardship

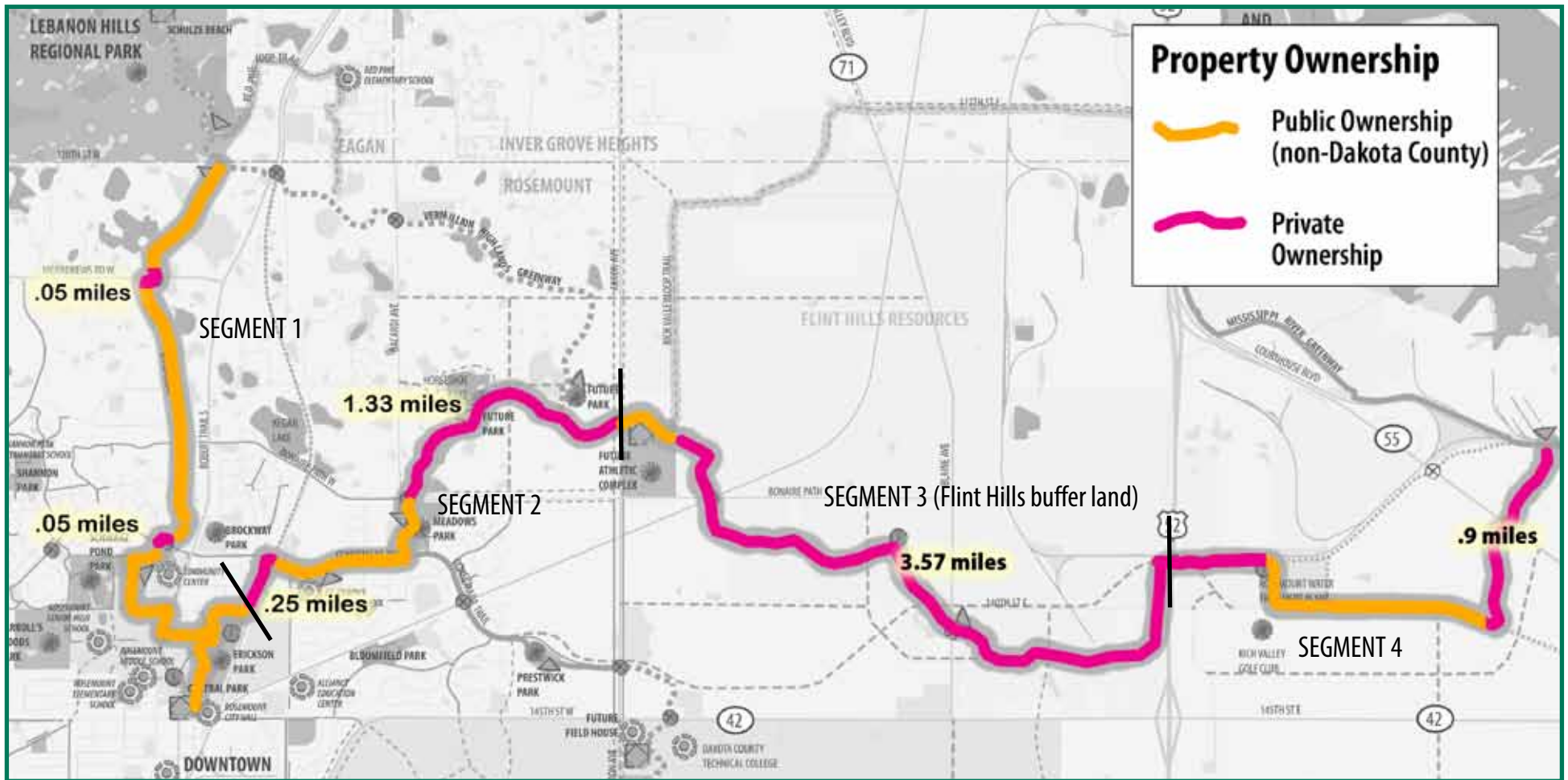
The natural resource objective for the greenway system is to maintain or create a healthy context within which nature can thrive. The first stewardship priority is restoring continuous habitat within the greenway corridor. The second is habitat restoration and protection of the most sensitive lands, including uplands that link the greenways to the broader landscape. Generally, Dakota County will not be the lead agency in stewardship activities outside the 30-foot trail corridor and trailheads, but will work as a steward partner with local jurisdictions, agencies and private landowners with funding and expertise.



Table 55. Protection and Steward Partnership Lands (for 30 foot wide trail corridor)

SEGMENT	DAKOTA CO.	PUBLIC	PRIVATE	TOTAL
1	--	6.69 acres	6.79 acres	13.48 acres
2	--	3.42 acres	5.80 acres	9.22 acres
3	--	1.20 acres	11.16 acres	12.36 acres
4	-	3.21 acres	6.18 acres	9.39 acres

Figure 55. Rosemount Greenway Property Ownership





MANAGEMENT AND OPERATIONS

Like other aspects of the greenway, management and operations will be a collaboration between the county, cities and other partners. Responsibilities will vary by greenway segment. Formal joint powers agreements between Dakota County and collaborating agencies will be needed to outline specific agency responsibilities. These agreements will outline who has control of the trail right of way as well as who will operate and maintain the trail and how they will do it. The Greenway Guidebook provides a framework for anticipated agency roles in ownership, design and engineering, construction, restoration, operations and maintenance.

Management

The Dakota County Parks Department is charged with operation of the county's parks system and will be the lead agency for coordinating greenway and management operations. The Dakota County Board of Commissioners establishes policies and goals for the park system and through an annual budget provides capital and operating funds for the department. The Planning Commission, appointed by the Board of Commissioners, advises the county on park and recreation trail issues.

