# DAKOTA COUNTY, MINNESOTA COMPREHENSIVE PLAN DC2040

# **Transportation**



**Parks and Greenways** 



**Land Use and Natural Resources** 



Adopted June 18, 2019 Transportation Amendments Adopted July 20, 2021



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# **DRAFT DAKOTA COUNTY COMPREHENSIVE PLAN**

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# **DC2040 EXECUTIVE SUMMARY**

# **Plan Purpose**

DC 2040 is Dakota County's 10-year update of its Comprehensive Plan (Plan) to guide County transportation systems, parks and open space, natural resources, and land planning over the next 20 years to respond to population growth and change. DC2040 builds on the strong foundation provided by Dakota County's 2008 Comprehensive Plan (DC2030), although DC2040 is more closely focused on Dakota County's core roles in transportation, parks, and protection of land and natural resources. Content in this plan is intended to meet Metropolitan Council long-range planning requirements for specific physical systems and statutory requirements for providing a framework for County Official Controls (ordinances) related to land and development.

# **Demographic Highlights and Trends**

## **DEMOGRAPHICS**

- The County will add 100,000 new residents between 2016 and 2040
- Seniors will become a larger share of the population
- Despite having a larger population, the total number of children in Dakota County is projected to remain relatively stable through 2035, and increase thereafter

## **TRENDS**

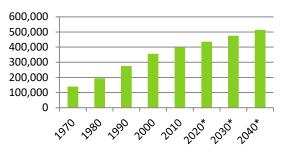
- Dakota County's youngest suburbs are still growing, while its older suburbs are redeveloping in areas
- Demand for highway expansion continues, along with the need for transit and multimodal transportation
- Groundwater quantity and quality are threatened
- Most of the County's wetlands have been drained, but many could be restored to improve water quality
- Invasive species threaten ecosystems

## What's New in the Plan

- Recent major transportation studies
- Pedestrian-bicycle facility evaluation
- County Park Conservation Areas (new unit type)
- Park and conservation easement stewardship
- More volunteer opportunities in Parks
- Improved services for Parks visitors
- Wetland restoration initiative
- Updating groundwater protection tools (programs, plans, studies, or ordinances)
- Updating the Land Conservation Program Guidelines (former Farmland and Natural Areas Plan)
- New Mississippi Critical Area rules and policies

## Dakota County Population Growth and Projections\*: 1970-2040

Source: Metropolitan Council



## **Hydric Soils and Existing Wetlands**



## **Dakota County Board Strategic Plan Goals**

The Board of Commissioners goals set a vision for Dakota County and provided direction for DC2040:

## A great place to live

Dakota County strives to be a welcoming place where all people are safe, have opportunities to thrive, and enjoy a high lifelong quality of life.

## A healthy environment with quality natural areas

Dakota County protects and maintains natural resources for the health and enjoyment of current and future residents.

## A successful place for business and jobs

Dakota County fosters business and employment success through modern infrastructure, low taxes, and a prepared, connected workforce.

## **Excellence in public service**

Dakota County demonstrates sound stewardship of human and financial resources, communicates and engages with the public, and innovates and collaborates to provide excellent service.

## DC2040 Goals

The following system-level goals define the focus of County efforts over the next 20 years.

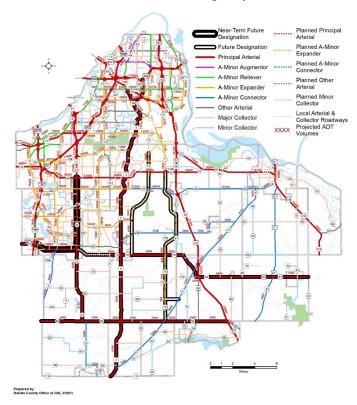
## **TRANSPORTATION**

- 3.1: Limited Resources are Directed to the Highest Priority Needs of the Transportation System
- 3.2: Preservation of the Existing System
- 3.3: Management to Increase Transportation System Efficiency, Improve Safety and Maximize Existing Highway Capacity
- 3.4: Replacement and Modernization of Deficient Elements of the System
- 3.5: Transit and Transitways
- 3.6: Expansion of Transportation Corridors

## **PARK SYSTEM**

- 4.1 Great Places: Add nature-based or natural resource compatible park recreation and services that people expect and appreciate
- 4.2 *Connected Places:* Develop a network of collaboratively operated greenways to link parks and popular destinations
- 4.3 *Protected Places:* Protect and manage natural and cultural resources and green infrastructure
- 4.4 Build awareness of Parks, inform and engage the public

## **Future Functional Classification of Highways**



## LAND USE

- 5.1 Support and encourage orderly development.
- 5.2 Support land use and transportation options that create places where people can live without an automobile

## **NATURAL RESOURCES**

5.3 Preserve vital functions of natural systems by strategically and collaboratively improving Dakota County's green infrastructure



- 5.4 Conserve and protect natural resources in Dakota County, including air quality, water, soil, productive farmland, minerals (bedrock, sand and gravel aggregates), vegetation, and wildlife
- 5.5 Sufficient and sustainable high-quality water resources
- 5.6 Sufficient and sustainable high-quality water supplies
- 5.7 Ensure that residents have adequate wastewater disposal where no municipal system is available
- 5.8 Increase recycling rates toward meeting State targets for Metropolitan counties
- 5.9 Implement waste abatement project and program planning, implementation, and evaluation to meet Solid Waste Master Plan obligations

## MISSISSIPPI RIVER CRITICAL AREA

5.11 Preserve and enhance the natural, aesthetic, economic, recreational, cultural, and historical values of the Mississippi River corridor within Dakota County and protect its environmentally sensitive areas

View to the Mississippi River from Spring Lake Park Reserve



## Dakota County Comprehensive Plan, DC2040

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# **CHAPTER 1: INTRODUCTION**

This version of DC2040 reflects public and agency comments received during the draft plan six-month public review period, April 1 to October 1, 2018.

## DC 2040 Plan Organization

The Dakota County Comprehensive Plan, DC2040, is organized into six chapters:

- 1. Introduction: Plan purpose, plan guidance, planning process
- 2. County Trends: demographics
- 3. Transportation: roads, pedestrian and bicycle networks, transit, freight, and aviation
- 4. Park System: parks and trail system
- 5. Land Use and Natural Resources: population forecasts, special resources, and official controls
- **6.** Implementation: priorities and funding to advance the Plan

## **Plan Purpose**

DC 2040 is Dakota County's 10-year update of its Comprehensive Plan (Plan) to guide the County's transportation systems, parks and open space, water resources, and land planning over the next 20 years, as required by the 1976 Metropolitan Land Use Planning Act. The intent of the Act was to manage regional growth in a more orderly manner that protects investments and resources, based on interagency coordination and careful planning.

The Dakota County Comprehensive Plan must be consistent with *Thrive MSP 2040*, the Regional vision and policy document adopted by the Metropolitan Council in 2014. *Thrive MSP 2040* sets forth a charge of *planning a prosperous, equitable, and livable region for today and generations to come,* with the following desired outcomes:

- Stewardship
- Prosperity
- Equity
- Livability
- Sustainability

The Council identified key principles underlying *Thrive MSP 2040*: *Integration, Collaboration, and Accountability*. *Thrive MSP 2040* outlines strategies regarding land use, organized around seven policies:

- 1. Orderly and Efficient Land Use ensuring land uses and development occurs in a responsible manner, with regards to private and public investments. [The Counties of Hennepin, Ramsey, and Dakota are not required to have a land use chapter, although Dakota County administers shoreland and floodplain zoning in the unincorporated areas of the County.]
- **2. Natural Resources Protection** working to protect and enhance natural resources in the region to ensure they continue to serve the public.
- **3.** Water Sustainability conserving and improving the region's water quality and quantity to preserve availability of water resources.
- **4. Housing Affordability and Choice** promoting safe and affordable housing for all people, across a range of ages and income levels. [This section is not required in Dakota County's Plan.]

- **5.** Access, Mobility, and Transportation Choice strengthening transportation across modes to improve choice and reliability.
- **6. Economic Competitiveness** foster land uses that connect business with goods, employees, and customers. [This is an optional section not required in Dakota County's Plan.]
- **7. Building in Resilience** promote land use patterns that enhance resilience in the region, especially with regard to climate change and greenhouse gas emissions. [This is an optional section not required in Dakota County's Plan.]

# **Dakota County Planning Guidance**

DC2040 was guided by the Dakota County Board's Strategic Goals, which define a desired future for Dakota County:

## DAKOTA COUNTY BOARD STRATEGIC GOALS

The Strategic Plan Goals reflect the Board of Commissioners' vision for Dakota County and are meant to guide the work of the County and to provide direction and context for the work of staff:

## A great place to live

Dakota County strives to be a welcoming place where all people are safe, have opportunities to thrive, and enjoy a high lifelong quality of life.

## A healthy environment with quality natural areas

Dakota County protects and maintains natural resources for the health and enjoyment of current and future residents.

## A successful place for business and jobs

Dakota County fosters business and employment success through modern infrastructure, low taxes, and a prepared, connected workforce.

## Excellence in public service

Dakota County demonstrates sound stewardship of human and financial resources, communicates and engages with the public, and innovates and collaborates to provide excellent service.

Dakota County maintains key community indicators and performance measures associated with the Strategic Plan Goals to help monitor trends and evaluate the performance of services that it provides.

## **Comprehensive Plan Process Overview**

## **PLAN DEVELOPMENT**

DC2040 was prepared in four phases:

- 1. Organize the effort around requirements
- 2. Research trends and interests
- 3. Update the existing Plan
- 4. Review, revise, and adopt the new Plan

A Stakeholder and Public Engagement Plan guided engagement efforts throughout the process.

### **Research Phase: Inform and Listen**

- 1. Communicate the plan's purpose and goals, process, and schedule
- 2. Provide an opportunity for all to express ideas on the existing Plan vision and topics
- 3. Determine if and where changes are warranted
- 4. Coordinate with cities and agencies

## **Activities:**

- Statistically valid resident survey on comprehensive plan topics in early 2017
- Project web site
- Online version of residential survey
- Vision summits with communities and key agencies
- Small stakeholder group meetings
- Intercept booth at well-attended events: County Fair, city concerts, city markets
- Planning Commission and County Board presentations and discussion

### Plan Update Phase: Present Ideas and Collaborate

- 1. Present potential changes to the comprehensive plan based on input and analysis
- 2. Collaborate with interested stakeholders in refining changes

## Activities:

- Web information on public and agency comments and ideas and potential changes to the Plan.
- Vision summit follow-up on possible Plan changes with communities and key agencies
- Follow-up small stakeholder group meetings on possible Plan changes
- Public open house and intercept event to engage the general public on possible Plan changes
- Planning Commission and County Board presentations and discussion of possible Plan changes

## **Draft Plan Review: Seek Discussion and Comments**

- 1. Share the draft plan
- 2. Provide discussion opportunities

### Activities:

- Draft Plan posted on web site with an online survey, notice to adjacent/affected jurisdictions
- Pop-up events or intercepts with information on the draft Plan (see Appendix A)
- Comment summary (see Appendix A) and plan revisions
- Public hearing on November 27, 2018
- County Board direction to submit the Plan to Metropolitan Council for review and approval

Dakota County Comprehensive Plan, DC2040

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# **CHAPTER 2: COUNTY DEMOGRAPHICS**

# **Growth and Demographics in Dakota County**

Dakota County has continued to grow over the past decade, and its comparatively young and affluent population has become more similar to the rest of the Twin Cities, with a growing number of seniors and greater diversity. As growth, development, and demographic changes continue, the County considers potential implications for the services it provides.

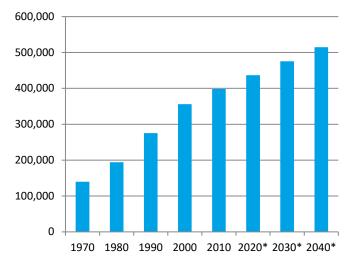
## **POPULATION GROWTH**

Dakota County gained close to 20,000 residents between 2010 and 2016 and is projected to add roughly 100,000 new residents between 2016 and 2040. The population of suburban metro area counties continues to increase, although at a slower rate than the previous decade. The Metropolitan Council projects that Dakota County's population will reach 514,050 in 2040.

In 2015, Dakota County had an estimated 158,944 households. Changes in household composition continued recent trends: single-person households (both under and over 65) increased, as did households headed by single females with children, while married couple households with children decreased.

Figure 2.1: Dakota County Population Growth and Projections\*: 1970-2040

Source: Metropolitan Council



Household growth does not always track parallel to total population growth because average household size has continued to decline, from 2.71 people per household in 2000 to 2.59 in 2015.

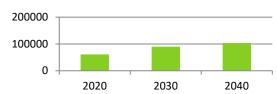
Changes in household composition have implications for housing preferences and markets. As single-person households increase, demand for more multifamily housing units is likely to rise. Housing accessibility becomes more important as the senior population continues to increase. As family sizes decline, school enrollments can be affected. While the total population of the County is expected to increase, the number of school age children is projected to be stable to 2035 and increase thereafter.

## **MEDIAN AGE**

An aging population — Twenty-five years from now, Dakota County's population overall will include a larger percentage of seniors. Age cohorts between five and 20 years old and between 40 and 55 years old are expected to become smaller, while cohorts between 20 and 45 and over 55 are expected to grow.

Figure 2.2: Population over 65: 2020, 2030, and 2040

Source: Metropolitan Council



Median population age has increased from 30.25 years in 1990 to 33.7 years in 2000, 35.7 years in 2006, and 37.5 in 2015. Current age projections for Dakota County and other counties across the nation predict substantial increases in the population of senior citizens as the baby boom generation ages.

As of 2013, the U.S. workforce had 2.8 workers for every Social Security beneficiary. This ratio dropped from over 100 workers per retiree in 1940 to five workers per retiree in 1960, steadily declining to numbers less than 3 workers per retiree since 2010. A declining ratio of younger people results in an increasing burden on the workforce for funding Social Security, Medicare and other services. This decline also has implications for the capacity of a proportionally smaller workforce in health and supportive care positions to care for a greater number of seniors. Additional implications for the increasing senior population in Dakota County include a need for more accessible housing and more services for transportation, health care, and household needs (such as shopping and maintenance).

Table 2.1 Projected Growth in Population over Age 65 in Dakota County

Group	2020	2030	2040
Population over Age 65	60,948	89,998	103,535
Total Population	436,570	475,370	514,650
Percent over age 65	14.0%	18.9%	20.1%

Source: Metropolitan Council

#### ETHNIC AND RACIAL DIVERSITY

Dakota County's population has become more diverse, including both native and foreign-born residents. In 2015, more than 64,000 people in Dakota County, or about 16 percent of the population, identified themselves as members of a racial or ethnic group other than White (including those identifying as White and another racial category). For those identifying as a single racial category other than White, the largest population of color in the County is African American (5.2 percent), followed by Asian (4.6 percent). In addition, over six percent of residents in 2015 identified themselves as Hispanic or Latino, an ethnic grouping that includes multiple races. Dakota County's foreign-born population increased to almost nine percent of the total county population in 2015.

**Table 2.2. Racial Characteristics of Dakota County, 2015 Estimates** 

Group	Percent of Population
White	84.1%
Black or African American	5.2%
American Indian and Alaska Native	0.3%
Asian	4.6%
Some other race	2.7%
Two or more races	3.1%

Source: US Census, American Community Survey 2015

Dakota County will continue growing more diverse in coming decades. According to the Minnesota Demographic Center, populations of color in Dakota County will reach more than 27 percent of the total population by 2035. Diversity among children in Dakota County is increasing at a faster rate than for the

population as a whole. In the 2014–2015 school year, 73,119 students were enrolled in County K–12 schools. Of those, 22,143 (or 30%) students were racial or ethnic minorities. According to the Minnesota Department of Education, 15.5 percent of students enrolled in Dakota County public K–12 schools during the 2016–2017 school year spoke a language other than English at home, representing 125 different languages. The top five non-English languages spoken in the homes of Dakota County K–12 students are Spanish, Somali, Vietnamese, Russian and Hmong. Increasing diversity among the student population is important to monitor, because of its implications for school curriculum and meeting student needs.

## **EDUCATION**

Educational attainment is an indicator of future economic success in the trained workforce of local jurisdictions. Students who do not complete high school are more likely to live in poverty, earn less over a lifetime, and experience longer and/or more frequent periods of unemployment.

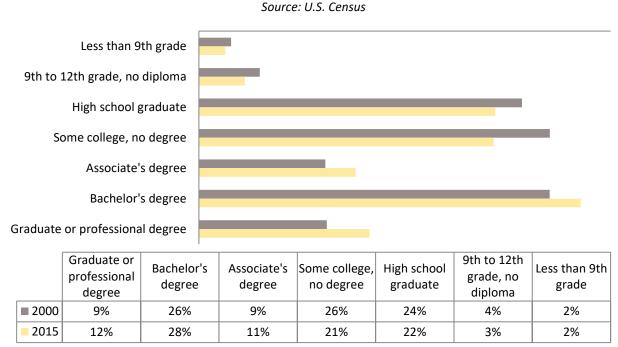


Figure 2.3. Educational Attainment in Dakota County, Population 25 yrs+

The estimated percentage of the Dakota County population with a bachelor's or graduate degree increased to 41 percent in 2015, a gain from the 35 percent reported in the 2000 Census. The rest of the County's 2015 educational attainment is broken down by the following: five percent have less than a high school education, 21 percent are high school graduates or equivalent, and the remaining 33 percent either have some college or an associate degree.

## INCOME

Residential income is the amount of money people earn in a year and is a good measure of an area's vitality. Measuring income gives clues to the quality of life residents enjoy as well as the possibility of attracting new businesses and development.

Dakota County's median household income in 2016 was estimated to be \$78,662, which means half of households earned less than that amount and half earned more. Median household income increased by about 27 percent from 2000 (\$61,863), although when adjusted for inflation to 2016 dollars, the 2000 income would be \$86,826, or about 9.4 percent more than in 2016. The following chart shows the impacts of the Recession and that most counties, with the exception of Dakota, have approached real income levels comparable to pre-Recession levels.

Source: American Community Survey 2016 \$100,000 \$80,000 \$60,000 \$40,000 \$20,000 \$0 Anoka

Figure 2.4: Median Household Adjusted for Inflation (2016 Dollars)

2007 **2010** 2013 2016 Carver Dakota Hennepin Ramsey Scott Washington

Dakota County's 2015 median household income is 10 percent higher than the Twin Cities Metro Area as a whole (\$68,778), and 23 percent higher than the statewide median household income (\$61,492). Nonetheless, Dakota County has seen an increase in income disparity in recent years: households at the top and bottom of the income spectrum have increased over the past 15 years, while the income levels in the middle have declined. Lower- and moderate-income families are not experiencing the same economic improvement as are higher-income families. Dakota County's poverty rate increased from 3.6 percent in 2000, to 7.3 percent in 2015.

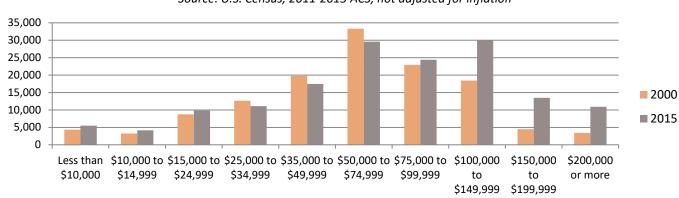


Figure 2.5. Dakota County Household Income in 2000 and 2015 Source: U.S. Census, 2011-2015 ACS, not adjusted for inflation

## LABOR FORCE AND EMPLOYMENT

The size of the labor force has consistently grown in Dakota County, mirroring population growth. The 2016 US Census American Community Survey estimates the County's labor force (age 16 to 64) at about 244,656, or about eight percent of Minnesota's entire labor force. The annual growth rate of the County's labor force mostly outpaces the state's annual labor force growth rate, although the growth rate is beginning to slow. This slowing may be due to the changing age demographics of the County. As the County's median age increases with more people leaving the labor force, fewer young people are moving in to fill the gaps. Growth in the labor force will continue to decline without in-migration of younger people.

According to the U.S. Census Bureau, the number of women in the labor force continues to increase in Dakota County, from 105,496 in 2006 to 114,170 in 2016, although women as a percentage of the labor force remained steady over this timeframe at about 48.5 percent. The percentage of working—age men who worked at all in the previous year dropped slightly between 2006 and 2016, going from 91.7 percent to 91.0 percent. The percentage of women who worked at all in the previous year similarly dropped between 2006 and 2016, going from 85.5 percent to 84.9 percent.

In 2016, five industries (retail, manufacturing, educational-health care-social assistance, professional-scientific-management-administrative-waste management, and finance-insurance-real estate-rental/leasing) employed 67 percent (157,541) of the total work force in Dakota County. "Educational services, health care, and social assistance," is the largest industry sector in the county, employing 50,927 people (26.2%), a change from retail in 2006.

The Minnesota Department of Employment and Economic Development projects professions in the healthcare and social assistance field will have the highest rate of growth in the next several years, likely an effect of an aging population and the fact that people are living longer.

## **HEALTH SNAPSHOT**

Chronic and sometimes preventable diseases, in addition to accidental injuries and suicide, continue to be a leading cause of death and disability in Dakota County, Minnesota, and the United States. The ten leading causes of death in Dakota County in 2016 are shown in the following table:

**Table 2.3: Leading Causes of Death in Dakota County** 

Rank	Cause	Number
1	Cancer	655
2	Heart disease	388
3	Unintentional injury	173
4	Chronic lower respiratory disease	142
5	Alzheimer's disease	133
6	Stroke	133
7	Diabetes	79
8	Suicide	48
9	Parkinson's disease	43
10	Liver disease and cirrhosis	33

Minnesota Department of Health

#### Other Health Trends

- Although not among the top ten causes of death, opioid overdose deaths in Dakota County have steadily increased since 2000, reaching 26 in 2016 and totaling 272 since 2000, the third highest total among counties in the state. (Minnesota Department of Health)
- Low-weight births increased from 3.9 percent in 2000 to 4.5 percent in 2015, compared to 6.5 percent statewide and 8.1 percent nationwide. (Minnesota Department of Health)
- Adults age 20 and older who are medically obese in Dakota County in 2013 was 26.6 percent, higher than the 25.5 statewide figure, but lower than the nationwide figure of 29.4 percent. (2013, Wilder Research)
- Adults age 20 and older with diabetes was 6.9 percent in 2013, compared to 7.4 percent statewide and 9.7 percent nationwide. (Wilder Research)
- Psychiatric hospital admissions for Dakota County residents age 14 and older in 2015 was 0.74 percent, slightly higher than the statewide figure of 0.70 percent. (Wilder Research)

The physical environment strongly influences the health of Dakota County residents. Similarly, the health and vitality of Dakota County depends on that of its people. The built environment contributes to community health problems yet also offers solutions to improving health.

Social determinants of health include income, education, employment, housing, transportation, stress levels, healthy food, the ability to be physically active, exposure to environmental hazards, and availability of early learning opportunities. These factors can interact to increase or decrease risk for major diseases such as heart disease, stroke, diabetes, and some forms of cancer.

# **CHAPTER 3: TRANSPORTATION**

## **Purpose and Background**

The Transportation Chapter of the *Dakota County Comprehensive Plan* is a document used by Dakota County, its partners and residents as a guide to maintain and improve the County's transportation system through 2040 and support land use goals and objectives. It is developed in the context of regional, state and national transportation planning and funding policies and guidelines. This Chapter is part of the County's Comprehensive Plan update and responds to guidance and direction provided by the Met Council to all counties and municipalities in the seven-county Twin Cities Metropolitan area.

This Transportation Chapter is an abridged version of the County's full <u>Transportation Plan</u>, a separate, detailed plan document adopted in 2021 to reflect land use changes and development from the cities' 2040 Comprehensive Plans, updated Traffic Analysis Zones (TAZ) data, and County transportation model forecasts. The Transportation Plan update involved extensive engagement of cities, townships, school districts, and chambers of commerce and received more than 1,300 responses from the general public to surveys, intercepts, and online engagement activities. This Transportation Chapter of DC2040 does not supersede the full Transportation Plan, and also has been updated to maintain consistency between both plans. (Amendment adopted July 20, 2021).

## COVID-19 IMPACTS ON TRANSPORTATION PLANNING

As Dakota County was updating its full Transportation Plan in late 2019, the COVID-19 pandemic had begun. Although its longer-term impacts on transportation were unknown, the pandemic has the potential to bring about demographic, economic, cultural, and financial changes extending far into the 20-year Transportation Plan time horizon. The Great Recession of 2008 demonstrates how an event of this magnitude can influence future growth and change assumptions about transportation needs and revenues.

## **Population and Employment Growth**

As of April 27, 2020, an estimated 18% of the Dakota County labor force had filed for unemployment within a 6-week period. Prolonged periods of unemployment and economic stress historically have delayed household formation and population growth. A COVID-19-triggered recession may have a direct impact on housing construction. Similarly, economic strain may reduce the number of available jobs, resulting in less travel.

## **Societal Changes and Highway Congestion Levels**

The immediate impacts of the pandemic became clear as traffic levels in the region declined over 40 percent in March and April of 2020 due to less travel to work, school, and other activities. By the end of June, traffic volumes had returned to less than 10% below levels prior to the onset of the pandemic. It is less clear how the pandemic will affect long-term travel patterns, particularly peak hours most related to congestion. Many people have technology that allows them to work and shop remotely and have learned to use software and other methods to replace face-to-face communication. Employers have learned how to support employees working from home. The Metropolitan Council has stated in its Transportation Policy Plan that it will monitor the rapid changes in telework capabilities resulting from the COVID-19 pandemic and how they may impact future congestion levels.

## **Societal Changes and Mass Transit**

Mass transit use has also plummeted during the COVID-19 pandemic, magnifying a trend that had started prior to the pandemic. Transit vehicles require people to ride together in relatively small spaces.

People that have access to a private automobile or can walk or bike to their destination may rely on one of these other travel modes while the pandemic continues. Transit riders without access to or ability to use a private automobile may be disproportionately affected in their ability to travel safely until the pandemic is resolved. Transit ridership dropped by more than 90% early in the pandemic depending on type of service and has been slow to recover.

## **Transportation Investment Direction**

The pandemic may potentially have longer-term impacts on multiple sources of transportation revenue. Traditional transportation funding sources will be impacted by less driving and lower economic activity.

- Highway user fees, such as gas tax revenues, are directly related to fuel consumption. As less fuel is being purchased, less revenue will be generated.
- County sales and use tax revenues are impacted by a slower economy
- Motor vehicle sales taxes are also likely to be lower as unemployment rates and economic stress may result in fewer vehicle purchases.
- Property tax revenue may be reduced if there is a reduction in demand for commercial property due to more telework, or if a housing crisis follows the COVID-19 recession.
- Transit fare box revenues are tied directly to ridership and will be down as long as ridership is reduced.

To account for this potential, Dakota County has reduced its estimated revenue in the 2021 to 2025 timeframe to align with assumptions used for development of the Transportation Capital Improvement Programs for this same period.

While revenues are anticipated to see a reduction, the need to expand the transportation system may also decrease due to reduced travel and peak period demand. Reduced travel may alleviate some of the financial needs associated with expansion projects identified in the Plan. To account for this, long range expansion needs have been adjusted by identifying only those County highways at more than 110% of capacity as likely needing expansion during the plan period. The majority of Plan-identified needs in the Preservation, Management, Replacement and Modernization investment goals, along with maintenance and operational expenses for the system, are not directly associated with increased traffic volumes. These operation and maintenance costs constitute the bulk of the Plan's long-range costs and are not expected to be impacted by reduced transportation revenues or traffic. It is also unclear how transit ridership of various modes will be affected long term, but the services outlined in this Plan needs are intended to align with increasingly diverse rider needs in the County's suburban transit environment.

# **County Planning Guidance**

This chapter was guided by goals and principles defining a desired transportation system for Dakota County:

Dakota County Transportation Vision Guiding Principles for Transportation

## TRANSPORTATION SYSTEM VISION

The vision for the transportation system in Dakota County is the safe and efficient movement of people and goods.

Dakota County envisions the transportation system as a critical element of the quality of life for its citizens. Transportation systems, both highway and transit, must safely, efficiently and effectively allow

citizens to travel to work and to conduct their personal lives. Transportation systems must further provide for the efficient movement of goods to markets to support the county's economic vitality. Multiple transportation options should work in coordination to minimize congestion. Additionally, transportation decisions should carefully consider and reflect environmental and community concerns.

## **GUIDING PRINCIPLES FOR TRANSPORTATION**

This Transportation Chapter includes twelve overarching principles that apply to all Transportation Plan goals. These include the five guiding principles identified in *DC2040* and seven principles specific to transportation. These principles together guide transportation policies and strategies, and form a basis for decision-making and priority determination. This chapter incorporates these principles into all aspects of transportation system development and operation. Each principle is supported by strategies and policies to implement the principle objective. These principles are:

- **Sustainability** living comfortably in a friendly, clean and healthy community and growing without placing environmental, economic and social burdens on current and future generations. Sustainable transportation is characterized by a transportation system that links people to activity centers through modes of transportation that reduce our use of natural resources and energy.
- Connectedness land use patterns and multimodal transportation networks that allow people to
  easily move between neighborhoods, providing jobs near housing, convenient shopping and
  services.
- Collaboration coordinating the efforts of public agencies and private entities to maximize
  transportation infrastructure, services and resources. Transportation corridors and transit services
  should provide access and mobility to business and residential communities. Collaboration is
  especially important as resources cannot keep pace with increasing transportation needs. Dakota
  County also will coordinate with transportation partners in the region in the monitoring, evaluation,
  and implementation of technology-driven changes to transportation systems.
- Economic Vitality transportation and technology infrastructure play a large role in attracting
  high-paying employers in growth industries that are situated to help the region compete nationally
  and internationally. Interrelationships between transportation investments, telecommunication
  systems, and other public infrastructure are recognized and coordinated with economic
  development goals.
- **Growing and Nurturing People** providing a variety of transportation choices to meet the needs of people of all ages, abilities, incomes and backgrounds. A safe and efficient transportation system exists to provide opportunities for people to accommodate a positive quality of life.
- Transportation Safety and Standards Safety is a critical factor underlying in all transportation services and projects provided by Dakota County. Safety of the traveling public is the priority on the County transportation system. This principle refers to system development and operations as they pertain to all goals. The most notable activities are relevant to system design including design standards, traffic control devices, shoulders, trails, speed limits, and intersection lighting with consideration of all modes of transportation.
- Transportation Planning developing plans and studies that identify potential solutions to transportation issues. A travel demand model is used to forecast future traffic projections to assist with transportation plans and studies. Dakota County participates with state, regional and local jurisdictions in transportation planning activities. Transportation planning activities also include the continual monitoring of land use development integration with the county transportation system. Planning activities also include identification of methods to integrate transit and other

transportation modes within the transportation system. Dakota County will monitor technological innovations that will have impact on transportation and infrastructure and consider system changes when it makes sense.

- Social, Economic and Environmental Impacts activities that avoid, minimize, or mitigate impacts associated with the transportation system. Also identified are ways to address air pollution, erosion, noise, wetlands, storm sewers, and waste management within the transportation system. Federal and state requirements pertaining to this principle will be followed. In recent years, the importance of transportation design that is sensitive to the surrounding environment has received increasing attention. The growing emphasis on aesthetically pleasing and environmentally sensitive projects has been exhibited at both the federal and state level through funding and design policies. Local governments are increasingly interested in inclusion of aesthetic elements with transportation improvements. Limited investment of transportation funds is supported to enhance the aesthetic character of highway corridors on major transportation improvement projects.
- Public and Agency Involvement providing opportunities for residents and agencies to contribute to transportation plans, studies and projects. Examples include open houses, workshops, surveys, publications, web site information, and e-mail. In addition, staff will frequently meet with staff from local county communities and MnDOT regarding transportation planning documents, studies, and projects. Key supporting actions include monthly participation at Coalition of Northern Dakota Cities (CONDAC) meetings, MnDOT coordination meetings, planning commission meetings and township officers' meetings as needed; conducting open houses and public information meetings on studies and projects; web site information; annual resident surveys; and the Adopt-a-Highway program. Involvement methods will be determined, in part, by the status of the COVID-19 pandemic and safe distancing guidelines.
- Context-Sensitive Design and Complete Streets roadway standards and development practices that are flexible and sensitive to community values and allows roadway design decisions to better balance economic, social and environmental objectives. Context varies by road segment, but can generally be described as rural, suburban and urban. Higher attention should be paid to more intense areas where higher pedestrian and bicyclist use is expected or desired. In recent years, the importance of transportation design that is sensitive to the surrounding environment and roadway users has received increasing attention. The growing emphasis on community-supportive, environmentally sensitive and multi-modal roadway projects has been exhibited at the federal and state level through funding and design policies. Local governments also have asked for transportation systems that are less disruptive to the adjacent area and are welcoming to all users. Local government input and cooperation will be a major component in the development of context-sensitive design.

Complete Streets is a planning and design approach that evaluates and balances the needs, safety, accessibility, and usability of all transportation users to preserve safety and efficiency for all modes. Minnesota Statutes §174.75 identifies complete streets as the planning, scoping, design, implementation, operation, and maintenance of roads in order to reasonably address the safety and accessibility needs of motorists, pedestrians, transit users and vehicles, bicyclists, and commercial and emergency vehicles moving along and across roads, intersections, and crossings in a manner that is sensitive to the local context and recognizes that the needs vary in urban, suburban, and rural settings.

The County will implement the Complete Streets approach during transportation project planning, project development, operation, and maintenance activities. This approach helps to maximize the use of county highways and right-of-way to provide a safe, comprehensive and connected multimodal transportation system.

Complete Streets implementation is based on, but not limited to, the following: community context, topography, road function, traffic volumes and speed, transit service, freight volumes, and pedestrian and bicyclist demand.

Complete Streets implementation options are selected depending on each project's unique characteristics. The County will implement the complete streets approach in compliance with State Statutes, State Aid Rules and applicable Minnesota Department of Transportation Policy Plan guidelines.

- ADA Transition Plan In 2018, Dakota County developed the Dakota County Americans with
  Disabilities Act (ADA) Transition Plan for County Highway Rights of Way. This plan guides the county
  as it continues to provide accessibility in its transportation infrastructure, including highways,
  sidewalks, adjacent trails and pedestrian crossings. The ADA Transition Plan also includes an
  inventory of these facilities with and evaluation of infrastructure conditions. Implementation of the
  ADA Transition Plan is considered an overarching principle as it applies to all Plan goals.
- Transportation Technology Advancement in transportation- related technology has the potential
  to increase safety, mobility and environmental benefits for the traveling public over the Plan period.
  Transportation technology includes advances in traditional transportation technology, such as traffic
  signal operations and traveler information, along with potential newer technologies including
  electric, connected and autonomous vehicles. Electric vehicles provide potential environmental
  benefits. Connected and autonomous vehicles have the capability to use wireless exchange of data
  to allow vehicles to communicate between one another and with transportation related
  infrastructure.

The private sector is currently leading development and introduction of new technologies. The timing of widespread public adoption and necessary changes to public sector transportation system design and operations remains uncertain. Traditional transportation planning and operation will likely predominate through the current Transportation Plan, but autonomous vehicles will mix with vehicles controlled by drivers during this timeframe and create new challenges and opportunities for transportation agencies. Readying highway infrastructure for these technologies will require significant investment in time and financial resources for navigation, sign reading, safety and other functions. Choosing technologies and when to implement them will also be important to ensure that the transportation system evolves in a safe and efficient manner. The use of County right-of-way for some forms of emerging transportation technology, such as shared mobility, may require changes to County policy and permitting standards. Dakota County will monitor connected and autonomous vehicle (AV) technology advancements, technological innovations impacting trends and infrastructure and consider system adaptions.

### TRANSPORTATION GOALS

Goal 3.1: Limited Resources are Directed to the Highest Priority Needs of the Transportation System
The emphasis of this goal is for the County to develop the best transportation system to provide for safe
movement of people and goods within financial constraints. The system vision has been developed and
implemented in coordination with the state, adjacent counties, cities, townships, and other
transportation partners through the goals and policies within the Dakota County Transportation Plan.
This includes directing resources to transportation system priority needs and seeking and acquiring a
variety of transportation funding sources to meet the many diverse system needs including
transportation projects, operation and maintenance activities. Unmet needs will need to be considered
on a case-by-case basis with additional funding beyond anticipated revenue to make investments in
some areas. This goal identifies various funding sources available to all modes in the County for

transportation purposes, along with strategies and policies for use of these resources. Subsequent goal chapters of the Transportation Plan specify how these limited transportation resources will be directed to priority needs of the system. This goal also identifies the staff and fiscal resources anticipated to be necessary to design, build, operate, and maintain the transportation system. These resources were determined based on an analysis of the existing system and future system needs.

## Goal 3.2: Preservation of the Existing System

Dakota County will continue to experience demands for limited resources to meet the transportation needs of the county. The investments to repair the extensive system of roads, bridges, supporting infrastructure and pedestrian and bicycle facilities can be expected to continue to increase. Therefore, the investments the County has made in its transportation system must be preserved. Preservation strategies and policies maintain existing transportation system infrastructure in their current condition to serve their current purposes. The County's overall approach is to maximize the life cycle of transportation system infrastructure and to minimize life cycle costs. The County identifies that the most effective way to protect the transportation system investments is to continually evaluate and maintain the existing system to reduce unnecessary or premature replacement investments while maintaining safety and mobility. This includes continuing evaluation of existing conditions and identification of future needs of the transportation system to maximize infrastructure useful lives.

# Goal 3.3: Management to Increase Transportation System Efficiency, Improve Safety and Maximize Existing Highway Capacity

This goal aims to enhance the relationship and compatibility between land uses and transportation to assure an efficient and safe transportation system. Management of the system can cost effectively maximize mobility, safety and capacity of the County transportation system. The importance of this goal is to provide for safe travel on all modes in the County system with minimal congestion. This goal includes monitoring technological innovations that will have impact on transportation and infrastructure and considering system changes when it makes sense.

## Goal 3.4: Replacement and Modernization of Deficient Elements of the System

The emphasis of this goal is to address the transportation system elements that have deteriorated over time. The goal recognizes that even with proactive preservation of system elements replacement eventually becomes the most cost-effective approach. Investments are to be made as transportation system elements age and deteriorate to the point where preservation techniques are no longer practical or cost effective. Additionally, standards and practices change, affecting system safety and operation to maintain safe and efficient movement of people and goods. Therefore, system modernization occurs at the time of replacement. This goal provides measures, strategies and policies aimed at replacement of four important elements of the transportation system – bridges, highways, traffic signals and gravel roads. It also provides current and future estimated investments and measures for replacement of key transportation system elements.

## **Goal 3.5: Transit and Transitways**

This goal establishes Dakota County's role in developing, coordinating, and supporting transit services within the county and region. Continued population growth and diversifying travel needs have led the County, transit service providers and other entities to plan and implement transit services that respond to the diverse needs of residents and businesses in a range of built environments. The County's role in transit has continued to evolve in recent years as some projects have advanced and new needs are recognized. Though the county is not a transit provider, it historically has supported the development of transit in a variety of ways that continues to evolve. Dakota County will partner with transit providers, communities, employers and the traveling public to successfully enhance transit across the county.

## **Goal 3.6: Expansion of Transportation Corridors**

This goal directs the County to improve the existing transportation system to address emerging deficiencies to address capacity needs to best provide efficient connections. This goal applies to development of new transportation corridors, lane additions, interchanges and the transit system. The goal identifies current and future estimated expansion needs, defines measures and planned costs of investments, and measures for improvement and expansion of the system.

## **Dakota County Transportation System**

The highway system is made up of 339 miles of County State Aid Highways (CSAH) and 75 miles of County roads (CR). This is shown in Figure 3.1. The overall County system consists of 414 centerline miles of which approximately 366 miles (88 percent) are paved and 48 miles (12 percent) have a gravel surface. There are 1,034 lane miles in the system. The County system also has 83 bridges and owns and operates 136 traffic signals.

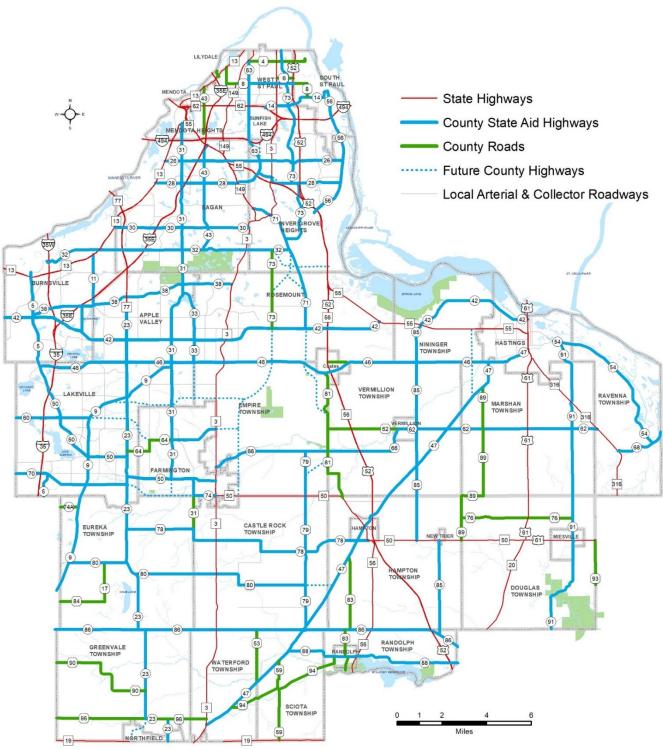
## **ROLE OF THE COUNTY HIGHWAY SYSTEM**

The majority of Dakota County highways fall into the functional classification category of minor arterial. Minor arterials emphasize mobility with limited land access and typically make connections between cities and townships. Providing a balance between mobility and appropriate land accesses is a constant challenge. To ensure mobility continues to be emphasized, local supporting networks are essential to provide access to and from the County highway system and to handle local traffic.

## **ROLE OF MNDOT TRUNK HIGHWAYS AND LOCAL STREETS**

MnDOT freeways (such as I-494, I-35E, and I-35W) emphasis mobility for traffic, however, they provide no direct access to adjacent lands. The opposite is true for local residential streets that provide direct driveway access to homes and businesses, but do not work well for longer trips across the County.

Figure 3.1: Dakota County Transportation System



Prepared by: Dakota County Office of GIS, 2/2021.

## **FUNCTIONAL CLASSIFICATION OF HIGHWAYS**

Functional highway classification is the grouping of highways by the character of the service that they provide. Highways are classified according to the relative importance for providing mobility and access. The assigned classification is determined by the degree to which (1) movement of traffic is encouraged and access to adjacent homes and businesses is discouraged or (2) access is encouraged at the cost of efficiency to the movement of traffic.

Dakota County uses the same highway functional classification designation system as the Metropolitan Council (see Figure 3.2). The following are the definitions of each class the number of County roadway miles in each category.

*Principal Arterials:* connect the region with the other areas in the state or connect metro centers to regional business concentrations. The emphasis is on mobility as opposed to land access. The County has 21 miles of principal arterial highway (represents five percent of the County system).

*Minor Arterials:* provide supplementary connections between regional job concentrations, local center, and freight terminals within the urban area and connect the urban service area to cities and towns inside and outside the region. They also interconnect the rural growth centers to one another. The emphasis is on mobility with land accesses. The County has 208 miles of minor arterial highway (represents 50 percent of the County system).

A-Minor Arterials: include the following four sub-groups:

- Relievers: provide supplementary capacity for congested parallel principal arterials.
- Augmentors: supplement the principal arterial system in more densely developed or congested areas.
- Expanders: supplement the principal arterial system in less densely developed or rural areas.
- Connectors: provide safe, direct connections between rural centers and to principal arterials in rural areas without adding continuous general-purpose land capacity

*Collectors:* provide connection between neighborhoods and to minor business concentrations. Mobility and land access are equally important. The County has 165 miles of collector roadway (represents 40 percent of the County system).

Local Roads: connect streets and land parcels. The primary emphasis is on land access. The County has 20 miles of local roadway (represents five percent of the County system).

**Future Principal Arterials:** Dakota County evaluated the need for existing and future principal arterials within Dakota County, based on large gaps in principal arterials on the system. Spacing of north-south principal arterials varies from four miles along I-494 in the north to 18 miles along CSAH 86 in the south. Dakota County does not have another east-west principal arterial south of CSAH 42, a distance of 19 miles. The Principal Arterial Study recommended:

- 1. Designation of the following County corridors as future principal arterials:
  - a. County State Aid Highway 86 from the west County line to Trunk Highway 52
  - County State Aid Highway 70 from the west County line to County State Aid Highway 23;
     future County 70 from County State Aid Highway 23 to County State Aid Highway 31;
     and County State Aid Highway 74 from County State Aid Highway 31 to Trunk Highway 3
  - c. County State Aid Highway 28 from Trunk Highway 149 to Trunk Highway 55; and existing/future County State Aid Highway 63 from Trunk Highway 55 to I-494

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- d. County State Aid Highway 23 from County State Aid Highway 86 to County State Aid Highway 42
- 2. Request for principal arterial designation through the Metropolitan Council's Transportation Advisory Board process for:
  - a. County State Aid Highway 23 from County State Aid Highway 70 to County State Aid Highway 42
  - b. County State Aid Highway 70 from I-35 west ramp to County State Aid Highway 23
- 3. Recognition of the following State Trunk Highways as future principal arterials:
  - a. Trunk Highway 3 from the south County line to Trunk Highway 149
  - b. Trunk Highway 50 from Trunk Highway 3 to Trunk Highway 61
  - c. Trunk Highway 61 from Trunk Highway 50 to Trunk Highway 316
  - d. Trunk Highway 149 from Trunk Highway 3 to Trunk Highway 55

Recommended future designation is shown in Figure 3.3

**Figure 3.2: Existing Functional Class** 



Prepared by: Dakota County Office of GIS, 8/2020.

Near-Term Future Designation Planned Principal Arterial Future Designation Planned A-Minor Expander Principal Arterial Planned A-Minor A-Minor Augmentor Connector A-Minor Reliever Planned Other Arterial A-Minor Expander Planned Minor A-Minor Connector Collector Other Arterial Local Arterial & Major Collector Collector Roadways Projected ADT Minor Collector XXXX Volumes 89 89 76 7300 91 59

Figure 3.3: Recommended Future Functional Classification

Prepared by: Dakota County Office of GIS, 2/2021.