General operations

Dakota County Parks Department will be responsible for the operation of the 30-foot regional trail corridor. Where there are opportunities for operational partnerships, Dakota County will enter a joint powers agreement with partner agencies (potential partner agencies are identified in the Greenway Guidebook and will be further identified as the project progresses). The Parks Department employs a staff of permanent employees and seasonal employees adequate to maintain the system. Volunteers assist with outdoor education programs, patrol, park clean-ups and special events. Contractual agreements also are in place with outside agencies for some maintenance and natural resource work.

Dakota County recognizes that as facilities expand, it will need to increase staffing. Based on operations and maintenance staffing for current Dakota County regional trails, it is anticipated that when the regional trail within the Rosemount Greenway is complete, an additional 0.5 full time employee park keeper (1,000 hours of labor) and 0.5 seasonal FTE (1,000 hours) will be needed.



Operating hours

The regional trail through the Rosemount Greenway will be open 24 hours for transportation purposes. Operating hours for the wider greenway, including trailheads and neighborhood gateways, likely will be sunrise to sunset. Hours may vary and change seasonally based on the type of use and presence of lighting. Dakota County will work with local jurisdictions to reconcile differences between greenway hours and hours of local parks the greenway travels through.

Maintenance

Maintenance of facilities and land is essential to protect public investment, enhance natural resource quality and achieve the County's goals of providing recreational users clean, safe, enjoyable year-round experiences. The Dakota County Parks and Open Space Department has a clearly defined maintenance program and reporting hierarchy led by the manager of park development and maintenance, who reports to the parks director.

Regular maintenance activities for the greenway will include:

- ▶ Sign maintenance
- ▶ Trash collection
- ▶ Sweeping and blowing
- ▶ Trail repair
- ▶ Bridge repair
- ▶ Trailhead facility repair and maintenance
- ▶ Mowing
- ▶ Tree trimming
- ▶ Winter trail clearing

Table 57. Pavement Management Activities

YEAR	MAINTENANCE ACTIVITY
0	Original construction of the paved trail
3	Seal coating
7	Routine maintenance — crack filling, minor patching, minor curb repairs
11	Routine maintenance — crack filling, minor patching, minor curb repairs
13	Seal coating
18	Routine maintenance — crack filling, minor patching, minor curb repairs
21	Routine maintenance — crack filling, minor patching, minor curb repairs
25	Total reconstruction

Pavement management

Pavement deteriorates as it ages. Regular pavement maintenance can prolong the lifespan of the regional trail in a cost effective manner. Maintenance will be conducted in accordance with MPCA guidelines to avoid negative impacts to water quality. See Table 57 for an outline of recommended activities.

Ordinances

Public use and enjoyment of the County park system is controlled by Ordinance 107, Park Ordinance, which was last revised June 3, 1997, and is scheduled for revision in 2012. The ordinance incorporates pertinent Minnesota statutes and addresses the following issues:

- ▶ Regulation of public use
- ▶ Regulation of general conduct
- ▶ Regulations pertaining to general parkland operation



- ▶ Protection of property, structures and natural resources
- ▶ Regulation of recreational activity
- ▶ Regulation of motorized vehicles, traffic and parking

Enforcement and security

Visitors are informed of park and trail rules and regulations through kiosks and signs that address specific information about hours, trails, permitted and prohibited activities, fees and directions. Dakota County Parks, Lakes and Trails officers will patrol the park in motor vehicles, on bicycles and on foot. Officers will also educate visitors and enforce ordinances. Local law enforcement and public safety agencies will be responsible for emergency and criminal complaints within the greenway.

Public awareness

Dakota County's Parks Department will continue working with the Dakota County Communications Department to promote awareness and use of the county's parks and greenway system. Many tools are available to promote awareness of Dakota County parks and greenways, including, but not limited to, websites, direct mail, press releases, brochures, on-site promotion, monument signage along roads, wayfinding within greenways and parks and paid advertising. Dakota County also collaborates with cities, businesses, the Metropolitan Regional Parks System and others to promote its facilities, programs and services and educate the public about its resources.

Conflicts

The surrounding land uses and the greenway are generally compatible and no conflicts outside of the norm affect the viability of master plan recommendations.

The most significant challenges will be in the Dodd Boulevard alignment and private landowners' concerns.

Minor conflicts will occasionally arise from private encroachment or neighboring residents' sensitivity to greenway, recreation or maintenance uses. Dakota County will work with individual landowners to resolve issues case by case.

Public services

No significant new public services will be needed to accommodate the greenway. Proposed trailheads and neighborhood gateways are served by the existing road network. If utilities are not accessible at gateways and trailheads, options such as solar-powered lighting, self-composting toilets or wells will be considered. Stormwater will be treated on site. Accommodations for later installation of continuous trail lighting will be considered at initial trail construction.

FUNDING

Funding for initial capital cost and ongoing operations and maintenance costs is essential for a successful greenway. Funding will be a collaboration among the county, cities and other agencies, with an emphasis on seeking outside funding such as through federal transportation enhancements grants. Cost-share roles will be determined by the strengths of each agency and circumstances of each project. In-kind contributions of land, easement, design, engineering, construction, maintenance and operations are encouraged and will be outlined in joint powers agreements among agencies.

It is anticipated that most future capital projects will be well positioned to secure regional, state and federal funds for recreation, transportation, water and habitat and that these sources will account for a majority of capital construction costs. In many cases, but not all, Dakota County, as the regional agency, will be in the best position to pursue outside funding. Outside funding sources include:



- ▶ National Park Service Rivers, Trails and Conservation Assistance Program
- ▶ Minnesota Department of Transportation
- ▶ Minnesota Department of Natural Resources
- ▶ Minnesota Pollution Control Agency
- ▶ The Environment and Natural Resources Trust Fund
- ▶ Clean Water, Land and Legacy Amendment funds
- ▶ Watershed management organizations
- ▶ Foundations and nonprofits
- ▶ Statewide Health Improvement Program or similar

Funding for operating and maintaining the 30-foot regional trail easement and trailheads primarily will be Dakota County’s responsibility. Annual operating costs are funded through the county’s general fund and from regional park allocations from the Metropolitan Council. In situations where there are efficiencies in local jurisdictions performing maintenance and operations, Dakota County will enter a joint powers agreement outlining responsibilities and cost sharing.