## **COUNTY STATE AID HIGHWAYS**

The County State Aid Highway (CSAH) system is a statewide network of about 30,700 miles of highways under jurisdiction of the 87 Minnesota counties. The CSAH system was devised in the 1950s as a system of county highways that met a set of criteria established by the State. Criteria for CSAH determination focuses mainly on traffic levels, functional classification, and a highway's role in connecting communities or markets.

## **COUNTY ROADS**

County roads generally do not meet the criteria established for the County State Aid Highway System, but still provide transportation functions associated with highways under County jurisdiction. County roads typically carry lower traffic volumes and provide a higher degree of land access than CSAHs.

Table 3.1: County Highway Mileage by Type

County Road Type	Miles	Miles	Miles	Lane
		Paved	Gravel	Miles
County State Aid Highways (CSAH)	339	328	11	849
County Roads (CR)	75	38	37	185
Total	414	366	48	1,034

## **ACCESS MANAGEMENT GUIDELINES**

Access guidelines define appropriate access locations on Dakota County highways. Dakota County's Access Guidelines are consistent with MnDOT's Access Guidelines for Principal Arterials. The intention of the Guidelines is to ensure that County roadways help provide a transportation system that minimizes potential safety issues while maximizing system efficiency. The Guidelines are summarized in Table 3.2.

**Table 3.2: Dakota County Access Guidelines (Spacing and Configuration)** 

Road Type <sup>(A)</sup>	Posted or Design Speed	Projected 2030 Average Daily Traffic	Full Movement Intersection	Partial Movement Intersection <sup>(B)</sup>
Principal Arterial (and Future Principal Arterial)	All	All	½ mile	¼ mile <sup>(C)</sup>
Divided Highway	All	> 35,000	½ mile	¼ mile <sup>(C)</sup>
Divided Highway	All	< 35,000	¼ mile	⅓ mile
Undivided Highway	(≤ 40 mph)	All	⅓ mile	N/A
Undivided Highway	(≥ 45 mph)	> 1,500	¼ mile	N/A
Undivided Highway	(≥ 45 mph)	< 1,500	Allowed per (D)	N/A

- (A) Road type refers to the anticipated future roadway cross-section and functional classification.
- (B) Partial Movement intersections do not allow left turns from the minor street to the major street or movements straight across the major street. Movements that are allowed will be based on engineering study.

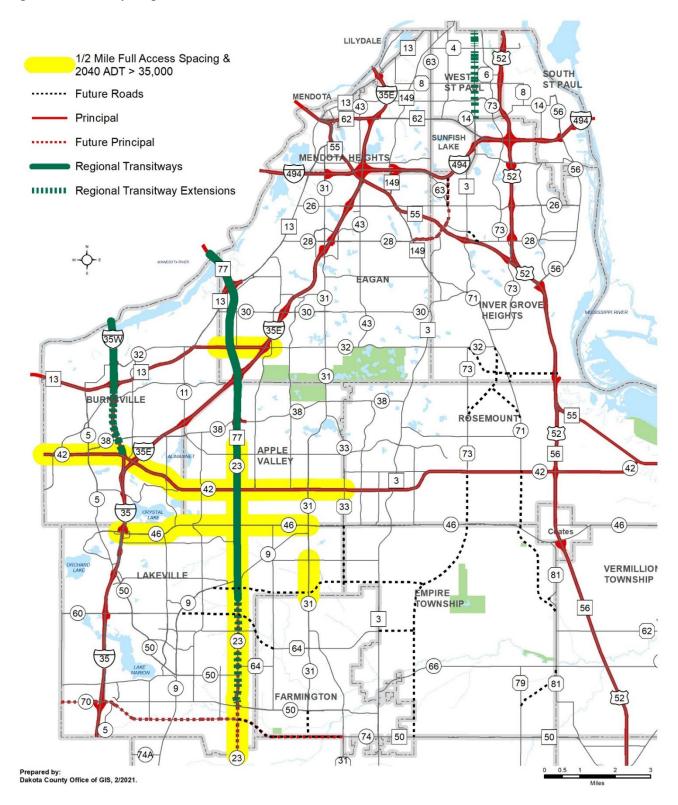
- (C) Right-in/right-out access may be permitted at approximately ½ mile for public or private (See Note #3) streets if the County determines the access improves the overall safety and/or efficiency of the transportation system.
- (D) Private street or driveway access requests will be considered based on engineering judgment and the following factors: location, distance from other driveways and intersections, alignment with other access points, easement/access rights that allow widespread usage and system connectivity, the potential to combine accesses, visibility, adjacent land use, and other operational/safety.

N/A Not Applicable to undivided roadway segments.

## **Access Spacing Notes:**

- 1. These are minimum access spacing guidelines. The County may require accesses be spaced at distances greater than minimums considering conditions specific to any County highway segment.
- 2. Some County roadways provide full movement access spacing of ½ mile, as show on the following Access Spacing Map (Figure 3.4). Considerations include regional transitways, adopted studies, principal arterials, system continuity and projected ADT > 35,000.
- 3. Access to County roadways is typically provided through public street connections. Private access will be considered along the County roadway system based on engineering assessment of the function and use of the private access point in consideration of the spacing criteria.
- 4. Specific corridor access plans or project designs developed through a public process and adopted by the County Board shall supersede these guidelines.
- 5. Medians may be added, or median openings may be removed or modified at any time by the County to address safety and/or operational issues identified through engineering review.
- 6. Where there is opportunity for access on more than one public roadway, access shall be provided from the lower-function roadway, unless deemed impractical by the County. To support the objectives of system efficiency and connectivity, access to the higher-function County roadway may be allowed in addition to the lower-function roadway, provided there is adequate distance to accommodate access based on these access guidelines.

Figure 3.4: Access Spacing



## HIGHWAY EXISTING CONDITIONS AND PLANNED IMPROVEMENTS

The following maps address Met Council requirements for describing the existing highway system and planned system improvements within Dakota County:

- **Existing Traffic Volumes** (Figure 3.5) shows existing traffic volumes on the state and county highway system.
- Projected Traffic Volumes (Figure 3.6) shows projected 2040 traffic volumes for all County Principal and A-Minor Arterials based on estimates from the *Dakota County 2040 Travel Demand Model*, which is based on the Twin Cities Regional Model developed and maintained by the Metropolitan Council. The Dakota County model includes enhanced transportation network and socioeconomic detail within the boundaries of the county. Model parameters include county-specific travel information in combination with the regional model parameters in order to maintain consistency with the regional model while providing more accurate local detail. The county model was updated in 2020 to reflect county and local 2040 comprehensive plans.

Since 2009, portions of the county have developed and travel patterns within the county have changed. The model update incorporates travel pattern changes and utilizes current development plans for local communities. As part of the acceptance within the regional comprehensive planning process, the roadway forecasts were compared and reviewed for consistency with the current regional model forecasts through use of the current regional Activity Based Model as the foundation for the county model.

Forecasted results were a tool used in determining policy decisions and highway needs such as:

- Right of way dedication
- Access spacing
- Roadway functional classification
- Timing of future improvements

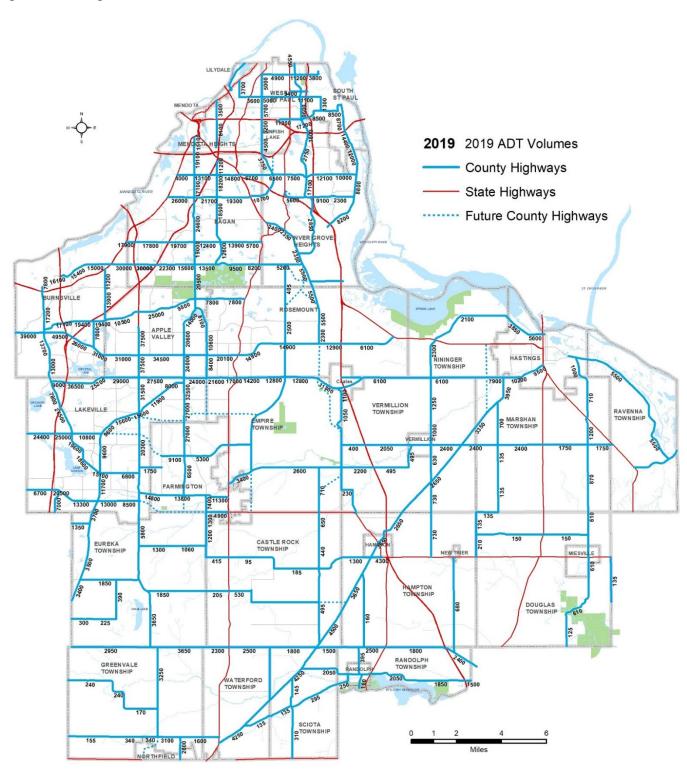
Major findings of the Travel Demand Model update included:

- Dakota County traffic continues to grow, but generally not as fast as previously anticipated for 2030.
- Travel habits are changing, and people are not traveling as much or as far.
- Some communities in the county are growing faster than previously anticipated (e.g., Lakeville) but many are no longer expected to grow as fast compared to the previous projections for 2030 (e.g., Rosemount and UMore Park area).
- Overall, the year 2040 daily traffic projections are similar to or lower than the previously published 2030 daily traffic volumes. This is due to the changes in development growth assumptions, regional travel behavior changes, and roadway network improvement assumptions.
- Number of Lanes Principal and A-Minor Arterials (Figure 3.7) shows the existing number of lanes on Principal and A-Minor Arterial highways.
- Future County Expansion Needs (Figure 3.8) depicts roadway expansion needs based on 2040 projections and current roadway capacities. Roadway capacities are based on general average daily traffic thresholds. Roadway improvement designs will ultimately be based on more detailed safety and operational analyses specific to each roadway segment. The identified projects may include future right-of-way needs to meet these general widths and the actual acquisition needs in individual corridors will be identified in the project design process.

## Dakota County Comprehensive Plan, DC2040

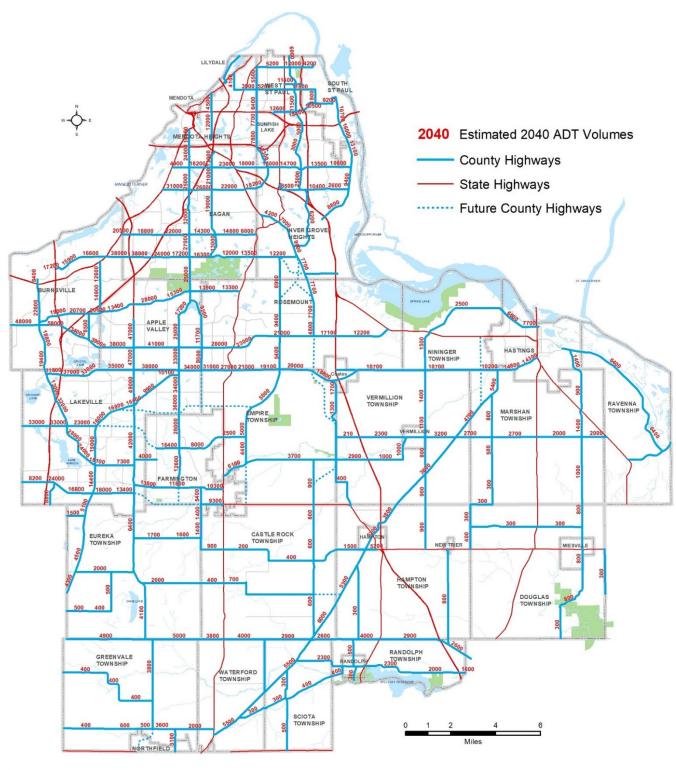
- Metropolitan Council Transportation Policy Plan (TPP): Proposed Regional Highway Investments (Figure 3.9) illustrates proposed Regional highway investments, under the Current Revenue Scenario in the current TPP.
- Future State Trunk Highways Expansion Needs: Some needs have been identified in County studies (e.g., Regional Roadway System Visioning Study), but the County has not conducted a full assessment of State highway system needs in Dakota County as has been done with the County system.

Figure 3.5: Existing Traffic Volumes



Prepared by: Dakota County Office of GIS, 2/2021.

Figure 3.6: Projected 2040 Traffic Volumes



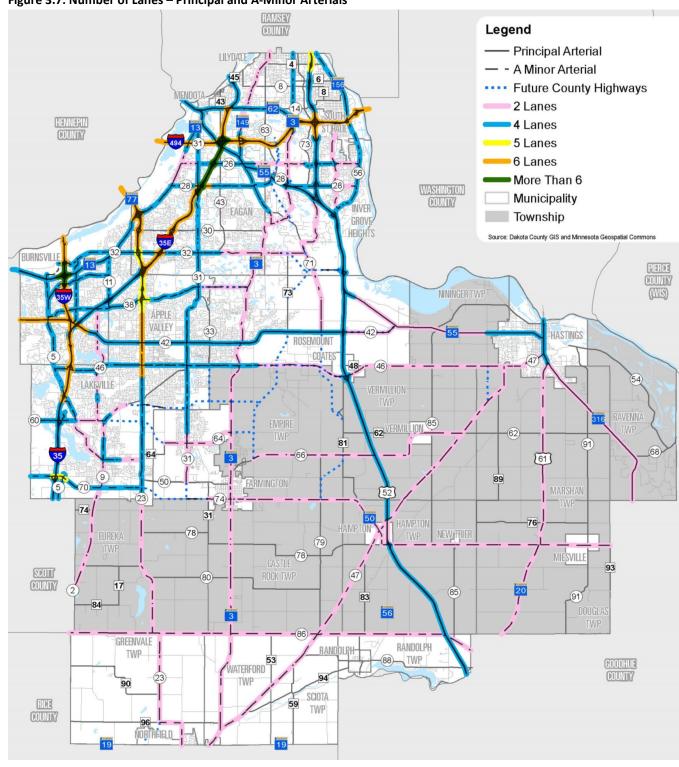


Figure 3.7: Number of Lanes – Principal and A-Minor Arterials

Figure 3.8: Future County Expansion Needs

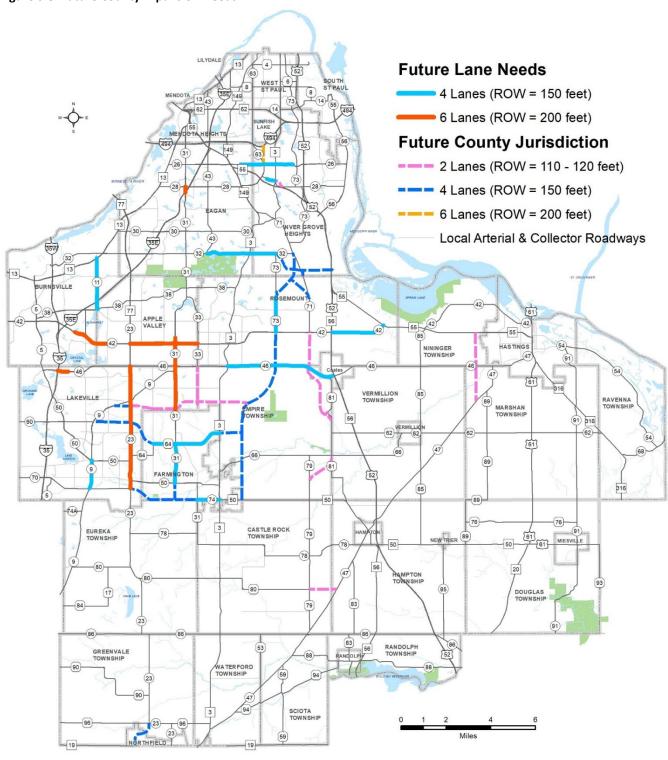
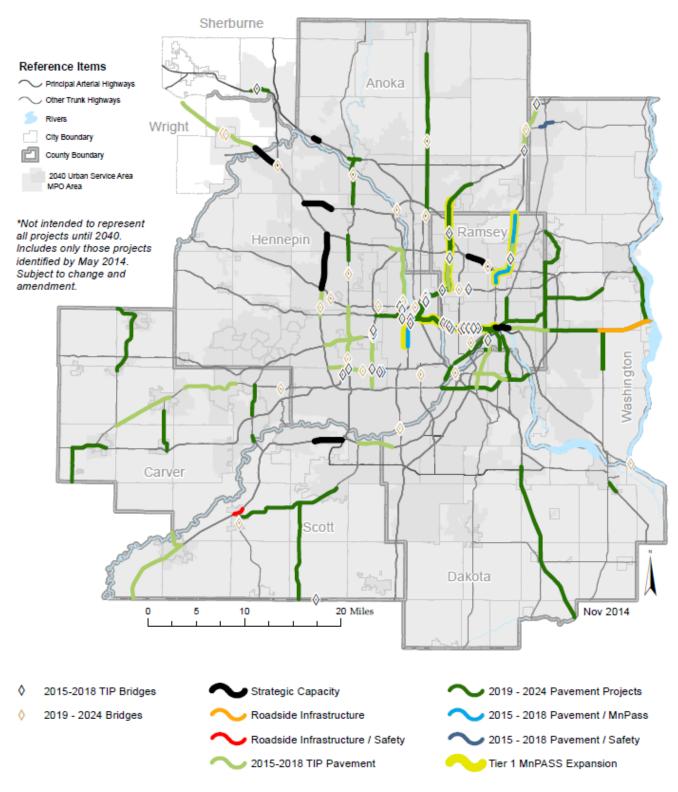


Figure 3.9: Metropolitan Council Transportation Policy Plan: Proposed Regional Highway Investments Identified Projects\* in Highway Current Revenue Scenario



# **Integration of Modes**

Transit, bicycle, and pedestrian modes provide safe, timely, and efficient connections between communities, activity generators, and employment centers. Facilities for these modes in the County include:

- Four transit centers located in Apple Valley (one), Burnsville (one) and Eagan (two)
- 12 park and ride lots served by transit within the County capable of accommodating approximately 5,500 vehicles combined
- Four park and pool lots
- 20.6 miles of bus shoulder lanes, including 16.2 miles on Cedar Avenue, 2.4 miles on TH 13, 1.4 miles on I-35E, and 0.6 miles on CSAH 32
- Five miles of HOV lane on I-35W
- Three transitways planned or under construction (Cedar Avenue Transitway, Interstate 35W Transitway and Robert Street Transitway)
- 245 miles of multiuse trails and sidewalks within County right-of-way
- 187 miles of paved shoulders on County roads
- 403 miles of street-adjacent multi-use trails, with 163 miles within County right-of-way (ROW)
- 234 miles of off-street multi-use trails (not road aligned), with 32 miles within County ROW
- 690 miles of sidewalks, with 50 miles within County ROW
- Funding with the Transportation CIP to fill gaps in the County trail system in partnership with cities

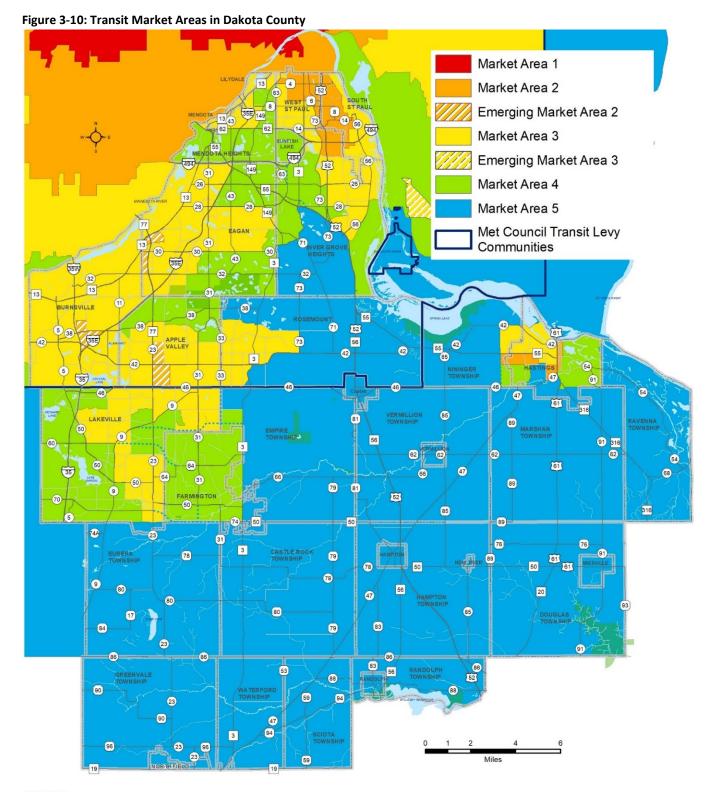
# **Transit Planning and Operations**

Sustained population growth, changes in population characteristics, and variety of development patterns have encouraged Dakota County and its partners to consider improved transit opportunities that can meet needs of residents and employees in the County and anticipate future demands.

Transit Market Area designations serve as general guidance to local service providers in their service planning activities. Dakota County includes transit market areas 2, 3, 4 and 5, as shown in Figure 3.10. Fully developed urban and suburban areas in the county are largely within areas 2 and 3 where all day local service is appropriate. Market areas 3 and 4 contain lower density, predominantly residential development where express bus service to serve commuting needs to the downtowns is a primary service need. Market area 5, where development intensity is very low, is generally best served by public dial-a-ride service. Hastings is a freestanding town center, with potential for local service within the city.

Table 3.4: Transit Market Areas in Dakota County

Transit Market Area	Cities and Townships		
2	South St. Paul, West St. Paul		
2 (emerging)	Apple Valley, Burnsville, Eagan		
3	Apple Valley, Burnsville, Eagan, Inver Grove Heights, Lakeville, Lilydale, Mendota, Mendot Heights, Rosemount, South St. Paul, West St. Paul		
4	Apple Valley, Eagan, Farmington, Inver Grove Heights, Lakeville, Mendota Heights, Sunfish Lake		
5	Castle Rock, Douglas, Empire, Eureka, Greenvale, Hampton, Marshan, Nininger, Randolph, Ravenna, Sciota, Vermillion, and Waterford townships and the cities of Hampton, Inver Grove Heights (portions), Miesville, New Trier, Randolph, and Vermillion		
Freestanding	Hastings		
Town Center			



In recent years, Dakota County has assumed both leading and assisting roles in the planning and delivery of transit improvements that address the evolving needs for transit in the County and region. In all of these efforts, Dakota County has maintained close coordination with municipalities, transit service providers, working groups (such as the I-35W Solutions Alliance), and additional stakeholders as appropriate.

# **COUNTY ROLE IN REGIONAL TRANSIT GOVERNANCE**

Dakota County and the Dakota County Regional Railroad Authority cooperate in regional activities for funding and advancing the development of major transit capital investments within the County. Given the range of potential investments and jurisdictions a single project can involve, these efforts typically require close and complex coordination with numerous regional, state, and federal agencies that are involved in planning, funding, service operation, or facility construction. Locally, Dakota County is responsible for leading cooperative efforts with numerous agencies and stakeholder groups to address more localized or near-term needs for transit service. Existing transit services in Dakota County are illustrated in Figure 3.11. The map also identifies the various service providers.

## **REGIONAL TRANSITWAYS**

Dakota County and the DCRRA are active in the planning and implementation of several transitway projects defined in the Metropolitan Council's Transportation Policy Plan which defines a regional system of transitways with four extending to Dakota County: the Cedar Avenue Transitway, the I-35W Transitway, the Robert Street Transitway, and the Red Rock Transitway. Transitways offer riders faster and more reliable service through exclusive runningways, improvements in operating technology and rider information, and higher frequency service. These improvements are intended to provide residents and businesses with improved access to housing and employment through faster and more reliable transit service, both with the County and throughout the Twin Cities.

- METRO Red Line: Cedar Avenue Transitway (Bus Rapid Transit) The Cedar Avenue Transitway is located between the Mall of America in Bloomington and CSAH 70 (215th St.) in Lakeville. The METRO Red Line began operations on the transitway in 2013, serving five stations with frequent all-day service. An additional five stations are identified for potential future extension as service demand warrants. Other express and local services within the corridor use many of the transitway facilities developed for METRO Red Line service. Dakota County led planning, project development and construction of the Cedar Avenue Transitway.
- METRO Orange Line: Interstate 35W Transitway (Bus Rapid Transit) The planned Interstate
  35W transitway extends from Heart of the City in Burnsville north to downtown Minneapolis.
  The METRO Orange Line will provide high frequency all-day service between the County and
  downtown Minneapolis, as well as intermediate stations and connecting services. Phase 1 will
  extend to I-35W and Burnsville Parkway in Burnsville. Dakota County is actively coordinating
  with the Metropolitan Council on project development and tasks for Phase 1 of the METRO
  Orange Line.

Elements of the transitway, including new runningways and stations in both the shoulders and median of I-35W, are complete or expected to be constructed by the end of 2022. Service is planned to begin in December 2021. A study completed by the DCRRA in 2020 recommended an additional station near the Burnsville Center contingent on future development and activity levels in the nearby area.

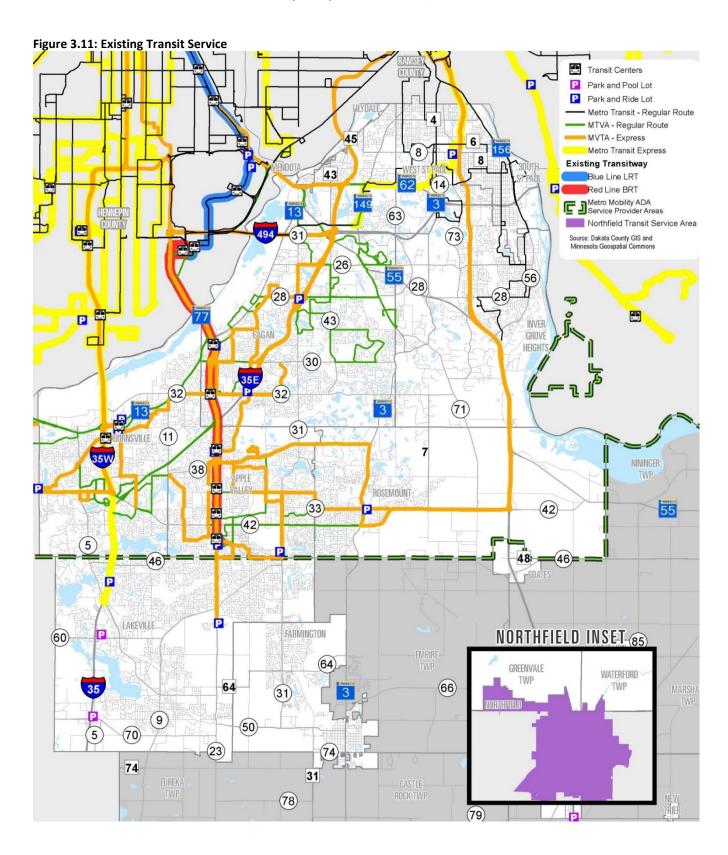
#### Dakota County Comprehensive Plan, DC2040

Red Rock Transitway (Bus Rapid Transit) — The planned Red Rock Corridor connects St. Paul,
Hastings and communities in Washington County along TH 61. In 2014, the Red Rock Corridor
Commission completed an update to an earlier alternative analysis, identifying bus rapid transit
as the preferred transit mode for the corridor. This analysis does not suggest that extension of
service to Hastings is supportable in the near- to medium-term. Intermediate efforts for
improved service in the corridor include expansion of express service and park and ride capacity
to establish a larger ridership base.

Dakota County was a member of the Red Rock Corridor Commission through 2017 and participated in its ongoing planning activities. In 2017, the Dakota County Regional Railroad Authority left the Commission; staff continues to monitor Commission activities for any actions that may affect the County.

Robert Street Transitway — The planned Robert Street Transitway is recognized by the Dakota
and Ramsey County Regional Railroad Authorities and the Metropolitan Council through its
Transportation Policy Plan. In 2015, the authorities concluded an alternatives analysis that
evaluated investment options for high frequency transit service between downtown St. Paul and
Rosemount. Two final alternatives, bus rapid transit and streetcar along Robert Street in St. Paul
and West St. Paul, were identified for further consideration among the counties and cities along
the proposed alignment.

The Dakota County and Ramsey County Regional Railroad Authorities are jointly responsible for the evaluation of alternative projects and identification of a locally preferred alternative to recommend for adoption into the Metropolitan Council's Transportation Policy Plan. The Robert Street Corridor is one of several arterial BRT corridors under consideration by the Met Council for implementation over the next two decades.



# TRANSIT SERVICE PROVIDERS

- **Metro Transit** Fixed route service provider in Northern Dakota County, including Mendota Heights, Inver Grove Heights, West St. Paul, South St. Paul, and Lakeville. Metro Transit provides primarily local route service in this area, with several express routes in peak periods.
- Minnesota Valley Transit Authority Fixed route service provider for Burnsville, Eagan, Apple Valley, and Rosemount. MVTA service consists of extensive express service, local routes, and specialized service including flex routing and reverse commute routes.
- **Hiawathaland Transit** Fixed-route and dial-a-ride service operated by Three Rivers Community Action for the City of Northfield. Dial-a-ride service is arranged through a reservation system.
- Transit Link Dial-a-ride service managed by the Metropolitan Council. Service is provided in areas where there is no access to local fixed route service. Transit Link service is operated with policies that emphasize providing access to existing fixed route service to complete trips whenever feasible.
- Metro Mobility a shared ride public transportation service for certified riders who are unable to
  use regular fixed-route buses due to a disability or health condition. Trips are provided for any
  purpose.
- County-Contracted Transportation Services Dakota County provides specialized transportation services through its Community Services Division. Trips are generally intended for important appointments related to the services that clients are receiving, such as doctor visits or job seeking, when no other mode of transportation is available.

## TRANSIT FACILITIES

Transit facilities establish a tangible presence of transit service in a community. Facilities include stop amenities, roadway improvements for improved operations, maintenance and storage facilities, and supporting infrastructure for bicycle and pedestrian access. While operation and maintenance of these facilities is typically a responsibility of service providers, Dakota County has an active role in cooperating with regional agencies and transit service providers in the planning, finance, and development of these facilities. The following facility types have been established in Dakota County or are in development:

- **Transit Centers** Transit centers serve as multiple focal points for transit services, enabling riders to access service or transfer between routes. These facilities provide climate-controlled waiting areas, parking spaces, restrooms, and transit information. All centers have bus layover spaces.
  - Apple Valley Transit Station this station features 768 surface and structured spaces, indoor climate-controlled waiting, restrooms and transit information. Buses pick up and drop off on Cedar Avenue, with riders crossing from the southbound drop off via the pedestrian overpass.
     MVTA completed an expansion of the station in late 2019, adding two additional levels to the ramp that provide approximately 370 more spaces.
  - Burnsville Transit Station this station has 1,428 parking spaces in a parking structure.
     Amenities include a climate-controlled indoor waiting area, restrooms, public telephones, ATM and vending machines, and bicycle racks and lockers. The Burnsville Bikeway Project provides 3.9 miles of paved paths connecting the station to other Burnsville and Dakota County bicycle and pedestrian trails.
  - Eagan Transit Station the Eagan Transit Station has 679 parking spaces for MVTA riders.
     Amenities include a number of retail tenants on site, providing services such as dry cleaning and

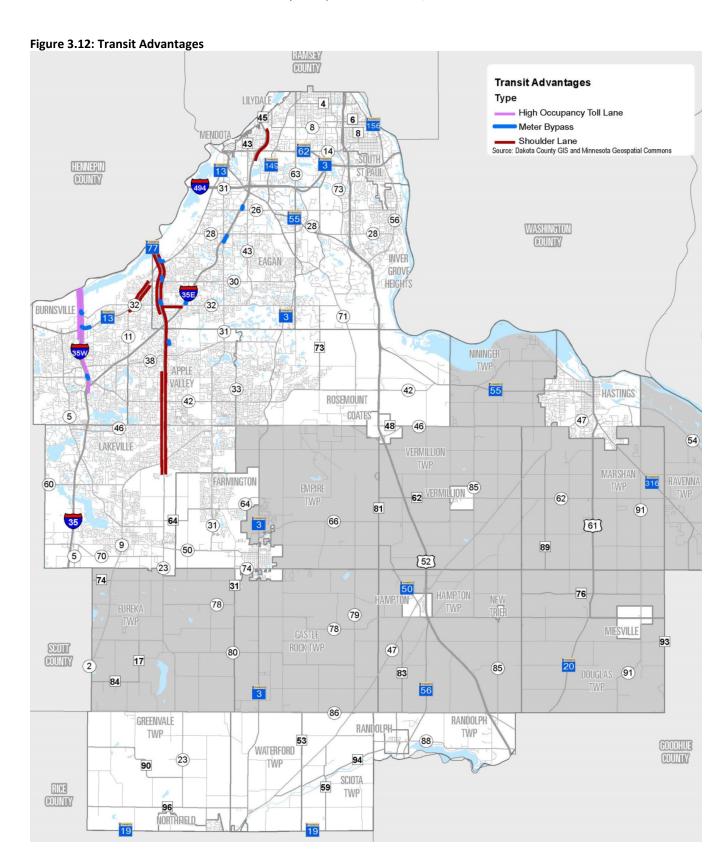
- hairstyling, a climate-controlled waiting area, restroom, public telephones, vending machines, and bicycle racks and lockers.
- Cedar Grove Transit Station this station includes a 120-space open-air park & ride lot, climate-controlled waiting area, bicycle lockers, and restrooms. The station serves as a primary transfer point between local routes and also connects directly to the Cedar Avenue Red Line via a skyway providing access to the median of TH 77.
- Park & Ride Facilities typically have limited amenities and are oriented towards express service commuters. Park and Rides include lots constructed solely for transit use, jointly used with a business or institution, or leased to a service provider by a private owner. The Metropolitan Council has forecast a growing need for park & ride facilities in Dakota County over coming decades. Park and ride facilities, capacities, and usage are listed below:

Table 3.5: Park and Ride Facilities

Park and Ride	Location	Use (2017)	Capacity
157th St. Station	15450 Cedar Avenue, Apple Valley	19	258
Apple Valley Transit Station	15450 Cedar Avenue S., Apple Valley	741	768
Blackhawk Park & Ride	4565 Blackhawk Road, Eagan	245	370
Burnsville Transit Station	100 E. Highway 13, Burnsville	1,387	1,428
Cedar Grove Transit Station	4035 Nicols Road, Eagan	37	166
Eagan Transit Station	3470 Pilot Knob Road, Eagan	297	626
Heart of the City Park & Ride	126th St. and Pillsbury Avenue, Burnsville	58	343
Kenrick Avenue Park & Ride	16775 Kenrick Avenue South, Lakeville	625	750
Lakeville-Cedar Park & Ride	18040 Cedar Avenue South	4	190
Palomino Park & Ride	7510 Palomino Drive, Apple Valley	213	318
Rosemount Transit Station	14550 Burnley Ave. S, Rosemount	79	102
West Saint Paul Sports Complex	1650 Oakdale, West St. Paul	53	100

- Transit Advantages express and transitway services, where possible, make use of transit advantages built into the state trunk highway system and the County highway system. These include shoulder lanes, HOV lanes, HOV ramp bypasses and other improvements that allow for faster and more consistent transit travel times. Operation of transit vehicles on shoulders is allowed on parts of TH 77, TH 13, I-35E, CSAH 23 and CSAH 32. Buses are authorized to use I-35W MnPASS lanes. Transit advantages are shown in Figure 3.12.
- Planned Transit Stations and Facilities the need for additional stations and facilities is anticipated
  as planning and development work proceeds on transitways in Dakota County. In addition, the
  County cooperates with the Metropolitan Council, Metro Transit, MVTA, and local cities on planning
  the location and scale of additional park and ride facilities for express service within the County.
- Garage Facilities MVTA operates its services out of two garage facilities in Burnsville and Eagan. These facilities provide space for vehicle storage, maintenance, training and administrative staff. The Eagan Bus Garage is also the base for METRO Red Line, which is operated by MVTA.

**Express routes** — existing routes are shown in Figure 3.11. Service providers may add new express services in the future.



## **REGIONAL COOPERATION**

Many efforts to develop transit service and infrastructure are best undertaken through a regional approach to match the scale of the issues faced and to employ the most appropriate solutions. Dakota County participates in regional efforts that consider and implement regional solutions to improve the responsiveness and efficiency of transit services.

#### TRAVEL DEMAND MANAGEMENT

Increased construction costs and tightening budgets have forced local and regional governments to reassess expansion plans for transportation networks and focus more on managing demand volumes using existing infrastructure and resources. Within the Twin Cities metropolitan region, the Metropolitan Council has signaled a shift from expansion to management of existing transportation capacity through its 2040 Transportation Policy Plan. Policies to aid in managing travel demand and roadway capacity include Travel Demand Management (TDM) practices. The goal of TDM is to provide incentives that reduce the amount of congestion on roadways during peak travel periods through multiple cost-effective methods including demand shifting, higher vehicle occupancies, and improved traffic information. Ultimately, use of TDM practices should keep peak traffic volumes under roadway design capacities, allowing local and state governments to defer costly expansion projects.

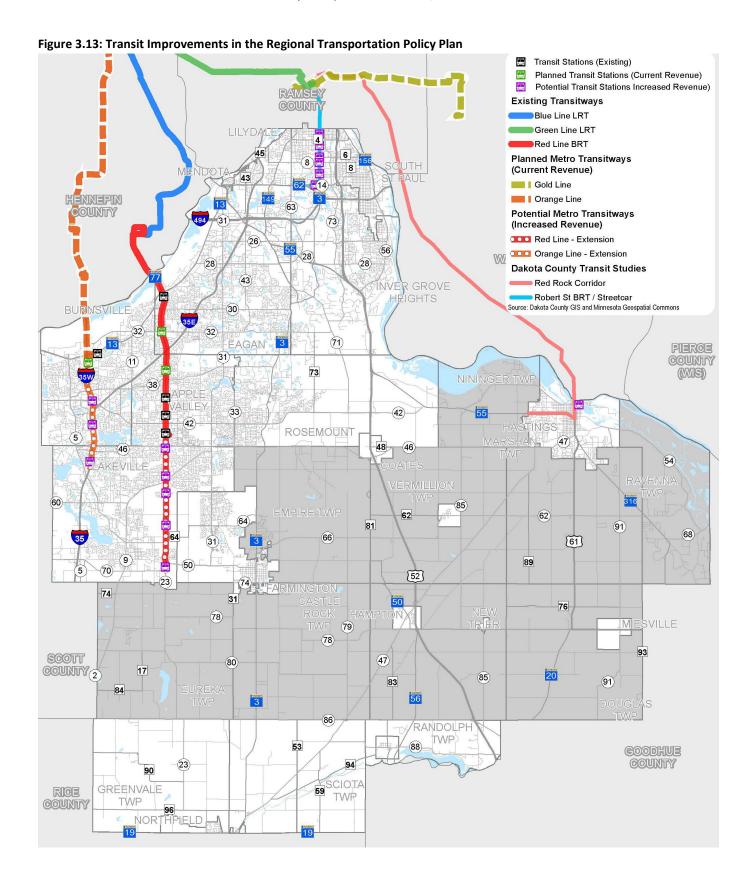
### COMPLETE STREETS

Complete Streets is an approach to road planning and design that evaluates and balances the needs, safety, accessibility, and usability of all transportation users to preserve safety and efficiency for all modes. Minnesota Statutes §174.75 identifies complete streets as the planning, scoping, design, implementation, operation, and maintenance of roads in order to reasonably address the safety and accessibility needs of motorists, pedestrians, transit users and vehicles, bicyclists, and commercial and emergency vehicles moving along and across roads, intersections, and crossings in a manner that is sensitive to the local context and recognizes that the needs vary in urban, suburban, and rural settings.

The County will implement the complete streets approach during transportation project planning and development, operation, and maintenance activities. This approach helps to maximize the use of county highways and right-of-way to provide a comprehensive and connected multimodal transportation system. Complete streets implementation is based on, but not limited to, the following: community context, topography, road function, traffic speed, freight volumes, and pedestrian and bicyclist demand. Implementation options depend on each project's unique situation and can include paved shoulders, trails or sidewalks, bicycle accommodations, pedestrian refuge medians, truck mountable curbs in roundabouts, signal timing, updated roadway striping, bus stop access, and other features. The County will implement the complete streets approach in compliance with State Statutes and MNDOT Policy.

Complete Streets has been broadly adopted by state and local governments in recent years, although no uniform guidelines or documentation exists. In practice, Complete Streets emphasizes safety and convenience of non-motorized transportation modes in the presence of motorized modes, with special consideration to appropriate modal segregation, intersection design, and integration with surrounding land uses. Use of Complete Streets concepts can substantially improve transitway and transit facility projects by improving the safety and accessibility to and from transit services. Transit service will also benefit through improved safety consideration to its specific operational needs.

Figure 3.13 shows the Region- and County-identified transit improvements that are in the Regional Transportation Policy Plan's Current Revenue Scenario (planned and funded).



# **Pedestrian and Bicycle Travel**

# THE IMPORTANCE OF PEDESTRIAN AND BICYCLE TRANSPORTATION

Pedestrian and bicyclists share destinations with motorists. Many of these destinations are on the County highway system, particularly commercial areas, schools, employment centers and regional parks. The County highway system is in many cases the most direct option for pedestrians and bicyclists; in some cases, it is the only option. Many suburbanized areas of Dakota County lack a connected road network that would allow pedestrians and bicyclists to travel off the County system, making the County highway system the only choice. Pedestrians and bicyclists also interact with vehicle traffic on County highways when crossing these corridors. Motorists, pedestrians, bicyclists and transit users all require safe crossings with minimized delays.

Bicycle and pedestrian facilities are an important element of a safe and efficient transportation system to serve all modes and users. Basic provision and improvement needs include continuous facilities that allow for safe and convenient use. Bicycling and pedestrian transportation planning provides multiple benefits to the county including environmental sustainability, safe routes for users, active living and improved health, improved transportation options, quality of life, and safety.

# **NETWORK CONNECTIVITY**

Dakota County has built more than 200 miles of multiuse trails and sidewalks within its right of way in the past 30 years. In that time, County policy evolved from building a trail on one side of highways to building a trail on both sides. Despite completing much of the system, critical gaps remain. The existing County pedestrian and bicycle network, shown in Figure 3.14, consists of trails and sidewalks along side County Highways in the urban and suburban portions of the County and regional greenway trails. Paved shoulders support walking and bicycling in the rural portions of the County. State, regional, and local networks are essential to provide access to and from the County system and to provide door to door connectivity.

Figure 3.15 and 3.16 depict existing gaps on the County highway pedestrian and bicycle networks. Gaps are prioritized based on pedestrian and bicycle demand, which is estimated using the following factors:

- Population density
- Employment density
- Age (population under 18 and over 65)
- Presence of schools
- Presence of shopping and services
- Households without vehicles
- Traffic volume
- Posted highway speeds
- Number of travel lanes
- System connectivity
- On the Regional Bicycle Transportation Network (RBTN)

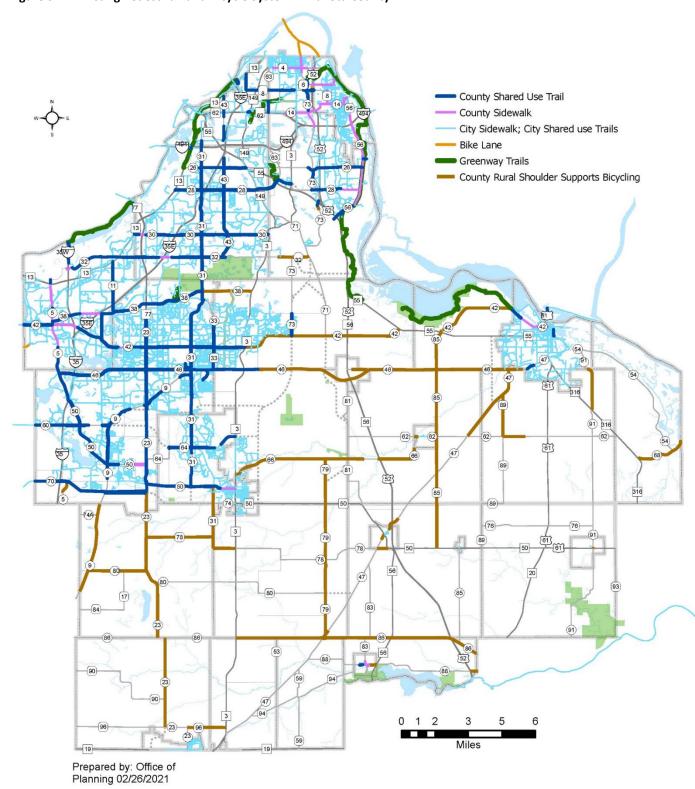


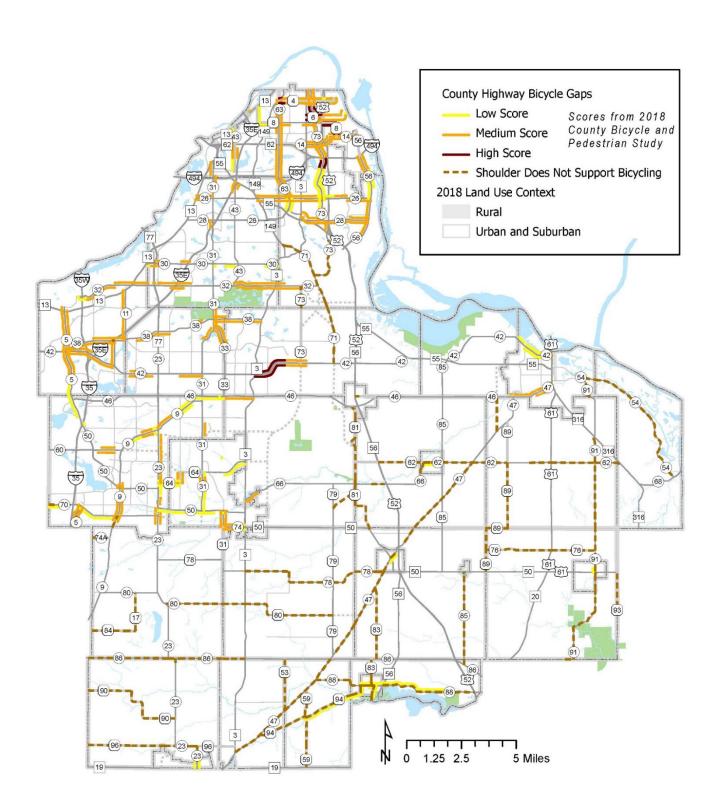
Figure 3.14: Existing Pedestrian and Bicycle System in Dakota County

Dakota County Office of Planning

County Highway Pedestrian Gaps Gaps - Urban and Suburban Low Score Medium Score 14 56 - High Score 149 2040 Land Use Context Rural Urban and Suburban Scores from 2018 County Pedestrian and Bicycle Study [52] 13 (55V) 73 13 11 73 (31) 33 (35) 81 Hastings (31) (35) (47) [61] 316 7 23 4 Miles

Figure 3.15: Gaps in the Existing County Pedestrian System

Figure 3.16: Gaps in the Existing County Bicycle System



# PEDESTRIAN TRAVEL

To better develop opportunities for county residents to walk and bike for transportation and recreation, the County will need to work closely with local communities to improve conditions. The following should be considered when addressing pedestrian travel needs:

- Destinations: such as parks, schools, activity centers and trails.
- Networks: connections free of barriers such as railroads, busy roads, water bodies, hills, and isolated
  areas
- Density: non-motorized transportation becomes more efficient and convenient in mixed-use areas.
- Safety: consider safety in infrastructure decisions.
- Security: consider security in infrastructure decisions.

Pedestrian needs differ based on land use context. Communities in Dakota County have the following Met Council-identified Thrive MSP 2040 Community Designations (shown in Chapter 5, Figure 5.3): Urban Center, Suburban, Suburban Edge, Emerging Suburban Edge, Rural Residential, Diversified Rural, and Agricultural. The planned pedestrian system, shown in Figure 3.17, addresses current pedestrian gaps on the County highway network in the Urban Center, Suburban, Suburban Edge, and Emerging Suburban community designations with shared use trails, where practical. The planned system also extends shared-use trails on both sides of highways where future and suburban development is anticipated and completes the County's regional greenway trails. In the Rural Residential, Diversified Rural, and Rural Center designations, shared use trails may be considered along County Highways where there is high pedestrian and bicycle demand and where practical.

## **MOVING ALONG HIGHWAYS**

Bicyclists and pedestrians use different facilities based on ability and type of movement. Type A riders travel over 15 mph and should operate in travel lanes and shoulders to improve safety for all users. Type B riders have less experience and generally are recreational riders who operate safely on roadside trails. Type C riders are children, who are safest on the trail network. Pedestrians require well-maintained multiuse trails and safe road crossings. Shared use trails provide for bicycle travel in the urban and suburban portions of the County. Paved shoulders support bicycling in the rural and agricultural portions of the County. Figure 3.18 depicts the existing and planned bicycle network.

On Figure 3.18, planned greenways will include a shared-use trail separated from roads. Shared use trails are planned for bicycles in urban and suburban contexts. Shoulders are planned to support bicycling in rural contexts. The shoulder width required for bicycling in rural will be determined based on guidance from the March 2007 Bikeway Design Manual. Width required varies 4'-10' based on land use, speed limit, average daily traffic volume, and number of travel lanes.

#### **CROSSING HIGHWAYS**

Interstate, State, and County highways are usually higher speed roads that provide for a balance between mobility and access. The mobility function can conflict with pedestrian and bicyclist needs to cross these roads. Perceived and real safety concerns discourage crossing highways or traveling along them. Dakota County participated in the Metropolitan Council's Regional Bicycle Transportation Network (RBTN) Barriers Study and worked on a Pedestrian and Bicycle Study that to address barriers. Considerations to address these concerns include:

• Grade-separated crossings (bridges or tunnels). These strategies should be evaluated as part of pedestrian and bicycle network needs when considering roadway improvement projects. Due to

- their expense, these measures should be used at targeted locations on the County system, such as on high-volume roads, at intersections with greenways and in areas of high pedestrian demand.
- Existing grade separations such as those for roads and waterway crossings should be considered and evaluated for pedestrian and bicycle networks, including the regional greenway system and RBTN.
- At-grade crossing improvements should be considered and may include upgrading intersection sidewalks, curb ramps, and traffic signal systems to current Americans with Disabilities Act (ADA) standards.

## DAKOTA COUNTY PEDESTRIAN AND BICYCLE STUDY

Dakota County initiated a pedestrian and bicycle study in 2018 to create a unified vision for countywide walking and bicycling networks. The study evaluated policies, strategies and tools to integrate pedestrian and bicycling modes into the transportation system to provide for safe, timely, and efficient connections between communities, activity generators, and employment centers. The study encourages active living to improve community health.

# PEDESTRIAN AND BICYCLE FACILITIES ON COUNTY ROADS

The County has identified priority trail and sidewalk gaps to implement over the timeframe of the Plan. Some gaps will be filled as independent trail and sidewalk projects, others will be addressed in conjunction with major roadway projects. The County has a goal of providing pedestrian and bicycle facilities on every county road in urban and suburban areas within the next twenty years, typically a shared use trail on at least one side of the road.

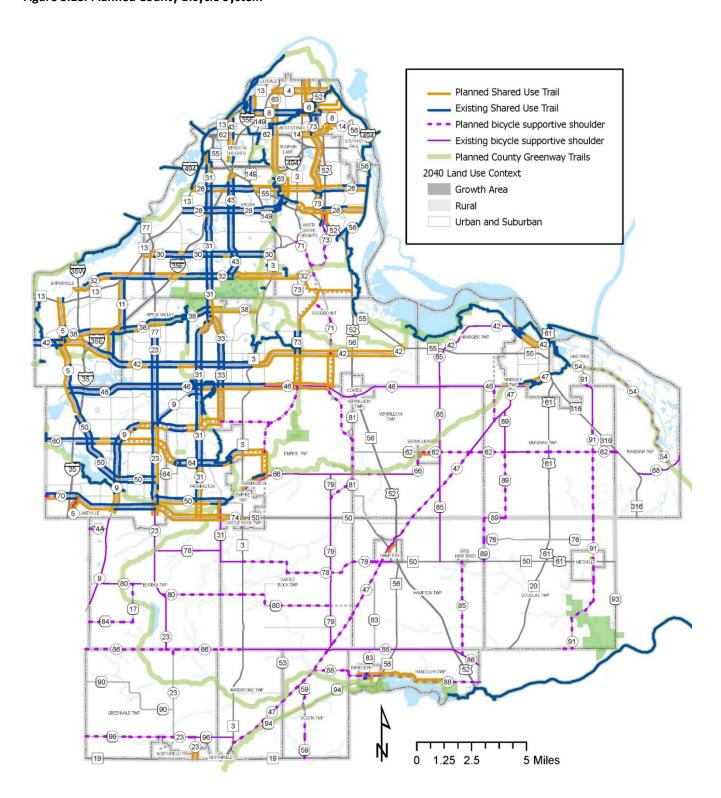
- All future road reconstruction, expansion, turnback, and lane reduction projects would incorporate bicycle and pedestrian facilities, on both sides of the road where practical, in the overall highway project cost. Cost for pedestrian and bicycle elements on these corridors is included in the appropriate future highway needs category.
- Trail gaps along roads not programed for reconstruction, expansion, lane reduction, or turnback within the next 20 years would be delivered as independent projects. This estimate also includes bicycle and pedestrian connections to transit off the county highway system.
- Trail gaps proposed to be addressed with roadway projects may be pursued by cities as
  independent trail gap projects on a case-by-case basis if they are determined to be an
  immediate priority or safety issue, are feasible to construct, and have local support.

 Existing Shared Use Trail or Sidewalk Planned Shared Use Trail or Sidewalk Planned County Greenway Trails 2040 Land Use Context Growth Area Rural Urban and Suburban 73 Hastings 91 3 Miles

Figure 3.17: Planned County Pedestrian System

Dakota County Office of Planning

Figure 3.18: Planned County Bicycle System



## **COUNTYWIDE GREENWAY SYSTEM**

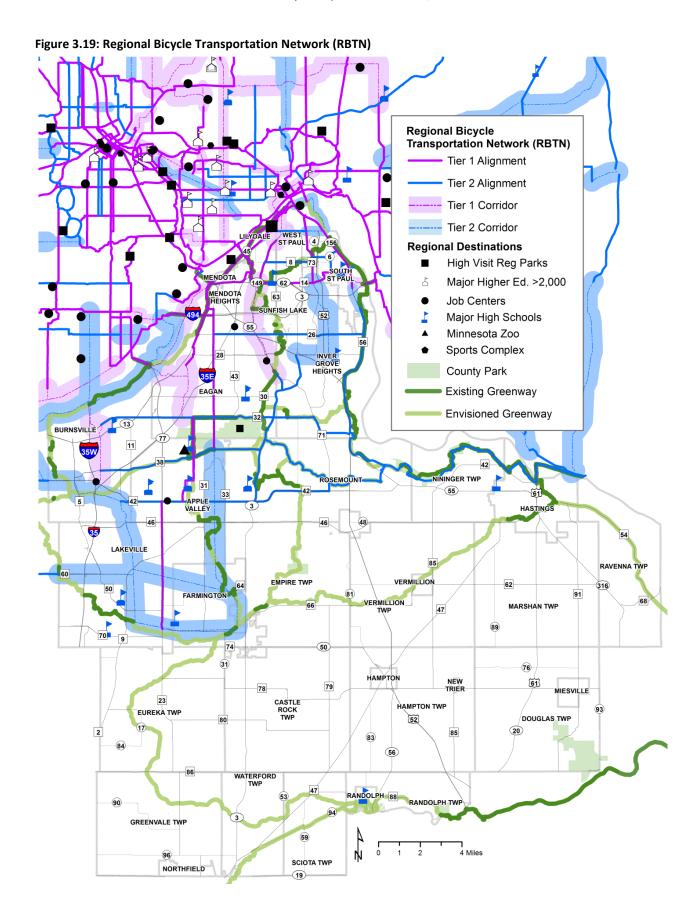
The County has begun assembling corridors to establish its 200-mile system of greenways. The Dakota County Greenway system includes regional trails within the county that are part of the Metropolitan Council Regional Parks System. County greenways are a combination of regional trails open to the public, master planned regional trails, regional trail search corridors, existing and planned state trails, and county greenway trails. Dakota County greenways are envisioned as multi-functional corridors with a shared use regional trail for recreation and transportation, habitat corridors, and water quality. Corridor width and character varies based on land use context.

This high-quality non-motorized transportation system will supplement the current roadside trail network and in many places be preferred transportation corridors for bicyclists, pedestrians and wheelchair users. In addition to non-motorized transportation, the system will enhance recreation, water quality and habitat.

# REGIONAL BICYCLE TRANSPORTATION NETWORK (RBTN)

Per Met Council requirements, Figure 3.19 illustrates the Regional Bicycle Transportation Network (RBTN), including regional destinations within the County. The Regional Bicycle Transportation Network (RBTN) was established in The Metropolitan Council 2040 Transportation Policy Plan, to establish a network of on-street bikeways and off-road trails improve bicycle transportation at the regional level and to encourage planning and implementation of future bikeways by cities, counties, parks agencies, and the state.

The RBTN includes Tier 1 priorities, which are the highest for regional planning and investment, and Tier 2 priorities, which are lower. Alignments are specific routes and corridors are search areas. The Tier 1 and Tier 2 RBTN corridors are concentrated in the developed and developing northwestern section of the County. RBTN corridors primarily extend along existing or planned minor arterial highway corridors, and connect the majority of the RBTN destinations. Dakota County will continue to work with the Metropolitan Council on RBTN pedestrian and bicycle facilities when the RBTN aligns with the existing and planned County pedestrian and bicycle system. Dakota County envisions incorporating the regional greenway system into the RBTN Tier 1 corridors. While greenways primarily function as part of the regional park system, they are often funded with federal transportation dollars and may be designated as part of the Regional Bicycle Transportation Network as desirable bicycle corridors. The RBTN in Dakota County is shown in Figure 3.19.



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# **Emerging Technologies and Transportation**

# **AUTONOMOUS AND CONNECTED VEHICLES**

Emerging technologies, such as autonomous and connected vehicles, are likely to have great future impact on the transportation systems of today. The private sector currently is leading the way with developing and rolling out new technologies. The timing of widespread public adoption and necessary changes to public sector transportation systems design and operations remains uncertain. Traditional transportation planning and operations will likely predominate through the current ten-year Comprehensive Plan cycle, although there will be opportunities for enhanced safety and operation of the County transportation system provided by the evolution of transportation technologies. The County will actively monitor connected and autonomous vehicle technology advancements, technical innovations impacting trends and infrastructure and consider system adaptions when appropriate to maximize safety and efficiency of the system.

The Dakota County Office of Performance Analysis<sup>1</sup> evaluated current issues related to autonomous (AV) and connected-communicating vehicles in key areas of interest, summarized below:

# 1. Impacts on development patterns, residency, and employment:

Semi-autonomous vehicles are likely to be widely available by the 2020s, and fully autonomous vehicles may become legal to operate by the mid-2020s. Studies on land-use impacts indicate that AVs have the potential to increase sprawl patterns, as longer commutes can be spent doing things besides operating a vehicle. In denser urban areas, studies allude to increases in congestion, with more vehicles on the road but perhaps a decreased need for parking. Major changes are anticipated for industries that employ drivers, currently three percent of the national labor force.

# 2. Legislative and regulatory issues:

Most states have considered, but fewer have enacted new legislation related to AVs. Proposed laws generally have focused on definitions of vehicle autonomy, AV testing provisions, and insurance and liability issues.

#### 3. Interaction with existing infrastructure:

Communication between vehicles and infrastructure such as traffic signals (V2I) is already available on a very limited basis and has strong potential for use in safety notification of construction zones and weather or road hazards. V2I systems also can inform drivers of "time to green" when approaching red lights. Vehicle-to-infrastructure and other vehicles (V2X) communication is further behind but is anticipated to greatly reduce the severity of crashes. V2X effectiveness is contingent on a having a critical mass of similarly equipped vehicles on the road. In the short term, the County could pilot V2I studies on select County highways.

# 4. Highway operations and design:

AVs will be able to operate safely with less distance between cars on highways, even "platooning" in tight formation, which raises questions about potentially reducing the number of driving lanes and lane widths in the future. Near-term, AVs must be able to clearly "read" lane markings, roadway signs, and traffic signals (V2I). Pilot studies in V2I are recommended for the near term.

<sup>&</sup>lt;sup>1</sup> <u>Autonomous Vehicles Issues and Trends</u>, August 2017. Dakota County Office of Performance Analysis

#### 5. Transitioning with manual vehicles:

Integration of AV technology into the transportation system will be a lengthy process, and full conversion to AVs is likely decades away. Concern about a hazardous transition period when both types of vehicles are on the road is a common theme in public surveys on the topic. Suggested strategies to monitor and ease the transition include: 1) develop dedicated AV lanes on highways, 2) equip person-operated vehicles with the technology to communicate with AVs, and 3) deploy AVs incrementally while familiarizing the public with AV technology.

# 6. Interactions with pedestrians and bicycles:

Less is known about how AVs will communicate with and avoid pedestrians and bicyclists. Research suggests that a safer environment will be possible, especially if AVs are programmed to stop and yield to pedestrian and bicyclists. In urban areas, greater separation of vehicle and pedestrian/bicycle infrastructure may be needed. As AVs appear on County roads, there will be a need for more public information.

#### 7. Autonomous mass transit:

Public transit and transportation services have great potential for AV technology, which would be more effective at reducing congestion than individual AVs in highly urbanized areas. Dedicated bus rapid transit lanes could provide an optimal testing ground for future Automated Rapid Transit (ART) and may be able to accommodate personal AVs during the transition period. AV technology may also provide solutions for individuals who are not able to drive, through ride services or ride-sharing businesses.

## 8. Uses and privacy of vehicle data:

AVs are expected to use and produce tremendous amounts of data on a daily basis. While the public is accustomed to consent agreements for connected personal electronics, the full implications of AV data are evolving. AV data will be stored and owned by software proprietors and the automotive industry has begun discussing consumer data privacy standards. Public agency use of the data is also an evolving area, with potential applicability in planning.

Dakota County will monitor autonomous vehicle technology adoption, as well as other technological innovations that will have impact on transportation trends and infrastructure and will consider system changes when it makes sense. Dakota County has begun installation of high-speed fiber optics networks between its traffic signals to improve flow and will also coordinate with transportation partners in the region in the monitoring, evaluation, and implementation of technology-driven changes to transportation systems. Dakota County has formed a cross-departmental County Autonomous Vehicle (CAV) team to monitor and respond to opportunities related to autonomous and connected vehicles and other emerging technologies.

# **Other Modes**

Aviation and freight facilities in and adjacent to Dakota County are illustrated in Figure 3.20 and described in the following sections:

- **Trucking** (truck terminals, freight facilities, manufacturing/distribution locations, large shopping areas, and general freight volumes expressed in dollar values)
- Railroads (major lines, freight facilities)
- Commercial navigation (barge facilities)
- Aviation (airports, airport noise contours, and seaplane bases)

Figure 3.21 shows existing heavy commercial traffic volumes, based on State data from 2016.

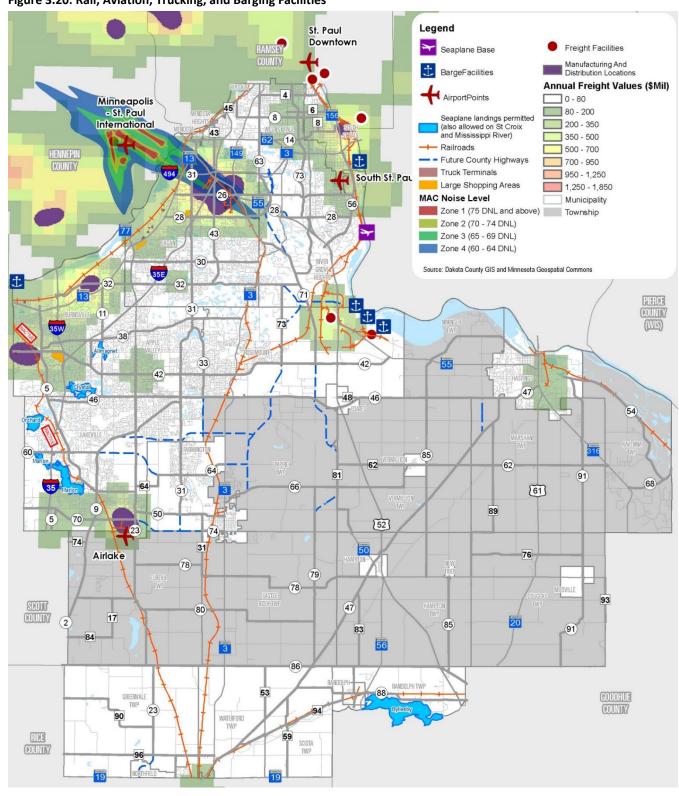
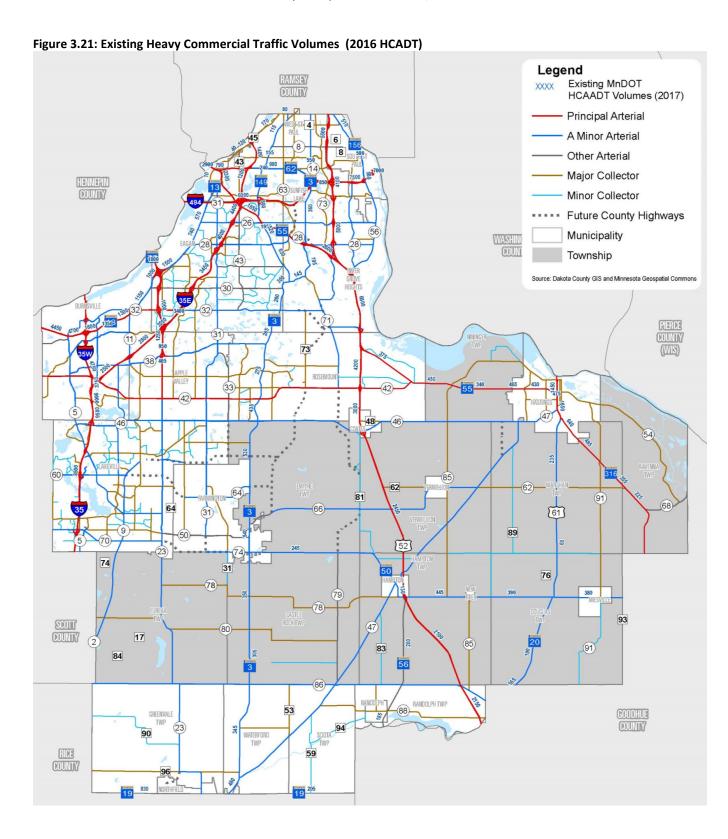


Figure 3.20: Rail, Aviation, Trucking, and Barging Facilities



#### TRUCKING

Truck movement of freight is very important to the economic vitality of the County and region. Trucks are the predominant mode for most regional and short-haul freight trips. Economic competitiveness will depend in part on a transportation system that allows efficient truck movement. Three major truck terminals (with over 1,000 trucks) are located within the county and include facilities in Eagan on CSAH 26 (Lone Oak Road) between I-35E and TH 55; in Inver Grove Heights south of TH 55; and in Burnsville west of I-35W and north of TH 13. Airlake Industrial Park, on CSAH 70 in Lakeville, is the second largest industrial park by acreage in the Twin Cities and a major generator of regional truck trips. It also includes Airlake Airport, performing reliever functions for the Metropolitan Airports Commission. Businesses in the park are also served by both freight and short line regional service via CP Rail.

The *Regional Truck Highway Corridor Study* prepared for the Metropolitan Council in 2017 identified major trucking routes in the Metropolitan Area, evaluated potential safety and congestions issues, and recommended that the study inform state investments in improving freight systems. (Figure 3.22) A number of state trunk highways and interstate highways provide access to commercial operations (barge terminals, truck terminals, manufacturing operations, etc.) within the County. These highways are fed by the County highway system impacting the operations, maintenance and signalization (and in some cases the geometrics) of County highways.

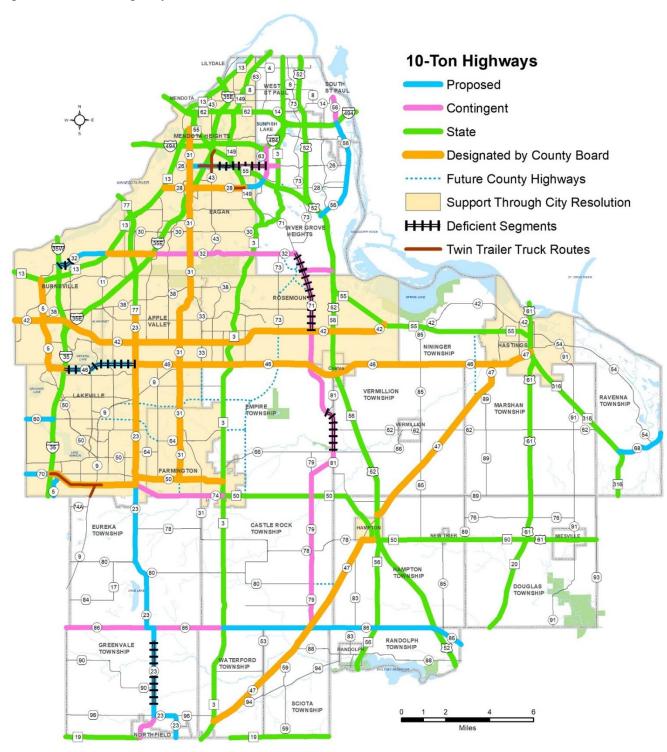
At this time, there are no highly significant challenges to freight movement in Dakota County. The County is working to expand the 10-ton road network through new construction, reconstruction, and certification of existing County highways to accommodate heavier commercial vehicles. (Figure 3.23)

Dakota County has established routes for twin-trailer trucks to travel within the county. These truck routes connect with state highways to freight distribution facilities located within the county. Twin-trailer truck configurations must also comply with applicable Minnesota statutes. MN Statute 169.87 allows local authorities to petition the State's Commissioner of Transportation to establish these routes. County twin-trailer routes are also shown in Figure 3.23.

**Corridor Tiers** Tier 1 Tier 2 Tier 3 State Highways County State Aid Highways County Roads ····· Future County Highways Local Arterial & Collector Roadways VERMILLION TOWNSHIP MARSHAN TOWNSHIP CASTLE ROCK TOWNSHIP EUREKA SCIOTA TOWNSHIP

Figure 3.22: Tiered Truck Corridors in Dakota County

Figure 3.23: Ten-Ton Highways



# **RAILROADS**

Railroads are a significant element in the transportation system. They continue to play an important role in the movement of freight to and between ports and major urban areas. Railroads also have an impact on land use, the physical and social environment, and other components of the transportation system.

Two Class I rail carriers operate in Dakota County. Class I rail carriers are defined by exceeding approximately \$350 million in annual operating revenues. These two carriers are the Canadian Pacific Railway and the Union Pacific Railroad. Progressive Rail, a short line railroad with several branch routes, also operates within the County and is based at the Airlake Industrial Park.

## **COMMERCIAL NAVIGATION**

Commercial navigation continues to be an important part of the transportation system. Metropolitan Council estimates that nearly 1,000 jobs in the county were related to commercial navigation and that terminals handled approximately 16 percent of the region's river barge activity. The following barge terminals operate within the County:

- Flint Hills Resources (Rosemount): barge/truck operations, petroleum products
- U.S. Salt (Burnsville): salt, de-icing products
- Savage Port Area (Savage, Scott County): grain, salt, fertilizer
- Dakota River Terminal (South St. Paul): bulk commodities
- C.F. Industries Pine Bend Terminal (Inver Grove Heights): anhydrous ammonia
- C.F. Industries Warehouse (Rosemount): bulk fertilizer

## **AVIATION**

Two airports in the county are part of the regional airports system. Both are reliever airports. They reduce congestion at the Minneapolis St. Paul International Airport and provide increased aviation access to nearby communities.

- Airlake Airport The Airlake Airport is under the jurisdiction of the Metropolitan Airports Commission (MAC) and is location in Lakeville and Eureka Township, west of CSAH 23 (Cedar Avenue) and south of CSAH 70 (215th Street). It is classified as a reliever airport with a 4,099-foot runway. It had 37,000 annual operations (landings and takeoffs) in 2015. Approximately 133 aircraft are based at the airport which serves private, recreational, and some business aviation purposes. MAC adopted a 2035 comprehensive plan for the airport in 2018 that recommends extending the runway to 4,850 feet, in an alignment that does not necessitate moving Cedar Avenue. However, the 2035 plan identifies a need to relocate the intersection of 225th Street and Cedar Avenue further to the south.
- South St. Paul Municipal Airport The South St. Paul Municipal Airport (Fleming Field) is under the jurisdiction of the City of South St. Paul and is located north of CSAH 26 (Lone Oak Road) and west of CSAH 56 (Concord Boulevard). It is classified as a minor airport in the regional system with one 4,000-foot runway. It had approximately 62,000 annual landings and takeoffs in 2012. Approximately 225 aircraft are based at the airport which serves private and recreational purposes.

The following metropolitan airports are outside Dakota County but have major effects on the County.

- Minneapolis St. Paul International Airport (MSP) is under the jurisdiction of the MAC and is located in Hennepin County north and west of Eagan and Mendota Heights. It is the Region's international airport and serves primarily scheduled air passenger and air cargo services.
- St. Paul Downtown Airport (Holman Field) is under the jurisdiction of the MAC and is located south of the Mississippi River in St. Paul and just north of South St. Paul. It is classified as the primary reliever for Minneapolis St. Paul International Airport (MSP).

Federal Regulation Title 14, Part 77 establishes standards for protection of aviation airspace and requirements for notification of the Federal Aviation Administration (FAA) when new structures or objects are being built or altered in proximity to navigable airspace. On notification, the FAA evaluates impacts to aviation operations and potential hazards, identifies mitigation needs, and charts new structures. Title 14, Part 77.13 requires notification of the FAA Administrator when:

- Construction or alteration exceeds 200 feet above ground level
- Construction or alteration:
  - o within 20,000 feet of a public use or military airport exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 feet
  - within 10,000 feet of a public use or military airport exceeds 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 feet
  - o within 5,000 feet of a public use heliport which exceeds a 25:1 surface
- The prescribed adjusted height of any highway, railroad or other traverse way would exceed the above noted standards
- When requested by FAA
- Construction or alteration is located on a public use airport or heliport regardless of height or location

Dakota County does not administer land use control except in rural floodplain and shoreland areas. For County construction and alteration projects related to its transportation and parks system, the County is subject to local community land use controls, which are required to incorporate the requirements of Title 14, Part 77. Where the County has land use control, any structures or objects of a nature to trigger the Title 14, Part 77 requirements generally would be prohibited in floodplain. Shoreland structures with potential impacts would be reported to the FAA in accordance with the standards referenced above.

Aircraft noise from operations at MSP is a serious concern for residents of northern Dakota County. The County will continue to review monitoring of aircraft noise from operations at MSP to ensure compliance with current standards and regulations and encourage further noise reduction initiatives.

Seaplanes must operate in compliance with Minnesota Rules 8800.2600, 8800.2700, and 8800.2800. Dakota County has seven public waters that permit seaplane operations. These include:

- Alimagnet Lake, in Apple Valley and Burnsville
- Byllesby Reservoir, in Randolph and Randolph Township
- Crystal Lake, in Burnsville and Lakeville
- Lake Marion, in Lakeville
- Wipline Seaplane Base on the Mississippi River
- Orchard Lake, in Lakeville
- St. Croix River, in Washington County (also shown under Dakota County per State Rules)

# **Contributing Planning Activities**

The following plans and studies have been completed since Dakota County updated its 2012 Transportation Plan and its 2018 Comprehensive Plan, *DC2040*.

# MNDOT PLANS AND STUDIES

The following are MnDOT plans and studies that influenced or were considered or incorporated in the development of the Dakota County Transportation Plan.

# • Minnesota GO 50-Year Vision for Transportation

MnDOT launched the Minnesota GO visioning process to better align the transportation system with what Minnesotans expect for their quality of life, economy and natural environment. The effort is based on an understanding that transportation is a means to other ends, not an end in itself. It also recognizes that infrastructure is only one of many elements necessary to achieving a high quality of life, a competitive economy and a healthy environment. The visioning process identifies guiding principles, challenges and opportunities.

# Statewide Multimodal Transportation Plan (SMTP)

The Statewide Multimodal Transportation Plan is Minnesota's highest-level policy plan for transportation. It is a 20-year plan based on Minnesota GO. The Plan is for all types of transportation and all transportation partners. It covers more than just roadways and applies to more than just MnDOT. It evaluates the status of the entire state transportation system, what is changing and how to move forward over the next 20 years. The Plan identifies the decision-making process, transportation safety, critical connections, system stewardship and healthy communities.

The SMTP provides a framework for a full set of statewide transportation plans with overarching guidance and priorities for the entire transportation system. Major findings include:

- Higher transportation needs than projected revenue is forecasted. It is unlikely that future
  transportation funding will increase sufficiently to meet the unmet needs. Therefore,
  MnDOT's approach will be to emphasize stronger partnerships and innovation and call for a
  more comprehensive and fiscally realistic approach (moving to smaller low-cost solutions).
- Identification of challenges including growth, aging and more diversified population, aging
  infrastructure with declining physical system conditions and concerns for energy and the
  environment.
- Identification of opportunities including new approaches to safety and congestion and increased interest in multimodal solutions.

The SMTP provides for a "family of plans" that directs investments, maintenance, operations, modal programs and services for the following:

- Greater Minnesota Transit Investment Plan
- Statewide Pedestrian System Plan
- Statewide Bicycle System Plan
- 20-Year State Highway Investment Plan
- Statewide Freight System Plan
- State Aviation System Plan
- State Rail Plan
- Statewide Ports & Waterways Plan

# • Minnesota State Highway Investment Plan: 2018-2037 (MnSHIP)

MnSHIP is MnDOT's vehicle for deciding and communicating capital investment priorities for the system through 2037. The plan identifies investment priorities given current and expected funding. Investment categories and objective areas include system stewardship, transportation safety, critical connections, healthy communities and other. Major findings include:

- MnDOT identifies a total of \$39 billion in transportation needs and only \$21 billion in projected revenue. It is unlikely that future transportation funding will increase sufficiently to meet the unmet needs. MnDOT's approach will be to ensure that the state highway system meets all federal and state performance requirements and manage the greatest risks in each investment category. This approach shifts MnDOT from being a builder of the system to the maintainer and operator of the system.
- The biggest strengths of this approach are that MnDOT can:
  - o Focus a majority of investments on maintaining the condition of the system;
  - o Focus on lower cost, proactive safety treatments;
  - Commit to achieving substantial compliance with the American with Disabilities Act (ADA); and
  - Address local concerns through partnerships to support economic competitiveness and quality of life.
- The biggest drawbacks of this approach are:
  - Conditions of infrastructure decline on National Highway System (NHS) and non-NHS routes
  - Only limited locations with sustained crash history can be addressed
  - Mobility improvement decreases with the reduced ability to maintain reliable travel times
  - Limits MnDOT's ability to address local concerns

# • State Transportation Improvement Program (STIP)

The STIP is a federally required public document which lists Minnesota's four-year transportation improvement program. The STIP includes all state and local transportation projects which are using federal highway and/or federal transit funding along with those state transportation projects with are using 100% state funds.

## • Trunk Highway (TH) 13 Corridor Study Update

MnDOT, in cooperation with Dakota County, Scott County, the City of Burnsville and the City of Savage, initiated a study to update the TH 13 Corridor Study from TH 13/TH 101 in Savage to Nicollet Avenue in Burnsville. The study update identified a corridor vision to provide guidance for transportation improvements within the corridor to:

- Address corridor system performance;
- Improve corridor safety; and
- Support local economic and community corridor development.

Study update recommendations included potential grade separation, intersection control, local street re-alignment and frontage road improvements.

# **REGIONAL PLANS AND STUDIES**

The following are regional plans and studies that influenced or were considered or incorporated in the development of the Dakota County Transportation Plan.

# • The Metropolitan Council 2040 Transportation Policy Plan (TPP)

The Metropolitan Council (Met Council) adopted its 2040 TPP in 2015. The TPP reflects a combination of technical analysis and policy discussion. The TPP is based on the goals and objectives in Thrive MSP 2040, the region's development guide. Dakota County uses the TPP for a basis on how the region's goals and plans align with the county's Plan and to ensure county policies and strategies best support regional transportation. The TPP major findings, influences or considerations include:

- Aging infrastructure will not meet the demands of a growing population without significant investment in the near future.
- Financial resources are inadequate to address the region's infrastructure needs.
- Population and job growth will increase highway congestion.
- An aging population will grow, with a doubling of those aged 65 and older by 2040.
- People and businesses are demanding more and better travel options.
- Traditional transportation needs are greater than the resources available.

# Principal Arterial Intersection Conversion Study

The Met Council and MnDOT worked with regional highway partners to analyze intersections on the non-freeway principal arterial system to identify and prioritize intersections that may be good candidates for conversion to grade-separated facilities – these include designs such as overpasses, interchanges and other improvements to enhance safety and performance.

### • Twin Cities Metro Area Regional Freight Initiative (2012)

MnDOT partnered with the Met Council to highlight the importance of the region's freight transportation system to businesses and residents. The report helps identify noteworthy examples of freight planning, programming and outreach while developing a core set of freight measures and indicators for date collection, data analysis and planning and policy application.

# Regional Truck Highway Corridor Study

This 2017 study identified and prioritized the most significant regional trunk highway corridors in the seven-county Twin Cities Metropolitan Area, through evaluation of average annual truck volume, truck percentage of total traffic, proximity to identified freight clusters and proximity to regional freight terminals. Corridors were assigned to one of three significance tiers. Tier One includes more than 200 miles of interstate highways and more than 300 miles of principal and minor arterials, many of which may serve as the important "last mile" connection to freight destinations. Identified corridors were further evaluated for congestion and safety issues to develop investment recommendations.

# • Red Rock Corridor Implementation Plan

The Implementation Plan builds off the recommendations from the Red Rock Alternatives Analysis Update (AAU) to create financial, development and service plans to provide better transit connections between corridor communities and the regional network. Recommendations focus on increasing local and express bus service and building transit ridership.

#### • Twin Cities Aviation System Technical Report

The Twin Cities Aviation System consists of 11 airports that provide aviation services to the seven-county metropolitan region. This report contains new aviation forecasts and evaluations to be used to update the Twin Cities 2030 Aviation System Plan. The aviation section of the region's Transportation Policy Plan will be amended as appropriate to reflect the new information.

# • Airlake Airport 2035 Long-Term Comprehensive Plan

This plan envisions:

- Displacing the Runway 12 threshold to provide airspace clearance over railroad tracks.
- Extending Runway 12-30 with declared distances to maximize overall airfield utility for existing users.
- Reconfiguring the taxiway and expanding the apron area.
- Any required environmental review for planned improvements will be completed prior to construction

# • Regional Highway Spending and Investment Needs Study

This is an update of the 2040 TPP Finance Chapter aimed at improving information on the A-Minor Functional Classification System. The study provides estimated needs and available revenues.

# MnPass Study

This is study updates the list of MnPass expansion corridors in the Met Council's 2040 TPP. The study identifies and evaluates MnPass issues, opportunities and risks from a regional need perspective.

# **COUNTY PLANS, STUDIES AND ACTIVITIES**

The following are county-led plans, studies and activities that that influenced or were considered or incorporated in the development of the Dakota County Transportation Plan.

## Dakota County 2040 Travel Demand Model

The Dakota County Travel Demand Model is based on the Twin Cities Regional Model developed and maintained by the Metropolitan Council. The Dakota County model includes enhanced transportation network and socioeconomic detail within the boundaries of the county. Model parameters include county-specific travel information in combination with the regional model parameters, to maintain consistency with the regional model while providing more accurate local detail. The county model was updated in 2020 to reflect county and local 2040 comprehensive plans.

Since 2009 portions of the county have developed and travel patterns within the county have changed. The model update incorporates travel pattern changes and utilizes current development plans for local communities. As part of the acceptance within the regional comprehensive planning process, the roadway forecasts were compared and reviewed for consistency with the current regional model forecasts through use of the current regional Activity Based Model as the foundation for the county model.

Forecasted results were a tool used in determining policy decisions and highway needs such as:

- Right of way dedication
- Access spacing
- Roadway functional classification
- Timing of future improvements

Major findings of the Travel Demand Model update included:

- Dakota County traffic continues to grow, but generally not as fast as previously anticipated for 2030.
- Travel habits are changing, and people are not traveling as much or as far.
- Some communities in the county are growing faster than previously anticipated (i.e. Lakeville) but many are no longer expected to grow as fast compared to the previous projections for 2030 (i.e. Rosemount and UMore Park area).
- Overall, the year 2040 daily traffic projections are similar to or lower than the previously published 2030 daily traffic volumes. This is due to the changes in development growth assumptions, regional travel behavior changes, and roadway network improvement assumptions.

# • Pine Bend Arterial Connector Study

Dakota County and the Cities of Inver Grove Heights and Rosemount conducted a study to identify future transportation needs and to determine a shared vision for the transportation system in the Inver Grove Heights and Rosemount area. The study focused on future roadway alignments of County Road 73, County Road 71 and 117<sup>th</sup> Street connection to CSAH 32.

# • CSAH 50 Corridor Study

Dakota County and the City of Lakeville conducted this study to provide a better understanding of the existing and future traffic operations along the corridor. The study identified the implementation of the since-constructed roundabout at the CSAH 50/CSAH 60 intersection and associated four-lane improvements to CSAH 50. The study also identified development of an access and traffic control plan.

# • CSAH 28 & CSAH 63 Argenta Trail Realignment Study

This study determined a new alignment for CSAH 28 and CSAH 63 in Inver Grove Heights from its connection with CSAH 28 to I-494. The study consisted of three project areas/segments for new alignment consideration.

American with Disabilities Act (ADA) Transition Plan for County Highway Rights of Way
 Dakota County developed this plan as a guide for the county as it continues to provide accessibility
 to its transportation infrastructure including the highways, sidewalks, adjacent trails and pedestrian
 crossings. This plan includes an inventory of these facilities, evaluation of infrastructure conditions,
 practices, strategies and compliance efforts.

#### • Fiber and Signal Equipment Upgrade Projects

These projects involve fiber optic cable installation for traffic signal interconnection, closed circuit television deployment and signal equipment upgrades to improve traffic operations along County Roads 26, 28, 31, 43 and 46.

# • Dakota County Principal Arterial Study

This study addressed the future designation of some highways in the county as principal arterials to help provide a safe and efficient transportation system in the long term. Considerations included principal arterial spacing, traffic volumes, connections to other principal arterials and the ability to support freight movement.

• Dakota County Transportation Sales and Use Tax Transportation Improvement Program

The county continued a one quarter-percent transportation sales and use tax and \$20 excise tax on new vehicle sales in 2017 following the dissolution of the Counties Transit Improvement Board to fund much needed Dakota County transportation projects. This tax is available to address a range of unmet transportation needs in Dakota County. Potential projects that are eligible for the use of this revenue are regional transitways, regional county highway, trunk highway, transit service expansion and regional trail project categories.

#### Rural Intersection Assessment

The county conducted a proactive evaluation of rural intersection with certain characteristics to consider safety improvements to reduce risk factors and maximize safety. Intersections evaluated included locations where a county highway stops for another county highway or State highway. The evaluation focused on identifying intersections with greater risk of serious crashes.

METRO Red Line – Cedar Avenue Transitway BRT Implementation Plan Update
 This plan reflects operational experience of the METRO Red Line since 2013 and changing conditions in the corridor and region.

# • METRO Orange Line Extension Study

This study evaluated alternatives for operations, station locations, station facilities, and improvements for potential expansion of service into southern Burnsville and Lakeville.

# East-West Transit Study

In 2017, the county completed this study to evaluate transit needs with the county to identify potential improvements to local service near major east-west thoroughfares. This study identified five corridors (County Road 42, Cliff Road, Yankee Doodle Road, Highway 110 and Wentworth Avenue) for the county, service providers and cities to focus on for service and facility improvements. The CSAH 42 Corridor has also been identified as a priority for improved transit service by the Dakota County Regional Chamber of Commerce Transit Study as well as the draft Scott County Transit Plan.

# Eastern Dakota County Transit Study

This study evaluated present and future needs for a variety of transit service and facilities in the northeastern part of the county. Recommendations address a range of needs and development patterns in the study area.

# **Implementation**

As noted at the beginning of this chapter, the Transportation Chapter is an amended and abridged version of the County's full <u>Transportation Plan</u>, updated in 2910-2020 to reflect city-planned land use changes in their 2018 Comprehensive Plans and corresponding changes to Traffic Analysis Zones (TAZ) and transportation model. This Transportation Chapter does not supersede the full Transportation Plan.

Additional information on implementation and the 2020-2024 Capital Improvement Plan for Transportation are included in Chapter 6.

Dakota County Comprehensive Plan, DC2040

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# **CHAPTER 4: PARK SYSTEM**

# **Purpose and Background**

The purpose of Parks Chapter is to affirm the vision and direction for the Dakota County Park System through 2040 and conform to regional goals and policies for the Metropolitan Regional Park System embodied in THRIVE MSP 2040 and Regional Parks Policy Plan.

Dakota County maintains its *Park System Plan* as a stand-alone document that covers parks acquisition, development, management, operations, and finance in greater detail. The most recent *Park System Plan* was included as the Parks Chapter of Dakota County's last Comprehensive Plan, DC2030 and amended in 2012. For the current Comprehensive Plan update (DC2040), this abridged Parks Chapter provides higher level guidance intended to fully meet the requirements set forth by the Metropolitan Council. This Parks Chapter does not supersede the *Park System Plan*, but builds on the foundation it has provided.

# **County Plan Guidance**

This chapter was guided by goals and principles that define a desired future for Dakota County:

Guiding Principles for the Park System
Dakota County Parks Mission and Vision

#### **GUIDING PRINCIPLES FOR THE PARK SYSTEM**

**Sustainability**: People live comfortably in friendly, clean, and healthy communities without placing environmental, economic, and social burdens on current and future generations. Within the park system, sustainability is fundamental in facility design, operations, resource management, and visitor services such as events, education, and volunteerism.

**Connectedness:** Economic, social, and natural systems are interconnected. Within the park system, greenways link public open space and bring people to popular destinations, such as parks, schools, lakes, neighborhoods, and trails. Outdoor and environmental education programs help visitors build connections to the natural world.

**Collaboration:** The public and private sectors coordinate their efforts toward natural resource, open space, and recreation goals. Limited resources are maximized through increased collaboration on greenways, natural resources stewardship, and park visitor services.

**Economic Vitality:** High quality park environments with healthy natural systems and public open space contribute to a community's identity and overall desirability.

**Growing and Nurturing People:** Parks can create environments where people of all ages, incomes, and backgrounds can thrive. Parks provide much-needed nature experiences, especially for today's and tomorrow's children. Education programs enhance appreciation of the natural world and healthy recreation. Greenways encourage active lifestyles by bringing parks close to where people live and work.

# **DAKOTA COUNTY PARKS MISSION**

To enrich lives by providing high quality recreation and education opportunities in harmony with natural resource preservation and stewardship.

# **DAKOTA COUNTY PARKS VISION**

Great Places, Connected Places, Protected Places

**Great Places:** Serve residents and park visitors by providing high quality, balanced recreation and education opportunities with excellent services and information in a setting of healthy park landscapes.

**Connected Places:** Collaboratively plan greenways with trails to link open space, working in partnership with other landowners and agencies.

**Protected Places:** Protect, improve, and manage park natural resources and collaborate on healthier natural systems countywide.

Figure 4.1: Dakota County Park System Vision



# **Park System Goals and Objectives**

#### **GOAL 4.1: GREAT PLACES**

Add nature-based or natural resource compatible park recreation and services that people expect and appreciate.

# Objectives:

- 1. Provide a balanced variety of high—quality, nature-based or natural resource compatible, popular, year-round activities to promote healthy active lifestyles.
- 2. Welcome visitors of all backgrounds, interests, and abilities to their parks.
- 3. Exemplify sustainability and innovation as recreation trademarks of Dakota County Parks. Enhance provision of quality outdoor and environmental education.
- 4. Provide exceptional service delivery and build public awareness of recreation opportunities.

# **GOAL 4.2: CONNECTED PLACES**

Develop a network of collaboratively operated greenways to link parks and popular destinations

#### Objectives:

- 1. Protect, restore, and connect Dakota County's urban natural areas and open space (green infrastructure), using regional greenways as a framework.
- 2. Provide convenient and accessible recreational open space.
- 3. Create Greenway Collaboratives to achieve mutual objectives for greenways and trails.