CAPITAL AND OPERATIONAL BUDGETS

Estimated costs in 2011 dollars for land protection, development costs and annual operations and maintenance are included in Tables 60, 65 and 66.

Land acquisition costs are included by segment in Table 60. Because land protection strategies might include direct purchase with resale of land not required for the trail, permanent easements, land donation, bargain sale, life estate and negotiations with cities and developers, it is very difficult to accurately project total acquisition costs. Estimated costs assume land protection of a 30-foot trail corridor on land that is currently privately owned with an average cost between \$25 and \$90 per linear foot depending on location and partner opportunities.

Table 60 includes budgets for capital investments, the priority of the investment and project partners. The table identifies the full anticipated construction costs of the plan elements. It is not anticipated that Dakota County will be responsible for the full cost of improvements outlined; funding will be a collaboration between the county and partner agencies. Most capital projects also will be well positioned to secure regional, state and federal funds for recreation, transportation, water and habitat.

While the table identifies priorities for capital projects, development will occur as funding becomes available and at the discretion of the Dakota County Board.

Table 65 identifies annual maintenance and operations costs for the 30-foot trail corridor including gateways, trailheads and grade-separated crossings for each greenway segment. It includes annual costs for major capital maintenance for full facility replacement approximately every 25 years of the trail and trailheads and every 50 years for grade separated crossings. The estimates reflect a higher level of maintenance and expanded maintenance than is required today. Maintenance responsibilities will include landscaping, habitat management, sign replacement, snow removal and other activities.

Table 66 identifies natural resource projects and costs in the greenway. It is assumed that all projects will be led by partner organizations and the scope and partner roles will vary.



Table 60. Rosemount Greenway Capital Development Cost Estimates

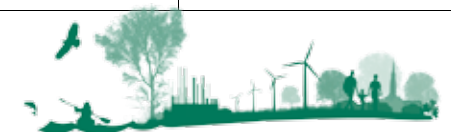
ITEM	DESCRIPTION	QTY	UNIT	UNIT COST	1ST PRIORITY	TOTAL			NOTES
						2ND PRIORITY	LONG-TERM		
SEGMENT 1: Lebanon Hills Regional Park to Downtown Rosemount									
A	Lebanon Hills at 120th Street W Gateway								
	assumes 2 benches, 1 bikerack, 1 trailhead/gateway sign with interpretation, 2 waste receptacles, 1 water fountain and 1 pedestrian light		Lump Sum				\$	35,000	
	Design & Engineering at 18%						\$	6,300	
	Contingency at 10%						\$	3,500	
	A Subtotal						\$	44,800	
B	Greenway along Dodd Blvd (120th St to Connemara Trail)								
	Land protection	10,400	Ln Ft	\$ 45	\$	468,000			Assumes 1/2 of land is in public right -of way
	NEW TRAIL (includes minor fencing, retaining, and basic water management)	10,400	Ln Ft	\$ 60	\$	624,000			
	Signage/Wayfinding (assumes 4 wayfinding - interpretive per mile)	10,400	Ln Ft	\$ 2	\$	20,800			
	Landscaping/Habitat Management (assumes 200 trees per mile and 12.5 acres prairie per mile)	10,400	Ln Ft	\$ 10	\$	104,000			
	Site Furnishings (assumes one bumpout with benches and interpretation per mile)	10,400	Ln Ft	\$ 4	\$	41,600			
	B Subtotal				\$	468,000	\$	790,400	
C	Underpass at McAndrews Road								
	Underpass						\$	468,750	
	Design & Engineering at 18%						\$	84,375	
	Contingency at 10%						\$	46,875	
	C Subtotal						\$	600,000	
D	Underpass at Connemara Trail								
	Underpass						\$	468,750	
	Design & Engineering at 18%						\$	84,375	
	Contingency at 10%						\$	46,875	
	D Subtotal						\$	600,000	
E	Greenway (Connemara Trail to TH 3)								
	NEW TRAIL	1,040	Ln Ft	\$ 60	\$	62,400			
	Signage / Wayfinding	3,700	Ln Ft	\$ 2	\$	7,400			
	Landscaping / Habitat Management	3,700	Ln Ft	\$ 10	\$	37,000			
	Site Furnishings	3,700		\$ 4	\$	14,800			
	Design & Engineering at 18%				\$	21,888			
	Contingency at 10%				\$	12,160			
	E Subtotal				\$	155,648			
F	Gateway at Rosemount Community Center								
	assumes 2 benches, 1 bikerack, 1 trailhead/gateway sign with interpretation, 2 waste receptacles, 1 water fountain and 1 pedestrian light		Lump Sum			\$	35,000		
	Design & Engineering at 18%					\$	6,300		
	Contingency at 10%					\$	3,500		
	F Subtotal					\$	44,800		