## **GOAL 4.3: PROTECTED PLACES**

Protect and manage natural and cultural resources and green infrastructure in Dakota County

#### Objectives:

- 1. Implement the 2017 Natural Resources Management Plan to manage vegetation, water, and wildlife in regional parks, park reserves, county parks, regional greenways, and park conservation areas.
- 2. Protect, design, and maintain scenic park viewsheds to enhance visitor experience.
- 3. Protect park cultural resources and offer appropriate opportunities for visitors to experience them.
- 4. Design and maintain park facilities sustainably, to reduce and avoid negative environmental impacts.
- 5. Acquire and protect park and greenway lands through a strategic and comprehensive approach.
- 6. Develop and enhance collaborations for County parkland and greenway acquisition and protection.
- 7. Protect public-value lands through a strategic and comprehensive approach.

# GOAL 4.4: BUILD AWARENESS OF PARKS, INFORM AND ENGAGE THE PUBLIC

# Objectives:

- 1. Build awareness of the Park System.
- 2. Enhance public access to timely and specific park information, including safety recommendations, recreation, park resources, events, programs, projects, and services.
- 3. Engage the public in meaningful and diverse ways, through communication and outreach.
- 4. Provide park operations and services using the 2017 Parks Visitor Services Plan to enhance visitor experience, increase awareness, and serve more residents.
- 5. Increase volunteerism in the park system.

# **Existing Dakota County Parks and Greenways**

Located in the southeast corner of the seven-county Minneapolis-St. Paul area, the Dakota County Park System serves the state's third most populous county. With more than 5,000 acres and a rapidly-growing network of greenways, Dakota County Parks is a nature-based system that exists to help meet the needs of over 400,000 county residents.

The System includes:

## **Regional Parks:**

Lake Byllesby Regional Park Lebanon Hills Regional Park Whitetail Woods Regional Park

#### **Park Reserves:**

Miesville Ravine Park Reserve Spring Lake Park Reserve

#### **County Parks:**

Thompson County Park

**Dakota Woods Dog Park** 

## **County Park Conservation Areas:**

Cannon River Unit North Creek Unit South Creek Unit Vermillion River Unit

# **Regional Greenways:**

Minnesota River Regional Greenway
Big Rivers Regional Trail
Mississippi River Regional Trail
River to River Regional Greenway
A growing network of Regional Greenways

Regional Parks and Park Reserves County Park & Park Conservation Areas (PCA) Battle Creek Regional Park Lilydale-Harriet Island State Parks & Cherokee Heights Regional Park State Wildlife Management Areas (WMA) State Aquatic Management Areas (AMA) River to River PAUL Greenway Regional Trail State Scientific and Natural Areas (SNA) Fort Snelling State Park Big Rivers Regional Trail Federal Lands Mississippi River Regional Trail Mendota City Parks Lebanon Hills Greenway Mississippi River Corridor Critical Area Regional Trail Minnesota Valley National Wildlife Refuge **Existing Regional Greenways, State Trails** Minnesota Planned or Funded Regional Greenways, State Trails Greenway Regional Trail Pine Bend Regional Trail Search Corridors (RTSC) Bluffs SNA Lebanon Hills Regional Park Rich Valley Greenwa Spring Lake Islands WMA Regional Trail Minnesota Zoological Gardens Lebanon Hills-Lake Marion RTSC Rosemount Greenway Gores Pool 3 Regional Trail AMA, WMA Vermillion Spring Lake Park Reserve North Creek Highlands SNA Greenway Regional Trai Greenway Murphy-Hanrehan Park Reserve Regional Trail Dakota Woods Hastings WMA Dog Park Hastings Whitetail Woods Regional Park Sand North Vermillion Highlands Coulee Creek AMA Research Recreation PCA SNA Vermillion River Lake Marion Vermillion River PCA Marion Regional Trail Vermillion River AMA South Chimney Creek South Branch Rock Soberg Vermillion River WPA Hampton Woods WMA AMPTO NEW TRIEF CASTLE ROCK TWP HAMPTON TWP DOUGLAS TWP EUREKA TWP Elko New Market-Blakely-Doyle Kennefick Miesville Ravine Park Reserve RTSC I Chub Lake RANDOLPH TWP **Cannon Valley Trail** State Trail Lake Byllesby Regional Park Mud Cannon Creek

Figure 4.2: Existing Parks, Natural Areas, and Greenways

Source: Dakota County Office of Planning 2018

#### LAKE BYLLESBY REGIONAL PARK

Lake Byllesby Park is on the County's south border along the shores of the Cannon River and Lake Byllesby. The Lake is the largest water body in the south metro and has been a significant recreation resource since its formation by construction of the Byllesby Hydroelectric Dam in 1910. The dam is on park property and still generates power.

The Park has sections at the east and west ends of the reservoir. The east park near Cannon Falls is developed and intensively used. Its most notable feature is Echo Point, a peninsula extending west into the lake. The east park is generally flat except for the river gorge just below the dam.

Figure 4.3: Bluff view from East Lake Byllesby

The west park, south of the City of Randolph, has not been developed, and has mostly flat terrain with wetlands, floodplain forests, and small areas of native prairie. Mining in the early 1900s created small areas of irregular landscape. The west park has mill ruins from the late 1800s, when the town of Cascade was platted but not fully developed.

Visitation: 114,800 visits in 2016

**Size:** 610.9 acres

# **Recreation Activities/Facilities:**

- Boat launch
- Cross-country skiing
- Fishing and ice fishing
- Hiking and nature trails
- Picnic areas
- Playground
- Beach and beach house
- Campground
- Mill Towns State Trail Trailhead

Figure 4.4: Map of Lake Byllesby Regional Park



Source: Dakota County Planning

#### Master Plan Theme and Future Facilities (updated in 2018):

Lakeside Park — a new pedestrian and bicycle bridge over the Cannon River connects to Goodhue County's Byllesby County Park and the Cannon Valley Trail. Byllesby Regional Park will be a base for Cannon Valley recreation with trails, water activities, camping, and camper cabins. The 10-year Development Plan emphasizes the east park: lake and lakeside activities, campground expansion, activities that appeal to campers, a splash pad, picnic areas and lakeside trail on Echo Point, Cannon River canoe/kayak launch, and ecological restoration throughout the park. The west park will remain less developed, focusing on natural resource stewardship, basic access, and wayfinding at two trailheads for hiking, nature immersion, exploration, and interpretation. A Mill Towns Trail trailhead, picnic grounds, canoe-in campsites, and bird blinds are planned activities for the west park.

Park-Defining Recreational Activities: Lake-based activities (viewing, boating, swimming, wading), camping, biking, picnicking on the point.

#### **LEBANON HILLS REGIONAL PARK**

Lebanon Hills is in Eagan and Apple Valley adjacent to the Minnesota Zoo. Gently rolling park landscapes include oak woodland, and smaller areas of open prairie, shrubland, floodplain forest, upland hardwoods, and a tamarack bog. The park has 10 lakes larger than 10 acres, as well as dozens of smaller ponds. Deer and other wildlife are abundant in the park. Extensive natural resource management is occurring throughout the park.

Visitation: 635,200 visits in 2016

**Size:** 1961.9 acres



# Recreation Activities and Facilities:

- Canoe trail
- Cross-country skiing
- Interpretive trail
- Accessible trail loop
- Fishing and ice fishing
- Hiking and nature trails
- Horseback trails
- Mountain biking trails
- Picnic areas and playground
- Retreat lodge
- Visitor Center
- Swimming beach
- Campground

Figure 4.6: Map of Lebanon Hils Regional Park



Source: Dakota County Planning

#### Master Plan Theme and Future Facilities (updated in 2015):

*Urban Natural Retreat* — sustainably designed, urban natural retreat offers a variety of passive activities, emphasizing trails and programming. A rustic setting of glacial lakes and woods alternates with restored savanna and prairie. Natural resources are emphasized with increased restoration efforts. Major activity centers include the "green" Visitor Center-beach campus, expanded picnic area at Jensen Lake, an extensive mountain bike course, expanded campgrounds with more tent sites, and Camp Sacajawea retreat lodge.

Park-Defining Recreational Activities and Facilities: Primitive woodland and water trails – for hiking, walking, lake loops, canoeing, skiing, skating, riding, mountain biking. Improved trails will include connections between use areas, including from the campground to the Visitor Center. The Visitor Center is the base for outdoor and environmental education and programming activities for the system and is a teaching model for sustainable building design. Large group picnicking occurs at Jensen Lake. Lebanon Hills also offers camping and youth group opportunities.

#### MIESVILLE RAVINE PARK RESERVE

Miesville Ravine is in Douglas Township along the County's southeastern border with Goodhue County. The park is named for a spectacular 200foot deep ravine, through which Trout Brook flows to the Cannon River. The park includes several bluffs, side ravines, and Cannon River frontage. The landscape is defined as lightly glaciated, characteristic of the high-relief terrain of southeastern Minnesota bluff country and unique in the metro area. The park has a rich natural diversity, with oak forests, open grassy areas, dry rocky hillsides, wet floodplain, and small spring-fed creeks to sections of navigable river. The park has abundant and diverse wildlife populations and a natural stand of white pines near on the west side of the large central ravine. Trout Brook supports a population of brook trout.

Visitation: 27,000 visits in 2016

**Size:** 1,846.9 acres

#### **Recreation Activities and Facilities:**

- Picnic area with rustic shelters, bathrooms
- Canoe launch
- Hiking trails
- Fishing

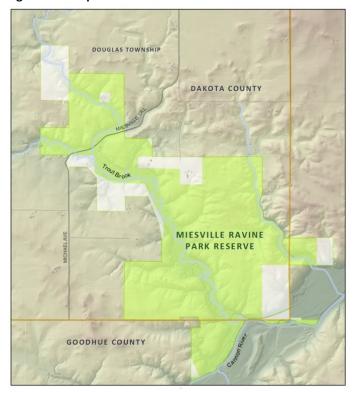
## Master Plan Theme and Future Facilities (2005):

Wilderness Park — Miesville Ravine has a minimal human footprint with rustic facilities. The park provides open views, preserves some of the highest quality resources in the Park System, and offers river and stream activities and wilderness experiences (hiking, picnicking, primitive camping). Activity centers include a main trailhead, picnic grounds, rustic stone shelters, and the Cannon River access area. Planned improvements include enhancement to the main trailhead, a new upland trailhead, potential Cannon River event grounds on the east edge of the park (not acquired), and a bridge link to the Cannon Valley Trail in Goodhue County.

Figure 4.7: Miesville Ravine Bluff Prairie



Figure 4.8: Map of Miesville Ravine Park Reserve



Source: Dakota County Planning

*Park-Defining Recreational Activities:* Trails and views, Trout Brook hiking and fishing, Cannon River access, and natural resource appreciation.

#### SPRING LAKE PARK RESERVE

Spring Lake Park Reserve is on the south shore of the Mississippi River in Nininger Township and Rosemount, on a river stretch that flows west to east. Construction of Lock and Dam No. 2 in the 1930s transformed Spring Lake from a floodplain wetland to a major water body. River terrace topography varies from lower terrace bottomlands in the western park to upper terrace bluffs overlooking Spring Lake in the eastern park. Wooded ravines, oak forest, and grasslands occur throughout the park. Because of its north facing slopes, the park contains rare and unique ecosystems and species. Archaeological sites within the park document 8,000 years of human use of this area. The Science Museum of Minnesota recorded several landmark archaeological discoveries in the park area during the 1950s.

Figure 4.9: Spring Lake Park Reserve Woodland Trail



Visitation: 90,300 visits in 2016

Size: 1,110.3 acres

#### **Recreation Activities and Facilities:**

Sixteen percent of the park has been developed for facilities or trails, well within the 20 percent limit for park reserves.

- Archery trail
- Boat launch (MN DNR)
- Cross-country skiing
- Cultural resource trail (2008)
- Hiking and nature trails
- Picnic shelters and grounds with river views
- Playground
- Schaar's Bluff Gathering Center
- Retreat center and group camp
- Mississippi River Regional Trail

Figure 4.10: Map of Spring Lake Park Reserve



Source: Dakota County Planning

# Master Plan Theme and Future Facilities (updated in 2003):

Mississippi River Park — richly varied ecological resources and cultural resources frame well-balanced recreation opportunities that draw on the Mississippi River, history, and the concept of discovery. Major activity centers include a sustainably designed Gathering Center, the Mississippi River Regional Trail, and new general use at the west end of the park. Open landscape areas are suitable for community events.

*Park-Defining Recreational Activities:* Scenic views of the River valley and rolling farmland, picnicking on Schaar's Bluff, river views and river access, cultural and natural resource interpretation, trails.

# THOMPSON COUNTY PARK

Thompson County Park is in West St. Paul, in the fully developed part of northern Dakota County. The park is named for Thompson Lake, a ten-acre water body with a picturesque shoreline free from urban development. The park is in a hilly portion of the St. Croix Glacial Moraine, with mixed hardwood forest, oak woodland, cattail marsh, grasslands, and open areas along Thompson Lake. The park provides a peaceful, natural setting in an urbanized area. The River to River Regional Greenway Bridge over Trunk Highway 52 connects the park with Kaposia Park and the Mississippi River Regional Trail in South St. Paul.

Visitation: not tracked

Size: 58.1 acres

#### **Recreation Activities and Facilities:**

- Cross-country ski trails
- Activity Center, ISD 197 Older Adult Center
- Hiking and bicycling trails
- Picnic area and shelter
- Playground
- Fishing Pier
- River to River Regional Greenway segment

#### **Master Plan Theme and Future Facilities (2005):**

Urban Oasis — a park for all seasons that provides a stage for community life and celebration, in the most densely populated and most diverse area of the County. Thompson Park is the only park in the system that delivers a highly visible "quick walk" and a paved bike trail that connects well to places outside the park. The master plan includes a designed, pastoral landscape in active areas that transitions to woodland towards the south. The master plan brings more activities and uses in small but varied settings that are well connected by the park trail system.

Figure 4.11: Dakota Lodge at Thompson Park



Figure 4.12: Map of Thompson County Park



Source: Dakota County Planning

Major activity centers currently include a shelter-lake trail-pier complex, bike bridge to Kaposia Park, Dakota Lodge, and playground. Dakota Lodge is well-used for senior activities, meetings, and celebrations. New activity centers will include an expanded event and social area near the lodge, a skating pond, and an art walk with symbolic farm ruins.

*Park-Defining Recreational Activities:* Picnicking, group gatherings, events at Dakota Lodge (public and private), convenient quick walk around the lake.

# WHITETAIL WOODS REGIONAL PARK

Dakota County's newest park, 458-acre Whitetail Woods Regional Park, is located in Empire Township in the center of Dakota County, one mile north of the Vermillion River. The park opened in 2014 and includes a variety of trails, camping, picnicking, and nature play areas. Extensive natural resources restoration is taking place throughout the park.

Whitetail Woods is bordered by the Vermillion Highlands Modified Wildlife Management Area to the east and the Vermillion River Wildlife and Aquatic Management areas to the south. The University of Minnesota's UMORE Park is located to the northeast and east of the park.

Visitation: 54,900 visits in 2016

Size: 458.8 acres

## **Recreation Activities and Facilities:**

- Camper cabins
- Nature trails for hiking, geocaching, snowshoeing, and cross-country skiing
- Nature play
- Picnic shelter and grounds
- Amphitheater

#### **Master Plan Theme and Future Facilities (2012):**

Cultural Learning and Retreat Center: The 2012 Master Plan emphasizes unique and signature facilities, such as integrated food production, public art, and camper cabins. The park will include nature and artistic play elements catered toward youth as well as cultural interpretation, extensive trails, and unique camping facilities.

Other planned facilities include an off-leash dog area, a disc golf course, a visitor center, and picnic areas.

Figure 4.13: Camper Cabin at Whitetail Woods



Figure 4.14: Map of Whitetail Woods Regional Park



Source: Dakota County Planning

# **DAKOTA WOODS DOG PARK**

Dakota Woods Dog Park is in Empire Township, south of County Road 46 on Blaine Avenue, adjacent to the University of Minnesota's UMore Park.

Dakota County's first off-leash dog area began as a pilot study in 2004. The Dog Park has proven to be a popular amenity. Residents have expressed appreciation for its comparatively large size, woodland trails, open play area, and the lack of open water (dogs do not get muddy). Canines and People Ensuring Running Space (CAPERs), a volunteer group, has assisted with ongoing maintenance of the area. Because of its overall success as a self-supporting facility, Dakota Woods recently was approved as an ongoing feature of the Dakota County Park System. The Whitetail Woods Regional Park Master Plan recommended moving the Dog Park to Whitetail Woods. Additional sites for off-leash areas will be evaluated within the park system.

Visitation: not counted. 4,174 passes (including annual and daily use) were sold in 2016.

Size: 14.4 acres

#### **Recreation Activities and Facilities:**

- Open play area
- Parking lot
- Picnicking area
- Walking trails

### **COUNTY PARK CONSERVATION AREAS**

Dakota County recently has acquired smaller parcels of land with multiple public benefits as a new type of management unit, County Park Conservation Area (CPCA). CPCAs protect wildlife habitat and water quality, provide recreational opportunities such hiking and fishing and are often located within planned Regional Greenway corridors. CPCAs range in size from one acre to more than 60 acres.

Cannon River: 1.4 acres
North Creek: 4.4 acres
South Creek: 24.4 acres

Vermillion River: 61.8 acres





Figure 4.16: Dakota County Planned Regional Greenway System

Please refer to the 2017 Dakota County Central Greenway Connectivity Study for more information on short-term (purple dashed line) and long-term linking routes.

Source: Dakota County Office of Planning, 2018

# **BIG RIVERS REGIONAL TRAIL/MINNESOTA RIVER GREENWAY**

The Big Rivers Regional Trail (BRRT) spans 4.5 miles from Lilydale Road in Lilydale to I-494 in Eagan. In Mendota Heights, the trail connects to a County bikeway at Pilot Knob Road and a Civilian Conservation Corps scenic overlook. A connection to the new I-35E Bridge in Lilydale was built in 2004, with a link to the River to River Regional Greenway in Valley Park (Mendota Heights). The City of St. Paul, working with Dakota County and the National Park Service, built a link in 2005 that extends from BRRT northward through Lilydale Regional Park, allowing BRRT riders to continue their trip to Harriet Island in downtown St. Paul.

The BRRT highlights significant natural and historical features, with scenic views of the Mississippi and Minnesota rivers confluence, high limestone bluffs, floodplain, woodlands, and prairie. Built on the bed of one of the oldest railroads in Minnesota, the trail passes many historical and cultural features, including railroad structures and landmarks in the historic town of Mendota, one of Minnesota's first territorial cities. Historic points of interest nearby include the Sibley House, Faribault House, St. Peter's Church, and a WPA work camp. BRRT also demonstrates change over time, passing by modern businesses and industrial land uses.

A Cultural Resources Interpretive Plan was prepared for the Minnesota River and BRRT in 2017.

Visitation: 135,500 visits in 2016

#### **Recreation Activities and Facilities:**

Parking areas

Trail activities: hiking, bicycling, and inline skating

• Scenic overlooks with benches

Interpretation

Figure 4.17: Big Rivers Trail View



# MISSISSIPPI RIVER REGIONAL TRAIL

The Mississippi River Regional Trail (MRRT) is a planned 25-mile route to connect the South St. Paul Riverfront Trail through Inver Grove Heights, Rosemount, Nininger Township, and Hastings. The MRRT will provide access to the Pine Bend Bluffs Scientific and Natural Area (SNA) and Spring Lake Park Reserve. An Interpretive Plan was prepared for MRRT in 2014. New trailhead facilities have been constructed at the Inver Grove Heights city park at the Swing Bridge and the SNA in Inver Grove Heights.

Visitation: 148,400 visits in 2016

#### **Recreation Activities and Facilities:**

- Parking, trailhead areas, and scenic overlooks with benches
- Trail activities: hiking, bicycling, and inline skating





# RIVER TO RIVER GREENWAY REGIONAL TRAIL

Formerly the North Urban Regional Trail, the River to River Greenway covers eight miles of northern Dakota County through South St. Paul, West St. Paul, and Mendota Heights. The City of South St. Paul built a segment through Kaposia Park with a pedestrian bridge over Concord Boulevard to access the Mississippi River Regional Trail. Another pedestrian-bicycle bridge over US Hwy 52 connects Kaposia Park to Thompson County Park. The segment along TH 110 from Dodd Road to Charlton Street was constructed in 2007 and passes through Henry Sibley High School property. Other portions of the River to River Greenway currently exist as city park trails or bikeways.

Visitation: 87,600 visits in 2016

# **Recreation Activities and Facilities:**

- Parking area
- Trail activities: hiking, bicycling, inline skating

# ADDITIONAL PLANNED GREENWAYS

Short sections of the Mendota to Lebanon Greenway and the North Creek Greenway are operational as of early 2018.

Lake Marion Greenway Regional Trail (RT): The Lake Marion Greenway travels 20 miles from the Minnesota River to downtown Farmington through residential and commercial areas in Burnsville, Savage, Lakeville, Credit River Township and Farmington. The Lake Marion Greenway links several natural areas of significance, including the Minnesota River, Murphy-Hanrehan Park Reserve, Ritter Farm Park, Lake Marion and the South Creek of the Vermillion River. The Dakota County Board of Commissioners adopted the master plan for this greenway in 2013.

Mendota-Lebanon Hills Greenway RT: The Mendota-Lebanon Hills Greenway spans 8.5 miles from The Village at Mendota Heights to Lebanon Hills Regional Park, passing through residential and commercial areas in Mendota Heights, Inver Grove Heights and Eagan. The greenway links a variety of destinations, including Lebanon Hills Regional Park, neighborhood parks in Mendota Heights and Eagan, office and retail hubs in Mendota Heights and Eagan, schools and community parks. The County Board adopted the Greenway Master Plan in 2013.

Minnesota River Greenway RT: The Minnesota River Greenway travels 17 miles through Burnsville, Eagan, Mendota Heights, Mendota and Lilydale before landing at St. Paul's Lilydale Regional Park, where trails continue to Harriet Island and downtown St. Paul. This corridor is part of the larger Minnesota Valley State Trail corridor planned by the Minnesota Department of Natural Resources that will travel from Le Sueur to St. Paul. This greenway also includes the Big Rivers Regional Trail from Mendota Heights to St. Paul. The County Board adopted the Master Plan for this greenway in 2011.

North Creek Greenway RT: This 14-mile greenway connects Lebanon Hills Regional Park to the Vermillion Highlands Recreation Research and Wildlife Management Area. From Lebanon Hills Regional Park to downtown Farmington, the surrounding landscape is suburban. From Lakeville's East Lake Park to downtown Farmington, the greenway has a more natural character and follows North Creek. From downtown Farmington to the Vermillion River Modified Wildlife Management Area, the greenway follows the Vermillion River through the surrounding rural landscape. The County Board adopted the Greenway Master Plan in 2011.

Rosemount Greenway RT: The Rosemount Greenway is almost entirely within the city of Rosemount, winding through large lot suburban and rural development patterns in the northwest to the historic and recently developed neighborhoods around downtown, and then eastward through agricultural and industrial areas 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 into the future. Destinations linked by the greenway include Lebanon Hills Regional Park, downtown Rosemount, and Spring Lake Regional Park Reserve. The County Board adopted the Greenway Master Plan in 2012.

**Vermillion Highlands Greenway:** The 13-mile Vermillion Highlands Greenway connects Lebanon Hills Regional Park to the Vermillion River through the communities of Eagan, Rosemount, and Empire, also connecting local parks in Rosemount, Dakota County Technical College, UMore Park, Whitetail Woods Regional Park, Vermillion Highlands Recreation Research Wildlife Management Area, and the Vermillion River Wildlife and Aquatic Management Areas. Much of the surrounding land is expected to develop,

heightening the importance of the greenway connection. The County Board adopted the Greenway Master Plan in 2012.

Rich Valley Greenway Regional Trail (formerly Lebanon Hills – Mississippi Regional Trail Search Corridor) The Rich Valley Greenway travels five miles between Lebanon Hills Regional Park in southeastern Eagan and the Mississippi River Regional Trail in Inver Grove Heights. Other destinations connected by this greenway include Lakeside Park in Eagan, St. Thomas Becket Church, the Rich Valley Athletic Complex and the Pine Bend Bluffs Scientific and Natural Area. The master plan was adopted in 2017.

Mississippi River Trail Hastings to Red Wing: Goodhue County, working with the Parks and Trails Council of Minnesota and Dakota County, prepared a master plan for this portion of the Mississippi River Trail that would connect Hastings to Red Wing, and become a portion of the national Mississippi River Trail (MRT) from the River's headwaters to the Gulf of Mexico. This trail potentially could be designated as either a regional trail or a state trail. Further information is available at: <a href="https://co.goodhue.mn.us/DocumentCenter/View/10712/Hastings-to-Red-Wing-Trail-Master-Plan?bidld">https://co.goodhue.mn.us/DocumentCenter/View/10712/Hastings-to-Red-Wing-Trail-Master-Plan?bidld</a>

# REGIONAL TRAIL SEARCH CORRIDORS (RTSC):

**Chub Creek Greenway RTSC:** This search corridor generally follows Chub Creek from the Vermillion River in Farmington, through Eureka and Greenvale townships, connecting to the Mill Towns State Trail near Waterford and Sciota townships. The Mill Towns State Trail is proposed to extend to Lake Byllesby Regional Park.

**Elko New Market – Blakeley – Doyle Kennefick RTSC:** This search corridor will connect a planned regional trail in Scott County to the Chub Creek Greenway Regional Trail. The Scott County portion of the route links to Blakely Bluffs and Doyle Kennefick regional parks.

**Lebanon Hills – Big Rivers RTSC** (also referenced as Eagan Greenway RTSC): This search corridor connects Lebanon Hills Regional Park to the Minnesota River Greenway through the City of Eagan.

**Lebanon Hills – Lake Marion RTSC** (also referenced as McAndrews Greenway RTSC): This route connects Lebanon Hills Regional Park to Murphy-Hanrehan Park Reserve, passing through Apple Valley and Burnsville and will also link to the Lake Marion Greenway in Lakeville.

**Vermilion River Greenway RTSC:** The Vermillion River is envisioned as having a continuous greenway over the long term. This search area would provide the connection to existing trails in Empire Township (east of Farmington) to the City of Hastings, where it will connect to City trails along the River.

# **Other Outdoor Recreation Opportunities**

In addition to parks and greenways operated by Dakota County, there are many city, regional, state and federal lands within and adjacent to Dakota County that add recreational opportunities and protect valued natural areas (see Figure 4.2). The organizations that manage these areas include existing and potential partners for collaborating on shared goals for parks and open space.

#### **CITY PARKS:**

The cities within Dakota County generally have well-developed park systems. Local parks often are designed to serve local neighborhood or community needs and many offer a wide range of active recreational uses, such as playgrounds and athletic facilities. Some city parks offer natural settings and nature-based activities similar to County parks.

# **REGIONAL PARKS** (other agencies):

Regional parks managed by other entities offer nature-based recreational experiences comparable to Dakota County Parks. Two regional parks lie partly within the County: Murphy-Hanrehan Park Reserve (Three Rivers Parks District) and Lilydale Regional Park (City of St. Paul Parks Department).

Lilydale Regional Park: This 636-acre park along the Mississippi River encompasses bluffs, ravines, floodplain forest, and Pickerel Lake. Lilydale Regional Park is owned and operated by the City of St. Paul, although the southern 349 acres are located within Dakota County. The area historically was platted and developed as part of the City of Lilydale, but repeated flooding events resulted in vacating the flood prone parcels in the 1960's and subsequent dedication of the area as parkland. Recreation includes picnicking, hiking, bicycling, fossil hunting, historic interpretation, bird watching, wildlife observation, boating, and canoeing. Lilydale Regional Park borders two additional City of St. Paul regional parks:

Cherokee Heights Regional Park along the bluffline and Harriet Island Regional Park at its northern end. Lilydale Regional Park's multi-use trail connects to the Big Rivers Regional Trail at its southwestern end, and to the Harriet Island Regional Park trails at its northeastern end.

Murphy Hanrehan Park Reserve: The 2,786-acre park reserve is located on the Scott-Dakota County line in northeastern Scott Count within the City of Savage and Credit River Township in Scott County, and 175 acres in the City of Burnsville in Dakota County. Murphy-Hanrehan offers one of the richest opportunities for geological interpretation in the metropolitan area. The north and east areas have dense oak forest, while south and western areas have more open, rolling topography. Because of its significant migratory bird habitat, Murphy-Hanrehan includes an Important Birding Area recognized by the Audubon Society. Recreation activities include hiking, picnicking, birding and wildlife observation, mountain biking, horseback riding, an off-leash dog area, and a wide range of educational programs.

# **STATE-MANAGED AREAS:**

The State of Minnesota also operates parks, management areas, and special recreational destinations within or near Dakota County, with a similar mission of preserving natural areas and providing natural resource-based educational and recreational opportunities.

# **Minnesota Zoological Gardens:**

Located in Apple Valley, the Zoo's offers walking trails for viewing a variety of plants and animals in various natural settings, a seasonal family farm, an environmental education center, a marine education center, outdoor amphitheater, and picnic areas.

# **Aquatic Management Areas (AMA):**

**Gores Pool #3 AMA:** The 162-acre Gores Pool #3 AMA is located adjacent to the Gores Pool #3 WMA in the northeastern corner of Hastings. The AMA includes Mississippi and Vermillion river shoreline, floodplain and upland areas. Recreational uses include fishing, non-motorized travel, wildlife observation, hunting, and trapping.

**Lake Marion AMA:** The 6.2-acre Lake Marion AMA is located on the southwestern side of Lake Marion in the City of Lakeville.

**Orchard Lake AMA:** The 4.3-acre Orchard Lake AMA is located on the south side of Orchard Lake in the City of Lakeville and is incorporated in the city's Orchard Lake Conservation Area.

**South Branch Vermillion River AMA:** This 62-acre AMA is located west of US Highway 52, south of County Highway 66 in Empire Township. It includes a section the South Branch of the Vermillion River. Recreational use includes trout fishing, non-motorized travel, wildlife observation, hunting, and trapping.

**Vermillion River AMA:** The Vermillion River AMA is comprised of seven units totaling 460 acres in Empire Township. It includes several, non-contiguous sections of the Vermillion River which is a designated trout stream. Recreational uses include angling, non-motorized travel, wildlife observation, hunting and trapping.

# Scientific and Natural Areas (SNA):

**Chimney Rock SNA:** Located in Marshan Township west of County Road 89 and south of 205<sup>th</sup> Street East, the 76-acre Chimney Rock SNA protects a unique geological feature. Nearly 30 feet tall and 10 feet wide at the base, Chimney Rock is a castellated, bedrock pillar composed of St. Peter Sandstone. The pillar's cap is harder and more resistant to weathering than the rest of the formation. Additional outcroppings of the St. Peter Sandstone are visible in nearby hillsides. South-facing slopes in this area have bedrock bluff prairie grading to sand-gravel prairie. Rolling terrain areas are predominantly pin—bur oak woodland.

Hastings Sand Coulee SNA: Located south of Hastings, the Hastings Sand Coulee SNA consists of three parcels totaling 263 acres. Two parcels are between County Highway 91 and State Highway 316 and one parcel is located adjacent to the west side of State Highway 316. The site is named for the Hastings Sand Coulee, a 2.5-mile long valley once occupied by a glacial stream that now supports the most significant dry prairie in Dakota County. A tributary to the Vermillion River meanders through the SNA. High quality native plant communities include dry sand-gravel prairie, mesic prairie, oak woodland and oak forest. The SNA provides critical habitat for a number of rare plant, insect, reptile, and bird species.

Hastings SNA: The Hastings SNA consists of two parcels totaling 68 acres. The northwest 26-acre parcel on Ravenna Trail is in the Vermillion/Mississippi River floodplain and consists of floodplain forest and emergent marsh. Silver maple dominates the forest, with green ash and American elm. The 43-acre southeast unit located along Ravenna Trail and State Highway 291 is dominated by mesic oak forest, with old-growth red oak, sugar maple, and basswood on steep north-facing bluffs and bluff tops. Sugar-maple basswood forest covers a small section of the mid-slope, and emergent marsh, pond and floodplain forest cover low-lying areas.

A wide diversity of plant species has been documented on this site. Talus slopes and steep escarpments of dolomitic limestone provide habitat for mosses, lichens, and liverworts. The site topography is varied, with 170 feet of elevation difference across the site. During major flood events, the Mississippi River floods into the Lower Vermillion River, reversing the flow of water and flooding the entire north parcel of the SNA. This SNA's bluffs, spring-fed pools, river shoreline and relatively small parcels fragmented by roads make it vulnerable to disturbance. Visitors are encouraged to avoid the steeper areas of the site in the interest of protecting these fragile habitats.

**Pine Bend Bluffs SNA:** The Pine Bend Bluffs SNA is located on the east side of US Highway 52 and is accessible from 111<sup>th</sup> Street in Inver Grove Heights. This SNA is one of the least disturbed sites along the river in the Twin Cities, with spectacular views from 200-foot high bluffs overlooking the Mississippi River. Dry to mesic oak forests dominate the site's rugged terrain, with stands of white pine on north-facing slopes, dry prairies on south- and east-facing slopes, and black ash seepage swamp at the river's edge. Pine Bend Bluffs SNA provides critical habitat for a number of rare plant and wildlife species. The Mississippi River Regional Trail passes along the SNA and includes a small visitor parking lot.

#### State Parks:

**Fort Snelling State Park:** Fort Snelling State park was established in 1962 at the confluence of the Minnesota and Mississippi Rivers and includes Historic Fort Snelling which dates back to 1820. The majority of the park preserves the bottomland forest, rivers, wet meadows, and backwater lakes below the river bluffs. An interpretive center was opened in 1974, the first year-round interpretive center in the Minnesota state park system. Even without a campground, this is the most visited state park in Minnesota most years. Of the 2,459 acres comprising the park, 1,907 mostly undeveloped acres are located within Dakota County.

# State Wildlife Management Areas (WMA)

**Chub Lake WMA:** The Chub Lake WMA is located on the south end of Chub Lake in Eureka Township. The rolling landscape of this 203-acre WMA consists mostly of oak woodland, with some old field and grassland areas as well as a small portion of Chub Lake. The WMA adjoins the large expanse of oak woodland that surrounds Chub Lake. The purpose of this WMA is to preserve and enhance the high quality oak woodland within its borders, as well as a portion of Chub Lake shoreline.

An unpaved township road (Grenada Avenue) provides access to a parking lot and an informal water access point (roadside parking is prohibited). Game species include deer, small game, upland forest birds, pheasants, waterfowl, turkey, and doves.

**Gores Pool #3 WMA:** Gores Pool #3 is located in the Mississippi River/Vermillion River Bottoms east and south of Hastings and extends into Goodhue County. This 7,049-acre WMA consists entirely of Mississippi and Vermillion River flood plain forests, islands and backwater marshes, of which 3,364 acres are located within Dakota County. A significant portion of this WMA is leased from the U.S. Army Corps of Engineers.

The purpose of this WMA is to preserve and provide recreation in a large, unbroken area of floodplain forest, as well as preserving waterfowl and furbearer habitat. There are two public water access sites with parking along County highway 54 and 68. Game species include deer, small game, forest upland birds, pheasants, waterfowl, turkey, and doves. A designated Migratory Waterfowl Refuge near the south end of North Lake is off limits to all activities.

Hampton Woods WMA: Located in northwestern Hampton Township and Northeaster Castle Rock Township, east of County Highway 79 and south of State Highway 50, this 197-acre WMA includes one of the largest, high-quality, contiguous forests in southern Dakota County. The majority of the land is mesic oak forest with a high diversity of tree, shrub and forb species. Topography is gently rolling with well-drained, sandy loam. Recent restoration efforts have removed extensive areas of invasive buckthorn to create improved habitat for many wildlife species. This WMA is open for archery deer hunting and spring/fall turkey hunting. Game species include deer, small game, upland forest birds, turkey, and doves.

**Hastings WMA:** The 40-acre Hastings is located adjacent to Hastings Sand Coulee SNA, east of State Highway 316, north of Tuttle Drive in Marshan Township. Game species include deer, small game, upland forest birds, and pheasants.

**Mud Creek WMA:** Mud Creek WMA is located on the south side of County Road 96, between Jamaica and Idalia avenues in Greenvale Township, this 156-acre WMA encompasses a portion of an open-water marsh and surrounding uplands that have been restored to native prairie. The WMA offers wildlife viewing opportunities especially waterfowl and water birds. The area is managed to provide habitat for grassland and wetland bird species as well as deer and small game. Game species include deer, small game, pheasants, waterfowl, turkey, and doves.

**Spring Lake Islands WMA:** Spring Lake Islands WMA is located in Nininger Township and Rosemount. This 765-acre WMA is part of a backwater area off the main channel of the Mississippi River known as Spring Lake and consists of a several islands surrounded by shallow water channels. Submerged large stump fields are a challenge to navigation. The WMA can be accessed from a small boat launch within Spring Lake Park Reserve at the end of Hilary Path, off of County Road 42. Activities include hunting, fishing, trapping, bird watching and nature photography. Game species include deer, small game, forest upland birds, and waterfowl.

**Vermillion Highlands Research, Recreation and WMA:** Vermillion Highlands Research, Recreation and WMA is located in Empire Township, south of County Highway 46 west of County Road 81. This 2,838-acre WMA was created by the State Legislature and the Governor as part of negotiations to fund the University of Minnesota (U of M) outdoor stadium in 2006. The site history includes development as the Gopher Ordinance Plant, which went into production manufacturing smokeless gunpowder near the end of World War II. Remnant infrastructure from these operations remains on the site.

Although the U of M continues to own the land until 20141 when it will be deed to the DNR, a steering committee comprised of representatives from the U of M, DNR, Dakota County and Empire Township cooperatively manages the area to provide recreation opportunities for the public and agricultural and environmental research. The Lone Rock Trail offers opportunities for horseback riding through a gently rolling landscape, and is groomed for cross country skiing. The WMA is adjacent to Whitetail Woods Regional Park. Portions of the WMA are open to hunting of certain species throughout the year. Game species include deer, pheasants, waterfowl, and turkey.

**Vermillion River WMA:** The Vermillion River WMA is adjacent to the south side of the Vermillion Highlands Research Recreation and WMA along the Vermillion River in Empire Township. Most of this 1,493-acre WMA was intensively farmed in the past, although the central area was not been farmed and has remnant prairie species. Significant portions of the WMA have now been restored to native prairie. Recreation opportunities include hunting, fishing, birding, and nature photography. The Vermillion River offers good trout fishing and special fishing regulations are posted at the access. Game species include deer, small game, upland forest birds, pheasants, waterfowl, turkey, and doves.

#### FEDERALLY-MANAGED AREAS:

# **National Parks:**

The **Mississippi National River and Recreation Area** (MNRRA) was established as a unit of the National Park Service by Public Law 100-696 in 1998. The MNRRA includes 72 miles of the Mississippi River and four miles of the Minnesota River. It functions as an overlay district spanning about 54,000 acres of public and private land and water in five Minnesota counties, stretching from the cities of Dayton and

Ramsey to just south of Hastings. The MNRRA was established by Congress to (1) protect, preserve, and enhance the significant values of the Mississippi River corridor through the Twin Cities, (2) encourage coordination of federal, state, and local programs, and (3) provide a management framework to assist the state of Minnesota and local governments in the development and implementation of integrated resource management programs and to ensure orderly public and private development in the area.

# **National Wildlife Refuges:**

**Minnesota Valley National Wildlife Refuge** is a greenbelt of large marshes stretching 70 miles along the Minnesota River from Henderson to Fort Snelling State Park. The refuge provides habitat for large numbers of migratory waterfowl, fish, and other wildlife species threatened by development, and offers environmental education, wildlife recreational opportunities, and interpretive programming. Of the 14,000 acres of protected land, 1,635 acres are located within Dakota County.

#### **Waterfowl Production Areas:**

**The Soberg Waterfowl Production Area** This 73-acre area is located in the southwest corner of Lakeville. Recreational uses include fishing, non-motorized travel, wildlife observation, hunting, and trapping.

# **Plans Completed Since 2008**

The following plans are referenced in this Comprehensive Plan and can be viewed online to find more detailed information on Dakota County parks and greenway facilities.

#### **COUNTY-WIDE:**

- Dakota County Park System Plan, 2008
- Dakota County Natural Resource Management System Plan, 2017
- Dakota County Park Visitor Services Plan, 2017

#### **PARKS:**

- Whitetail Woods Regional Park Master Plan, 2012
- Lebanon Hills Regional Park Master Plan, 2015
- Lake Byllesby Regional Park Master Plan and Natural Resources Management Plan, 2018

# **REGIONAL GREENWAYS:**

- North Creek Greenway Master Plan, 2011
- Minnesota River Greenway Master Plan, 2011
- Lake Marion Greenway Master Plan, 2013
- Rosemount Greenway Master Plan, 2012
- Mendota-Lebanon Hills Greenway Master Plan, 2013
- Minnesota River Greenway Interpretation Plan, 2017
- Vermillion Highlands Greenway Master Plan, 2012
- Rich Valley Greenway Master Plan (pending approval)

# **Implementation**

Chapter Six provides implementation information for Dakota County Parks, and includes a summary of the 2018–2022 Capital Improvement Plan.

# **CHAPTER 5: LAND USE AND NATURAL RESOURCES**

# **Purpose and Background**

Dakota County has a limited role in land use regulation and development, exercising its land use authority in rural shoreland and floodplain areas only. The County has a significant role in managing and regulating natural resources. This chapter sets forth Dakota County's broad vision and goals for land use and natural resources and also provides a framework for County official controls that regulate areas related to land and natural resource use.

Topics addressed by this chapter include:

- Land Use
- Natural Resources (land and other resources)
- Water Management
- Water Supply
- Wastewater
- Solid Waste
- Mississippi River Corridor Critical Area Plan

# **Land Use and Official Controls**

# **GUIDING PRINCIPLES FOR LAND USE**

# Sustainability

Sustainable land use means that people live comfortably in a friendly, clean, and healthy community, and growth occurs at a sustainable rate, without placing environmental, economic, and social burdens on current and future generations. Land is used efficiently, conserving energy and natural resources.

#### Connectedness

Land use patterns allow people to easily move between neighborhoods, provide jobs near housing, convenient shopping, and services, and recognize the function and importance of natural systems.

# Collaboration

Public agencies and the private sector work together toward shared land use and economic development goals. Transportation corridors and employment zones are planned across municipal boundaries. Collaborative efforts replace past practices where individual government units competed against each another for economic development at the expense of regional citizens' interests.

# **Economic Vitality**

Opportunities for economic growth are cultivated by attracting a well-trained, diverse, and educated labor force. Land uses are planned to accommodate high-paying employers in growth industries that help our region compete nationally and internationally. Inter-relationships among transportation investments, telecommunication systems, and other public infrastructure are recognized and coordinated with economic development goals.

# **Growing and Nurturing People**

A variety of housing choices, neighborhoods, and employment exist to meet the needs of people of all ages, abilities, incomes, and backgrounds. Land use patterns provide opportunities for people to live healthy, stimulating, and fulfilling lives.

# LAND USE CONTEXT

# Population, household, and jobs forecasts

Continuing Growth — between 2016 and 2040, Dakota County is expected to add 96,218 people (23 percent growth) and 44,060 households (27 percent growth). More information on projected demographics and growth are available in Chapter 1 of this plan.

Jobs are expected to grow steadily, with an estimated 49,406 more positions (26 percent growth) available by 2040.

The housing market appears to be recovering strongly from the 2008–2012 recession, although slower population growth and changing development patterns make a return to the prerecession land-consumption rate of 2,000 acres to 3,000 acres a year unlikely given the County's population growth projections.

Figure 5.1: Dakota County Population Growth and Projections\*: 1970–2040 Source: Metropolitan Council

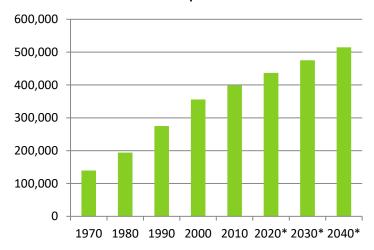


Table 5.1: Population, Household, and Job Forecasts

Measure	2010	2016 Estimate	2020	2030	2040
Population	398,552	418,432	436,570	475,370	514,650
Households	152,060	160,890	171,240	188,220	204,950
Jobs	170,192	186,894	203,030	219,360	235,800

Source: Metropolitan Council

# **Existing land use**

Dakota County is a rapidly suburbanizing county south of Minneapolis and St. Paul. The County is bordered on the north by the Minnesota and Mississippi Rivers. Freeway bridges link Dakota County's commuters to Minneapolis, St. Paul, and the I-494 employment area. Former agricultural land in the north transitioned from farm fields to bedroom suburbs, and more recently to a more mature form of suburbia characterized by abundant shopping and dispersed employment locations.

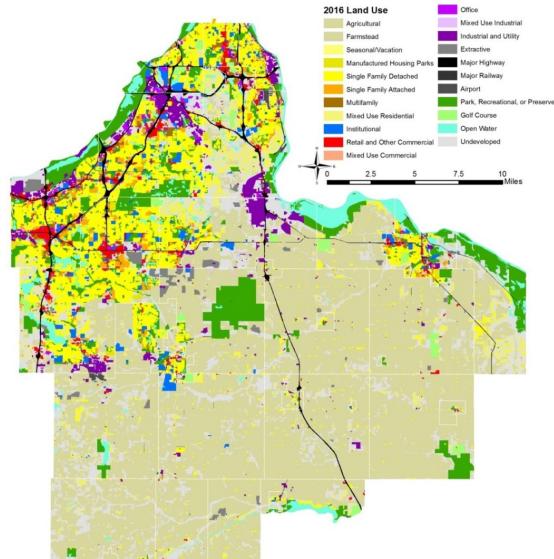


Figure 5.2: 2016 Land Use

Source: Metropolitan Council

Close to 400,000 people are concentrated in the urbanized third of the County. The other two-thirds remain primarily agricultural and are home to roughly 4.4 percent of Dakota County's population.