TOTAL

ITEM	DESCRIPTION	QTY	UNIT	UNIT COST	1ST PRIORITY	2ND PRIORITY	LONG-TERM	NOTES
G	Underpass at TH 3 in downtown Rosemount							
	Underpass				\$ 664,063			Partnership with City of Rosemount
	Deisgn & Engineering at 18%				\$ 119,531			
	Contingency at 10%				\$ 66,406			
	G Subtotal				\$ 850,000			
H	Greenway (TH 3 to Central Park)							
	NEW TRAIL	730	Ln Ft	\$ 60	\$ 43,800			
	Signage / Wayfinding	3,200	Ln Ft	\$ 2	\$ 6,400			
	Landscaping / Habitat Management	3,200	Ln Ft	\$ 10	\$ 32,000			
	Site Furnishings	3,200		\$ 4	\$ 12,800			
	Design & Engineering at 18%				\$ 17,100			
	Contingency at 10%				\$ 9,500			
	H Subtotal				\$ 121,600			
I	Trailhead Enhancements at Central Park							
	Builds on existing facilities at Central Park		Lump Sum		\$ 250,000			Partnership with City of Rosemount
	Design & Engineering at 18%				\$ 45,000			
	Contingency at 10%				\$ 25,000			
	I Subtotal				\$ 320,000			
J	Greenway Enhancements (Erickson Park to Meadows Park / Bonaire Path)							
	NEW TRAIL	700	Ln Ft	\$ 60	\$ 42,000			
	Signage / Wayfinding	7,800	Ln Ft	\$ 2	\$ 15,600			
	Landscaping / Habitat Management	7,800	Ln Ft	\$ 10	\$ 78,000			
	Site Furnishings	7,800		\$ 4	\$ 31,200			
	Design & Engineering at 18%				\$ 30,024			
	Contingency at 10%				\$ 16,680			
	J Subtotal				\$ 213,504			
	First Priority Subtotal				\$ 2,963,952			
	Second Priority Subtotal					\$ 2,035,200		
	Segment 1 Subtotal				\$ 4,999,152			
Segment 2: Downtown Rosemount to Akron Avenue								
K	Gateway at St. Joseph's Catholic School							
	assumes 2 benches, 1 bikerack, 1 trailhead/gateway sign with interpretation, 2 waste receptacles, 1 water fountain and 1 pedestrian light		Lump Sum			\$ 35,000		
	Design & Engineering at 18%					\$ 6,300		
	Contingency at 10%					\$ 3,500		
	K Subtotal					\$ 44,800		
L	Gateway at Meadows Park							
	assumes 2 benches, 1 bikerack, 1 trailhead/gateway sign with interpretation, 2 waste receptacles, 1 water fountain and 1 pedestrian light		Lump Sum		\$ 35,000			
	Design & Engineering at 18%				\$ 6,300			
	Contingency at 10%				\$ 3,500			
	L Subtotal				\$ 44,800			

ITEM	DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL			NOTES
					1ST PRIORITY	2ND PRIORITY	LONG-TERM	
M	Underpass at Bonaire Path							
	Underpass				\$ 585,938			
	Design & Engineering at 18%				\$ 105,469			
	Contingency at 10%				\$ 58,594			
	M Subtotal				\$ 750,000			
N	Greenway from Bonaire Path to Akron Ave							
	Land Acquisition	7,050	Ln Ft	\$ 90	\$ 634,500			
	NEW TRAIL	7,050	Ln Ft	\$ 60		\$ 423,000		
	Signage / Wayfinding	7,050	Ln Ft	\$ 2		\$ 14,100		
	Landscaping / Habitat Management	7,050	Ln Ft	\$ 10		\$ 70,500		
	Site Furnishings	7,050		\$ 4		\$ 28,200		
	Design & Engineering at 18%					\$ 96,444		
	Contingency at 10%					\$ 53,580		
	N Subtotal				\$ 634,500	\$ 685,824		
O	Gateway at Horseshoe Lake							
	assumes 2 benches, 1 bikerack, 1 trailhead/gateway sign with interpretation, 2 waste receptacles, 1 water fountain and 1 pedestrian light		Lump Sum			\$ 35,000		
	Design & Engineering at 18%					\$ 6,300		
	Contingency at 10%					\$ 3,500		
	O Subtotal					\$ 44,800		
P	Gateway at future park							
	included in Vermillion Highlands Greenway cost estimate							
Q	Underpass at Akron Avenue							
	Underpass					\$ 390,625		
	Design & Engineering at 18%					\$ 70,313		
	Contingency at 10%					\$ 39,063		
	Q Subtotal					\$ 500,000		
	First Priority Subtotal				\$ 1,429,300			
	Second Priority Subtotal					\$ 2,025,424		
	Segment 2 Subtotal				\$	3,454,724		
Segment 3: Akron Avenue to Hwy 52								
R	Trailhead at Future Athletic Complex							
	assumes 2 benches, 2 bike racks, 4 picnic tables, 1 shelter restroom with attached picnic shelter, 1 vehicle oriented landmark sign, 2 waste receptacles, 1 water fountain					\$ 500,000		
	Design & Engineering at 18%					\$ 90,000		
	Contingency at 10%					\$ 50,000		
	R Subtotal					\$ 640,000		



ITEM	DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL		LONG-TERM	NOTES
					1ST PRIORITY	2ND PRIORITY		
S	Greenway (Akron Ave to Bonaire Path)							
	Land Protection	7,800	Ln Ft	\$ 25	\$ 195,000			
	NEW TRAIL	7,800	Ln Ft	\$ 60		\$ 468,000		Assumes partnership/partial land donation from Flint Hills Resources
	Signage / Wayfinding	7,800	Ln Ft	\$ 2		\$ 15,600		
	Landscaping / Habitat Management	7,800	Ln Ft	\$ 10		\$ 78,000		
	Site Furnishings	7,800		\$ 4		\$ 31,200		
	Design & Engineering at 18%					\$ 106,704		
	Contingency at 10%					\$ 59,280		
	S Subtotal				\$ 195,000	\$ 758,784		
T	Underpass at RR & Bonaire Path							
	Underpass					\$ 617,188		
	Design & Engineering at 18%					\$ 111,094		
	Contingency at 10%					\$ 61,719		
	T Subtotal					\$ 790,001		
U	Not Used							

V	Greenway (Bonaire Path to Blaine Ave)							
	Land Protection	3,740	Ln Ft	\$ 25	\$ 93,500			
	NEW TRAIL	3,740	Ln Ft	\$ 60		\$ 224,400		Assumes partnership/partial land donation from Flint Hills Resources
	Signage / Wayfinding	3,740	Ln Ft	\$ 2		\$ 7,480		
	Landscaping / Habitat Management	3,740	Ln Ft	\$ 10		\$ 37,400		
	Site Furnishings	3,740		\$ 4		\$ 14,960		
	Design & Engineering at 18%					\$ 51,163		
	Contingency at 10%					\$ 28,424		
	V Subtotal				\$ 93,500	\$ 363,827		
W	Gateway at Blaine Avenue							
	assumes 2 benches, 1 bikerack, 1 trailhead/gateway sign with interpretation, 2 waste receptacles, 1 water fountain and 1 pedestrian light		Lump Sum			\$ 35,000		
	Design & Engineering at 18%					\$ 6,300		
	Contingency at 10%					\$ 3,500		
	W Subtotal					\$ 44,800		
X	Underpass at Rich Valley Blvd / Blaine Avenue / Co Rd 71							
	Underpass					\$ 390,625		
	Design & Engineering at 18%					\$ 70,313		
	Contingency at 10%					\$ 39,063		
	X Subtotal					\$ 500,000		
Y	Greenway (Blaine Ave to Hwy 52)							
	Land Protection	6,400	Ln Ft	\$ 25	\$ 160,000			
	NEW TRAIL	6,400	Ln Ft	\$ 60		\$ 384,000		Assumes partnership/partial land donation from Flint Hills Resources
	Signage / Wayfinding	6,400	Ln Ft	\$ 2		\$ 12,800		
	Landscaping / Habitat Management	6,400	Ln Ft	\$ 10		\$ 64,000		
	Site Furnishings	6,400		\$ 4		\$ 25,600		
	Design & Engineering at 18%					\$ 87,552		
	Contingency at 10%					\$ 48,640		
	Y Subtotal				\$ 160,000	\$ 622,592		
	First Priority Subtotal				\$ 448,500			
	Second Priority Subtotal					\$ 3,720,004		
	Long-term Subtotal							
	Segment 3 Subtotal				\$	4,168,504		



ITEM	DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL		LONG-TERM	NOTES
					1ST PRIORITY	2ND PRIORITY		
Segment 4: Hwy 52 to Mississippi River Regional Trail								
Z	Greenway (Hwy 52 to Ehlers Path E)							
	NEW TRAIL	4,300	Ln Ft	\$ 60		\$ 258,000		
	Signage / Wayfinding	4,300	Ln Ft	\$ 2		\$ 8,600		
	Landscaping / Habitat Management	4,300	Ln Ft	\$ 10		\$ 43,000		
	Site Furnishings	4,300		\$ 4		\$ 17,200		
	Design & Engineering at 18%					\$ 58,824		
	Contingency at 10%					\$ 32,680		
	Z Subtotal					\$ 418,304		
AA	Greenway (Ehlers Path to Hwy 55)							
	Land Protection	2,400	Ln Ft	\$ 50	\$ 120,000			
	NEW TRAIL	2,400	Ln Ft	\$ 60		\$ 144,000		
	Signage / Wayfinding	2,400	Ln Ft	\$ 2		\$ 4,800		
	Landscaping / Habitat Management	2,400	Ln Ft	\$ 10		\$ 24,000		
	Site Furnishings	2,400		\$ 4		\$ 9,600		
	Design & Engineering at 18%					\$ 32,832		
	Contingency at 10%					\$ 18,240		
	AA Subtotal				\$ 120,000	\$ 233,472		
BB	Underpass at Hwy 55							
	Underpass					\$ 860,000		
	Design & Engineering at 18%							
	Contingency at 10%							
	BB Subtotal					\$ 860,000		
CC	Greenway (Hwy 55 to Mississippi River Regional Trail)							
	Land Protection	2,250	Ln Ft	\$ 90	\$ 202,500			
	NEW TRAIL	2,250	Ln Ft	\$ 60		\$ 135,000		
	Signage / Wayfinding	2,250	Ln Ft	\$ 2		\$ 4,500		
	Landscaping / Habitat Management	2,250	Ln Ft	\$ 10		\$ 22,500		
	Site Furnishings	2,250		\$ 4		\$ 9,000		
	Design & Engineering at 18%					\$ 30,780		
	Contingency at 10%					\$ 17,100		
	CC Subtotal				\$ 202,500	\$ 218,880		
DD	Gateway at Mississippi River Regional Trail							
	assumes 2 benches, 1 bikerack, 1 trailhead/gateway sign with interpretation, 2 waste receptacles, 1 water fountain and 1 pedestrian light		Lump Sum			\$ 35,000		
	Design & Engineering at 18%					\$ 6,300		
	Contingency at 10%					\$ 3,500		
	DD Subtotal					\$ 44,800		
EE	Trailhead at Spring Lake Park Reserve							
	assumes use of existing facilities							
						TOTAL		
ITEM	DESCRIPTION	QTY	UNIT	UNIT COST	1ST PRIORITY	2ND PRIORITY	LONG-TERM	NOTES
	First Priority Subtotal				\$ 322,500			
	Second Priority Subtotal					\$ 1,775,456		
	Long-term Subtotal							
	Segment 4 Subtotal				\$	2,097,956		
	<i>First Priority Subtotal</i>				\$ 5,164,252			
	<i>Second Priority Subtotal</i>					\$ 9,556,084		
	Rosemount Greenway Total				\$	14,720,336		