# Thrive MSP 2040 Regional Community Designations Urban Areas

West St. Paul and South St. Paul are extensions of St. Paul's earliest streetcar suburbs. Development is compact because it predates freeways and widespread auto use. Many homes were built before World War II. Metropolitan Council's Urban community designations within Dakota County's developed cities include:

<u>Urban Center</u>: neighborhoods are conducive to transit and walking. Streets are generally gridded, narrow, and interconnected; sidewalks are common; and buildings are oriented toward pedestrians,

with smaller scale commercial uses often within walking distance. Planning areas of interest include redevelopment, reinvestment, and brownfield remediation.

#### **Suburban Areas**

Dakota County's suburban areas developed more recently or are still developing and include Apple Valley, Burnsville, Eagan, Farmington, Inver Grove Heights, Lakeville, Lilydale, Mendota Heights, and Rosemount. Some of these cities once were agricultural centers (Farmington, Hastings, Lakeville, and Rosemount) but are now incorporated into the larger suburban area. Metropolitan Council's Suburban designations include:

<u>Suburban</u>: communities developed in the 1980s and into the early 1990s, often along freeway corridors. Densities are typically lower than in the County's urban communities. Current planning interests include redevelopment for greater density, walkability, community gathering, and commercial development, as well as transit-related development.

<u>Suburban Edge</u>: areas experienced significant residential growth in the 1990s through the 2010s. At least 40 percent of the land in these cities is developed, but land remains for future development. Primary planning concerns include protecting water supplies and preserving open space.

<u>Emerging Suburban Edge</u>: includes portions of cities with a historic downtown center and townships with areas in early stages of development. Planning interests include green field development (integrating natural resource preservation into planning before development) and orderly growth.

#### **Rural Areas**

Dakota County's townships are dominated by agricultural land use, with density restrictions of one dwelling unit per 40 acres. Rural cities have small populations and are closely tied to surrounding agricultural land. A few townships such as Ravenna, Nininger, Marshan, Empire, and Eureka have higher zoning densities in areas and have experienced limited residential development pressure. Metropolitan Council's Rural designations in Dakota County include:

<u>Rural Centers</u>: local commercial, employment, and residential activity centers serving rural areas, such as parts of Vermillion and Hampton.

<u>Diversified Rural</u>: farm and non-farm land uses including very large-lot residential, clustered housing, hobby farms, and agriculture. This pattern protects land for rural lifestyles today and potential development after 2040. This category includes Ravenna and rural cities such as Miesville and Coates.

<u>Rural Residential</u>: areas with large lot residential patterns and no plans to provide urban services, such as wastewater treatment. Considered a barrier to orderly provision of urbanized infrastructure, this pattern is generally discouraged within the Region. Rural residential areas can accommodate minimal growth and include portions of Inver Grove Heights and Sunfish Lake.

<u>Agricultural</u>: areas with prime agricultural soils that are planned and zoned for long-term agricultural use, which supports the Region's agricultural economy. The agricultural area of Dakota County includes all or part of twelve townships, more than half of the County's total land area.

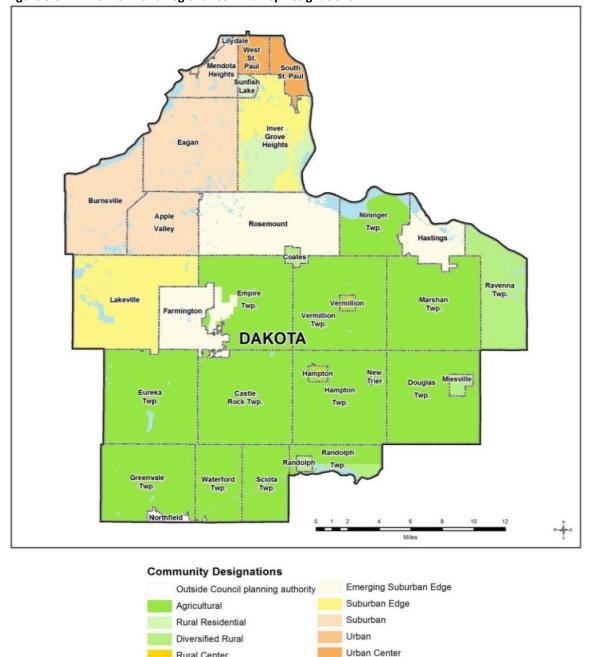


Figure 5.3: Thrive MSP 2040 Regional Community Designations

Source: Metropolitan Council

Rural Center

# Land use analysis

Dakota County's predominant land use is agriculture in the south and single family residential in the north. As of 2016, Dakota County had 62,890 acres (16.7 percent) of single and multi-family residential land, up approximately 2,500 acres since 2010 (Source: Metropolitan Council). Land consumption for development has slowed from 2,000-3,000 acres per year during the 1980s through the early 2000s to less than 1,000 acres per year between 2010 and 2016. This is likely due to the economic downturn, slower population growth, and changing development patterns.

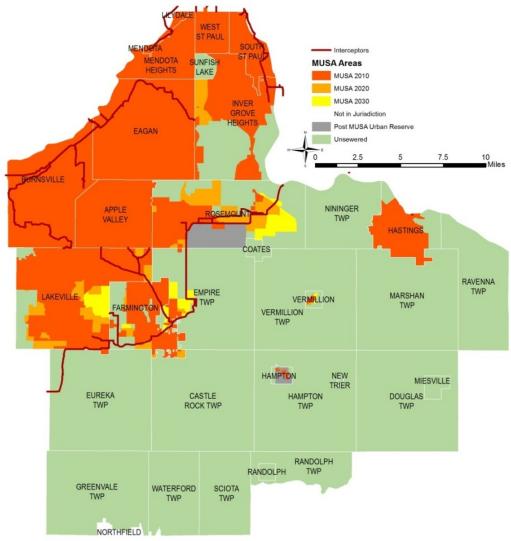
# Developed and undeveloped land in the Metropolitan Urban Service Area (MUSA)

The MUSA defines where urban services (e.g., sewer and water) are provided and is intended to keep development from leapfrogging into agricultural areas. Development outside of the MUSA requires onsite well and septic systems. About 29 percent of Dakota County's total area was within the 2010 MUSA. The following table shows total acres within the MUSA for 2020, 2030, and 2040. The MUSA 2020 line includes 7,471 acres of land currently zoned as agricultural or sand and aggregate mining.

Table 5.2: Acreages in the MUSA, 2010-2040

MUSA Boundary	Total Acres In MUSA	Percent of County Land Area in MUSA	Agricultural or Mining Acres (in 2016) in MUSA
2010	109,663.4	29	
2020	112,906.0	30	7,471.0
2030	116,212.1	31	8,696.4
2040	122,478.7	33	13,000.7

Figure 5.4: Wastewater System Long-Term Service Areas



Source: Metropolitan Council

# **FUTURE LAND USE**

Land use decisions in Dakota County are made by cities and townships through their zoning and land use plans, as influenced by regional agencies. Dakota County does not have land use authority in the cities and does not exercise its land use authority in townships, except in rural floodplain and shoreland areas.

# City and township zoning/land use plans

Cities and townships in Dakota County independently administer zoning and comprehensive planning land use controls. Each city and township makes its decisions to build a tax base, respond to the land market, reduce conflicts between adjacent land uses, and reflect the community's vision. The challenge for Dakota County is to look at the collective impact of these individual planning processes, and evaluate if they will affect the delivery of County services and coordination of multi-agency plans. The following map shows major city-identified initiatives for development and redevelopment projects in their communities, which were discussed during the DC2040 community engagement process. Individual city comprehensive plans should be consulted for further information on all planned land use changes.

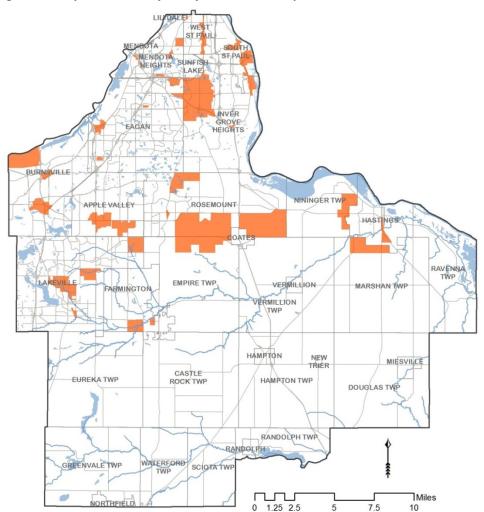


Figure 5.5: City-Identified Major Projects in 2040 Comprehensive Plans

Source: HKGi

# **County land use forecasts**

Dakota County's land use forecast attempts to predict where development will occur over the next 20 years given existing trends and future expectations. This forecast was created based on information gathered by the Metropolitan Council from local plans. Dakota County's land use forecasts will need to be revised following completion of the cities' and townships' comprehensive plans.

**Dakota County Landuse, 2030** Planned Landuse from Existing City Comprehensive Plans Residential Commercial **Industrial Rural Residential** Agricultural Institutional **Park and Recreation** Mixed Use Land Use Data Source: Metropolitan Council

Figure 5.6: Land Use Forecast 2030

Source: Metropolitan Council

Note: Because Dakota County does not administer land use controls, this map will be updated based on the 2040 round of comprehensive plans from Dakota County communities.

#### **KEY ISSUES AND TRENDS:**

Dakota County's population and communities continue to change. Some of the priority challenges and trends for the future include:

- Population growth will continue.
- An aging population may not be able to age in place in their current housing and community due to physical limitations and health needs.
- The County developed with auto-dependent land use patterns and has a growing population that is not able to drive (seniors/aging population, people with disabilities, and households without a car).
- Increases in obesity and chronic disease related to sedentary lifestyles are related in part to development patterns that lack opportunities for walking and outdoor physical activity.
- Ongoing development places pressure on critical natural resources, such as drinking water supplies.

Redevelopment can be difficult due to land ownership patterns, costs, and brownfields but also can provide major opportunities to meet the public's changing needs.

# LAND USE GOALS

The following goals summarize actions the County can take in supporting orderly and sustainable land use patterns, using a variety of implementation roles, as shown on the diagram.

# Goal 5.1: Support and encourage orderly development.

#### **Obiectives:**

- 1. Support land use patterns that are compatible with the Metropolitan Council's Thrive MSP 2040 and local comprehensive plans.
- 2. Review city, township, and regional plans for compatibility with County plans and potential impact on County services or facilities.
- **3.** Support local planning for transitional areas through timely provision of County facilities which supports planned urbanization and preserving rural areas.
- **4.** Support local city and township long range planning for orderly annexation or incorporation.
- **5.** Assist redevelopment efforts through the County's Environmental Assessment and Remediation program (brownfields).

# Goal 5.2: Support land use and transportation options that create places where people can live without an automobile.

# Objectives:

- 1. Encourage land use patterns that provide alternatives to automobile use.
- 2. Support city land use planning efforts to create walkable areas along regional transit corridors and station locations.

# DAKOTA COUNTY OFFICIAL CONTROLS AND LAND USE

Dakota County has played a limited role in administering land use controls. Providing transportation and protecting the natural environment will continue as the County's primary concern with land use patterns. Dakota County administers the following ordinances for the purposes of protecting the health, safety, and welfare of the citizens of Dakota County and to protect the natural resources of the County.

# **Shoreland and Floodplain Zoning: Ordinance Number 50**

The County retains zoning authority in unincorporated areas of the County but does not exercise this authority except in rural floodplain and shoreland areas. Ordinance 50 regulates land subdivision, use, and development of shoreland and floodplain areas to preserve and enhance the quality of surface waters, to protect and preserve the outstanding values of rivers and streams, to conserve the economic and natural environmental values of shorelands, and to provide for the wise use of waters and related land resources. The County has also elected jurisdiction to enforce the State's buffer law county-wide. The law is enforced through Ordinance 50, requiring 50-foot wide permanent buffers on all Public Waters and 16.5-foot wide permanent buffers on all public ditches.

Floodplain Areas Administered by Dakota County

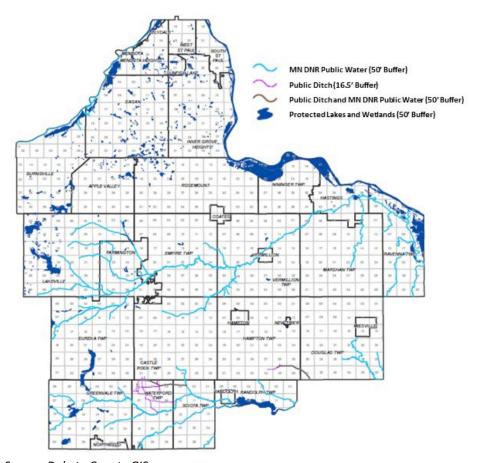
Rivers & Streams
Floodplain Areas

F

Figure 5.7: Floodplain Zoning Areas Administered by Dakota County

Source: Dakota County GIS

Figure 5.8: Buffer Areas



Source: Dakota County GIS

## **Contiguous Plat: Ordinance Number 108**

Dakota County has plat review authority over plats filed adjacent to County roads and parks. The County Plat Commission reviews plats for issues of county-wide significance including ingress and egress to and from County roads, approach grade intersection with County needs, drainage, safety standards, right-of-way requirements of County roads, and local road system integration with the County road system.

# **Sequencing: Ordinance 119**

The purpose of this Ordinance is to assure the orderly consideration of and action on permits and licenses for which both County and city or township approvals are required. The Ordinance is intended to reduce overlap and inefficiencies in the processing of applications, while assuring that applications are acted upon in a reasonable time and manner. An applicant for a permit or license to be issued by Dakota County is encouraged to seek any necessary approvals from municipal or township authorities prior to requesting approval from Dakota County.

#### Right Of Way: Ordinance 126

This Ordinance manages and regulates public use of County right-of-way along County roads, pursuant to authority granted to the County under state and federal law. The Ordinance identifies rules and regulation on the placement and maintenance of facilities and equipment currently within County right-of-way, including registration, permitting, reporting, insurance requirements, construction performance bonds, installation, restoration, costs, inspections, and other requirements.

#### Official Mapping: Ordinance 130

This Ordinance establishes County authority to develop an official map that identifies lands needed for future public purposes, which allows public and private landowners to adjust building plans prior to investments on the identified lands. The ordinance provides a uniform procedure for official mapping as authorized by MN Statute 394.361.

#### Standards Adopted by Reference

The Dakota County Comprehensive Plan adopts by reference all future revisions to its official controls which are identified in the Plan upon their approval by the Board of Commissioners, including all future amendments made as the result of changes in State law and rules.

#### PROGRAM RESOURCES FOR LAND USE

# **Dakota County Brownfields and Contaminated Sites Program**

- Conduct environmental audits/reviews/assessments
- Investigate and evaluate brownfields for external partners and internal customers
- Provide technical assistance for cleanup on County-owned lands
- Provide grant funding for investigation and remediation

#### LAND USE AND SOLAR ACCESS

The Metropolitan Land Planning Act (Minn. Stat. § 473.859, Subd. 2) requires that local comprehensive plans include "an element for the protection and development of access to direct sunlight for solar energy systems." Dakota County supports renewable energy although its land use authority is limited to shoreland and floodplain within its 13 rural townships. The County's Shoreland and Floodplain Ordinance allows limited solar structures but prohibits construction of Utility Scale Solar Energy Systems in shoreland areas. Solar structures are regulated by cities and townships for remaining areas.

The following solar map shows gross solar potential based on topography, vegetation, and other factors. Gross solar and gross solar rooftop potentials in the table are estimates of electricity that could be generated, expressed in megawatt hours per year (Mwh/yr), and were derived from the map. These values represent gross totals of potential solar, rather than the amount likely to develop or feasible within Dakota County. Estimates are based on existing technology and assumptions on conversion efficiency. An efficiency of 10 percent is based on benchmarking analyses for converting map data to actual production and solar industry standards used for site-level solar assessment.

6/28/2017 Extent of Main Map ANOKA **Gross Solar Potential** (Watt-hours per Year) High: 1303217 Low: 900001 Solar Potential under 900,000 watt-hours per year County Boundaries City and Township Boundaries SCOTT Wetlands and Open Water Features Source: University of Minnesota U-Spatial Statewide Solar Raster.

Figure 5.9: Gross Solar Potential, Dakota County

Source: Metropolitan Council

Table 5.3: Gross Solar and Rooftop Potential, Dakota County

Area	Gross Potential Mwh/year	Rooftop Potential Mwh/year	Gross Generation Potential Mwh/year	Rooftop Generation Potential Mwh/year
Dakota County	1,285,255,000	25,795,965	128,525,500	2,579,596

# **Natural Resources**

This section discusses management of natural resources management for ecological and public benefits:

- Land Resources
- Water Management
- Water Supply
- Wastewater
- Solid Waste
- Mississippi River Corridor Critical Area

#### **GUIDING PRINCIPLES FOR NATURAL RESOURCES**

The guiding principles applied to natural resources are as follows:

# Sustainability

People live comfortably in a friendly, clean, and healthy community without placing environmental, economic, and social burdens on current and future generations.

#### Connectedness

The public and private sectors use a more comprehensive approach to planning the County's natural resource systems. Economic, social, and natural environments are interconnected systems. Natural systems are planned for and managed with the same level of thought and effort as built systems.

#### Collaboration

Public agencies and the private sector coordinate efforts toward natural resources and open space goals. Limited resources are maximized through increased collaboration and partnerships.

#### **Economic Vitality**

The interrelationships between economic growth and the protection and enhancement of natural resources and open space are recognized. A high-quality environment with functioning natural systems and public open spaces contributes to a community's identity and desirability.

#### **Growing and Nurturing People**

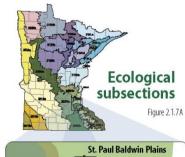
Preserve, enhance and create environments where people of all ages, incomes, and backgrounds can thrive — physically, intellectually, socially, and economically.

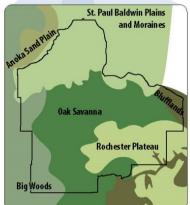
#### LAND RESOURCES

#### Context:

Dakota County's legacy is founded on a uniquely rich endowment of natural capital — abundant, diverse resources that have drawn people to this area for 8,000 years and will continue to draw people in the future.

Figure 5.10: Ecological Subsections





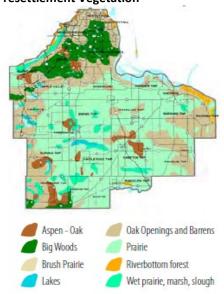
Source: MN Department of Natural Resources

This richness is a product of Dakota County's location at the meeting place of major natural systems:

- The confluences of three of Minnesota's great rivers: the Minnesota, Mississippi, and St. Croix
- The edge of the most recent glaciation, resulting in dramatically varied outwash, terminal moraine, and driftless landforms
- The convergence of major ecosystems: prairie, big woods, oak savanna, wetlands, and bluff lands

Dakota County's natural assets have included prime agricultural soils formed from limestone parent material, deep and highly fertile, and an abundant supply of clean groundwater, both essential ingredients for Dakota County's early agrarian settlement.

Figure 5.11: Marschner Map of Presettlement Vegetation



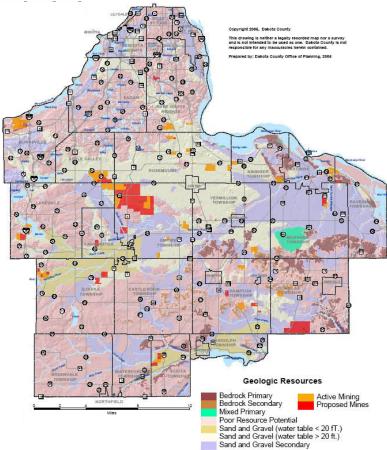
Source: Dakota County Planning

# **Key Issues for Land Resources**

Dakota County's original pre-settlement landscapes represented some of the greatest biological diversity in the state. The County's remaining plant and animal diversity is at risk with ongoing loss and fragmentation of habitat to development and irreversible changes to natural systems. Only two to three percent of high-quality pre-settlement natural areas remain today, many as islands amid urban or agricultural landscapes. Eighty-five percent of Dakota County's original wetlands have been drained, reducing our natural systems' ability to purify and store water and mitigate severe storms and floods.

Dakota County has a large share of the readily accessible, significant deposits of aggregate resources in the Metropolitan area, which relies on supplies mined in Dakota County for roads and residential, commercial, and industrial development. In 2016, more than 7.5 million tons of aggregate was mined from Dakota County.

Figure 5.12: Geological Resources



Source: Dakota County Planning

#### **Land Resources Vision and Goals**

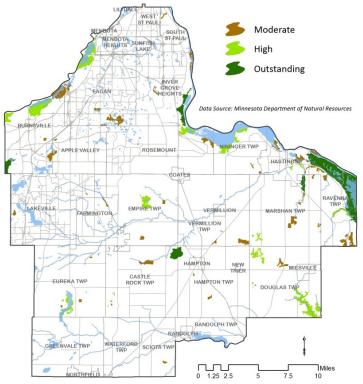
Vision: A healthy green infrastructure — Dakota County's natural areas, stream corridors, open space, farmland, parks, and greenways form an interconnected web that sustains vital natural processes and preserves water quality, landscape value, biodiversity, and opportunities for recreation. Agricultural operations in Dakota County are sustainable, significant contributors to the county's economy and the wellbeing of county residents. Sustainable use of Dakota County's high-quality natural resources today ensures that future generations also will be able to meet their needs.

# Goal 5.3: Preserve vital functions of natural systems by strategically and collaboratively improving Dakota County's green infrastructure.

#### Objectives:

1. Protect, connect, and enhance natural areas, wetlands, stream corridors, open space, agricultural working lands, parks, and greenways.

Figure 5.13: Minnesota DNR Areas of Significant Biodiversity



Source: Dakota County Planning

- 2. Identify and map opportunities to enhance Dakota County's green infrastructure.
- **3.** Lead and manage multi-agency collaborative approaches for green infrastructure protection and restoration priorities.
- **4.** Update the County's Farmland and Natural Areas Protection Plan to contemporary Land Conservation program guidelines.

# Goal 5.4: Conserve and protect natural resources in Dakota County, including air quality, water, soil, productive farmland, minerals (bedrock, sand, and gravel aggregates), vegetation, and wildlife. Objectives:

- 1. Provide a timely, effective regulatory and management framework that responds to public interest in protecting the environment and natural resources.
- 2. Provide education on natural resource management and conservation.
- **3.** Advocate for effective and equitable natural resource management.
- 4. Define appropriate roles for the County in the area of mineral resources and air quality.

#### **Land Resources Policies**

- LR 1. Collaborate to protect and connect resource lands that enhance natural systems functions.
- LR 2. Avoid impacts to significant natural areas; when unavoidable, mitigate loss at equal value.

Avoid fragmenting natural areas and corridors; when unavoidable, mitigate loss at equal or greater value within Dakota County.

- LR 3. Discourage use of high value wetlands for stormwater management when alternatives exist.
- LR 4. Incorporate ecosystem protection and restoration into County facility, park, greenway, and highway design and maintenance.
- LR 5. Review natural resource data when evaluating development and other use proposals for high priority natural areas and set preservation goals to protect high-quality habitat.
- LR 6. Encourage infiltration of stormwater where appropriate, protection of natural areas, and provision of open space.
- LR 7. Engage the public in planning processes and programs for managing and restoring natural areas.
- LR 8. Support agricultural preservation as a significant part of Dakota County's heritage.
- LR 9. Prefer sustainable agriculture, including local food production on County land leased for farming.
- LR 10. Use the Dakota County Land Conservation Program to promote sustainable agricultural practices and improve water quality and wildlife habitat on protected private lands.
- LR 11. Encourage long-term stewardship of natural areas protected under the Dakota County Land Conservation Program.
- LR 12. Continue to use the County Land Conservation Program to protect and improve private land.
- LR 13. Promote environmentally and economically sustainable uses of County natural resources.
- LR 14. Engage residents and stakeholders in developing new regulations and controls to protect natural resources.
- LR 15. Establish an advocacy role to encourage the Minnesota Pollution Control Agency and Minnesota Department of Health to address air quality issues and improve air quality in the County.

#### **Land Resources Programs**

#### Land Conservation Agricultural Land Stewardship Program

• Acquire fee title or permanent easements from willing sellers on lands that include agricultural use to provide water quality and wildlife habitat benefits

#### **Land Conservation Natural Area Protection Program**

 Acquire fee title and/or easements from willing landowners with required natural resource management plans to permanently protect, connect, and enhance natural areas of state, regional or County significance

## **Land Conservation Easement Monitoring Program**

 Monitor and assess County-acquired agriculture and natural area conservation, buffer, park, and greenway easements on an annual basis to ensure compliance with legal and Stewardship Plans (SP) and Natural Resource Management Plan (NRMP) requirements

#### **Land Conservation Park and Greenway Acquisition:**

• Acquire fee title and/or easements of private property within established regional park boundaries and approved regional greenway master plans

#### SURFACE WATER MANAGEMENT

#### Context

# **Dakota County Role in Surface Water**

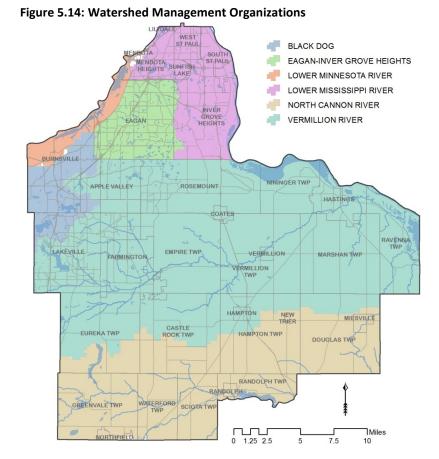
The County's roles in surface water management have included 1) collaboration with the Dakota County Soil and Water Conservation District on assessment, data, and programs; 2) support of watershed management organizations in the County; 3) administration of the County's shoreland and floodplain; 4) septic system zoning authority; 5) effective execution of the County's stormwater management and wetland restoration responsibilities; and 6) implementation of the County's Aquatic Invasive Species Program Work Plan. Dakota County is not required to have its own local water management plan, as the local jurisdictions within the County have general land use authority and none have delegated the preparation of their local water management plans to the County. This Plan section addresses surface water issues from a County-wide perspective, focusing on the County's current and potential future roles in water resource management and providing a framework for County Official Controls related to surface water.

#### Watersheds

Six organizations manage watersheds in Dakota County:

- Black Dog Watershed
   Management Organization
- Eagan-Inver Grove Heights Watershed Management Organization
- Lower Minnesota River
   Watershed District
- Lower Mississippi River Watershed Management Organization
- North Cannon River Watershed Management Organization
- Vermillion River Watershed Joint Powers Organization

The Black Dog, Eagan-Inver Grove Heights, and Lower Minnesota watersheds flow to the Minnesota River. The Lower Mississippi River, North Cannon River and Vermillion River watersheds flow to the Mississippi River.



Source: Dakota County Planning

Watershed management organization boundaries do not always mirror true hydrologic watershed boundaries. Organization boundaries determine the tax base for administration and activities in each watershed organization, although hydrologic and management issues may cross organization boundaries.

#### Wetlands

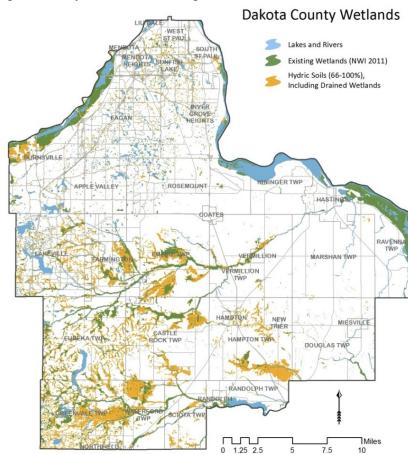
Wetlands are formed when hydric soils, hydrophytes (water-loving vegetation), and wetland hydrology are present. All three factors must be established to define an area as a wetland. Wetland benefits include:

- Storage for excess water during flooding
- Filtering sediments and nutrients before they enter lakes, rivers and streams
- Fish and wildlife habitat
- Public recreation

An estimated 85 percent of the County's original wetlands have been drained or filled. The presence of hydric soils often indicates where wetlands used to exist, as shown on the adjacent map. Many areas with hydric soils no longer support wetlands. According to the Minnesota Wetlands Conservation Plan, restoration in Dakota County should be the primary wetland management strategy.

The following table summarizes wetland types in Dakota County, with acreages from the 2011 National Wetlands Inventory.

Figure 5.15: Hydric Soils and Existing Wetlands



Source: National Wetlands Inventory 2011 data

Table 5.4 Dakota County Wetlands by Type (2011 National Wetlands Inventory)

Class	Acres	Description
1	8,047	Seasonally flooded basins or flats. Soil seasonally covered with water or waterlogged, usually
		well drained during the growing season. Vegetation varies with season and flooding.
2	6	Fresh meadows. Soil without standing water during most of growing season but waterlogged
		near the surface. Vegetation includes grasses, sedges, rushes, and broad-leaved plants.
3	6 127	<b>Shallow fresh marshes.</b> 6" + of water in early growing season. Vegetation includes grasses,
	6,127	bulrushes, spike rushes, cattails, arrowheads, pickerelweed, and smartweeds.
		<b>Deep fresh marshes.</b> 6" to 3' of water during growing season, with cattails, reeds, bulrushes,
4	1,060	spike rushes, wild rice. Open water has pondweeds, naiads, coontail, water milfoils,
		waterweeds, duckweeds, water lilies, or spatterdocks.
5	8,365	<b>Open fresh water.</b> Shallow ponds and reservoirs. Water is usually less than 10' deep and fringed
5	0,303	by a border of emergent vegetation similar to open areas of deep fresh marshes.
6	1,249	<b>Shrub swamps.</b> Waterlogged during growing season with 6' + of water. Vegetation includes
		alders, willow, buttonbush, dogwoods, and swamp-privet.
7	7,966	<b>Wooded swamps.</b> Waterlogged near surface in growing season, often up to 1' of water. Trees
		include tamarack, arborvitae, black spruce, balsam, red maple, and black ash.
1/6–7	2,344	Various combinations of types 1 through 7.
Riverine		<b>Riverine.</b> Wetlands within a channel, bounded landward by uplands, by channel bank (including
Riverine		levees), or by wetland dominated by trees, shrubs, emergents, emergent mosses, or lichens.

#### **Major Rivers**

**Mississippi River** — forms Dakota County's northeastern border. Drainage from most of the County finds its way directly to the Mississippi River or indirectly through the Vermillion or Cannon rivers. The Mississippi River in Dakota County is part of the 72-mile long Mississippi National River and Recreation Area (MNRRA) and the State's Mississippi River Corridor Critical Area.

**Minnesota River** — forms Dakota County's northwestern border. The reach from the I-494 Bridge to the Mississippi confluence is included in the MNRRA corridor. Efforts over the past decades have targeted water quality issues in the River with these challenges remaining:

- Increasing flows from increased precipitation and artificial drainage
- Excess sediment from unstable, bluffs, banks and farm fields
- Excess nutrients and bacteria levels of concern

**Vermillion River** — flows from west to east across central Dakota County, from New Market Township in Scott County to the Mississippi River, flowing through farmland, suburbs, and cities. The watershed includes 49 miles of Minnesota Department of Natural Resources-designated trout streams.

**Cannon River** — flows along parts of the County's southern boundary area to Red Wing. The reach within Dakota County is designated a State Wild and Scenic River.

#### **Trout Streams**

Minnesota Rules Chapter 6264 identifies waters classified as designated trout streams and trout stream tributaries. Dakota County has the following designated trout streams.

Designated Trout Stream/River	General Location
Unnamed Stream #4	Burnsville
Unnamed Stream #7	Burnsville
Black Dog Creek	Eagan
Kennaley's Creek	Eagan
Unnamed Stream #1	Eagan
Pine Creek and Unnamed Tributaries	Douglas and Hampton townships
Trout Brook and Unnamed Tributaries	Douglas Township
Vermillion River	Farmington and Eureka, Empire, and Vermillion townships
Vermillion River South Branch	Castle Rock, Empire, and Vermillion townships
Vermillion River North Creek and Middle Creek	Farmington
Vermillion River South Creek	Lakeville, Farmington, and Eureka Township

The Vermillion River includes a highly valued public trout fishery and supports a self-sustaining wild brown trout population. Trout streams are particularly reliant on groundwater flow because the temperature of this source water is cool in the summer (and relatively high in winter). Potential issues facing the present nature of trout within the watershed are changes in groundwater transport rates or supply to the river. Shifts that increase impervious surface runoff and/or groundwater withdrawals will reduce the quantity and quality of trout habitat. The Vermillion River can benefit from projects that include wise groundwater use and development that encourages infiltration over runoff.

Agencies and groups have worked to protect or enhance trout habitat in the County. Kennaley's Creek and the unnamed creeks are cold, spring-fed streams primarily within the Minnesota Valley National Wildlife Refuge (MVNWR). Designated trout segments of the Vermillion River are stocked with rainbow trout and also support a naturally reproducing brown trout population.

Trout Brook and Pine Creek feed into the Cannon River in Goodhue County and are managed by DNR's Central Region. Both streams were stocked with trout at one time and now support naturally reproducing trout populations.

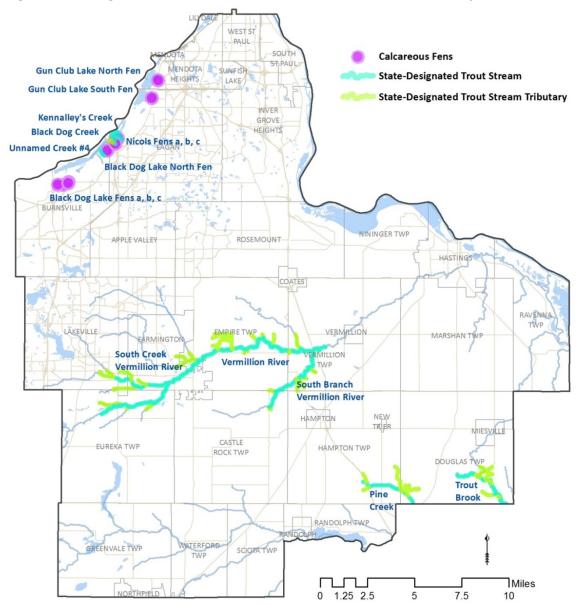


Figure 5.16: Designated Trout Streams and Calcareous Fens in Dakota County

#### **Calcareous Fens**

Calcareous fens, one of the rarest natural communities in the United States, are wetlands fed by groundwater with large quantities of dissolved calcium carbonate (CaCO3, or lime). Calcareous fens often have rare plant species adapted to the unique environment and receive protection under the Minnesota

Wetland Conservation Act. Indicator plant species, soil characteristics, and groundwater relationships are used in fen identification. Calcareous fens are a special resource because their unique characteristics are difficult to restore if degraded and essentially impossible to re-create.

Calcareous fens are highly susceptible to disturbance. Reduction in the normal supply of groundwater results in oxidation of the surface peat, releasing nutrients and fostering the growth of shrubs and tall, coarse vegetation that displaces the fen plants. Nitrogen-rich surface water runoff into fens promotes the invasion of aggressive exotic plants, especially reed canary grass, that also outcompete the fen plants. Flooding drowns the fen plants. The soft, saturated character of the peat makes almost any level of activity within them, by humans or domestic livestock, highly disruptive. DNR identifies the following calcareous fen areas in Dakota County, all located within the Minnesota River valley.

Table 5.6: Calcareous Fens in Dakota County		
Black Dog Lake Fens: a, b, c, and North		
Gun Club Lake Fens: North and South		
Nicols Meadow Fens: a, b, and c		

#### **Impaired Waters**

The Federal Clean Water Act requires states to adopt water quality standards that define pollutant quantities that can be present in surface water and/or groundwater, while still allowing the water to meet its designated uses (drinking water, fishing, swimming, irrigation, or industrial purposes). The 2018 draft Impaired Waters list, or 303(d) list, is based on violations of water quality standards and is available on the MPCA Web site at <a href="www.pca.state.mn.us/water/minnesotas-impaired-waters-list">www.pca.state.mn.us/water/minnesotas-impaired-waters-list</a>. The last Impaired Waters List approved by the US Environmental Protection Agency for Minnesota is from 2014 (mapped in Figure 5.18). Impairment status is based on water sampling data. Past assessments found 37 percent of lakes and 40 percent of rivers and streams to be impaired for their designated use.

Impervious surfaces prevent infiltration of rainwater. Storm sewers quickly pipe stormwater and contaminants (oils, salt, detergents, and fertilizers) to waterways. Agricultural runoff adds to declining water quality through soil erosion and chemical and nutrient loading to surface waters. The County, cities, and watershed organizations are required to contribute to impaired waters assessment, planning, and implementation efforts.

# **County Resident Opinions**

The County's 2017 scientific survey asked residents to rate the importance of various natural resources protections. Residents gave the highest ratings to water resources protection, consistent with past surveys. Protecting surface water from pollution was deemed important by 96 percent of respondents.

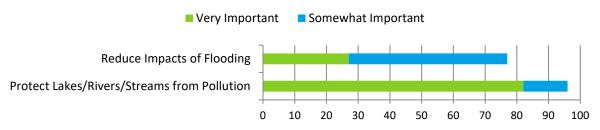
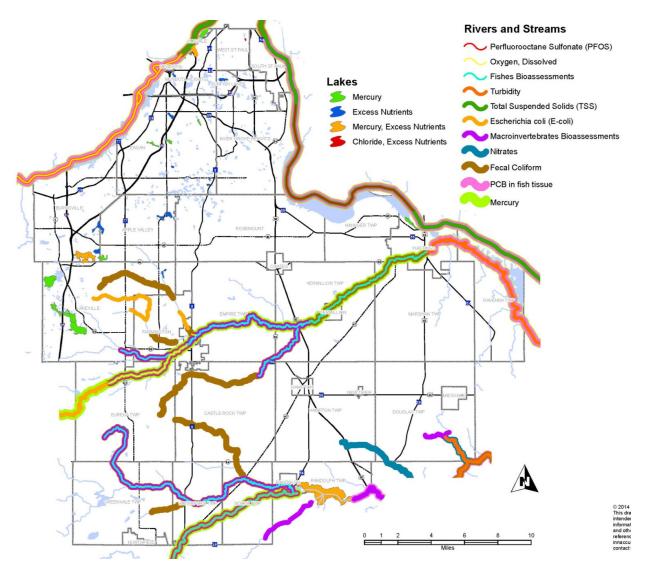


Figure 5.17: 2017 County Resident Ratings on Water Management

Figure 5.18: Water Quality Impairments, 2014 EPA-Approved List



Source: Dakota County GIS

#### **Water Management Vision and Goals**

Vision: Sufficient, sustainable high-quality water resources are available into the future.

# Goal 5.5: Sufficient and sustainable high-quality water resources.

#### Objectives:

- 1. Prevent groundwater and surface water degradation from point and non-point source contamination.
- 2. Avoid, minimize, and mitigate impacts of resource extraction, agriculture, and urban development on groundwater and surface water.
- **3.** Increase community awareness of water resource issues.
- **4.** Support sustainable watershed/ecosystem-based water resource management.
- **5.** Protect shoreland and floodplain areas to preserve and enhance surface water quality, prevent economic loss, and conserve the natural environment.
- 6. Promote and maintain cooperation with the townships to protect shoreland and floodplain areas.

- 7. Identify, prioritize, and restore drained wetlands and other water retention sites to improve water quality, enhance wildlife habitat, and prevent/mitigate flood damage to public infrastructure and private property.
- **8.** Implement Total Maximum Daily Load (TMDL) waste-load allocation reduction projects required under the County's MS4 permit.

# **Water Management Policies**

- WM 1. Monitor water resource quality and quantity to evaluate the impact of human activities.
- WM 2. Encourage all communities to adopt water conservation and pollution prevention measures that meet or exceed requirements.
- WM 3. Support protection of unique water resources, including but not limited to wetlands, fens, springs, and trout streams.
- WM 4. Use and encourage others to use riparian land easement and buffer programs to improve water quality.
- WM 5. Support research on mining impacts to water resources and support local governments in evaluating mining operations.
- WM 6. Participate cooperatively with watershed management organizations, as appropriate.
- WM 7. Encourage communities to complete wetland protection and management plans, assessments, and updates and incorporate these documents into ordinance.
- WM 8. Protect shoreland and floodplain areas to preserve and enhance surface water quality, prevent economic loss, and conserve the natural environment through County Ordinance No. 50.
- WM 9. Collaborate with others in the control of aquatic invasive species.
- WM 10.Encourage partners to integrate water resources management projects that meet or exceed regulatory requirements with County Transportation, Parks, Facilities, and other County-owned or managed projects.
- WM 11. Work with local communities and state agencies to identify and implement TMDL waste-load allocation reduction projects required under the MS4 permit.

#### **Water Management Official Controls**

#### **Shoreland and Floodplain Ordinance 50**

Dakota County exercises zoning authority in the floodplain and DNR-designated shoreland districts of unincorporated areas. Dakota County has also accepted enforcement responsibilities under the buffer law that extends countywide and includes areas within the cities. Cities in Dakota have authority for shoreland and floodplain management, implementing standards set by Minnesota Rules and incorporated through local ordinances. The law is enforced through Ordinance 50, requiring 50-foot wide permanent buffers on all Public Waters and 16.5-foot wide permanent buffers on all public ditches. The County regulates subdivision, use, and development of shorelands and public waters through Ordinance 50, adopted in 1973 to:

- Protect the health safety and welfare of the public
- Protect and preserve the outstanding values of a designated Wild and Scenic River
- Conserve the economic and natural environmental values of shorelands
- Provide for the wise use of waters and related land resources
- Preserve and enhance the quality of surface waters

#### **Storm Sewer System Ordinance 132**

This ordinance is intended to protect the quality of waterbodies in Dakota County through regulation of stormwater and non-stormwater discharges via County-owned or operated storm sewers. It establishes methods for controlling the introduction of pollutants into the County's municipal separate storm sewer system (MS4), as required for compliance with the requirements of the County's National Pollutant Discharge Elimination System permit.

#### **Water Management Programs**

**Byllesby Dam Management:** Implement dam monitoring plan, public safety plan, dam structure and equipment maintenance, and capital improvement projects for compliance with state and federal regulations, and develop and oversee financially sustainable and efficient long-term operational plans.

**Shoreland and Floodplain Regulation Program:** Protect shore land and floodplain areas to preserve and enhance surface water quality, prevent economic loss, and conserve the natural environment through the regulation of development and the implementation of protection requirements.

Surface Water Protection: Protect and monitor unique water resources throughout the County.

- Administer surface water management and protection programs
- Administer the Aquatic Invasive Species Program
- Administer the County Stormwater Program
- Administer the Septic System Low Income Grant Program
- Coordinate waterway restorations
- Implement the Wetland Health Evaluation Program (WHEP)
- Regulate septic systems for Shoreland Areas, Randolph Township, and Randolph and New Trier cities

**Dakota County Stormwater Pollution Prevention Program:** Municipal separate storm sewer systems (MS4s) in Minnesota are regulated by the Minnesota Pollution Control Agency (MPCA), which authorizes stormwater discharge by Dakota County through a permit updated every five years. The permit requires a Stormwater Pollution Prevention Program (SWPPP), which outlines actions and becomes an enforceable part of the permit. SWPPs must have activities in six Minimum Control Measures (MCMs):

- 1. Public Education and Outreach: providing information to residents and schools through partners, including Dakota County Soil and Water Conservation District (SWCD) and Vermillion River Watershed Joint Powers Organization.
- 2. Public Participation/Involvement: working with cities, recruiting volunteers, and engaging citizens in an annual public meeting on the County MS4 program.
- 3. Illicit Discharge Detection and Elimination: ensuring that illicit discharges are not entering storm sewers and reaching surface waters.
- 4. Construction Site Stormwater Runoff Control: using measures to control site runoff. For MS4 road work, the County reviews erosion and sediment control plans and works with cities to ensure local and watershed requirements are met.
- 5. Post Construction Stormwater Management: designing County MS4 projects with cities and watersheds to ensure long-term stormwater management requirements are met.
- Pollution Prevention: managing street sweeping, road salt application, and maintenance and teaching maintenance professionals about stormwater pollution and minimizing stormwater impacts.

#### WATER SUPPLY

#### Context

About 90 percent of Dakota County's drinking water supply comes from groundwater. Land use and land cover determine the quality and quantity of the County's water resources, making wise land use and management vital to water resource protection. Dakota County's population is forecast to increase by 96,200 people, or 23 percent, between 2017 and 2040. Continued growth and development will increase demand on water resources and increase the number of people at risk of health problems related to exposure to contaminated surface or groundwater.

Except for parts of Mendota, Mendota Heights, and West St. Paul, Dakota County residents receive their drinking water from groundwater sources, consisting of aquifers in the glacial deposits or "Quaternary aquifers" and aquifers in the underlying formations or "bedrock aquifers."

Detailed hydrologic studies have been completed in parts of the County, but most information on the County's hydrology is from research completed by the Minnesota Geological Survey for the Dakota County Geologic Atlas.

#### **Quaternary aquifers**

While no municipal supplies draw from Quaternary aquifers, about one—third of the county's private wells are in glacial deposits.

Many Quaternary aquifers have significant gravel or coarse sand, posing concern for contamination because they transmit water and contaminants quickly. Quaternary aquifers in contact with bedrock aquifers are hydrologically connected and can transmit contaminated water to bedrock aquifers.

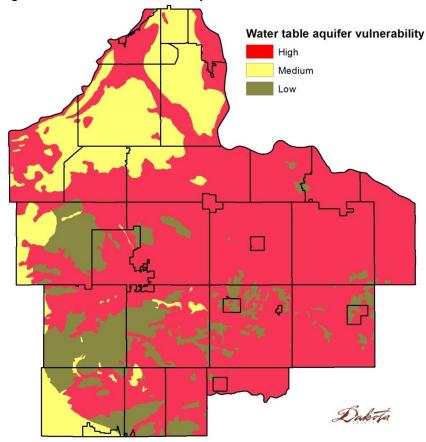


Figure 5.19: Groundwater Sensitivity to Pollution

Source: Dakota County Water Resources

The highest yielding Quaternary aquifers are in deep bedrock valleys but are unlikely to be used for municipal supplies due to contamination, drought, and siltation concerns.

# **Bedrock aquifers**

Four regional bedrock aquifers are the primary groundwater suppliers in Dakota County: the Platteville, the St. Peter, the Prairie du Chien-Jordan, and the St. Lawrence-Franconia.