Table 65. Rosemount Greenway Operations & Maintenance Cost Estimates

ITEM	DESCRIPTION	QTY	UNIT	Annual Operations and Maintenance		Annual Cost for Capital Maintenance/Facility Replacement <small>replacement every 25 years for trail and trailheads, every 50 years for grade separated crossings</small>		TOTAL
				UNIT COST	SUBTOTAL	UNIT COST	SUBTOTAL	
SEGMENT 1: Lebanon Hills Regional Park to Downtown Rosemount								
	Trailhead at Central Park	1.00	LS	\$ 15,000	\$ 15,000	\$ 20,000	\$ 20,000	\$ 35,000
	Trail Corridor and Gateways	4.00	Miles	\$ 7,500	\$ 30,000	\$ 15,000	\$ 60,000	\$ 90,000
	Grade Separated Crossings - Underpass	3.00	EA	\$ 3,000	\$ 9,000	\$ 10,000	\$ 30,000	\$ 39,000
	1 Subtotal				\$ 54,000		\$ 110,000	\$ 164,000
SEGMENT 2: Downtown Rosemount to Akron Ave								
	Trail Corridor and Gateways	3.00	Miles	\$ 7,500	\$ 22,500	\$ 15,000	\$ 45,000	\$ 67,500
	Trailhead at Future Athletic Complex	1.00	LS	\$ 15,000	\$ 15,000	\$ 20,000	\$ 20,000	\$ 35,000
	Grade Separated Crossings - Underpass	2.00	EA	\$ 3,000	\$ 6,000	\$ 5,000	\$ 10,000	\$ 16,000
	2 Subtotal				\$ 43,500		\$ 75,000	\$ 118,500
SEGMENT 3: Akron Ave to Hwy 52								
	Grade Separated Crossings - Underpass	2.00	LS	\$ 3,000	\$ 6,000	\$ 10,000	\$ 20,000	\$ 26,000
	Trail Corridor and Gateways	3.00	Miles	\$ 7,500	\$ 22,500	\$ 15,000	\$ 45,000	\$ 67,500
	3 Subtotal				\$ 28,500		\$ 65,000	\$ 93,500
SEGMENT 4: Hwy 52 to Mississippi River Regional Trail								
	Grade Separated Crossings - Underpass	1.00	EA	\$ 3,000	\$ 3,000	\$ 10,000	\$ 10,000	\$ 13,000
	Trail Corridor and Gateways	3.00	Miles	\$ 7,500	\$ 22,500	\$ 15,000	\$ 45,000	\$ 67,500
	4 Subtotal				\$ 25,500		\$ 55,000	\$ 80,500
	GREENWAY TOTAL				\$ 151,500		\$ 305,000	\$ 456,500



Table 66. Rosemount Greenway Natural Resources Investments Cost Estimates

ITEM	DESCRIPTION	CAPITAL PROJECTS				YEARLY MAINTENANCE		PARTNER OPPORTUNITIES	
		QTY	UNIT	UNIT COST	TOTAL	UNIT COST	BUDGET		
SEGMENT 1: Lebanon Hills Regional Park to Downtown Rosemount									
Dodd Blvd Trail Corridor									
	Vegetate ditch with native plants	50,000	SF	\$ 2	\$ 100,000	LS	\$ 1,000	City of Rosemount, Dakota County Soil and Water Conservation District	
	Subtotal				\$ 100,000		\$ 1,000		
Downtown Rosemount									
	Rain Garden / Wetland at Schwarz Pond Park	4800	SF	\$ 12	\$ 57,600	LS	\$ 1,000	City of Rosemount, Dakota County Soil and Water Conservation District	
	Oak Savanna at Schwarz Pond Park	1	Acre	\$ 3,000	\$ 3,000	LS	\$ 1,000		
	Native Prairie at Erickson Park Entrance	7	Acre	\$ 3,200	\$ 22,400	LS	\$ 3,500		
	Subtotal				\$ 83,000		\$ 5,500		
SEGMENT 2: Downtown Rosemount to Akron Ave									
Meadows Park									
	Invasive species management (buckthorn, box elder, reed canary grass)	12	Acre				\$ 300	\$ 3,600	City of Rosemount, Dakota County Soil and Water Conservation District, Vermillion River Watershed JPO
Horseshoe Lake									
	Invasive species management (buckthorn, box elder, reed canary grass)	15	Acre				\$ 300	\$ 4,500	City of Rosemount, Dakota County Soil and Water Conservation District, Vermillion River Watershed JPO
	Lakeshore Buffer plantings	15	Acre	\$ 1,000	\$ 15,000	LS	\$ 10,000		
	Wetland Restoration	24	Acre	\$ 2,600	\$ 62,400	LS	\$ 5,000		
	Subtotal				\$ 77,400		\$ 23,100		
SEGMENT 3: Akron Ave to Hwy 52									
Flint Hills Properties									
	300-foot habitat corridor from Akron Ave to Hwy 52	122	Acre	\$ 650	\$ 79,300	LS	\$ 10,000	City of Rosemount, Dakota County Soil and Water Conservation District, Vermillion River Watershed JPO, Flint Hills Resources	
	Windbreak in habitat corridor from Akron Ave to Highway 52	3	Miles	\$ 25,000	\$ 75,000	LS	\$ 10,000		
	Woodland Restoration north of greenway at Akron	350	Acre	\$ 650	\$ 227,500	LS	\$ 20,000		
	Woodland Restoration south of greenway west of Hwy 52	100	Acre	\$ 650	\$ 65,000	LS	\$ 10,000		
	Subtotal				\$ 446,800		\$ 50,000		
SEGMENT 4: Hwy 52 to Mississippi River Regional Trail									
Greenway from Hwy 52 to Mississippi River Regional Trail									
	300-foot habitat corridor from Hwy 52 to MRRT	94	Acre	\$ 650	\$ 61,100	LS	\$ 20,000		
Spring Lake Regional Park Reserve Habitat and Water Quality Management									
	Natural Resource Management	Natural resource projects and strategies to be determined per the Spring Lake Regional Park Reserve Master Plan							Dakota County Soil and Water Conservation District, Vermillion River Watershed JPO
	Subtotal				\$ 61,100		\$ 20,000		
	TOTAL				\$ 768,300		\$ 99,600		



Appendix: Public Review



Rosemount Greenway Open House 12/8/11

The first open house was Dec. 8, 2011, at the Rosemount Community Center to gather input on the greenway alignment, interpretive themes and approach to natural resources and water quality improvements. Dakota County staff notified all landowners within ¼ mile of the Rosemount Greenway by mail with a brochure outlining the project and an invitation to the open house. More than 50 people attended the open house, including property owners, interested residents and public officials. Many property owners came with questions and concerns about alignments, but there was support for the greenways as a whole.