The **Platteville aquifer** is a limestone aquifer used for some domestic supplies in Mendota Heights, South St. Paul, and Inver Grove Heights. Most wells in this area were drilled before records were required, so little is known about the hydrologic properties of this aquifer.

The **St. Peter aquifer** is a sandstone aquifer used for domestic water supplies in the northern part of the county. Local recharge is greatest under sandy surface deposits and where it is not covered by the Glenwood Formation or thick glacial till. Lakes overlying the St. Peter may also recharge this aquifer.

The **Prairie du Chien-Jordan aquifer** underlies the entire county except in deep, buried bedrock valleys, and is composed of four units: Shakopee Dolomite, New Richmond Sandstone, Oneota Dolomite, and Jordan Sandstone. The Prairie du Chien and Jordan are generally treated as a single aquifer; although they act as independent aquifers in some areas. The Prairie du Chien-Jordan is the most heavily used source of groundwater in the county and qualities of overlying rock and sediment determine susceptibility to pollution in a given area.

The **St. Lawrence-Franconia aquifer** is thought to extend throughout the county except the east end of the buried bedrock valley in Marshan and Ravenna townships. The St. Lawrence-Franconia aquifer is used primarily for domestic supplies, although some multi-aquifer wells use it to supplement flow from other formations. This aquifer is used in the northeast portion of the county. Yield is low to moderate.

# **Key Issues**

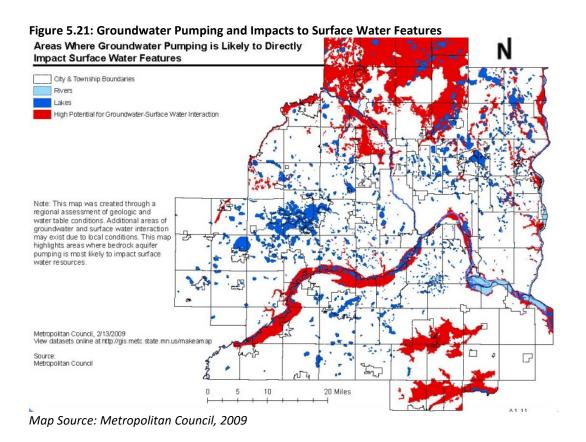
**Drinking water quality** — 90 percent of Dakota County's population relies on groundwater for drinking water. Two-thirds of the county land area is highly vulnerable to groundwater contamination because of thin soils and glacial material over fractured underlying bedrock. Most contaminated groundwater is located in surface sand and gravel aquifers, although well drilling advisories exist in near-surface bedrock aquifers throughout southern and southeastern areas of the county. In 2013 and 2014, 13 townships and five cities in Dakota County were selected for private well nitrate sampling. In this study, 27 percent of private wells sampled were above the health standard of 10 mg/L for nitrate as nitrogen (nitrate-N). Results from the sampling revealed that in 12 communities, 10 percent or more of the wells were over 10 mg/L nitrate-N. In Marshan Township, 53 percent were over the health standard in contrast to Farmington, where no wells were found to exceed the standard.

**Drinking water quantity** — Development increases the amount of impervious surfaces such as pavement and rooftops that curtail natural rainwater infiltration and aquifer recharge, although there are local requirements in place to mitigate the impact to hydrology from new impervious surfaces. Excessive consumption of drinking water for uses that do not require drinkable water quality can threaten the long term supply of drinking water. It is unclear whether groundwater supplies are adequate in some areas of the County to meet this demand. It is also unclear what effect demand will have on surface water features such as trout streams and fens (rare wetlands) that depend on groundwater. The following maps show areas of potential groundwater drawdown and where groundwater drawdown potentially will affect surface water resources. Projected drawdown of the predominant water supply aquifer affects large areas of Hennepin and Dakota counties (Figure 5.20).

Drawdown in the Prairie du Chien-Jordan Aquifer under Projected 2040 pumping County Boundaries City and Township Boundaries > 40 feet of rebound 30 to 40 feet of rebound 20 to 30 feet of rebound 10 to 20 feet of rebound 5 to 10 feet of rebound 3.28 to 5 feet of rebound 3.28 to 5 feet of drawdown 5 to 10 feet of drawdown 10 to 20 feet of drawdown 20 to 30 feet of drawdown 30 to 40 feet of drawdown 40 feet of drawdown up to 3.28 feet (1 meter) of change >50% drawdown projected

Figure 5.20: Projected Aquifer Drawdown Areas

Map Source: Metropolitan Council, 2014



**Interconnected systems** — Water should be managed as an interconnected system recognizing watershed relationships, land use practices, and surface water-groundwater relationships.

- Dakota County's wetlands are its natural cleansing, storage, and infiltration systems for surface water. An estimated 85 percent of the County's pre-settlement wetlands have been drained.
- Forty percent of Dakota County's tested surface waters are impaired according to state and federal standards.
- Sustainable land use practices are essential to improving water quality sustainable development and agriculture, appropriate management of landfills, and remediation of contaminated sites.
- Effective public information, outreach, and involvement are needed to promote more sustainable decisions and actions that will improve water quality.
- Improved data management, sharing, and storage among public agencies are needed.
- Collaboration is needed among state and local agencies with water-related responsibilities (e.g., Soil
  and Water Conservation Districts, Board of Water and Soil Resources, and Minnesota departments
  of Health, Natural Resources, and Agriculture).

#### **County Resident Opinions**

The County's 2017 scientific survey asked residents to rate the importance of a variety of actions to protect natural resources. Actions receiving the highest importance ratings relate to water resources protection, consistent with the findings of past residential surveys. Protecting rural drinking water supplies was rated as important by 91 percent of respondents.

Protect Drinking Water in Rural Areas

0 10 20 30 40 50 60 70 80 90 100

Figure 5.22: 2017 County Resident Ratings on Drinking Water Quality

#### Water Supply Vision and Goal

Vision for the Future: Sufficient, sustainable high-quality water supplies are available into the future

#### Goal 5.6: Sufficient and sustainable high quality water supplies.

Objectives:

- 1. Maintain good quality and quantity of county drinking water supplies and improve water supplies.
- **2.** Protect a sustainable and sufficient water supply through collaboration, regulation, water conservation, and education.
- **3.** Prevent groundwater and surface water degradation from point and non-point sources.
- **4.** Avoid, minimize, and mitigate impacts of resource extraction, agriculture, and urban development on groundwater and surface water.
- 5. Increase community awareness of water resource and supply issues.
- **6.** Work with state, regional, and local partners on water supply issues.
- 7. Update groundwater protection tools (programs, plans, ordinances, studies, or policies).

**8.** Work to identify high quality infiltration areas to be protected from contamination and to utilize for maintaining future groundwater recharge.

# **Water Supply Policies**

- WS 1. Monitor water resource quality and quantity to evaluate human-made and naturally occurring contaminants and the impact of human activities.
- WS 2. Protect a safe and adequate drinking water supply.
- WS 3. Encourage all communities to adopt water conservation and pollution prevention measures that meet or exceed requirements.
- WS 4. Ensure that new wells are constructed and unused wells are sealed according to Dakota County and State of Minnesota requirements.

# **Water Supply Official Controls**

Dakota County's roles in groundwater protection include planning, well and septic regulation, and research.

# Well and Water Supply Management, Ordinance 114

Ordinance 114 provides standards for and regulation of wells and water supplies to protect groundwater and the environment and to promote the public health, safety, and general welfare of Dakota County pursuant to authority granted under Minnesota Statutes. The Ordinance addresses proper location and construction of wells; necessary modifications and reconstruction; operation, maintenance, and repair; permanent sealing; and annual maintenance permitting, including registered use wells and unused wells.

#### **Ordinance No. 113: Subsurface Sewage Treatment Systems**

Each city and township administers its own sewage system ordinance and the County administers the sewage system ordinance within the Shoreland and Floodplain areas of townships. All municipalities are encouraged to adopt Dakota County Individual Sewage Treatment Ordinance No. 113. The intent of Ordinance 113 is to protect irreplaceable natural resources of groundwater, surface waters, and soils and bedrock and to promote the public health, safety, and welfare of the citizens of Dakota County. Ordinance No. 113 provides standards, guidelines, and regulations for the compliance and enforcement of the proper siting, design, construction, installation, operation, maintenance, repair, reconstruction, inspection, and permanent abandonment of individual sewage treatment systems.

#### Water Supply Plans and Programs

#### **Dakota County Drinking Water Protection Program**

Dakota County's program includes the following activities and services:

- Administer Ordinance No. 114: Well and Water Supply Management
- Assist cities with wellhead protection and water supply planning
- Conduct Ambient Groundwater Quality research
- Conduct water quality-related research and outreach
- Manage the Delegated Well Program
- Promote well sealing through cost-share grants
- Provide drinking water testing, education, and outreach

#### **WASTEWATER**

#### Context

Dakota County has a regulatory role in wastewater treatment, related to individual septic systems outside of the urban area served by centralized wastewater treatment plants. About 30 percent of the County's land area has central sewer lines. On-site systems are used by most township residents, except in a limited area of Empire Township and by some residents of suburban cities. In this Plan, "individual sewage treatment system" (ISTS), "on-site system" and "sewer system" refer to the same method of sewage treatment, where sewage from a dwelling, building, structure, or other establishment flows into an underground tank, and eventually into the soil for treatment and disposal.

Standards required by the state are formally known as Minnesota Rules Chapter 7080. These Rules contain detailed standards and procedures for the location, design, installation, use, and maintenance of individual sewage treatment systems.

Figure 5.23 shows the location of 984 individual septic systems regulated by Dakota County, in shoreland areas, Randolph and Waterford townships, and the cities of Randolph and New Trier. This figure also shows the location of regional and municipal wastewater treatment plants.

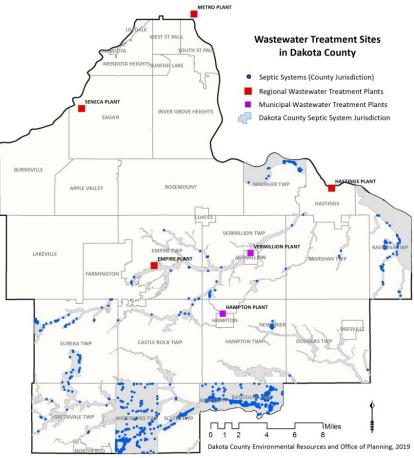
#### **Regional treatment facilities**

Provision of adequate wastewater treatment facilities to sustain projected population growth is the responsibility of the Metropolitan Council Environmental Services Division (MCES). The Council manages a series of complex collector systems and central treatment plants. Dakota County is served by the large Metro plant in St. Paul, the Seneca plant in Eagan and smaller plants in Hastings, and Empire Township.

#### **Municipal treatment facilities**

The cities of Vermillion and Hampton operate wastewater treatment facilities that serve small areas with limited capacity plants.

Figure 5.23: Wastewater Treatment



#### **Additional facilities**

Package treatment plant and community drain field proposals fall under the jurisdiction of the underlying land use authority (i.e., city and township), including in overlay areas where Dakota County administers rural shoreland and floodplain permitting. Should these systems be allowed by local zoning, they would need to comply with Dakota County Ordinance No. 113, MN Rules 7080, and any other applicable rules.

#### **Wastewater Goals:**

Goal 5.7: Ensure that residents have adequate wastewater disposal where no municipal system is available.

#### Objectives:

- 1. There will be enough reasonably close municipal septage dumpsites for all septage generated within Dakota County.
- **2.** Ensure that Individual Septic Treatment Systems are constructed, operated, and maintained in an ecologically and economically responsible manner.

#### **Wastewater Policies**

- WW 1. Individual sewage treatment systems in Dakota County must be constructed, operated, and maintained in conformance with Minnesota statutes and rules and County Ordinances No. 50 (Shoreland and Floodplain Management) and No. 113 (Subsurface Sewage Treatment Systems).
- WW 2. Cities and townships in Dakota County must adopt and adequately enforce County Ordinance No. 113 or a local ordinance that includes the provisions contained in Ordinance No. 113.
- WW 3. The County will continue to support cities and townships toward replacing failing sewage systems with systems that comply with state rules and their local ordinance.
- WW 4. The County will provide septic record information to local sewer system maintenance programs, consistent with the requirements to develop a three-year maintenance schedule for individual sewage treatment systems.
- WW 5. Disposal of septage in surface waters, ditches or drainageways, shorelands, floodplains, sinkholes, through drain tiles, on steep slopes, or in any manner with the potential to adversely affect public health will not be allowed.
- WW 6. The County will continue efforts to improve on-site sewage systems in the shoreland and floodplain zoning districts in unincorporated townships.

#### **Wastewater Official Controls**

On-site sewer systems throughout the County are regulated primarily through municipal ordinances, which include by adoption the Model Ordinance No. 113 requirements. In designated shoreland and floodplain areas, Dakota County Ordinance No. 50 permits on-site systems. Both Ordinance No. 113 and Ordinance No. 50 adopt by reference Minnesota Rules Chapter 7080, which are the statewide standards for the design, construction, and maintenance for individual sewer systems.

#### Dakota County Ordinance No. 113: Subsurface Sewage Treatment Systems

Ordinance No. 113 provides standards, guidelines, and regulations for the compliance and enforcement of the proper siting, design, construction, installation, operation, maintenance, repair, reconstruction, inspection, and permanent abandonment of individual sewage treatment systems.

Each city and township administers its own sewage system ordinance and the County administers the sewage system ordinance within the Shoreland and Floodplain areas of townships, the cities of Randolph and New Trier, and throughout Randolph and Waterford townships. All municipalities are encouraged to adopt Dakota County Individual Sewage Treatment Ordinance No. 113. The intent of Ordinance 113 is to protect irreplaceable natural resources of groundwater, surface waters, and soils and bedrock and to promote the public health, safety, and welfare of the citizens of Dakota County.

#### Dakota County Ordinance No. 50: Shoreland and Floodplain Management

The County also is involved with ISTS through the administration of County Ordinance No. 50, which regulates rural shoreland and floodplain areas in unincorporated areas. Shoreland areas are designated by the Minnesota Department of Natural Resources (MDNR), while floodplain areas are designated by the Federal Emergency Management Agency. The provisions of the Shoreland and Floodplain Management Ordinance must be no less restrictive than the regulations in Ordinance No. 113.

Other Ordinance No. 50 regulations pertaining to ISTS include requirements that the systems meet minimum setback distances from shorelines and that sewer systems cannot be built in floodplains when locations out of the floodplain are available.

#### **Wastewater Programs**

#### **Dakota County Surface Water Protection Program**

Dakota County's program includes the following activities and services:

- Administer Ordinance 113 Subsurface Sewage treatment Systems
- Administer the Septic System Low Income Grant Program
- Regulate Septic Systems for Shoreland Areas and the City of Randolph
- Regulate Septic Systems for Shoreland Areas, Randolph and Waterford townships, and the cities of Randolph and New Trier

#### **SOLID WASTE**

#### Context

The amount of waste generated in Dakota County and how this waste is managed are critically linked to the quality of air, water and land, and ultimately the quality of life and health. Dakota County, working with local, regional, state, and federal governments, has made progress in protecting the environment and public health through regulations, programs, and services to manage residential and commercial solid and hazardous waste.

Dakota County's role in solid waste is to implement requirements to protect public health and the environment and to implement projects and programs that make progress toward State solid waste management goals and objectives, such as to increase recycling. Dakota County collaborates with local governments and works with the waste management industry to manage waste. In 2014, State law changed, requiring Dakota County to achieve a 75 percent recycling rate goal by 2030. Dakota County's recycling rate was 48 percent in 2016.

Dakota County supports the State's integrated solid waste management hierarchy (in preferred order: reduce, reuse, recycle, organics recovery/diversion, resource recovery, land disposal), which recognizes that no single method of waste management can handle the entire waste stream in an environmentally and economically sound manner. The hierarchy equally emphasizes abatement, regulation, public education, and responsible planning that accounts for environmental and economic considerations.

This section of DC2040 addresses waste management broadly, leaving detailed implementation strategies to the Dakota County Solid Waste Master Plan (Master Plan). Please refer to the Master Plan for more detail on a variety of solid waste management issues.

#### **County Resident Opinions**

The County's 2017 scientific survey asked residents to rate the importance of two solid waste management issues related to residential recycling and organics diversion. Requiring households to recycle (e.g., cans, glass, and paper) was deemed important by 88 percent of respondents, and requiring households to recycle organics (e.g., food waste) was deemed important by 54 percent of respondents.

Require Households to Recycle Organics
Require Households to Recycle

0 10 20 30 40 50 60 70 80 90 100

Figure 5.24: 2017 County Resident Ratings of Recycling Importance

#### **Solid Waste Goals:**

**Goal 5.8:** Increase recycling rates toward meeting State targets for Metropolitan counties.

**Goal 5.9:** Plan, implement, and evaluate waste abatement projects and programs to meet Solid Waste Master Plan obligations.

#### **Solid Waste Policies**

- SW 1. Regulate waste in accordance with County ordinances.
- SW 2. Prioritize waste management in preferred order: waste and toxicity reduction, reuse, recycling and organics recovery/diversion (prevention, consumable food rescue for people, food scraps for livestock, food for industrial uses, and then composting) resource recovery, land disposal.
- SW 3. Implement projects and programs toward achieving state laws, rules, and Metropolitan Solid Waste Management Policy Plan goals and objectives.
- SW 4. Employ multiple approaches including educational, regulatory, and financial to efficiently and effectively meet the Metropolitan Solid Waste Management Policy Plan goals and objectives.
- SW 5. Collaborate with the private and public sectors to address waste management issues.
- SW 6. Hold all persons, including waste generators and waste system operators, accountable for proper waste management and for following the Master Plan.
- SW 7. Advocate for State and Federal product stewardship laws with an emphasis on those that pose a health or public safety risk.
- SW 8. Seek external sources of funding to implement this Master Plan and for long-term and postclosure care of landfills.

#### **Solid Waste Official Controls**

#### **Solid Waste Management Ordinance 110**

Dakota County manages solid wastes in order to protect the health, safety, and welfare of the public, prevent the spread of disease, prevent the creation of nuisances, conserve our natural resources, and maintain the beauty and quality of our natural environment.

#### **Hazardous Waste Regulation Ordinance 111**

Hazardous waste generators and facilities are required to be licensed by the County. Inspections of the businesses may be performed by County staff to assure proper management of the hazardous wastes on the site. Violations may be prosecuted as a misdemeanor or felony.

#### **Solid Waste Programs**

Dakota County operates these waste management programs with a range of activities and services:

#### **Hazardous Waste Generator Program**

- Administer Ordinance 111 Hazardous Waste Regulation
- Provide hazardous waste training
- Conduct hazardous waste inspections, licensing, and enforcement for the County's 1,200+ hazardous waste generators and provide technical assistance

#### **Hazardous Waste Management**

- Collaborate on the Pharmaceuticals Collection Program
- Conduct Very Small Quantity Generator (VSQG) waste collections
- Develop waste-related policy, planning, and reporting
- Oversee operations at The Recycling Zone
- Provide business hazardous waste collection services
- Provide environmental education, outreach, and communications to target audiences
- Provide household hazardous waste management services

#### **Solid Waste Regulation**

- Administer Ordinance 110 Solid Waste Management
- Administer the Burn Barrel Program
- Conduct demolition landfills inspections/licensing/enforcement
- Conduct scrap yards inspections/licensing/enforcement
- Conduct solid waste inspections/licensing/enforcement for the County's 30+ Licensed Solid Waste Facilities and hauling vehicles and provide technical assistance
- Conduct transfer facility inspections/licensing/enforcement
- Provide waste tire management
- Regulate waste haulers

#### **Waste Reduction and Recycling Initiatives**

- Assist with developing and implementing business and school recycling and organics collection programs
- Communicate successes to diverse audiences
- Develop and provide education for proper waste management
- Develop waste-related policy, planning, reporting
- Encourage Residential Recycling
- Encourage sustainable County practices
- Enhance County office recycling
- Facilitate public engagement
- Facilitate waste diversion at the County Fair
- Implement a business recycling program
- Implement a composting/organics program
- Implement Environmentally Preferable Purchasing Program in coordination with Purchasing

# Dakota County Comprehensive Plan, DC2040

•	Implement the	Community	Funding	<b>Program</b>
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- Participate in Regional coordination efforts
- Provide environmental education, outreach, and communications to target audiences

# Mississippi River Corridor Critical Area Plan

#### INTRODUCTION

The Mississippi River Corridor Critical Area (MRCCA) comprises 72 miles of river across 30 Twin Cities Metropolitan Area (TCMA) jurisdictions. The MRCCA is governed by special land planning requirements and land development regulations created to protect and preserve the natural, scenic, recreational, and transportation resources of this section of the Mississippi River. Local communities within the corridor are required to complete a MRCCA plan as a chapter of their Comprehensive Plan.

MRCCA cities and townships in Dakota County administer their own plans and zoning ordinances for land in the river corridor. Dakota County's land-use authority in the MRCCA is limited to the shoreland and floodplain areas in Nininger and Ravenna townships. Dakota County plans and implements programs and projects for County land, facilities, roads, highways, parks, and trails, which are the primary focus for this plan.

#### History

The Mississippi River Corridor Critical Area (MRCCA) was designated by Governor's Executive Order in 1976, following the passage of the 1973 Minnesota Critical Areas Act. On January 4, 2017, Minnesota Rules, chapter 6106 replaced Executive Order 79-19, which previously governed land use in the MRCCA. The rules require local governments to update their MRCCA plans and MRCCA ordinances for consistency with the rules.

The MRCCA is important because of its many significant natural and cultural resources, including scenic views, water, navigation, geology, soils, vegetation, minerals, fauna, cultural resources, and recreational resources. The MRCCA is home to a full range of residential neighborhoods and parks, as well as river-related commerce, industry, and transportation. A brief timeline of the MRCCA history is below:

- 1973 Minnesota passes Critical Areas Act of 1973 (MN Statutes, Chapter 116G). Environmental Quality Board (EQB) adopts rules to implement Act (MN Rules, parts 4410.8100 4410.9910)
- 1976 Mississippi River and adjacent corridor designated a state critical area by Governor Wendell Anderson (Executive Order No. 130)
- **1979** Designation continued by Governor Albert Quie (Executive Order 79-19). Metropolitan Council acts to make designation permanent (Resolution 79-48)
- 1988 In 1988, the U.S. Congress established the Mississippi National River and Recreation Area (MNRRA), a unit of the National Park System. The MNRRA shares the same boundary as the MRCCA, and the park's Comprehensive Management Plan (CMP), signed by the Governor and Secretary of the Interior, incorporates by reference the MRCCA program for land use management. Rather than institute a separate layer of federal regulations, the MNRRA largely relies on the MRCCA to manage land use within the park. This reliance establishes a unique partnership and framework for land use management amongst the local, state and federal governments to protect the intrinsic resources of the Mississippi River Corridor.
- 1991 MNRRA designated a state critical area per Critical Areas Act (MN Statutes, §116G.15)
- **1995** Responsibility shifts from EQB to Department of Natural Resources (DNR) by Governor Arne Carlson (Reorganization Order 170)
- **2007** Legislature directs DNR to prepare report on the Mississippi River Corridor Critical Area (Completed January 2008)
- **2009** Legislature amends MN Statutes, §116G.15 and directs DNR to conduct rulemaking for the Mississippi River Corridor Critical Area (MN Laws 2009, Chapter 172, Article 2, §5.e.)

- 2011 DNR develops draft rule after stakeholder process, but rulemaking authority lapses
- **2013** Legislature directs DNR to resume rulemaking process in consultation with local governments
- 2017 Rules become effective January 4

#### **Results of Previous Plans and Ordinances**

In the early 1980s, Dakota County adopted plans for parks, trails, and environmental protection and a shoreland zoning and floodplain management ordinance (Ordinance 50). All plans have been updated since their original adoption. Dakota County has updated Ordinance 50 for consistency with major provisions and enforceable standards of the Mississippi River Critical Area Act in the past and expects to do so again after adoption of its 2040 Comprehensive Plan, as necessary.

Spring Lake Park Reserve (SLPR) is within the Mississippi River Critical Area. The master plan for Spring Lake Park Reserve was updated in 2003 to create a unique vision based on the natural and cultural legacy of the park area. The master plan is scheduled to be updated in 2019 or 2020. The 2008 Park System Plan addressed major system needs for strategic ecological restoration and cultural resource protection and interpretation. Dakota County prepared a Natural Resources Management System Plan for its full park system and County conservation easements in 2017 and will prepare an individual Natural Resources Management Plan for Spring Lake Park Reserve concurrent with the master plan update. Interpretive plans also have been developed for the Big Rivers and Mississippi River regional trails. The County also prepared its first Parks Visitor Services Plan in 2017 to improve public awareness of parks and improve education programming, volunteerism, events, and facility and equipment rentals in the system. These plans are consistent with the spirit of the Critical Area legislation, providing public access and views to the Mississippi River while protecting and restoring natural resources.

As a result of the County's park plans and implementation of Ordinance 50:

- Spring Lake Park Reserve protects river landscapes and provides visitor recreation and education
  opportunities. Interpretive planning and nodes have been developed that provide expansive river
  views and information on the cultural and natural history of the area.
- Large acreages of natural areas in Spring Lake Park Reserve have been restored.
- Several segments of Mississippi River Regional Trail have been constructed, with a segment in Rosemount remaining as the final gap.
- Erosion sources are identified and addressed.
- Existing natural vegetation has been retained in river bluff areas.
- Residential development has occurred on environmentally suitable sites.
- Rock quarrying is authorized by a conditional use permit.
- New buildings are prohibited in floodplain without a conditional use permit.
- New on-site sewer systems have been inspected to meet Minnesota Rule 7080.
- New structures have been built on sites that meet bluffline setbacks.
- Septic systems installed prior to 1996 have been inspected. Owners of failing systems have been required to upgrade them.

#### Public Engagement for the MRCCA

The Dakota County 2040 Comprehensive Plan Residential Survey was conducted by the Minnesota Center for Survey Research in spring of 2017 and asked questions that related to natural resource elements important to MRCCA protection and enhancement. When asked how important preserved natural areas that protect natural resources and provide visual access to open space are to attract

people to live in Dakota County and retain those already living there, 89 percent of respondents rated them as important. In addition, 96 percent of respondents support surface water protection.

During the comprehensive plan public engagement process, the MRCCA Area was identified on materials on the County web page and on display boards used at public engagement open houses and stakeholder meetings. The public and stakeholders were invited to comment on the proposed goals, as well as view sheds that should be protected as part of the MRCCA plan update process.

# Implementation Progress on the DC2030 MRCCA Plan

As part of DC2030, Dakota County adopted as its goals, the purposes for which the Mississippi River Corridor was designated as a critical area.

- 1. Protect and preserve unique and valuable state and regional resources in the Corridor
- 2. Prevent and mitigate irreversible damage to the Corridor
- 3. Maintain the value and utility of the Corridor for all public purposes
- 4. Prevent and mitigate danger to the life and property of the people who live in or use the Corridor
- 5. Protect and preserve the river as an essential element in the national, state and regional transportation, sewer, water, and recreational systems
- 6. Protect and preserve the biological and ecological functions of the Corridor
- 7. Preserve and enhance aesthetic, cultural, and historical values

Progress made toward the goals since the DC2030 MRCCA Plan is summarized below:

**Table 5.7: DC2030 MRCCA Implementation Activities** 

Dakota County Activities in the MRCCA	MRCCA Goals Advanced
Collaborated with Macalester College in permanent protection of 163 acres at the Katherine Ordway Natural History Study Area on the Mississippi in Inver Grove Heights	1, 6
Acquired 240 acres and 1.5 miles of shoreland in SLPR from seven private inholding owners, removed several houses, and restored land	1, 2, 3, 6, 7
Worked with DNR to protect and add 63 acres to Pine Bend Bluffs SNA in Inver Grove Heights	1,3, 6
Prepared a Parks Natural Resources Management System Plan for restoration and management of parklands and County-protected private easements	1, 6, 7
Restored portions of Spring Lake Park Reserve's ecosystems	1, 6, 7
Prepared a Parks Visitor Services Plans to increase awareness of parks and provide more education and recreation opportunities in the system	3, 5, 6, 7
Successfully applied for and received Federal Land Access Program funds for MRRT	3, 5
Constructed Mississippi River Regional Trail (MRRT) segments and trailheads	3, 5
Conducted mitigation and restoration work within the MRRT corridor	1, 3, 5, 6, 7
Transferred Spring Lake islands to the DNR as a new state Wildlife Management Area	1, 2, 3, 6
Prepared the Mississippi River Regional Trail Cultural Interpretation Plan	3, 6, 7
Collaborated with the City of Inver Grove Heights to preserve part of the historic Rock Island Swing Bridge in Inver Grove Heights as a scenic pier	1, 3, 4, 5, 7

#### **MRCCA GOAL**

**Goal 5.11:** Preserve and enhance the natural, aesthetic, economic, recreational, cultural, and historical values of the Mississippi River Corridor Critical Area within Dakota County and protect its environmentally sensitive areas.

#### **Objectives:**

- 1. Protect and preserve unique and valuable state and regional resources in the Corridor
- 2. Prevent and mitigate irreversible damage to the Corridor
- 3. Maintain the value and utility of the Corridor for all public purposes
- 4. Prevent and mitigate danger to the life and property of the people who live in or use the Corridor
- 5. Protect and preserve the river as an essential element in the national, state, and regional transportation, sewer, water and recreational systems
- 6. Protect and preserve the biological and ecological functions of the Corridor
- 7. Preserve and enhance aesthetic, cultural, and historical values
- 8. Provide river views, access, and interpretation along the Mississippi River Regional Trail

#### **ELEMENTS SHAPING THE CRITICAL AREA**

#### **MRCCA Districts**

Six districts are defined in MRCCA rules, based on the natural and built character of different areas of the corridor. Structure setbacks, height limits, and the amount of open space required for subdivisions vary by district. All other MRCCA standards apply uniformly throughout the corridor. The presence and diversity of the districts supports different dimensional standards needed to enhance the corridor's character and to protect its identified resources. The following MRCCA districts exist in Dakota County:

**Rural and Open Space District (CA-ROS):** characterized by rural and low-density development and land uses, has land that is riparian or visible from the river, and has undeveloped tracts of high ecological and scenic value, floodplain, and undeveloped islands. Many primary conservation areas exist in this district. This district must be managed to sustain and restore the rural and natural character of the corridor and protect and enhance habitat, parks, open space, public river corridor views, and scenic, natural, and historic areas. Spring Lake Park Reserve is mostly within this district.

**River Neighborhood District (CA-RN):** characterized by neighborhoods that are riparian or visible from the river or that abut riparian parkland. Includes parks and open space, limited commercial development, marinas, and related land uses. This district must be managed to maintain corridor character within the context of existing residential neighborhoods and protect and enhance habitat, parks and open space, public river corridor views, and scenic, natural, and historic areas. Minimizing erosion and untreated storm water flow into the river and enhancing habitat and shoreline vegetation are priorities.

River Towns and Crossings District (CA-RTC): characterized by historic downtown areas, limited nodes of intense development at specific crossings, and institutional campuses that predate MRCCA designation and include taller buildings. This district must be managed to allow continued growth and redevelopment in historic downtowns and more intensive redevelopment in limited areas at river crossings for compact walkable development patterns and connections to the river. Minimizing erosion and the flow of untreated storm water into the river, providing public access to and public views of the river, and restoring natural vegetation in riparian areas and tree canopy are priorities.

**Separated from River District (CA-SR):** characterized by physical and visual distance from the River. Land may be separated from the River by distance, topography, development, or a transportation corridor and is not readily visible from the Mississippi River. This district provides flexibility in managing development without negatively affecting key corridor resources. Minimizing negative impacts to primary conservation areas, erosion, and flow of untreated storm water into the River are priorities.

**Urban Mixed District (CA-UM):** characterized by large areas of highly urbanized mixed use, including institutional, commercial, industrial, and residential areas and parks and open space. This district must be managed to allow for future growth and potential transition of intensely developed areas that do not negatively affect public river corridor views and that protect bluffs and floodplains. Restoring and enhancing bluff and shoreline habitat, minimizing erosion and flow of untreated storm water into the river, and public access to and public views of the river are priorities.

#### **County Management and Facilities within the MRCCA**

Dakota County retains shared land use authority for rural shoreland and floodplain permitting in Nininger and Ravenna townships within the MRCCA. County Ordinance No. 50 identifies County policies and procedures for permitting structures within shoreland, after review by township authorities. The following map shows facilities that Dakota County owns or manages within the MRCCA:

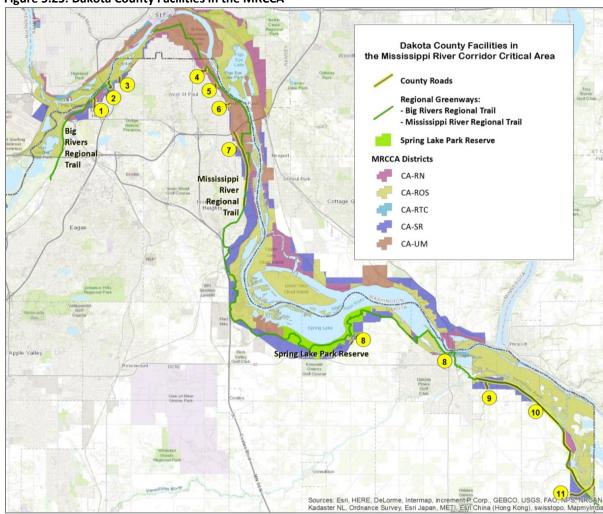


Figure 5.25: Dakota County Facilities in the MRCCA

Source: Dakota County Planning

Dakota County facilities within the MRCCA include:

- Spring Lake Park Reserve (CA-ROS, CA-SP)
- Big Rivers Regional Trail (CA-ROS, CA-RN, CA-SR, CA-RTC)
- Mississippi River Regional Trail (CA-UM, CA-SR, CA-ROS)
- County roads that pass through or border the MRCCA

Table 5.8: County Roads in the MRCCA

Map #	Designation	Road Names
1	County Road 43	Lexington Avenue
2	County Road 45	Lilydale Road
3	County Road 8	Wachtler Avenue
4	County Road 4	Butler Avenue
5	County Road 6	Central Avenue, 3 <sup>rd</sup> Avenue North
6	County Road 14	Grand Avenue
7	County Road 56	Concord Boulevard
8	County Road 42	Mississippi Trail, Nininger Road, Lock Boulevard, 2 <sup>nd</sup> Street West
9	County Road 91	Glendale Road
10	County Road 54	Ravenna Trail
11	County Road 68	200 <sup>th</sup> Street East

Spring Lake Park Reserve includes the Rural and Open Space and Separated from River Districts.

Figure 5.26: MRCCA Districts in Spring Lake Park Reserve

Spring

Spring

Lake Park

RoseMOUNT

NININGER

TWP

Source: HKGi

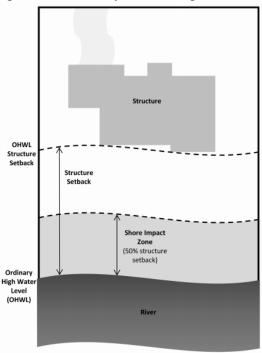
#### **Primary Conservation Areas: Spring Lake Park Reserve**

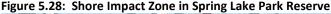
Primary Conservation Areas (PCAs) are defined as key resources and features that are given priority consideration for protection. PCAs include shore impact zones, bluff impact zones, floodplains, wetlands, gorges, areas of confluence, natural drainage routes, unstable soils and bedrock, native plant communities, cultural and historic properties, significant existing vegetative stands, tree canopies, and other identified resources. Because Spring Lake Park Reserve is the only County facility that includes a large natural land area that the County manages, the Primary Conservation Area discussion in Dakota County's MRCCA plan focuses on Spring Lake Park Reserve.

#### **Shore Impact Zones**

Shore areas are environmentally sensitive and need special protection from development and vegetation removal. The shore impact zone is a "buffer" area between the water's edge and the area where development is permitted (Figure 5.27). The shore impact zone runs along the entirety of Spring Lake Park Reserve's boundary with Spring Lake and the Mississippi River. The shore impact zone is narrow in depth and mostly inaccessible from the main park because of its location at the bottom of steep slopes.

Figure 5.27 Shore Impact Zone Diagram







Source: HKGi

#### Floodplains and Wetlands

Wetlands are transitional lands between terrestrial and aquatic systems where the water table is usually at or near the surface or land is covered by shallow water. Floodplains adjoin a watercourse and are generally flooded in 100-year flood events. Much of Spring Lake Park Reserve is significantly higher than

the ordinary high water line of the Mississippi River. Floodplains are limited within the park to a narrow strip of floodway along the water's edge and 100-year floodplain areas in low-lying inlets in the Nininger portion of the park. Wetlands are limited to two isolated small areas exist in the Rosemount portion of the park and two isolated small wetland areas in the eastern Nininger Township portion of the park.

Spring Lake Park Reserve

Spring Lake Park Reserve

NININGER TWP

#### **Natural Drainage Ways**

Source: HKGi

Natural drainage ways are linear depressions that collect and drain surface water. They may be permanently or temporarily inundated. Over half a dozen natural drainage ways in the park flow towards the Mississippi River and vary in size. Few human-made features cross drainage ways.



Source: HKGi

#### **Bluffs and Bluff Impact Zones**

MRCCA rules define a bluff as a natural topographic feature having a slope that rises at least 25 feet and a grade for that slope that averages 18 percent or greater, measured over a horizontal distance of 25 feet. The bluff impact zone includes the bluff and land within 20 feet of the bluff. Many bluffs parallel the shoreline, rising from the River into Spring Lake Park Reserve. The center park in Nininger Township is topographically diverse and is primarily bluff and bluff impact zone land. The most notable bluff in the park is Schaar's Bluff with a dominant bedrock face that rises 150 feet from the water.

Spring
Lake Park
Reserve
MOUNT

Spring
Lake Park
Reserve
TWP

Figure 5.31: MRCCA Bluff Impact Zones in Spring Lake Park Reserve

Source: HKGi

#### **Native Plant Communities and Significant Vegetative Stands**

Native plant communities identified in the Minnesota Biological Survey and County park plans represent the highest quality native plant communities remaining in the Dakota County MRCCA. Significant vegetative stands are plant communities identified by the National Park Service as largely intact and connected and containing a sufficient representation of the original native plant community. Much of this vegetation contributes to the scenic value of the MRCCA.

As seen in the following map, most of the native plant communities in Spring Lake Park Reserve are located along the bluffs and bluff impact areas, based on data collected from the early 1990s to 2012. Large gaps between significant existing vegetative stands, mainly on agricultural land, exist within the park, though recent and future vegetation restoration efforts will close some of these gaps.



Figure 5.32: MRCCA Vegetation in Spring Lake Park Reserve

Source: HKGi

#### **Cultural and Historic Properties**

Historic properties are properties with features such as an archaeological site, standing structures, site, district, or other property that are listed in the National Register of Historic Places or the State Register of Historic Places, locally designated as a historic site, or are determined to meet the criteria for eligibility.

Archaeological Resources: Three archaeological investigations involving survey have been conducted in Spring Lake Park. The most well-known archaeological investigations were the Spring Lake Archaeology Program salvage excavations conducted by Science Museum of Minnesota archaeologists in the 1950s. For thousands of years, numerous Native American cultures inhabited Spring Lake Park Reserve. Evidence of different pre-European cultures was found in the Lee Mill Cave Site, Ranelius Site, Bud Josephs Site, Sorg Site, Bremer Village Site, Bremer Mounds, and the Hamm Site. To protect sensitive archaeological resources, maps depicting their locations within Spring Lake Park are not included. Most of the sites require additional investigation to determine their current condition and best protection strategy. Given the cultural significance of the site, there is the option to nominate the park as an archaeological district on the National Register of Historic Places. Further information about these sites can be found in the Spring Lake Park Reserve Master Plan completed for Dakota County in 2003.

Historic Resources: Post-European settlement sites of note include the Minnie Lee house at the base of Schaar's bluff, Truax Mill, Nininger Town Road, cabin foundations, Historic Nininger City, Humphrey Point, Ranney wells for World War II Ordnance Plant in Rosemount, and others.

Research and Interpretive Works: Studies that investigated the cultural resources of Spring Lake Park Reserve include:

- Dakota County archaeological surveys done for park improvement projects
- Cultural Resources chapter of the Spring Lake Park Reserve Master Plan
- Mississippi River Regional Trail Cultural Interpretive Plan

#### **Unstable Soils and Bedrock**

Soil is a mixture of sand, gravel, silts, clay, water, and air. The stability of soil can be attributed to the mix of these ingredients and other factors such as frost action, high saturation depth, steep slopes, low soil strength, ponding, high shrink-swell rates, subsidence, and other soil stability issues. Bedrock is lithified rock underlying loose deposits such as soil or alluvium. Karst formations are a form of unstable bedrock and are areas were sinkholes, springs, caverns, and stream sinks may exist. Karst lands in Minnesota are developed in Paleozoic carbonate and sandstone bedrock.



Figure 5.33: MRCCA Unstable Soils and Bedrock in Spring Lake Park Reserve

Source: HKGi

As seen in the above map, soil erosion in Spring Lake Park Reserve ranges from low to high susceptibility. Soils with higher erosion susceptibility in Spring Lake Park Reserve are primarily located along bluffs and steep areas. The Karst Feature Database of Southeastern Minnesota has identified one sinkhole in the vicinity of Spring Lake Park Reserve. The northeast park area and a small portion of the northwestern park lie within a region prone to surface karst feature development. This karst area is the Prairie du Chien Group and is on the Minnesota Karst Lands map of areas underlain by carbonate bedrock with less than 50 feet of sediment cover.

#### **Public River Corridor Views**

Public river corridor views (PRCVs) are views toward the river from public parkland, historic properties, and public overlooks, as well as views toward bluffs from the ordinary high water level of the opposite shore, as seen during the summer months. PRCVs are deemed highly valued by the community and are worth protecting because of the aesthetic value they bring to the MRCCA.

During the comprehensive plan public engagement process, the MRCCA Area was identified on materials on the County web page and on display boards used at public engagement open houses and stakeholder meetings. The public and stakeholders were invited to comment on the proposed goals, as well as viewsheds that should be protected as part of the MRCCA plan update process.

Dakota County further acknowledges that communities within the County and across the River have identified PRCVs that may include County-operated facilities.

#### **Views to the River from County-Operated Public Places**

County-operated facilities that provide significant views of the River include:

- 1. Big Rivers Regional Trail Confluence Overlook (MNDOT land)
- 2. MRRT Swing Bridge Trailhead (city park land)
- 3. MRRT Pine Bend Bluffs Trailhead (near Pine Bend Bluffs SNA)
- 4. Spring Lake Park Reserve Schaar's Bluff and Mississippi River Regional Trail (MRRT)

View locations within Dakota County are shown in the following map.

**Dakota County Public River Corridor Views** in the Mississippi River Corridor Critical Area (MRCCA) Big Mississippi River Corridor Critical Area Rivers Regional Greenways: Regional Trail - Big Rivers Regional Trail - Mississippi River Regional Trail Mississippi River Spring Lake Park Reserve Regional Trai Eagan **River Corridor View Location** Spring Lake Park Reserve

Figure 5.34: Public River Corridor Views in Dakota County

Source: Dakota County Office of Planning, 2018

1. Big Rivers Regional Trail (BRRT): The County's first regional trail was built on an abandoned rail bed along the Minnesota and Mississippi rivers along its northwest border. The BRRT provides significant views of the confluence and views from a Works Progress Administration (WPA) work camp site that now serves as a major trailhead. The trail also provides ready access to historic downtown Mendota and the historic Sibley House district.



Figure 5.35: View from Big Rivers Regional Trail at the Minnesota-Mississippi Confluence

Source: Dakota County

Changes that would positively affect views along the BRRT would include additional ecological restoration in the corridor. Changes such as extensive vegetative clearing, construction of structures above the tree line, and placement of major utility and transportation facilities may negatively affect this view if done without proper siting, care, and design.

- 2. Mississippi River Regional Trail (MRRT)-Inver Grove Heights Swing Bridge: The County's nearly-completed regional trail from South St. Paul to Hastings offers many vantage points with valued views of the River, including from the Swing Bridge in Inver Grove Heights. The trail passes through a mix of district types, including major industries, natural areas, and historic towns.
- 3. Mississippi River Regional Trail (MRRT)-Pine Bend Bluffs Trailhead: The Pine Bend Bluffs Trailhead in Rosemount is adjacent to the Pine Bend Bluffs State Scientific and Natural Area and offers highly scenic views of the River and downstream islands from high quality oak savanna.

Changes that would positively affect views along the MRRT would include additional ecological restoration in the corridor. Changes such as extensive vegetative clearing, construction of structures above the tree line, and placement of major utility and transportation facilities may negatively affect this view if done without proper siting, care, and design.



Figure 5.36: View from Mississippi River Regional Trail at the Inver Grove Hights Swing Bridge Pier

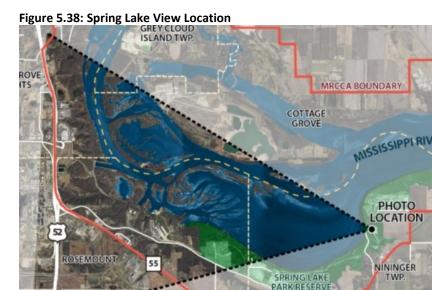
Source: Dakota County Office of Planning



Figure 5.37: View from Mississippi River Regional Trail at Pine Bend Bluffs SNA

Source: Dakota County Office of Planning

4. Spring Lake Park Reserve: The recently constructed Mississippi River Regional Trail through Spring Lake Park Reserve gives park goers many opportunities to experience views of the Mississippi River through the tree canopy. Located atop a newly erected outlook platform, this view toward the river is valuable as a wideangle, unobstructed view of the Mississippi River corridor that appears to stretch for miles. The view is cohesive and contains primarily intact and unaltered (or appearing to be unaltered) natural landscapes.



Source: HKGi

Human-made structures do exist within this view but are located far enough in the background that they do not distract the viewer from the natural beauty of the corridor.

Changes that would positively affect this view would include additional ecological restoration in the corridor. Added interpretive and wayfinding signage would not directly affect this view but would contribute to the ability of park-goers to identify features, cities, and wildlife.

Changes such as extensive vegetative clearing, construction of structures above the tree line, and placement of major utility and transportation facilities may negatively affect this view if done without proper siting, care, and design.





Source: HKGi

#### Views to Bluffs from the Ordinary High Water Level of the Opposite Shore

Schaar's Bluff, located on the eastern end of Spring Lake Park Reserve, exhibits a dominant bedrock face that rises 150 feet above the water, creating a bluff overlooking the river. The bluff also harbors several unique plant communities. These features are what make this a valuable view. As seen in the figure provided, views of this bluff can be seen from the ordinary high water level of the opposite shore in Cottage Grove (Washington County). The presence of residences along the shore line in Cottage Grove looking over the river towards the bluffs further supports the idea that this view is valuable. Views of this bluff area can also be seen from the same shore line further up the Mississippi River.

Excessive vegetative clearing or the addition of utility transmission lines may negatively affect the views of the bluff in Dakota County. Restoration of natural areas would positively affect this view.

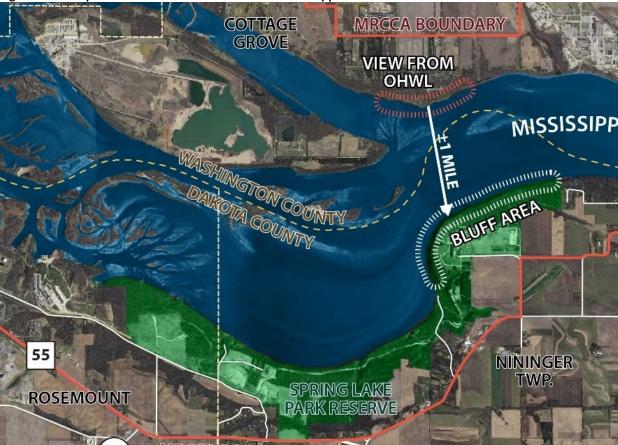


Figure 5.40: Map of Views Toward Bluffs from OHWL on Opposite Shore

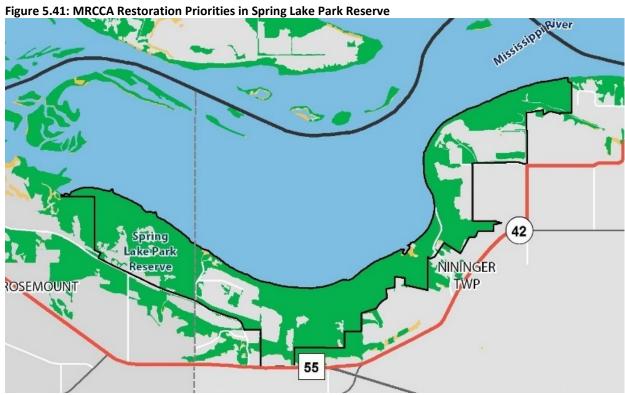
Source: HKGi

### MRCCA Priorities for Restoration: Spring Lake Park Reserve

MRCCA rules identify the highest restoration priority as areas not currently in native vegetation. The majority of Spring Lake Park Reserve is in native vegetation with the exception of a few small pieces of land along the waterfront that were recently purchased from private property owners.

An ecological vision for the entire park and these properties is identified in the 2003 Spring Lake Park Reserve Master Plan. A more detailed natural resources management plan is scheduled to be developed within the next three to four years for this park, which may modify priorities identified in the 2003 plan.

Maps on the next page depict MRCCA Restoration Priorities and the 2003 Master Plan vision for ecological restoration in Spring Lake Park Reserve.



Source: HKGi

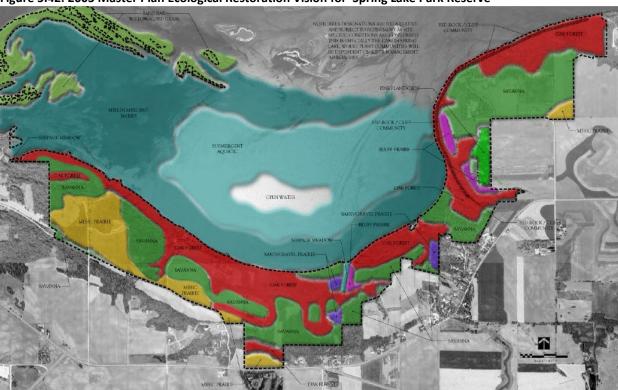


Figure 5.42: 2003 Master Plan Ecological Restoration Vision for Spring Lake Park Reserve

Source: Brauer and Associates

#### **Surface Water Uses**

Surface water uses in Dakota County's MRCCA include commerce, industry, and recreation, such as barge shipping, boating, sea-plane landing, and paddling. These uses offer economic and recreation benefits but can generate conflicts such as traffic, incompatible hours, and noise, and other issues requiring management. Dakota County does not operate surface water uses as of 2018. The 2003 Spring Lake Park Reserve Master Plan called for a water trail to the Spring Lake Islands. This trail would be outside of the River's navigation channel and is believed to not pose a conflict with existing surface water uses.

#### **Water-Oriented Uses**

Water-oriented uses include commerce, industry, and recreation, such as barge terminals, marinas, boat tour docks, and paddle share launch areas. These features provide benefits, but may pose conflicts such as traffic, incompatible hours, noise, and other issues requiring management. Dakota County does not operate water-oriented uses as of 2018. The Spring Lake Park Reserve Master Plan proposed several recreation areas along the River – boat launch, water trail camp sites, day use area, picnicking, interpretation, and houseboat cabins. These facilities are believed to not pose conflicts with existing uses.

## **Open Space and Recreational Facilities**

Open space and recreational facilities can include parks, trails, scenic overlooks, natural areas, islands, and wildlife areas. These add to the quality of a community and increase access for the public to enjoy the Mississippi River Corridor. Dakota County's open space and recreational facilities in the MRCCA include Spring Lake Park Reserve, the Big Rivers Regional Trail, and Mississippi River Regional Trail.

#### **Spring Lake Park Reserve**

The 2003 Master Plan development graphic (below) three major park use areas (Schaar's Bluff, the Preserve, and the Outdoor Education and Activity Center), each with a unique focus.



Source: Brauer and Associates

#### Greenways

Dakota County's extensive greenway and trail system, once fully implemented, will provide a wide range of opportunities for people to experience the Mississippi River via bike, foot, or wheelchair. The County's primary trails in the MRCCA are the Big Rivers Regional Trail and the Mississippi River Regional Trail. Interpretive plans have been prepared for both of these corridors.

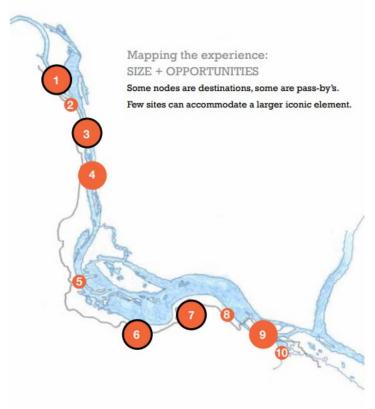
More information on Dakota County recreation facilities and related plans in the MRCCA can be viewed at:

https://www.co.dakota.mn.us/parks/planning.

## **Transportation and Public Utilities**

Transportation and utility facilities (electricity, gas, water, sewer, stormwater) can have negative impacts on scenic views, habitat, and soil stability. Proper design and development of these facilities can minimize their impacts on the MRCCA.

Figure 5.44: Mississippi River Interpretive Plan Nodes



Source: Dakota County

Various Dakota County Road facilities cross or abut the MRCCA. The following county road facilities abut or cross the MRCCA: County Road 43, County Road 45, County Road 8, County Road 4, County Road 6, CSAH 14, CSAH 56, CSAH 42, CSAH 91, CSAH 54, and CSAH 68. These are shown on the "Dakota County Facilities in MRCCA Districts" map earlier in the chapter.

### **KEY ISSUES AND OPPORTUNITIES**

Many opportunities exist to further MRCCA protection and enhancement within Dakota County. One of the greatest opportunities within the MRCCA is the growing Dakota County Greenway system and its ability to connect more people to the Mississippi River. The expansion of this system enables those who do not own land along the river an opportunity to experience the natural assets of the MRCCA. Continued ecological restoration is also another opportunity in Spring Lake Park Reserve. Coordinated ecological restoration in conjunction with park development will further support the goals of the MRCCA corridor. Protecting and interpreting the rich historic and cultural resources offer an opportunity at Spring Lake Park Reserve and throughout the entire corridor.

#### **POLICIES**

Dakota County's policies within the MRCCA are organized by the County's primary roles in:
1) operation of County facilities (such as roads, parks, and trails), and 2) administration of its Shoreland and Floodplain Ordinance 50. In accordance with MN Rule 6106, Dakota County will use the following:

#### DRAFT POLICIES FOR OPERATION OF COUNTY ROADS, PARKS, AND GREENWAY FACILITIES

#### **MRCCA Districts and Land Use Policies**

- MR 1. Guide development and redevelopment activities within the MRCCA boundary in Spring Lake Park Reserve to be consistent with the management purpose of the CA-ROS and CA-SR districts.
- MR 2. Rely on cities and townships in the river corridor to ensure that their Critical Area plans are in accordance with the natural characteristics and character of existing development.

#### **Primary Conservation Area (PCA) Policies**

- MR 3. Protect and minimize impacts to Primary Conservation Areas in Spring Lake Park Reserve, which include floodplains, bluffs and bluff impact zones, natural drainage ways, unstable soils and bedrock, native plant communities, cultural resources, and existing natural vegetative stands through the regional park master planning process that balances recreational use with resource protection. MN Rule 6106.0070, Subp. 4. B. (1)
- MR 4. Make restoration of removed Native Plant Communities and natural vegetation in riparian areas a high priority during development. MN Rule 6106.0070, Subp. 4. B. (1)
- MR 5. Use evaluation criteria to prioritize PCA types for protection when development sites contain multiple types of PCAs and the total area of PCAs exceeds required set aside percentages. MN Rule 6106.0070, Subp. 4. B. (1)
- MR 6. Prioritize use of permanent protection measures (such as permanent conservation easements and fee title acquisitions) that protect the County-identified natural and cultural resources.
- MR 7. Work with the State Historic Preservation Office (SHPO), the Dakota County Historical Society, local government units, Native American groups, and other interested parties to encourage efforts to identify, protect, and restore historic sites and structures in the Mississippi River Critical Area corridor.

#### **Public River Corridor Views (PRCV) Policies**

- MR 8. Work with cities and townships to identify open space and viewing areas in the Critical Area.
- MR 9. Protect and minimize impacts to PRCVs from public and private development activities.
- MR 10. Protect and minimize impacts to PRCVs from vegetation management activities.
- MR 11. Protect PRCVs located within the County and identified by other communities. *MN Rule* 6106.0070, Subp. 4. B. (2)

### **Restoration Priorities Policies**

MR 12. Protect native and natural vegetation while providing recreational facilities in Spring Lake Park Reserve, and restore native/natural vegetation disturbed by recreational facilities, consistent with: 1) the Metropolitan Council's requirements for Park Reserves, 2) the Park Master Plan, 3) the Park Natural Resources Management Plan, and 4) Rule 6106 guidelines. Restoration

priorities will include stabilization of erodible soils, riparian buffers, and bluffs or steep slopes visible from the river. MN Rule 6106.0070, Subp. 4. B. (3)

#### **Surface Water Uses Policies**

MR 13. Dakota County recognizes the importance of commercial surface water uses and will minimize potential conflicts of the County's recreational facilities with commercial uses when possible. *MN Rule 6106.0070, Subp. 4. B. (4)* 

#### **Water-Oriented Uses Policies**

MR 14. Dakota County recognizes the importance of commercial water-oriented uses and will minimize potential conflicts of the County's recreational facilities with commercial uses when possible.

MN Rule 6106.0070, Subp. 4. B. (5)

#### **Open Space and Recreational Facilities Policies**

- MR 15. Encourage the creation, connection, and maintenance of regionally-significant recreation activities that are centered on the Mississippi River and offer a premier experience while protecting and restoring natural resources. MN Rule 6106.0070, Subp. 4. B. (7, 8)
- MR 16. Identify and develop trail corridors in the Critical Area, in concert with resource protection.
- MR 17. Provide scenic overlooks and spur trails to view or access the River periodically along the Mississippi River Regional Trail. MN Rule 6106.0070, Subp. 4. B. (7, 8)
- MR 18. Offer interpretive opportunities to learn about the unique cultural and natural history of lands it manages along the Big Rivers Regional Trail and the Mississippi River Regional Trail and within Spring Lake Park Reserve.
- MR 19. Provide for basic public sanitation, accessibility, and safety needs at facilities it operates in the MRCCA, using appropriate design and permitting consistent with the size and use of facilities.
- MR 20. When siting essential public facilities and no practical alternative to locating facilities in shore impact zones or bluff impact zones exists, mitigate in proportion to the impacts and use natural resource-protective design and vegetative screening practices.
- MR 21. Provide recreational activities and manage natural resources within Spring Lake Park Reserve according to the Park Master Plan and Natural Resources Management Plan and in accordance with the vegetative management guidelines within MN Rule 6106.

#### **Transportation and Utilities Policies**

- MR 22. Dakota County will minimize impacts to PCAs from transportation and utility facilities, consistent with MN Rule 6106.
- MR 23. Provide scenic overlooks, pedestrian crossing/facilities, and access to land located between the River and County transportation facilities.
- MR 29. Manage County road right-of-way according to Rule 6106.0130, Subp 4., ROW maintenance, to protect and restore existing natural vegetation, as practical.

#### **General Policies**

- MR 24. Ensure County capital improvement plans and their implementation will follow all applicable state and federal requirements, including Rule 6106.
- MR 25. Plan and implement County programs and projects in the Critical area in a manner consistent with the Critical Area Act and Rule 6106

#### DRAFT POLICIES FOR ADMINISTRATION OF ORDINANCE NO. 50

#### **MRCCA Districts and Land Use Policies**

- MR 26. Maintain and enforce the County Shoreland and Floodplain Ordinance (No. 50) in Nininger and Ravenna townships to ensure consistency with MN Rule 6106.
- MR 2. Rely on cities and townships in the river corridor to ensure that their Critical Area plans are in accordance with the natural characteristics and character of existing development. (Also referenced under policies for County Facilities)

#### **Primary Conservation Area (PCA) Policies**

- MR 27. Support mitigation of impacts to PCAs when variances, Conditional Use Permits, and other permits are issued in the rural shoreland and floodplain areas of MRCCA where the County has permitting authority. MN Rule 6106.0070, Subp. 4. B. (1)
- MR 5. Use evaluation criteria to prioritize PCA types for protection when development sites contain multiple types of PCAs and the total area of PCAs exceeds required set aside percentages. MN Rule 6106.0070, Subp. 4. B. (1). (Also referenced under policies for County Facilities)

## **Public River Corridor Views (PRCV) Policies**

- MR 9. Protect and minimize impacts to PRCVs from public and private development activities. (Also referenced under policies for County Facilities)
- MR 10. Protect and minimize impacts to PRCVs from vegetation management activities. (Also referenced under policies for County Facilities)

#### **Restoration Priorities Policies**

MR 28. Seek opportunities to restore natural vegetation through the CUP, variance, and subdivision processes, in administration of the Dakota County Shoreland Floodplain Ordinance. *MN Rule* 6106.0070, Subp. 4. B. (3)

#### **ACTIONS:**

#### **Education and Outreach**

1. Provide information to residents and park and facility users on County facilities located in the MRCCA, including information on what the MRCCA is and how resources are being protected.

### Coordination with Local Jurisdictions (townships and cities)

**2.** Coordinate with local jurisdictions to support the following in the MRCCA:

#### **Ordinance Updates & Administration**

- 2.1. Update Dakota County Shoreland and Floodplain Ordinance (Ordinance 50), as needed, for consistency with MRCCA rules MR 6106.0070, Subp. 5 Contents of Ordinances.
- 2.2. Identify any areas where implementation flexibility may be pursued and action needed to support and justify it.
- 2.3. Update application forms, site plan submittal requirements, and review procedures for consistency with MRCCA rules, as applicable.
- 2.4. Develop MRCCA design guidelines for County facilities.
- 2.5. Establish a MRCCA vegetation and variance permit process through Ordinance No. 50 and through the Spring Lake Park Reserve Natural Resources Management Plan.

## **Capital Improvements**

**3.** Implement the following projects within the MRCCA identified in the draft 2018–2022 Dakota County Capital Improvement Program (CIP):

Table 5.9: Capital Improvement Plan for Projects within the MRCCA

Year	Project	Мар
2018– 2022	Greenway Improvements, including soft-surface spur trails off MRRT in Spring Lake Park Reserve, systemwide signage and kiosks  Projected Costs: \$200,000–\$290,000 per year	Spring Late  Sprin
2018-	Mississippi River Regional Trail Design and	
2019	Construction: Eastern Rosemount to Spring Lake Park Reserve.  Projected Cost: \$13.7 M	
2018	CSAH 42 Reconstruction: from TH 55 to Lock Blvd for safety and improved traffic flow.  Projected Cost: \$7.1 M	Spring Late  Late  Spring Late  Late  Spring Late  La
2018	Eastern Dakota County Transit Study, to evaluate opportunities to expand transit service.  Projected Cost: \$200,000	
2018	Mississippi River Regional Trail reconstruction in South St. Paul, Simon's Ravine. Projected Costs: \$194,000	

Year	Project	Мар
2019	Spring Lake Park Reserve Master Plan Update, with concurrent Natural Resources Management Plan (NRMP).  Projected Cost: To be determined (TBD)	Spring  Jak  1390 91 6  1370 11 6  1470 11 8
2019	Pine Bend Bluffs Historical Marker Relocation: Marker commemorating the village of Chief Medicine Bottle and constructed by National Youth Administration in 1939 was removed from its location on Highway 52 and 117 <sup>th</sup> due to road work. Marker will be replaced at Pine Bend Bluffs trailhead of MRRT.  Projected Cost: \$275,000	PRISER OF PRINCIPAL STATES OF THE PRISER OF THE PRISER OF THE PRISER OF THE PRINCIPAL STATES OF THE PR
2020	Big Rivers Regional Trail WPA Trailhead Improvements: Restrooms, drinking water, info kiosk, picnic canopy, added parking. Projected Cost: \$1.6M	
2020	Dakota County Museum ADA Improvements: Increase accessibility of entry to and movement within the Museum. Projected Cost: \$1.2 M	
2021	Spring Lake Park Reserve Master Plan Improvements, Natural Resources Management, and Acquisitions, based on 2019 master plan update and NRMP.  Projected Improvements Cost: \$3.4 M Projected Resource Management Cost: TBD Project Acquisition Cost: TBD	SPECIAL STREET S
2021	Mississippi River Regional Trail Master Plan Update Projected Cost: TBD	

An additional \$13.7M are included in the Dakota County 2018–2022 CIP for wetland restoration projects and habitat protection on private lands, which could be applied to eligible properties with willing owners in the MRCCA.

## **Land Acquisition**

**4.** For actions related to land acquisition in the MRCCA, refer to Spring Lake Park Reserve Master Plan and County road and greenway plans. <a href="https://www.dakotacounty.us">www.dakotacounty.us</a>.

## **Specific Planning Efforts, Projects, and Initiatives**

- **5.** Update the 2003 Spring Lake Park Reserve Master Plan and concurrently prepare a detailed Natural Resources Management Plan.
- **6.** Implement the cultural/interpretive plans for the Big Rivers Regional Trail and the Mississippi River Regional Trail.

Dakota County Comprehens	ive Plail, DC2040	

## **CHAPTER 6: IMPLEMENTATION**

This chapter provides an overview of how DC2040 will be implemented. Topics include:

- Implementation processes
- CIP Summaries for Transportation, Parks, and Related Areas
- County Official Controls
- Comprehensive Plan updates
- DC2030 Crosswalk

## **Implementation Processes**

DC 2040 will be implemented through a range of ongoing and new initiatives, such as the preparation of detailed new plans, incorporation of completed plans and studies, new program development, and updates of County ordinances (official controls). Information on relevant programs and official controls are provided within each topic area in earlier chapters of this plan. Implementation of new and ongoing initiatives generally begins with annual work planning and budgeting processes. All department budgets are subject to review and approval by the Dakota County Board of Commissioners on an annual basis.

As part of its annual budgeting process, Dakota County prepares a five—year Capital Improvement Plan (CIP) that includes annual capital budgets for physical development projects over the five year plan period. The budgeting process begins in late spring with County Board adoption in December. The CIP is a primary tool for implementing the Board of Commissioners' goals for park, roadway, trail, and other physical improvement projects, by integrating all projects into one budgeting document with desired timeframes for projects and estimated funding needs, County fiscal resources, and external funding sources. Projects originate from a wide range of County plans and design projects (such as transit and road design studies, park and greenway master plans, and natural resources stewardship plans) that generally identify estimated costs, priorities, and desired phasing.

In addition to being a planning tool, the CIP is used by County departments and divisions, cities, and other agencies to support budget and grant requests and communicate planned projects and collaborative efforts.

## **CIP Summaries for Transportation, Parks, and Land Conservation**

The overall Physical Development Division CIP represents approximately 10 percent of the entire County budget. Within the CIP, transportation projects (including transit projects) account for nearly 80 percent of all CIP projects. The remaining 20 percent consists of County facilities, parks, and land conservation efforts. The 2018-2022 CIP was adopted by the Dakota County Board of Commissioners in December 2017. For greater detail on the current CIP and future updates, please refer to <a href="https://www.dakotacounty.us">www.dakotacounty.us</a>, and search "budget."

### TRANSPORTATION CAPITAL IMPROVEMENT PLANNING

Dakota County works closely with its local communities and State and Regional agencies to develop the Transportation CIP. Projects are organized within the CIP according to Goals 2 through 6 of the Transportation Plan. Goal 1 is to direct limited resources to the highest priority needs of the Transportation System, which directly guides CIP planning. The following table identifies the types of projects included as investment categories for Goals 2 through 6:

**Table 6.1 Transportation Investment Categories** 

Goal	Investment Categories
2) Preservation of the Existing	Paved Highway Surface
System	Gravel Highway Surface
	Traffic Control Devices
	Pedestrian and Bicycle Facilities
	Storm Sewer System Repair
	Retaining Wall Maintenance
	Rail Crossing Resurfacing
3) Management to Increase	Jurisdictional Classification (Highway Replacement, Gravel Road Paving)
Efficiency, Improve Safety, and	Safety and Management
Minimize Congestion	Signal Projects
	Right-of-Way Preservation and Management
	Bicycle and Pedestrian Trail Gaps and Crossings
	Rural Intersections
4) Replacement and	Highway Replacement and Modernization, including through-lane
Modernization of Deficient	reduction and 2- to 3-lane improvement
Elements of the System	Bridge Replacement
	Gravel Road Paving
	Traffic Signal Replacement
5) Transit and Transitways	METRO Orange Line Operations
	METRO Orange Line Extension
	Future Transitways
	METRO Red Line Pedestrian Improvements
	Non-transitway Service Enhancements
	Technology
6) Expansion of Transportation	Lane Additions/Expansion
Corridors	Future County Highway Alignments
	Interchanges and Overpasses
	Future Studies

Projects identified in the approved Transportation CIP for 2020-2024 are summarized on the following pages. Capital Improvement Plans for Transit and the Dakota County Transportation Sales and Use Tax Program are included as separate sections after Transportation. These CIP tables were updated with the 2020 Comprehensive Plan amendment of the Transportation Chapter.

Table 6.2: 2020-2024 Transportation Capital Improvement Plan, 2020 Section Summary 2020 Preservation:

#	Road	Segment	Short Description	City Location	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax/Other	County Funds	County Levy	Total Cost	Lead Agency
42- 154	CSAH 42	West County line to CSAH 5	Bituminous Mill & Overlay	Burnsville	1,485,000		1,188,000		-	277,000	-	20,000	-	1,735,000	Dakota County
99- 011		Highway Surface - Gravel Repairs	Highway Surface - Gravel Repairs Spot Locations		50,000	-	-	-	-	-	-	50,000	1	250,000	Dakota County
		Traffic Control Devices	Durable Pavement Markings		750,000	-	-	-	-	-	-	750,000	-	2,750,000	Dakota County
		Highway Surface - Bituminous	Highway Surface - Bituminous		6,400,000		-	-	-	5,900,000	230,000	270,000	-	32,000,000	Dakota County
		Highway Surface - Gravel	Highway Surface - Gravel		920,000	-	-	-	=	-	-	920,000	-	3,570,000	Dakota County
		Bike Trail	Bike Trail		1,000,000		-			-	-	1,000,000	-	4,100,000	Cities/Others
		Storm Sewer System Maintenance	Storm Sewer Repair		500,000	100,000	-	-	-	-		400,000	-	2,500,000	Dakota Co./Cities
		_		Total:	11,105,000	100,000	1,188,000		•	6,177,000	230,000	3,410,000	•	n/a	n/a

## 2020 Management:

#	Road	Segment	Short Description	City Location	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax/Other	County Funds	County Levy	Total Cost	Lead Agency
9-55	CSAH 9	At Icenic Tr/Heritage Dr	Construct Intersection Improve	Lakeville	500,000	ı	360,000	-		120,000	-	20,000		550,000	Dakota County
9-56	CSAH 9	Study CSAH 23 to CSAH 31 & 179th St, Const Gerdine to CSAH 31	ROW Acquisition	Lakeville	2,000,000	500,000	-	-	1	750,000	1	750,000	1	10,600,000	Dakota County
9-60	CSAH 9	At 194th Street (Only County \$ shown)	Construct 3/4 Intersection	Lakeville	400,000	ı	ı	-	Ī	400,000	ı	ı	Ī	400,000	Lakeville
32-87	CSAH 32	CSAH 43 (Lexington Ave) to TH 3	ROW Acquisition	Eagan	3,000,000	750,000	1	-	1	2,250,000	1	1	1	8,800,000	Dakota County
32- 101	CSAH 32	TH 13 to Cinnamon Ridge Trail	Trail - ROW Acq, Construction	Burnsville (Eagan)	1,900,000	,	-	-	1	1,880,000	=	20,000	1	1,900,000	Burnsville
62-26	CSAH 62	Realign CSAH 62, add turn lanes CSAH 47	Construction	Vermillion Twp	2,200,000	-	-	-	-	2,178,000	-	22,000	-	2,400,000	Dakota County
97- 203	179th St	CSAH 23 (Cedar Ave) to CSAH 31 (Pilot Knob)	ROW Acq/Construction	Lakeville	7,700,000	3,465,000	-	-	-	2,117,500	-	2,117,500	-	8,140,000	Lakeville
		Jurisdictional Classification			1,000,000	-	-	-	-	-	-	1,000,000	-	9,000,000	Dakota County
		ROW Preservation & Management			500,000	225,000	-	-	-	-	-	275,000	-	3,000,000	Dakota County
		Safety & Management			1,500,000	342,000	-	=	-	275,000	=	883,000	ī	9,000,000	Dakota County
		Signal Projects	Signal Revisions/ Communications	· ·	148,000	71,600	-	-	-	76,400	-	-	-	1,598,000	Dakota County
				Total:	20,848,000	5,353,600	360,000	-	•	10,046,900	-	5,087,500	•		

Table 6.2: 2020-2024 Transportation Capital Improvement Plan, 2020 Section Summary, continued

2020 Replacement

#	Road	Segment	Short Description	City Location	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax/Other	County Funds	County Levy	Total Cost	Lead Agency
73-19	CR 73	Bonaire Path to IGH/Rosemount line	Construction	Rosemount	6,000,000	1,500,000	-	-	-		-	1,836,613	2,663,387	8,250,000	Dakota Co.
78-10	CSAH 78	TH 3 to CSAH 79	Construction	Castle Rock, Hampton	7,200,000	-	-	-	2,450,075	4,677,925	-	72,000	-	7,200,000	Dakota Co
78-12	CSAH 78	CSAH 79-CSAH 47	ROW Acquisition	Castle Rock, Hampton	1,044,800	-	-		-	1,044,800	-		-	5,284,800	Dakota Co
86-34	CSAH 86	E of CSAH 23-TH 3	Construction (Flex \$)	Castle Rock, Eureka, Greenvale, Waterford	11,000,000	-	4,200,000		-	6,690,000	-	110,000	-	14,200,000	Dakota Co
88-20	CSAH 88	TH 56 to TH 52	ROW, Const., Box Culv	Randolph Township	1,750,100	-	-	-	-	1,750,100	-	-	-	10,250,100	Dakota Co
91-25	CSAH 91	TH 61 to 210th St.	Construction	Miesville, Marshan, Douglas	8,219,400	-	-	-	-	8,137,200	-	82,200	-	10,001,400	Dakota Co
97-25	Bridge	L3234, Lewiston Ave	Replace Bridge L3234	Vermillion Township	200,000	ı	-	·	180,000	ı	20,000	-	-	200,000	Dakota Co
97-198	Bridge	L3267 Isle Ave	Construct Bridge	Greenvale Township	200,000	-	-	-	180,000	-	20,000	-	-	200,000	Dakota Co
	Walls	Set Aside	Build Retaining Wall		350,000	-	-	-	-	330,000	-	20,000	-	1,750,000	Dakota Co
	Signals	Various Locations	Replace/New/Geomet.		1,210,000	410,000	-	-	-	800,000	-	-	-	7,580,000	Dakota Co
				Total:	37,174,300	1,910,000	4,200,000	-	2,810,075	23,430,025	40,000	2,120,813	2,663,387		

**2020 Expansion:** no projects programmed

### 2020 Resources:

#	Road	Segment	Short Description	City Location	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax/Other	County Funds	County Levy	Total Cost	Lead Agency
30-36	CSAH 30	Diffley/Daniel to Braddock Area	Design - City Lead	Eagan	250,000		-	-	-	-	-	250,000	-	250,000	Eagan
32-91	CSAH 32	DuPont Ave to I-35	Design Roundabout	Burnsville	50,000		-	-	-	50,000	-	-	-	2,202,000	Burnsville
33-15	CSAH 33	140th /Connemara Trail	Design Roundabout	Apple Valley/Rosemount	200,000	90,000	-	-	-	110,000	-	-		2,600,000	Dakota County
42-156	CSAH 42	At CR 73 to east by Tech College	Design	Rosemount	200,000	54,000	-	-	-	146,000	-	-	-	1,700,000	Dakota County
46-50	CSAH 46	Pleasant Dr to TH 61 (Vermillion St)	Roadway Study	Hastings	300,000	75,000	-	ı	-	ı	1	225,000	ı	300,000	Dakota County
47-45	CSAH 47	At CSAH 85 (Goodwin Ave)	Design	Vermillion Township	50,000		-	ı	-	50,000	1	ı	ı	2,500,000	Dakota County
73-19	CR 73	Bonaire Path to IGH/Rosemount line	Consultant Construct Admin	Rosemount	600,000	150,000	-	ı	-	ı	-	450,000	ı	8,250,000	Dakota County
89-07	CR 89	TH 50 to CSAH 62	Design	Hampton, Douglas, Marshan Twps	240,000		-	ı	-	ı	1	240,000	ı	11,497,800	Dakota County
91-29	CSAH 91	210th St to TH 316	Design	Marshan Township	120,000		-	-	-	120,000	-	-	-	6,120,000	Dakota County
91-30	CSAH 91	Miesville Tr to TH 61	Design	Miesville, Douglas	90,000		-	-	-	90,000	-	-	-	3,915,000	Dakota County
96-07	CR 96	West Dakota Co. line to CSAH 23	Design	Greenvale Twp	160,000		-	-	-	-	16,000	144,000		8,092,400	Dakota County
97-203	179th St	CSAH 23 to CSAH 31 (Pilot Knob)	Design (Only Co \$ shown)	Lakeville	440,000		-	-	-	-	-	440,000	-	8,140,000	Lakeville
	CSAH 38	Placeholder-limits TBD	Design Retain Walls	Apple Valley	100,000		-	-	-	80,000	-	20,000	-	900,000	Dakota County
		Atty Reimbursement			246,904		-	-	-	-	-	246,904		1,521,722	Dakota County
		CIP Reimbursement to Operations			4,468,771	549,377	-	·	-	2,359,026	-	1,560,368	-	24,692,781	Dakota County
		Future Studies/Svcs			300,000	135,000	-	-	-	-	-	165,000	-	1,500,000	Dakota County
		Township Road	Distribution		20,900		-	-	-	-	-	20,900	-	125,400	Dakota County
				Total:	7,836,575	1,053,377	-	-	-	3,005,026	16,000	3,762,172	-	n/a	n/a

## 2020 Total: Preservation, Management, Replacement, Expansion, and Resources

Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax/Other	County Funds	County Levy
76,963,875	8,416,977	5,748,000	-	2,810,075	42,658,951	286,000	14,380,485	2,663,387

Table 6.3: 2020-2024 Transportation Capital Improvement Plan, 2021 Section Summary 2021 Preservation

#	Road	Segment	Short Description	City	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax-Other	County Funds	County Levy	Total Cost	Lead Agency
99-011		Highway Surface - Gravel Repairs	Highway Surface - Gravel Repairs Spot Locations		50,000	1	1		-	1	1	50,000	1	250,000	Dakota County
		Traffic Control Devices	Durable Pavement Markings		500,000		1		-	1	1	500,000	,	2,750,000	Dakota County
		Bike Trail	Bike Trail		1,000,000		-		-	-	-	1,000,000		4,100,000	Cities/Others
		Surface - Bituminous	Surface - Bituminous		6,400,000	-	-		-	5,600,000	230,000	570,000		32,000,000	Dakota County
		Surface - Gravel	Surface - Gravel		750,000	-	-		-	-	-	750,000	-	3,570,000	Dakota County
		Storm Sewer System	Storm Sewer Repair		500,000	100,000	-		-	-	-	400,000	-	2,500,000	County/Cities
_				Total:	9,200,000	100,000	-		•	5,600,000	230,000	3,270,000	•	•	

2021 Management

#	Road	Segment	Short Description	City	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax-Other	County Funds	County Levy	Total Cost	Lead Agency
6-06	CR 6	At CSAH 73 (Oakdale)	ROW Acq/Intersection	West St Paul	325,000	146,250	-		-	-	-	178,750	-	2,105,000	Dakota County
23-81	CSAH 23	240th St to 280th St	Rt Turn/ByPass Lanes	Eureka Township	750,000	-	-		-	730,000	-	20,000	-	850,000	Dakota County
31-79	CSAH 31	At CSAH 32 Signal Rep-Dbl Lt Turnlanes	ROW Acquisition	Eagan	1,570,000	392,500	ı		ı	1,177,500	-	-	1	7,670,000	Dakota County
32-91	CSAH 32	DuPont Ave to I-35	ROW Acq Roundabout	Burnsville	1,050,000	-	•		-	1,050,000	-	-	-	2,202,000	Burnsville
33-15	CSAH 33	At 140th St/Connemara Trail Roundabout	ROW Acq Roundabout	Apple Valley- Rosemount	350,000	157,500	-		-	172,500	-	20,000	-	2,600,000	Dakota County
42-156	CSAH 42	At CR 73 (Akron Ave) to east by Tech College	ROW Acq, Construction	Rosemount	1,500,000	345,000			-	1,135,000	-	20,000	-	1,700,000	Dakota County
47-45	CSAH 47	At CSAH 85 (Goodwin)	ROW Acquisition	Vermillion Township	450,000	-	-		-	450,000	-	-	-	2,500,000	Dakota County
		Jurisdictional	Classification		1,000,000	-	-		-	-	-	1,000,000	-	9,000,000	Dakota County
		ROW.	Preservation & Mgmt		500,000	225,000	-		-	-	-	275,000	-	3,000,000	Dakota County
		Safety & Management			1,500,000	342,000	-		-	275,000	-	883,000	-	9,000,000	Dakota County
		Signal Projects	Rev./Communications		300,000	150,000	•		-	150,000	-	-	-	1,598,000	Dakota County
				Total:	9,295,000	1,758,250			-	5,140,000	-	2,396,750	-		

2021 Replacement

#	Road	Segment	Short Description	City	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax-Other	County Funds	County Levy	Total Cost	Lead Agency
78-12	CSAH 78	CSAH 79 to CSAH 47	Construction	Castle Rock, Hampton	4,240,000		-		-	4,198,000	-	42,000	•	5,284,800	Dakota County
78-12	CSAH 78	Replace Bridge L3166, CSAH 78 (Chesley Tr)	Construct Bridge	Castle Rock Township	300,000		-		150,000	150,000		i.	•	300,000	Dakota County
80-21	CSAH 80	Replace Bridge L3164	Construct Bridge	Castle Rock Township	300,000	-	-		150,000	150,000	-	-	•	300,000	Dakota County
88-20	CSAH 88	TH 56 to TH 52	Construction	Randolph Township	8,500,000		-		-	-	-	8,500,000	-	10,250,100	Dakota County
91-29	CSAH 91	210th St to TH 316	ROW Acquisition	Marshan Township	1,500,000		-		-	1,500,000	-	-	-	6,120,000	Dakota County
96-07	CR 96	West Dakota County line to CSAH 23	ROW Acquisition (Rice Co \$80K)	Greenvale Twp	1,632,400	-	-		-	-	80,000	1,552,400	-	8,092,400	Dakota County
	CSAH 38	Placeholder-limits TBD	Repair/Replace Retaining Walls	Apple Valley	800,000		-		-	780,000		20,000	-	900,000	Dakota County
		Wall Set Aside	Build Retaining Wall		350,000		-		-	330,000	-	20,000	-	1,750,000	Dakota County
		Signals-Various	Repl./New/Geometrics		2,000,000	680,000	-		-	1,320,000	-	-	-	7,580,000	Dakota County
				Total:	19,622,400	680,000	-		300,000	8,428,000	80,000	10,134,400		n/a	n/a

## Table 6.3: 2020-2024 Transportation Capital Improvement Plan, 2021 Section Summary, continued 2021 Expansion

#	Road	Segment	Short Description	City	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax-Other	County Funds	County Levy	Total Cost	Lead Agency
26-54	CSAH 26	TH 55 to TH 3	Construction	Eagan & Inver Grove Heights	16,500,000	5,255,000	7,000,000		-	4,080,000	-	165,000	in.	26,940,000	Dakota County
63-27	CR 63	CSAH 28 to 65th St	New Construction	Inver Grove Heights	8,940,000	1,806,000	-		-	3,567,000	-	876,979	2,690,021	14,031,400	Dakota County
97-206	New CR 60	New 185th: Highview to Hamburg (Only Co \$)	Design, ROW Acq, Construct	Lakeville	716,000	ē	-		-	-	-	716,000	ii.	716,000	Lakeville
				Total:	26,156,000	7,061,000	7,000,000		-	7,647,000	-	1,757,979	2,690,021		

### 2021 Resources

#	Road	Segment	Short Description	City	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax-Other	County Funds	County Levy	Total Cost	Lead Agency
28-44	CSAH 28	At Elrene Rd, at Mike Collins Dr	Design	Eagan	40,000	18,000	1		-	22,000	-	-	1	840,000	Dakota County
38-58	CSAH 38	CSAH 5 to CSAH 31	Design ATMS	Apple Valley, Burnsville	200,000	90,000	-		-	110,000	-	-	-	2,000,000	Dakota County
42-144	CSAH 42	W. Dakota County Line to TH 3	Design Consultant	Burnsville, Apple Valley, Rosemount	730,000	248,000	-		-	482,000	-	-	-	9,062,000	Dakota County
59-05	CR 59	TH 19 to CSAH 47	Design	Sciota Township	100,000	-	-		-	-	-	100,000	-	6,860,000	Dakota County
81-14	"New" 81	CSAH 66 (200th St) to CSAH 46/48	Design	Empire/Vermillion Twp	1,200,000	-	-		-	1,200,000	-		-	8,700,000	Dakota County
83-10	CR 83	CSAH 88 to Cannon River	Design	Randolph City/Twp	53,000	-	-		-	-	-	53,000	-	1,293,300	Dakota County
88-23	CSAH 88	CR 94 to TH 56	Design	City of Randolph	272,200	-	-		-	272,200	-	-	-	4,908,800	Dakota County
		Attorney	Reimbursement		251,842	-			-	-	-	251,842		1,521,722	Dakota County
		CIP Reimbursement	to Operations		4,692,210	576,846	-		-	2,476,977	-	1,638,387	-	24,692,781	Dakota County
		Consultant	Construction Admin.		600,000	-	-		-	300,000	-	300,000	-	3,250,000	Dakota County
		Future Studies/	Professional Services		300,000	135,000	-		-	-	-	165,000	-	1,500,000	Dakota County
		Township Road	Distribution		20,900	-	-		-	-	-	20,900	-	125,400	Dakota County
				Total:	8,460,152	1,067,846	-		-	4,863,177	-	2,529,129	-		

## 2021 Total: Preservation, Management, Replacement, Expansion, and Resources

Annual Cost	City	Federal	State	CSAH	Gravel Tax/Other	County Funds	County Levy
72,733,552	10,667,096	7,000,000	300,000	31,678,177	310,000	20,088,258	2,690,021

Table 6.4: 2020-2024 Transportation Capital Improvement Plan, 2022 Section Summary 2022 Preservation

#	Road	Segment	Short Description	City	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax-Other	County Funds	County Levy	Total Cost	Lead Agency
99-011		Highway Surface - Gravel Repairs	Gravel Repairs Spot Locations		50,000	ii.	-		-	-		50,000	-	250,000	Dakota County
		Traffic Control Devices	Durable Pavement Markings		500,000	-	-		-	-	-	500,000	-	2,750,000	Dakota County
		Bike Trail	Bike Trail		700,000		-		-	-	-	700,000	-	4,100,000	Cities/Others
		Highway Surface -	Bituminous		6,400,000	-	-		-	5,600,000	230,000	570,000	-	32,000,000	Dakota County
		Highway Surface -	- Gravel		400,000	-	-		-	-	-	400,000	-	3,570,000	Dakota County
		Storm Sewer System	Storm Sewer Repair		500,000	100,000	-		-	-	-	400,000	-	2,500,000	Dakota /Cities
				Total:	8,550,000	100,000	-		-	5,600,000	230,000	2,620,000	-		

## 2022 Management

#	Road	Segment	Short Description	City	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax-Other	County Funds	County Levy	Total Cost	Lead Agency
6-06	CR 6	At CSAH 73 (Oakdale)	Construction Intersection Improve	West St Paul	1,550,000	69,750	1,395,000		-	-	-	85,250	-	2,105,000	Dakota County
9-56	CSAH 9	Study CSAH 23 to CSAH 31 & 179th St, Const Gerdine to CSAH 31	Construction	Lakeville	8,000,000	1,600,000	-		1	3,200,000	1	3,200,000	1	10,600,000	Dakota County
28-44	CSAH 28	Elrene Rd, at Mike Collins Dr	ROW Acquisition	Eagan	400,000	180,000	-		1	220,000	-	ı	-	840,000	Dakota County
31-79	CSAH 31	At CSAH 32 Signal Rep-Dbl Lt Turnlanes	Construction	Eagan	6,100,000	1,525,000	÷		•	4,514,000	•	61,000	ı	7,670,000	Dakota County
32-87	CSAH 32	CSAH 43 (Lexington Ave) to TH 3	Construction	Eagan	5,000,000	1,250,000	3,000,000		-	700,000		50,000	=	8,800,000	Dakota County
32-91	CSAH 32	DuPont Ave to I-35	Construct Roundabout	Burnsville	802,000	-	-		-	782,000	-	20,000	-	2,202,000	Burnsville
33-15	CSAH 33	At 140th St/Connemara Trail Roundabout	Construct Roundabout	Apple Valley/Rosemount	1,950,000	877,500	-		-	1,052,500	-	20,000	-	2,600,000	Dakota County
38-58	CSAH 38	CSAH 5 to CSAH 31	Construct ATMS	Apple Valley, Burnsville	1,800,000	162,000	1,440,000		-	178,000	-	20,000	-	2,000,000	Dakota County
47-45	CSAH 47	At CSAH 85 (Goodwin)	Construction	Vermillion Township	2,000,000	-	-		-	1,980,000	-	20,000	1	2,500,000	Dakota County
83-10	CR 83	CSAH 88 to Cannon Rv	ROW Acquisition	Randolph City/Twp	265,300	-	-		-	-	-	265,300	-	1,293,300	Dakota County
85-xx	CSAH 85	At TH 50 (240th St E)	ROW Acquisition	New Trier	300,000	-	-		-	150,000	-	150,000	-	1,200,000	MnDOT
88-23	CSAH 88	CR 94 to TH 56	ROW Acquisition	City of Randolph	1,371,300	-	-		-	1,371,300	-	-	-	4,908,800	Dakota County
		Jurisdictional	Classification		2,000,000	-	-		-	1	-	2,000,000	1	9,000,000	Dakota County
		ROW	Preservation & Mgmt.		500,000	225,000	-		-	-	-	275,000	-	3,000,000	Dakota County
		Safety & Management			1,500,000	342,000	-		-	275,000	-	883,000	-	9,000,000	Dakota County
		Signal Projects	Rev./Communications		300,000	150,000	-		-	150,000	-	-	-	1,598,000	Dakota County
		Trail Gap Set Aside	Construct (Co \$ shown)	Various	63,000	-	-		-	-	-	63,000	-	2,063,000	Cities
				Total:	33,901,600	6,381,250	5,835,000		-	14,572,800	-	7,112,550	-		

Table 6.4: 2020-2024 Transportation Capital Improvement Plan, 2022 Section Summary, continued 2022 Replacement