- ▶ Several Dodd Boulevard residents attended the meeting. Some residents were supportive and liked the idea of a trail built within and/or alongside of the existing road right of way and some were opposed to the alignment. Comments and concerns included:
 - ▶ Timing of the trail.
 - ▶ Funding, whether property owners would be assessed for trail construction.

- ▶ On which side of Dodd Boulevard will the trail be constructed.
- ▶ The road should remain gravel even if a paved trail is installed.
- ▶ Desire for the trail to be built within the existing Dodd Boulevard right of way if it must be along Dodd.
- ▶ Individual property owners would like to retain existing privacy screens/vegetation.
- ▶ A trail will be safer for running and walking along Dodd Boulevard.
- ▶ Other property owners along the proposed greenway expressed concern about the greenway crossing private property, the trail bringing more people and traffic to the area and funding.
- ▶ Many people would like to see grade separated crossings and/or controlled intersections across Highway 3. Specific locations mentioned include Highway 3/Bonaire Path or a grade separated crossing at the high school. [Since the open house, Rosemount has committed funding to a Highway 3 underpass and scheduled construction for 2013.



Rosemount Greenway Open House 4/25/12

A second open house was April 25, 2012, at the Rosemount Community Center to provide feedback on the draft master plans. Dakota County staff notified all landowners within ¼ mile of the Rosemount Greenway by mail with a brochure outlining the project and an invitation to the open house. Approximately 30 people attended the open house, including property owners, interested residents and public officials. Several property owners came with questions and concerns, but overall there was support for the greenways. In addition to the open house, the plans, along with the ability to comment online, were posted on the project website from the middle of April through the end of May.

The most contentious issue is the Dodd Boulevard alignment on the Rosemount Greenway and many Dodd Boulevard residents attended the meeting. Some residents were supportive and like the idea of a trail built within and/or alongside of the existing road right of way and some were opposed to the alignment. Comments and concerns were similar to those expressed at the first open house. Attendees also asked about construction timing and the width of the trail and had specific alignment questions and suggestions.

Specific comments include:

► Eagan resident: I live in the Lakewood Hills neighborhood in Eagan, just north of Cliff. I like to walk and bike on these types of trails. I do not have any concerns about the greenway trails that are being reviewed this evening but please notify me when the county begins the planning process for the greenway trail that will extend north of Lebanon Hills into Eagan. Our neighborhood may have some concerns, depending on what trail alignments are proposed, and we would like to participate in that planning process when it begins.

► Rosemount resident: My land is in Rosemount on the east side of Dodd Road, between McAndrews and Bonaire, and I have lived here for over 30 years. I am very supportive of a trail along Dodd Road and would be willing to have the trail on my side of the road. I would also be supportive of narrowing McAndrews

Road and Bonaire Path to accommodate the trail and to match the widths on either side of that segment. Narrowing the road could improve drainage and create opportunities to install raingardens. I would also like the greenway to include an equestrian path where possible. I am a trail user myself. Dodd Road has a rich history as it was one of the first roads in Minnesota. It would be nice if the greenway trail could commemorate the history of Dodd Road through signs and interpretive information.

► Rosemount resident: I live in Rosemount along Carbury Way. The Rosemount Greenway as shown on these maps comes close to my backyard. I would like the trail to be set back further or realigned as I have concerns about privacy and safety. I think that the nearby Canadian Pacific/Progressive rail corridor would be a better location for the trail. Perhaps the trail could be built parallel to the rail line and separated with a fence because there is only about one train per day on this track.

► Rosemount/Dodd Boulevard resident (written comment): Please avoid Dodd Boulevard between Lebanon Hills Regional Park and Connemara Trail — use Highway 3 or the railroad tracks instead.

► Rosemount/Dodd Boulevard resident (written comment): I live on Dodd and along with the others on this road, we all strongly dislike the plan of installing a trail on Dodd. It's way too disruptive to the residents. It's taking our privacy that we purchased and giving it to the people that use the trail. We also don't want people wandering into our yard. The trail is along the side of our house and you're basically putting strangers into our backyard at any hour of the day. This is unacceptable. Highway 3 or the railroad are better places for this. We have many mature evergreens that are apparently in the way of the path. We don't want to lose them.

► Rosemount/Dodd Boulevard resident (written comment): As a resident of Dodd Boulevard, I am against your proposal. Instead I suggest that you use Highway 3 or the railroad as your path/greenway. We have a lot of large pines this trail wants to take. Don't. Move it elsewhere; Highway 3 or the railroad.



► Rosemount resident: I am a landowner in Rosemount with a large amount of land just east of Bacardi Avenue. My family has farmed this land for many years. I support these greenway trail plans and am interested in working with the county on a trail alignment on or adjacent to my property. I believe several of my neighbors are also interested and would be willing to work with the county as well.

► Two Rosemount landowners: I wish the greenways were in place years ago.

► Rosemount resident: I hope an underpass can be built at Highway 3 for the Rosemount Greenway. I enjoy using the trail system and would use greenways. [The Highway 3 underpass has since been funded by Rosemount and scheduled for 2013 construction.]

Online comments

► The costs for this will be excessive. Your focus should be on reducing taxes, not developing large projects with ongoing costs such as this. I am strongly opposed to this project. Funding that comes from “other sources” still comes from us.

► It looks clear that having the greenway be along side Robert Street [Highway 3] is a better option than on Dodd Boulevard. Bringing people into the secluded Dodd neighborhood (via the greenway) is unfairly punishing those homeowners who purchased that private lifestyle. Don’t damage the many properties on Dodd with this greenway.

► I think the rural trails that are planned need to be well thought out so as to not ruin the residents’ rural living experience. Also to be taken into consideration when placing trails is who owns the land — private citizen vs. the refinery. It would seem to be a better plan to “acquire” land from the refinery than to take land from private citizens who will then have a trail in the front yard. While not opposed to a trail, I do not want the trail going through my front yard and having my property value go down even further than it has because my property is on a public trail and has the lost the private rural feel.

► While the idea is brave to me and my neighbors this project brings a lot of

concerns and distress. My backyard is facing the Dodd Boulevard (dirt road) and it looks like I will be losing 20+% of my property to this project; that is wrong. All the properties backing to Dodd Boulevard were slopped heavily to take the water from the street. Now on top of that we’d be getting extra ditches, a pedestrian path and maybe a huge fence. Why didn’t Dakota County and the city of Rosemount think this through from the beginning? This shows a lot of ignorance and disregard to the homeowners that are buying property in Rosemount. Our property is not big — .25 acres — and if this is how it looks, I will be losing 40x70 square feet of it. Are you going to compensate us for that? Like at 20% of the land value? I need to know how this will be impacting me exactly so I evaluate my options.

► Who gets to vote on this? I bet nobody who is negatively affected by it. How about we put a road through your yard. Sounds good to me — but not to you. It is totally unclear to me how the trail would get south from Dodd to Connemara since Dodd doesn’t go through to there. I tried to find the info in the plan, but I can’t. Please make that clearer.

► I live on Dodd Boulevard and my comments are the same as last time this plan was brought to our attention. I don’t like, nor want it along Dodd Boulevard. [If] the plan is to put a trail on the west side of Dodd between 32 and 52 feet off the road — which means my entire line of mature privacy trees and shrubs will be destroyed. Not only are you planning on upsetting our privacy by funneling gobs of people into our yard with a “trail,” but the plans call for reducing the size of our yard, killing our privacy walls and ruining the peaceful days we signed up for when we purchased this house. Please put the trail along Highway 3 instead. It’s offensive to see such plans for a land grab.





June 6, 2012

Mr. John Mertens
Senior Planner
Dakota County Office of Planning and Analysis
14955 Galaxie Avenue
Apple Valley, MN 55124

Dear Mr. Mertens:

Thank you for meeting with me last week regarding the Rosemount Greenway project. I am impressed with all the thought and work you and your team has completed on this project. Once constructed I am certain that this project will add to the character that makes Rosemount such a great place to live.

I do have several concerns regarding the alignment as presented last week. I believe that the alternate alignment as outlined west of the railroad property is the best alignment for your project. I believe the planned alignment on the south of our property is less desirable than the alternate alignment. If Dakota County pursues the current proposed alignment, every effort should be made to place the greenway on south side of the road.

SKB's landfill is an active construction area with heavy equipment and a large volume of truck traffic. SKB spends a lot of time and effort to ensure the safety of our employees and customers. I feel that a safe buffer must be maintained between the Rosemount Greenway and SKB's Facility in Rosemount. This buffer will allow the greenway project to flourish in a safe environment.

Sincerely,

John Domke
Vice President

CC: Eric Zweber, City of Rosemount



Rosemount Industrial Waste Facility

13425 Courthouse Boulevard • Rosemount, MN 55068
651-438-1500 • FAX 651-438-1549

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PHYSICAL DEVELOPMENT

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CITY OF ROSEMOUNT
DAKOTA COUNTY, MINNESOTA

RESOLUTION 2012-41

**A RESOLUTION SUPPORTING THE ROSEMOUNT REGIONAL GREENWAY AND
THE VERMILLION HIGHLANDS REGION GREENWAY MASTER PLANS**

WHEREAS, the City of Rosemount has been working with Dakota County on the development of two master plans for greenway projects that would bring new recreational and open space opportunities to Rosemount; and

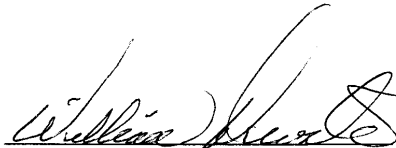
WHEREAS, this unique approach to trail design integrates functional use, scenic value, historical and environmental interpretation, and ecological restoration; and

WHEREAS, the first proposed greenway is the Rosemount Regional Greenway and which will establish a link between Lebanon Hills Regional Park and the Mississippi River through the heart of Rosemount; and

WHEREAS, the second proposed greenway is the Vermillion Highlands Regional Greenway which will link four significant natural areas in Dakota County: Lebanon Hills Regional Park, over 3,000 acres of natural areas encompassing the Vermillion River AMA and WMA, Whitetail Woods Regional Park and the Vermillion River; and


NOW, THEREFORE, BE IT RESOLVED, the City Council of the City of Rosemount adopts a resolution supporting Dakota County's Plans for the Rosemount Regional Greenway and the Vermillion Highlands Regional Greenway.

ADOPTED this 5th day of June, 2012.



William Droste, Mayor

ATTEST:



Amy Domeier, City Clerk

CERTIFICATIONS

I hereby certify that the foregoing is a true and correct copy of a resolution presented to and adopted by the City Council of Rosemount at a duly authorized meeting thereof, held on the 5th day of June, 2012, as disclosed by the records of said City in my possession.

(SEAL)

Amy Domeier, City Clerk



ROSEMOUNT GREENWAY

MASTER PLAN

2012