#	Road	Segment	Short Description	City	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax-Other	County Funds	County Levy	Total Cost	Lead Agency
42-144	CSAH 42	W. Dakota County Line to TH 3	ROW Acquisition	Burnsville, Apple Valley, Rosemount	2,275,000	956,250	=			1,318,750	-	i.	=	9,062,000	Dakota County
59-05	CR 59	TH 19 to CSAH 47	ROW Acquisition	Sciota Township	1,000,000	-	-		-	-	-	1,000,000	-	6,860,000	Dakota County
81-14	"New" 81	CSAH 66 (200th St) to CSAH 46/48	ROW Acquisition	Empire/Vermillion Twp	1,500,000	-	-		-	1,500,000	-	-	-	8,700,000	Dakota County
89-07	CR 89	TH 50 (2400th St) to CSAH 62	ROW Acquisition	Hampton, Douglas, Marshan Twps	2,407,800	-	-		-	-	-	2,407,800	-	11,497,800	Dakota County
91-29	CSAH 91	210th St to TH 316	Construction (Flex Hwy \$)	Marshan Township	4,500,000	-	-		-	4,455,000	-	45,000	-	6,120,000	Dakota County
91-30	CSAH 91	Miesville Tr to TH 61	ROW Acquisition	Miesville, Douglas	825,000	-	-		-	825,000	-		-	3,915,000	Dakota County
96-07	CR 96	West Dakota County line to CSAH 23	Construction (Rice Co \$630K)	Greenvale Twp	6,300,000	-	-		-	-	630,000	2,953,079	2,716,921	8,092,400	Dakota County
97-144	Twp Bridge	Replace Bridge L3285, Inga Ave-Pine Creek	Construct Bridge	Hampton/Douglas Townships	200,000	-	-		180,000	-	20,000	-	-	200,000	Dakota County
97-164	Twp Bridge	Replace Bridge L3249, 205th St E	Construct Bridge	Marshan Township	200,000	-	-		180,000	-	20,000	-	-	200,000	Dakota County
		Wall Set Aside	Build Retaining Wall		350,000	-	-		-	330,000	-	20,000	-	1,750,000	Dakota County
		Signal Projects-	Replace/New/Geometrics	Various Locations	1,550,000	722,500	-		-	827,500	-	-	-	7,580,000	Dakota County
				Total:	21,107,800	1,678,750	-		360,000	9,256,250	670,000	6,425,879	2,716,921		

## 2022 Expansion (no projects programmed)

### 2022 Resources

#	Road	Segment	Short Description	City	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax-Other	County Funds	County Levy	Total Cost	Lead Agency
11-27	CSAH 11	At Burnsville Parkway	Design Consultant Roundabout	Burnsville	200,000	90,000			-	110,000	-	-	-	2,275,000	Dakota County
60-xx	New 60	Extension of CSAH 60/185th St	Design	Lakeville	340,000	153,000	-		i.	-	=	187,000	=	2,140,000	Lakeville/Devel oper
86-41	CSAH 86	West Dakota County line to CSAH 23	Design	Eureka & Greenvale Twp (Scott Co)	120,000	-	-		-	120,000	-	-	-	6,870,000	Dakota County
94-05	CR 94	CSAH 47 to CSAH 88 (292nd St)	Design	Randolph, Sciota, Waterford Twps	200,000	-	-		-	-	-	200,000	-	10,150,000	Dakota County
		Placeholder Replacement or Rural Intersection Project	Design	TBD-per Tran Plan	300,000	-	-		-	150,000	-	150,000	-	18,300,000	Dakota County
		Attorney	Reimbursement	n/a	256,879	-	-		-	-	-	256,879	-	1,521,722	Dakota County
		CIP Reimbursement	to Operations	n/a	4,926,820	605,688	-		-	2,600,826	-	1,720,306	-	24,692,781	Dakota County
		Consultant	Construction Admin.	n/a	600,000	-	-		-	300,000	•	300,000	•	3,250,000	Dakota County
		Future Studies	Professional Services	n/a	300,000	135,000	-		-	-	-	165,000	-	1,500,000	Dakota County
		Township Road	Distribution	n/a	20,900	-	-		-	-	-	20,900	-	125,400	Dakota County
				Total:	7,264,599	983,688	-		-	3,280,826	-	3,000,085	-		

## 2022 Total: Preservation, Management, Replacement, Expansion, and Resources

Annual Cost	City	Federal	State	CSAH	Gravel Tax/Other	County Funds	County Levy
70,823,999	9,143,688	5,835,000	360,000	32,709,876	900,000	9,158,514	2,716,921

Table 6.5: 2020-2024 Transportation Capital Improvement Plan, 2023 Section Summary 2023 Preservation

#	Road	Segment	Short Description	City	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax-Other	County Funds	County Levy	Total Cost	Lead Agency
99-011		Highway Surface -	Gravel Repairs	Spot Locations	50,000	-	-		-	-	-	50,000	-	250,000	Dakota County
		Traffic Control Devices	Durable Pavement Markings		500,000	-	-		-	-	-	500,000	-	2,750,000	Dakota County
		Bike Trail	Bike Trail		700,000	-	-		-	-	-	700,000	-	4,100,000	Cities/Others
		Highway Surface -	Bituminous		6,400,000	-	-		-	5,600,000	230,000	570,000	-	32,000,000	Dakota County
		Highway Surface -	Highway Surface - Gravel		750,000	-	-		-	-	-	750,000		3,570,000	Dakota County
		Storm Sewer System	Storm Sewer Repair		500,000	100,000	-		-	-	-	400,000	-	2,500,000	County/Cities
				Total:	8,900,000	100,000	-		-	5,600,000	230,000	2,970,000	-		

## 2023 Management

#	Road	Segment	Short Description	City	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax-Other	County Funds	County Levy	Total Cost	Lead Agency
11-27	CSAH 11	At Burnsville Parkway	ROW Acq Roundabout	Burnsville	325,000	146,250	-		-	178,750	-	-	-	2,275,000	Dakota County
28-44	CSAH 28	At Elrene Rd, at Mike Collins Dr	Construction	Eagan	400,000	180,000	-		-	200,000	-	20,000	-	840,000	Dakota County
83-10	CR 83	CSAH 88 (292nd St) to Cannon River	Construction	Randolph City/Twp	975,000	-	-		-	1	-	975,000	-	1,293,300	Dakota County
85-xx	CSAH 85	At TH 50 (240th St E)	Construction	New Trier	900,000	-	-		-	450,000	-	450,000	-	1,200,000	MnDOT
88-23	CSAH 88	CR 94 (Cooper Ave) to TH 56	Construction	City of Randolph	3,265,300	-	-		-	3,232,300	-	33,000	-	4,908,800	Dakota County
94-05	CR 94	CSAH 47 to CSAH 88 (292nd St)	ROW Acquisition	Randolph, Sciota, Waterford Twps	2,000,000	-	-		-	-	-	2,000,000	-	10,150,000	Dakota County
		Jurisdictional	Classification	n/a	3,000,000	-	-		-	-	-	3,000,000	-	9,000,000	Dakota County
		ROW	Preservation & Management	n/a	500,000	225,000	-		-	-	-	275,000	-	3,000,000	Dakota County
		Safety & Management		n/a	1,500,000	342,000	-		-	275,000	-	883,000	-	9,000,000	Dakota County
		Signal Projects	Revisions/Communications	n/a	300,000	150,000	-		-	150,000	-	-	-	1,598,000	Dakota County
		Trail Gap Set Aside	Build Trail (only Co \$ shown)	Various	1,000,000	450,000	-		-	-	-	550,000	-	2,063,000	Cities
				Total:	14,165,300	1,493,250	-		-	4,486,050	-	8,186,000	-		

### 2023 Replacement

#	Road	Segment	Short Description	City	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax-Other	County Funds	County Levy	Total Cost	Lead Agency
42-144	CSAH 42	W. Dakota County Line to TH 3	Construction	Burnsville, Apple Valley, Rosemount	5,150,000	1,795,000	-		-	3,355,000	-	-	-	9,062,000	Dakota County
59-05	CR 59	TH 19 to CSAH 47	Construction	Sciota Township	5,760,000	-	-		-	-	-	3,015,910	2,744,090	6,860,000	Dakota County
81-14	"New" 81	CSAH 66 (200th St) to CSAH 46/48	Construction	Empire/Vermillion Twp	6,000,000	-	-		-	5,940,000	60,000	-	-	8,700,000	Dakota County
86-41	CSAH 86	West Dakota County line to CSAH 23 (Galaxie Ave)	ROW Acquisition	Eureka & Greenvale Twp (Scott Co)	1,500,000	-	-		-	1,500,000	-	-	-	6,870,000	Dakota County
89-07	CR 89	TH 50 (2400th St) to CSAH 62	Construction	Hampton, Douglas, Marshan Twps	8,850,000	-	-		-	-	-	8,850,000	-	11,497,800	Dakota County
91-30	CSAH 91	Miesville Tr to TH 61	Construction	Miesville, Douglas	3,000,000	-	-		-	2,970,000	-	30,000	-	3,915,000	Dakota County
97-CR1	Twp Bridge	L3253 230th St (1 of 2)	Replace Bridge	Castle Rock	200,000	-	-		180,000	-	20,000	-	-	200,000	Dakota County
97-CR2	Twp Bridge	L3253 230th St (2 of 2)	Replace Bridge	Castle Rock	200,000	-	-		180,000	-	20,000	-	-	200,000	Dakota County
		Placeholder Replace or Rural Intersection Project	ROW Acquisition	TBD-per Tran Plan	3,000,000	-	-		-	1,500,000	-	1,500,000	-	18,300,000	Dakota County
		Retaining Wall Set Aside	Build Retaining Wall	n/a	350,000	-	-		-	330,000	-	20,000	-	1,750,000	Dakota County
		Signal Replace Project-	New/Geometrics	Various Locations	1,250,000	587,500	-		-	662,500	-	-	-	7,580,000	Dakota County
				Total :	35,260,000	2,382,500	-		360,000	16,257,500	100,000	13,415,910	2,744,090		

## Table 6.5: 2020-2024 Transportation Capital Improvement Plan, 2023 Section Summary, continued

## 2023 Expansion (no projects programmed)

#### 2023 Resources

#	Road	Segment	Short Description	City	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax-Other	County Funds	County Levy	Total Cost	Lead Agency
26-60	CSAH 26	TH 3 to CSAH 73 (Babcock Tr)	Design Study Consultant	Inver Grove Heights	300,000	135,000	=		-	165,000	-	-	-	300,000	Dakota County
53-04	CR 53	CSAH 47 (Northfield Blvd) to CSAH 86	Design	Sciota & Waterford	100,000	-	-		-	-	-	100,000	-	800,000	Dakota County
63-xx	CSAH 63	Marie Ave to TH 149 (Dodd Rd)	Design	Mendota Heights, West St Paul	600,000	150,000	-		-	450,000	-	-	-	2,600,000	Dakota County
80-27	CSAH 80	TH 3 to 1 mi W of CSAH 79	Design	Castle Rock	200,000	-	-		-	200,000	-	-	-	1,600,000	Dakota County
		Attorney Reimbursement			262,017	-	1		-	-	-	262,017	-	1,521,722	Dakota County
		CIP Reimbursement	to Operations		5,173,161	635,972	ı		-	2,730,867	-	1,806,322	-	24,692,781	Dakota County
		Consultant	Construction Admin.		600,000	-	-		-	300,000	-	300,000	-	3,250,000	Dakota County
		Future Studies/	Professional Services		300,000	135,000	1		-	-	-	165,000	-	1,500,000	Dakota County
		Township Road Distribution			20,900	-	-		-	-	-	20,900	-	125,400	Dakota County
				Total:	7,556,078	1,055,972	-		-	3,845,867	-	2,654,239	-		
			2023 Total:		65,881,378	5,031,722	•		360,000	30,189,417	330,000	27,226,149	2,744,090		

## 2023 Total: Preservation, Management, Replacement, Expansion, and Resources

Annual Cost	City	Federal	State	CSAH	Gravel Tax/Other	County Funds	County Levy
65,881,378	5,031,722	-	360,000	30,189,417	330,000	27,226,149	2,744,090

## Table 6.6: 2020-2024 Transportation Capital Improvement Plan, 2024 Section Summary 2024 Preservation

#	Road	Segment	Short Description	City	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax-Other	County Funds	County Levy	Total Cost	Lead Agency
99-011		Highway Surface - Gravel	Gravel Repairs	Spot Locations	50,000	-	-		-	-	1	50,000	-	250,000	Dakota County
		Traffic Control Devices	Durable Paving Markings		500,000	-	-		-	-	ı	500,000	ı	2,750,000	Dakota County
		Bike Trail	Bike Trail		700,000	-	-		-	-	-	700,000	-	4,100,000	Cities/Others
		Highway Surface	Bituminous		6,400,000	-	-		-	5,600,000	230,000	570,000	ı	32,000,000	Dakota County
		Highway Surface - Gravel	Highway Surface - Gravel		750,000	-	-		-	-	-	750,000	-	3,570,000	Dakota County
		Storm Sewer System	Storm Sewer Repair		500,000	100,000	-		-	=		400,000		2,500,000	County/Cities
				Total:	8,900,000	100,000	-		-	5,600,000	230,000	2,970,000	ı		

## 2024 Management

#	Road	Segment	Short Description	City	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax-Other	County Funds	County Levy	Total Cost	Lead Agency
11-27	CSAH 11	At Burnsville Parkway	Build Roundabout	Burnsville	1,750,000	157,500	1,400,000		-	172,500	-	20,000	1	2,275,000	Dakota County
94-05	CR 94	CSAH 47 to CSAH 88 (292nd St)	Construction	Randolph, Sciota, Waterford Twps	7,950,000	ē	-			-	-	7,950,000	-	10,150,000	Dakota County
		Jurisdictional Classification			1,000,000	ı	1		-	-	-	1,000,000	1	9,000,000	Dakota County
		ROW	Preservation & Mgmt.		500,000	225,000	ı		-	-	-	275,000	i	3,000,000	Dakota County
		Safety & Management			1,500,000	342,000	1		-	275,000	-	883,000	1	9,000,000	Dakota County
		Signal Projects	Rev./Communications		300,000	150,000	-		-	150,000	-	-	-	1,598,000	Dakota County
		Trail Gap Set Aside	Build Trail (Co \$)	Various	1,000,000	450,000			-	-	-	550,000	ı	2,063,000	Cities
				Total:	14,000,000	1,324,500	1,400,000		-	597,500	-	10,678,000	-		

## Table 6.6: 2020-2024 Transportation Capital Improvement Plan, 2024 Section Summary, continued

2024 Replacement

#	Road	Segment	Short Description	City	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax-Other	County Funds	County Levy	Total Cost	Lead Agency
53-04	CR 53	CSAH 47 to CSAH 86	ROW Acquisition	Sciota & Waterford	700,000	-	-		-	-	-	700,000	-	800,000	Dakota County
63-xx	CSAH 63	Marie Ave to TH 149	ROW Acquisition	Mendota Heights, West St Paul	2,000,000	500,000	-		-	1,500,000	-	-	-	2,600,000	Dakota County
80-27	CSAH 80	TH 3 to 1 mi W of CSAH 79	ROW Acquisition	Castle Rock	1,400,000	-	-		-	1,400,000	-	-	-	1,600,000	Dakota County
86-41	CSAH 86	West Dakota County line to CSAH 23 (Galaxie Ave)	Construction	Eureka & Greenvale Twp (Scott Co)	5,250,000	=	4,200,000		-	997,500	=	52,500	=	6,870,000	Dakota County
XX-XXX	TBD	Placeholder Replacement or Rural Intersection	Construction	TBD-per Tran Plan	15,000,000	=	-		-	6,114,235	=	6,114,234	2,771,531	18,300,000	Dakota County
		Retaining Wall Set Aside	Build Retaining Wall		350,000	-	-		-	330,000	-	20,000	-	1,750,000	Dakota County
		Signal Projects-	Repl/New/Geometrics	Various Locations	1,000,000	500,000	-		-	500,000	-	-	-	7,580,000	Dakota County
				Total:	25,700,000	1,000,000	4,200,000		-	10,841,735	-	6,886,734	2,771,531		

## 2024 Expansion

#	Road	Segment	Short Description	City	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax-Other	County Funds	County Levy	Total Cost	Lead Agency
60-xx	New 60	Extend CSAH 60/185th St	Construction	Lakeville	1,800,000	810,000	-		-	970,000	-	20,000	-	2,140,000	Lakeville/Devel oper
				Total:	1,800,000	810,000	-		-	970,000	-	20,000	-		

### 2024 Resources

#	Road	Segment	Short Description	City	Annual Cost	City	Federal	State- Bonding	State	CSAH	Gravel Tax-Other	County Funds	County Levy	Total Cost	Lead Agency
26-xx	CSAH 31	TH 13 to CSAH 31 (Pilot Knob Rd)	Roadway Study Consultant	Eagan	175,000	78,750	-		-	96,250	Ē	-	-	175,000	Dakota County
28-48	CSAH 28	TH 3 to 0.62 mile east	Design Consultant	Inver Grove Heights	150,000	67,500	-		-	82,500	-	ı	-	150,000	Inver Grove Heights
33-xxx	CSAH 33	140th St/Connemara to CSAH 31 (Pilot Knob)	Roadway Study Consultant	Apple Valley/Rosemount	175,000	78,750	-		-	96,250	-	-	-	175,000	Dakota County
		Attorney Reimbursement	n/a		262,017	-	-		-	-	-	262,017	-	1,521,722	Dakota County
		CIP Reimbursement	to Operations		5,431,819	667,771	-		-	2,867,411	-	1,896,637	-	24,692,781	Dakota County
		Consultant	Construction Admin		600,000	-	-		-	300,000	-	300,000	-	3,250,000	Dakota County
		Future Studies	Professional Services		300,000	135,000	-		-	-	-	165,000	-	1,500,000	Dakota County
		Township Road Distribution			20,900	-	-		-	-	-	20,900	-	125,400	Dakota County
				Total:	7,114,736	1,027,771	-		-	3,442,411	-	2,644,554	-		

## 2023 Total: Preservation, Management, Replacement, Expansion, and Resources

Annual Cost	City	Federal	State	CSAH	Gravel Tax/Other	County Funds	County Levy
57,514,736	4,262,271	5,600,000	-	21,451,646	230,000	23,199,288	2,771,531

#### Table 6.7: 2020-2024 Regional Rail Authority Capital Improvement Program (includes Transit)

In 1987, the Dakota County Regional Railroad Authority (RRA) was formed under Minnesota Statutes, Chapter 398A, which allows broad powers for the RRA to plan, acquire, and construct railroads, including light rail transit (LRT). Minnesota Statutes 398A.04 authorizes the RRA to plan, establish, acquire, develop, purchase, enlarge, extend, improve, maintain, equip, regulate, and protect and pay costs of construction and operation of a bus rapid transit system in its county on transitways included in and approved by the Metropolitan Council's 2030 Transportation Policy Plan. Within the powers granted by statutes, the RRA evaluates modes of transportation to reduce congestion, improve mobility, and provide alternative forms of transportation. Many initiatives supported by the RRA are funded by a combination of federal, state, Dakota County, local agencies, and Authority funds.

#### 2020 Section

JL Key	Description	Project Title	City Location	Annual Cost	MN DOT	RRA Funds
RR00001	Construction	METRO Orange Line - Phase I (Capital Share)	Burnsville	2,227,634	-	2,227,634
NEW	Resources	Reimburse Transportation Operations		139,419	-	139,419
		2020 Total		2,367,053	-	2,367,053

#### 2021 Section

Section	JL Key	Description	Project Title	City Location	Annual Cost	MN DOT	RRA Funds
2021	NEW	Resources	Reimburse Transportation Operations		145,892	-	145,892
2021			2021 Total		145,892		145,892

#### 2022 Section

Section	JL Key	Description	Project Title	City Location	Annual Cost	MN DOT	RRA Funds
2022	RR00004	Construction	Bicycle and Pedestrian Improvements - METRO Red Line (AV)	Apple Valley, Eagan	98,000	-	98,000
2022	NEW	Operations	METRO Orange Line - Phase I (Operations)	Burnsville	416,182	-	416,182
2022	NEW	Resources	Reimburse Transportation Operations		152,679	-	152,679
2022			2022 Total		666,861		666,861

#### 2023 Section

Section	JL Key	Description	Project Title	City Location	Annual Cost	MN DOT	RRA Funds
2023	NEW	Operations	METRO Orange Line - Phase I (Operations)	Burnsville	414,701	-	414,701
2023	NEW	Resources	Reimburse Transportation Operations		159,796	-	159,796
2023	NEW	Study/Design	Cliff Road Walk-up Station - METRO Red Line		433,000	-	433,000
2023			2023 Total		1,007,497		1,007,497

#### 2024 Section

Section	JL Key	Description	Project Title	City Location	Annual Cost	MN DOT	RRA Funds
2024	RR00002	Study/Design	METRO Orange Line Extension		311,500	-	311,500
2024	NEW	Construction	Cliff Road Walk-up Station - METRO Red Line	Eagan	216,500	-	216,500
2024	NEW	Operations	METRO Orange Line - Phase I (Operations)	Burnsville	432,948	-	432,948
2024	NEW	Resources	Reimburse Transportation Operations		167,257	-	167,257
2024	NEW	Study/Design	METRO Red Line/ Cedar Avenue Transitway Implementation Plan Update		492,000	246,000	246,000
2024			2024 Total		1,620,205	246,000	1,374,205

#### 2020-2024 Summary

Year	Annual Cost	MN DOT	RRA Funds
2020	2,367,053	-	2,367,053
2021	145,892	-	145,892
2022	666,861	-	666,861
2023	1,007,497	-	1,007,497
2024	1,620,205	246,000	1,374,205
Total	5,807,508	246,000	5,561,508

#### Table 6.8: 2020-2024 Transportation Sales Tax Capital Improvement Plan, 2020 Section

Following the CTIB dissolution, Dakota County was eligible to enact the Greater Minnesota Transportation Sales and Use Tax (Sales and Use Tax) authorized under Minn. Stat. §297A.993 for counties not included in CTIB. In June of 2017, the Dakota County Board of Commissioners enacted a one-quarter (.25%) percent sales and use tax and an excise tax of \$20 per motor vehicle to match the tax rate of the previous CTIB tax. Dakota County also designated the use of the Sales and Use Tax for regional transportation projects that meet the following criteria:

- Regional Transitway Capital and Operating Costs
- Regional County Highway Projects: principal arterials, highways with greater than one-half-mile access spacing, 10-ton highway expansion, and four-Lane County Highways on new alignment
- Transit Service Expansion Capital and Operating costs
- Regional Trail projects to match federal transportation funds

#	Description	Title	Location	Annual Cost	City	Federal	State	Transportation Sales Tax	Project Cost	Lead Agency
ST00001	Regional County Highway Projects: Construction	Reconstruct CSAH 70 from east of I-35 to CSAH 23 (Cedar Ave) Lakeville	Lakeville	25,000,000	3,750,000	14,000,000	-	7,250,000	29,375,000	Dakota County
NEW	Regional County Highway Projects: Scoping/Preliminary Design	CSAH 63 (Delaware Avenue) and Interstate 494 in Inver Grove Heights	Inver Grove Heights, Mendota Hts, Eagan	300,000	30,000	-	-	270,000	300,000	Dakota County
ST00006	Regional County Highway Projects: ROW Acquisition	"New" County Road 32 (Cliff/117th St) from CSAH 32/CSAH 71 (Rich Valley Boulevard) to Trunk Highway 52 in Inver Grove Heights	Inver Grove Heights	2,000,000	-	-	-	2,000,000	7,000,000	Inver Grove Heights
NEW	Regional County Highway Projects: Preliminary Design	CSAH 46 - 2 to 4 Lane Expansion - TH 3 to TH 52 (Rosemount/Empire)	Rosemount, Empire	800,000	72,000	-	-	728,000	28,000,000	Dakota County
NEW	Regional County Highway Projects: Design	CSAH 23 (Cedar Avenue) Ped Overpass at 140th Street in Apple Valley	Apple Valley	370,000	55,000	-	-	315,000	4,070,000	Dakota County
		2020 Regional County Highway Projects Subtotal:		28,470,000	3,907,000	14,000,000	-	10,563,000		
ST00002	Regional Greenways: Construction	Reimburse Parks CIP: Mississippi River Greenway - Rosemount East	Rosemount	600,000	-	-	-	600,000	2,000,000	Dakota County
NEW	Regional Greenways: Design	Reimburse Parks CIP: North Creek Greenway- CSAH 42 Underpass	Apple Valley	400,000	-	-	-	400,000	1,000,000	Dakota County
		2020 Regional Greenway Projects Subtotal:		1,000,000	-	-		1,000,000		
NEW	Project Development: Resources	Reimburse Transportation Operations		1,067,726	-	-	-	1,067,726	6,017,973	
		2020 Project Development Subtotal:		1,067,726	-	-	-	1,067,726		
ST00003	Transit Service Expansion: Construction	Bus Shelter Pad Construction	Various/TBD	50,000	-	-	-	50,000	100,000	Dakota Co./MVTA
ST00005	Transit Service Expansion:	Transit Service Expansion Capital and Operating - Set aside	Various/TBD	840,000	-	-	-	840,000	5,625,000	
ST00007	Transit Service Expansion: Operations	CSAH 42 Service Extension to Dakota County Technical College		68,750	-	-	-	68,750	233,750	MVTA
		2020 Transit Service Expansion Projects Subtotal:		958,750	-	-	-	958,750		
NEW	Trunk Highways: Preliminary Design/Environ.	I-35W Corridor/CSAH 50 interchange scoping, preliminary design and environmental study	Burnsville/Lakeville	1,000,000	-	-	-	1,000,000	1,000,000	MnDOT
NEW	Trunk Highways: Preliminary Design/Environ.	TH 77 capacity scoping, preliminary design and environmental	Eagan and Apple Valley	55,000	-	-	-	55,000	55,000	MnDOT
		2020 Trunk Highway Projects Subtotal:		1,055,000	-	-	-	1,055,000		
		2020 Total		32,551,476	3,907,000	14,000,000	-	14,644,476		

## Table 6.9: 2020-2024 Transportation Sales Tax Capital Improvement Plan, 2021 Section

#	Description	Title	Location	Annual Cost	City	Federal	State	Transportation Sales Tax	Project Cost	Lead Agency
ST00006	Regional County Highway Projects: Construction	"New" County Road 32 (Cliff/117th St) from CSAH 32/CSAH 71 (Rich Valley Boulevard) to Trunk Highway 52 in Inver Grove Heights	Inver Grove Heights	4,000,000	•	-	-	4,000,000	7,000,000	Inver Grove Heights
NEW	Regional County Highway Projects: Design	CSAH 46 - 2 to 4 Lane Expansion - TH 3 to TH 52 (Rosemount/Empire)	Rosemount, Empire	1,200,000	108,000	-	-	1,092,000	28,000,000	Dakota County
NEW	Regional County Highway Projects: ROW Acquisition	CSAH 23 (Cedar Avenue) Pedestrian Overpass at 140th Street in Apple Valley	Apple Valley	700,000	105,000	-	-	595,000	4,070,000	Dakota County
NEW	Regional County Highway Projects: Construction	CSAH 70 Trail Reconstruction	Lakeville	1,125,000	-	-	-	1,125,000	1,125,000	Dakota County
		2021 Regional County Highway Projects Subtotal:		7,025,000	213,000	-	-	6,812,000		
NEW	Regional Greenways: Construction	Reimburse Parks CIP: Minnesota River Greenway - Fort Snelling Segment	Eagan	1,000,000	-	-	-	1,000,000	1,000,000	Dakota County
		2021 Regional Greenway Projects Subtotal:		1,000,000	-		-	1,000,000		
NEW	Project Development: Resources	Reimburse Transportation Operations		1,121,112	-	-	-	1,121,112	6,017,973	
		2021 Project Development Subtotal:		1,121,112		-	-	1,121,112		
ST00005	Transit Service Expansion	Transit Service Expansion Capital and Operating - Set aside	Various/TBD	1,000,000	-	-	-	1,000,000	5,625,000	
		2021 Transit Service Expansion Projects Subtotal:		1,000,000		-	-	1,000,000		
NEW	Trunk Highways: Study	Trunk Highway 3 Scoping Study	Eagan, Rosemount and Inver Grove Heights	300,000	-	-	150,000	150,000	300,000	Dakota County
		2021 Trunk Highway Projects Subtotal:		300,000		-	150,000	150,000		
		2021 Total		10,446,112	213,000	-	150,000	10,083,112		

## Table 6.10: 2020-2024 Transportation Sales Tax Capital Improvement Plan, 2022 Section

#	Description	Title	Location	Annual Cost	City	Federal	State	Transportation Sales Tax	Project Cost	Lead Agency
NEW	Regional County Highway Projects ROW Acquisition	CSAH 46 - 2 to 4 Lane Expansion - TH 3 to TH 52 (Rosemount/Empire)	Rosemount, Empire	4,000,000	360,000	-	-	3,640,000	28,000,000	Dakota County
NEW	Regional County Highway Projects Construction	CSAH 23 (Cedar Avenue) Pedestrian Overpass at 140th Street in Apple Valley	Apple Valley	3,000,000	450,000	-	-	2,550,000	4,070,000	Dakota County
		2022 Regional County Highway Projects Subtotal:		7,000,000	810,000			6,190,000	N/A	N/A
ST00002	Regional Greenway Construction	Reimburse Parks CIP: Mississippi River Greenway (MRG)- Rosemount East	Rosemount	400,000	-	•	1	400,000	2,000,000	Dakota County
NEW	Regional Greenway Construction	Reimburse Parks CIP: North Creek Greenway- Apple Valley CSAH 42 Underpass	Apple Valley	600,000	-	-	-	600,000	1,000,000	Dakota County
		2022 Regional Greenway Projects Subtotal:		1,000,000	•		•	1,000,000		
NEW	Project Development Resources	Reimburse Transportation Operations		1,177,168	-	-	-	1,177,168	6,017,973	
		2022 Project Development Subtotal:		1,177,168	-			1,177,168		
ST00005	Transit Service Expansion	Capital and Operating - Set aside	Various/TBD	1,000,000	-	-		1,000,000	5,625,000	
		2022 Transit Service Expansion Projects Subtotal:		1,000,000				1,000,000		
	Trunk Highways	No projects programmed at this time		-	-	-		-		
		2022 Trunk Highway Projects Subtotal:		-	•	-	-	-		
		2022 Total		10,177,168	810,000	-	-	9,367,168		

## Table 6.11: 2020-2024 Transportation Sales Tax Capital Improvement Plan, 2023 Section

#	Description	Title	Location	Annual Cost	City	Federal	State	Transportation Sales Tax	Project Cost	Lead Agency
NEW	Regional County Highway Projects Construction	CSAH 46 - 2 to 4 Lane Expansion - TH 3 to TH 52 (Rosemount/Empire)	Rosemount, Empire	22,000,000	1,980,000	-	-	20,020,000	28,000,000	Dakota County
		2023 Regional County Highway Projects Subtotal:		22,000,000	1,980,000	-	-	20,020,000		
NEW	Regional Greenways: Construction	Reimburse Parks CIP: Parks & Greenway Improvements - TBD		1,000,000	,	-	-	1,000,000	1,000,000	Dakota County
		2023 Regional Greenway Projects Subtotal:		1,000,000	-	-	-	1,000,000		
NEW	Project Development: Resources	Reimburse Transportation Operations		1,236,026	-	-	-	1,236,026	6,017,973	
		2023 Project Development Subtotal:		1,236,026	-	-	-	1,236,026		
ST00005	Transit Service Expansion	Capital and Operating - Set aside	Various/TBD	1,000,000	-	-	-	1,000,000	5,625,000	
		2023 Transit Service Expansion Projects Subtotal:		1,000,000	•	-	-	1,000,000		
	Trunk Highways	No projects programmed at this time		-	-	-		-		
		2023 Trunk Highway Projects Subtotal:		-	•		-	-		
		2023 Total		25,236,026	1,980,000	•	-	23,256,026		

Table 6.12: 2020-2024 Transportation Sales Tax Capital Improvement Plan, 2024 Section

#	Description	Title	Location	Annual Cost	City	Federal	State	Transportation Sales Tax	Project Cost	Lead Agency
	Regional County Highways	No projects programmed at this time		-	-	-		-		
		2024 Regional County Highway Projects Subtotal:		-	-	-		-		
NEW	Regional Greenways Construction	Reimburse Parks CIP: Parks & Greenway Improvements - TBD		1,000,000	-	-	-	1,000,000	1,000,000	Dakota County
		2024 Regional Greenway Projects Subtotal:		1,000,000	-	-	-	1,000,000		
NEW	Project Development: Resources	Reimburse Transportation Operations		1,297,828	-	-	-	1,297,828	6,017,973	
		2024 Project Development Subtotal:		1,297,828	•	•	•	1,297,828		
NEW	Transit Service Exansion: Construction	City of Burnsville - Pedestrian Crossing TH 13 (County Share)	Burnsville	305,800	-	-	-	305,800	305,800	Burnsville
ST00005	Transit Service Exansion:	Capital and Operating - Set aside	Various/TBD	1,000,000	-	-	-	1,000,000	5,625,000	
NEW	Transit Service Exansion: Construction	Kenrick Park and Ride Expansion (Placeholder)	Lakeville	750,000	-	-	-	750,000	750,000	
		2024 Transit Service Expansion Projects Subtotal:		2,055,800	•	•	•	2,055,800		
ST00004	Trunk Highways: Construction	TH 77 NB MnPass Lane - County Share of Construction (Placeholder)	Apple Valley, Eagan	20,000,000	-	-	-	20,000,000	20,000,000	MnDOT
		2024 Trunk Highway Projects Subtotal:		20,000,000		-	-	20,000,000		
		2024 Total		24,353,628			-	24,353,628		

## 2020-2024 Summary

Year	Annual Cost	City	Federal	State	Transportation Sales Tax	County Levy
2020	32,551,476	3,907,000	14,000,000	-	14,644,476	
2021	10,446,112	213,000	-	150,000	10,083,112	
2022	10,177,168	810,000	-	-	9,367,168	
2023	25,236,026	1,980,000	-	-	23,256,026	
2024	24,353,628	-	-	-	24,353,628	
TOTAL	102,764,410	6,910,000	14,000,000	150,000	81,704,410	

# PARK SYSTEM AND LAND CONSERVATION CAPITAL PLANNING Park System

The Parks CIP is organized by service categories of the Operations Management - Parks Department:

- Planning preparing contemporary plans that strategically guide system use, improvement, and management. The 2018-2022 will result in all parks having updated master plans and natural resources management plans.
- Park and Greenway Acquisition acquiring key inholdings to advance protection of natural resources and providing recreation opportunities.
- **Greenway Development** delivering the greenway vision by leveraging non-County funds and promoting partnerships with the cities and other agencies. The 2018–2022 CIP will advance 12 trail segments, three trailheads, and at least two grade separated crossings on regional greenways.
- Park Development constructing full service and year-round parks that provide the recreation that the public expects and desires. High priority park development projects occur after the updating and approval of the park master and natural resource management plans.
- Natural Resources advancing natural resource protection and restoration of the park and greenway system. In addition to managing 2,280 acres of land that have been restored or are undergoing restoration, the 2018–2022 CIP will restore an additional 956 acres.
- **General** projects for multiple or all park and greenway locations or yet-to-be determined sites.

#### **Land Conservation**

The Land Conservation Program works with willing landowners and partners to permanently protect and manage shoreland along rivers, streams, and undeveloped lakeshore; high-quality natural areas; wetlands; and associated agricultural land throughout Dakota County. Priority efforts reflected in the 2018–2022 CIP include:

- Riparian Corridors/Lakeshore Acquisition (Vermillion and Cannon rivers and tributaries, Marcott Lakes, and Chub Lake)
- High priority natural areas
- Restoration and management of newly and previously acquired easements
- Large tracts of cultivated, hydric soils and potential water retention basins
- Properties adjacent to regional parks and within greenway corridors

## Table 6.13: 2018–2022 Parks and Greenways Capital Improvement Plan, 2018 Section Summary

#	Project	Description	Annual	Federal	State	Metro Council	Metro-AOF	County Gen'l Fund	Environmental Legacy Fund	Transportation Sales Tax	County Program Aid	County Park Fund	County Costs	Total Cost
0230	Planning: Park and Greenways	Planning	470,000	-	-	-	-	-	470,000	-	-	-	-	1,535,000
		2018 Planning Subtotal:	470,000	-	-	-	-	-	470,000		-	-	-	
P00040	Acquisition: Park and Greenway System	Acquisition	4,533,333	-	-	-	3,400,000	1,133,333	-	-	-	-	-	22,666,665
		2018 Acquisition Subtotal:	4,533,333	-	-	i	3,400,000	1,133,333	-		-	-	-	
P00117	General: Natural Resource, Greenway, and Park Improvement Grant Match	Grant Match	550,000	-	-	ı	1	-	550,000	-	-	-		2,750,000
P00134	General: Systemwide Pavement Reconstruction	Pavement Reconstruction	375,000	-	-	į	-	-	-	-	375,000	-		1,071,150
		2018 General Subtotal:	925,000	-	-	-	-	-	550,000	-	375,000	-	-	
P00075	Greenway Development: Enhancements	Greenway Enhancements	200,000	-	-	-	-	-	200,000	-	-	-	-	1,221,020
P00078	Greenway Development: Collaborative	Greenway Collaborative	400,000	-	-	-	-	-	-	-	300,000	100,000	-	2,400,000
P00093	Greenway Development: MRRT/BRRT to St. Paul	MRRT/BRRT to St. Paul	500,000	-	-	-	-	-	-	-	500,000	-	-	5,177,915
P00109	Greenway Development: MRRT Rosemount East	MRRT East	3,000,000	-	-	-	-	2,000,000	-	1,000,000	-	-	-	13,758,915
P00085	Greenway Development: Big Rivers Regional Trailhead	BRRT Trailhead	1,574,000	-	787,000	-	-	-	-	-	787,000	-	-	1,649,000
P00127	Greenway Development: Minnesota River Greenway - Fort Snelling Segment	MnRGW-Ft Snelling	600,000	-	1	ı	1	-	-	-	500,000	100,000	1	6,600,000
P00107	Greenway Development Minnesota River Regional Greenway - Eagan	MnRGW - Eagan	670,000	-	-	ı	ı	-	-	-	-	670,000	ı	2,871,483
		2018 Greenway Development Subtotal:	6,944,000	-	787,000	ı	ı	2,000,000	200,000	1,000,000	2,087,000	870,000	ı	
P00020	Natural Resource Management: Base Program Funding	NR Base	863,805	-	-		-	-	558,734	-	-	305,071	-	5,221,190
		2018 Natural Resources Subtotal:	863,805	-	-	1	-	-	558,734	-	-	305,071	-	
P00074	Park Development: Enhancements	Park Enhancements	250,000	-	-	-	-	-	250,000	-	-	-	-	1,526,275
P00135	Park Development: Lake Byllesby Master Plan Improvements	LBRP MP Improvements	1,837,711	-	-	-	-	1,011,595	230,000	-	304,913	-	291,203	4,969,609
P00131	Park Development: Whitetail Woods Master Plan Improvements	WWRP MP Improvements	4,858,974	-	-	2,992,960	-	1,489,606	105,000	-	-	233,531	37,877	4,858,974
P00133	Park Development: Whitetail Woods Regional Park	WWRP Dike Improvements	200,000	-	-	200,000	-	-	-	-	-	-	-	800,000
		2018 Park Development Subtotal:	7,146,685	-	-	3,192,960	-	2,501,201	585,000	-	304,913	233,531	329,080	
		2018 Total	20,882,823	-	787,000	3,192,960	3,400,000	5,634,534	2,363,734	1,000,000	2,766,913	1,408,602	329,080	79,077,196

## Table 6.14: 2018–2022 Parks and Greenways Capital Improvement Plan, 2019 Section Summary

#	Project	Description	Annual	Federal	State	Metro Council	Metro-AOF	County Gen'l Fund	Environmental Legacy Fund	Transportation Sales Tax	County Program Aid	County Park Fund	County Costs	Total Cost
0230	Planning: Park and Greenways	Planning	300,000	-	-	-	-	-	300,000	-	-	-	-	1,535,000
		2019 Planning Subtotal:	300,000	-	-	-	-	-	300,000	-		•	-	
P00040	Acquisition: Park and Greenway System	Acquisition	4,533,333	-	-	-	3,400,000	1,133,333	-	-	-	-	-	22,666,665
		2019 Acquisition Subtotal:	4,533,333	-	-	-	3,400,000	1,133,333	-	-	-	•	-	
P00117	General: Natural Resource, Greenway, and Park Improvement Grant Match	Grant Match	550,000	-	-	1	1	-	550,000	-	1	1	T.	2,750,000
P00134	General Systemwide Pavement Reconstruction	Pavement Reconstruction	150,000	-	-	-	-	-	-	-	150,000	-	-	1,071,150
		2019 General Subtotal:	700,000	-	-	-	-	-	550,000	-	150,000	-	-	
P00075	Greenway Development: Enhancements	Greenway Enhancements	220,000	-	-	-	-	-	220,000	-	-	-	-	1,221,020
P00078	Greenway Development: Collaborative	Greenway Collaborative	500,000	-	-	-	-	-	-	-	500,000	1	-	2,400,000
P00109	Greenway Development: MRRT Rosemount East	MRRT East	3,000,000	-	-	-	-	2,000,000	-	1,000,000	-	-	-	13,758,915
NEW	Greenway Development: Lake Marion Greenway - Burnsville	Lake Marion Greenway (Burnsville)	400,000	=	-	-	-	-	-	-	240,000	II.	160,000	400,000
NEW	Greenway Development Pine Bend Bluff Historical Marker Restoration	Pine Bend Historical Marker	275,000	-	50,000	-	-	-	-	-	225,000	-	-	275,000
		2019 Greenway Development Subtotal:	4,395,000	-	50,000	-	-	2,000,000	220,000	1,000,000	965,000	-	160,000	
P00020	Natural Resource Management: Base Program Funding	NR Base	1,023,887	-	-	-	-	-	759,820	-	-	264,067	-	5,221,190
		2019 Natural Resources Subtotal:	1,023,887	-	-	-	-	-	759,820	-	-	264,067	-	
P00074	Park Development: Enhancements	Park Enhancements	275,000	-	-	-	-	-	275,000	-	-	-	-	1,526,275
P00135	Park Development: Lake Byllesby Master Plan Improvements	LBRP MP Improvements	3,131,898	-	-	1,751,870	-	-	255,000	-	952,656	-	172,372	4,969,609
		2019 Park Development Subtotal:	3,406,898	-	-	1,751,870	-	-	530,000	-	952,656	-	172,372	
		2019 Total	14,359,118		50,000	1,751,870	3,400,000	3,133,333	2,359,820	1,000,000	2,067,656	264,067	332,372	57,794,824

## Table 6.15: 2018–2022 Parks and Greenways Capital Improvement Plan, 2020 Section Summary

#	Project	Description	Annual	Federal	State	Metro Council	Metro-AOF	County Gen'l Fund	Environmental Legacy Fund	Transportation Sales Tax	County Program Aid	County Park Fund	County Costs	Total Cost
0230	Planning: Park and Greenways	Planning	290,000	-	-	-	-	-	290,000	-	-	-	-	1,535,000
		2020 Planning Subtotal:	290,000	-	-	-	-	-	290,000	-	-	-	-	
P00040	Acquisition: Park and Greenway System	Acquisition	4,533,333	-	-	-	3,400,000	1,133,333	-	-	-	-	-	22,666,665
		2020 Acquisition Subtotal:	4,533,333	-	-	-	3,400,000	1,133,333	-	-	-	-	-	
P00117	General: Natural Resource, Greenway, and Park Improvement Grant Match	Grant Match	550,000	-	-	-	-	-	550,000	-	-	-	-	2,750,000
P00134	General: Systemwide Pavement Reconstruction	Pavement Reconstruction	165,000	-	-	-	-	-	-	-	165,000	-	-	1,071,150
		2020 General Subtotal:	715,000	-	-	-	-	-	550,000	-	165,000	-	-	
P00075	Greenway Development: Enhancements	Greenway Enhancements	242,000	-	-	-	-	-	242,000	-	-	-	-	1,221,020
P00078	Greenway Development: Collaborative	Greenway Collaborative	500,000	-	-	-	-	-	-	-	500,000	-	-	2,400,000
		2020 Greenway Development Subtotal:	742,000	-	-	-	-	-	242,000	-	500,000	-	-	
P00020	Natural Resource Management: Base Program Funding	NR Base	1,073,566	-	-	-	-	-	1,025,772	-	47,794	-	-	5,221,190
		2020 Natural Resources Subtotal:	1,073,566	-	-	-	-	-	1,025,772	-	47,794	-	-	
P00074	Park Development: Enhancements	Park Enhancements	302,500	-	-	-	-	-	248,000	-	-	-	54,500	1,526,275
NEW	Park Development: Thompson Park Master Plan Improvements	TCP MP Improvements	1,102,001	-	-	-	-	-	-	-	820,806	-	281,195	1,725,337
NEW	Park Development: Spring Lake Park Master Plan Improvements	SLPR MP Improvements	1,225,647	-	-	952,620	-	-	-	-	273,027	-		3,446,197
		2020 Park Development Subtotal:	2,630,148	-	-	952,620	-	-	248,000	-	1,093,833	-	335,695	
-		2020 Total	9,984,047			952,620	3,400,000	1,133,333	2,355,772	-	1,806,627	-	335,695	

#### Table 6.16: 2018–2022 Parks and Greenways Capital Improvement Plan, 2021 Section Summary

#	Project	Description	Annual	Federal	State	Metro Council	Metro-AOF	County Gen'l Fund	Environmental Legacy Fund	Transportation Sales Tax	County Program Aid	County Park Fund	County Costs	Total Cost
0230	Planning: Park and Greenways	Planning	275,000	-	-	-	-	-	275,000	-	-	-	-	1,535,000
		2021 Planning Subtotal:	275,000	-	-	-	-	-	275,000		-	-	-	
P00040	Acquisition: Park and Greenway System	Acquisition	4,533,333	-	-	-	3,400,000	1,133,333	-	-	-	-	-	22,666,665
		2021 Aquisition Subtotal:	4,533,333	-	-	-	3,400,000	1,133,333	-		-	-	-	
P00117	General: Natural Resource, Greenway, and Park Improvement Grant Match	Grant Match	550,000	-	-	-	-	-	550,000	-	-	-	-	2,750,000
P00134	General Systemwide Pavement Reconstruction	Pavement Reconstruction	181,500	-	-	-	-	-	-	-	181,500	-	-	1,071,150
		2021 General Subtotal:	731,500	-	-	-	-	-	550,000		181,500	-	-	
P00075	Greenway Development: Enhancements	Greenway Enhancements	266,200	-	-	-	-	-	206,725	-	-	-	59,475	1,221,020
P00078	Greenway Development: Collaborative	Greenway Collaborative	500,000	-	-	-	-	-	-	1	500,000	-	-	2,400,000
		2021 Greenway Development Subtotal:	766,200	-	-	-	-	-	206,725		500,000	-	59,475	
P00020	Natural Resource Management: Base Program Funding	NR Base	1,109,286	-	-	-	-	-	1,046,586	1	62,700	-	-	5,221,190
		2021 Natural Resources Subtotal:	1,109,286	-	-	-	-	-	1,046,586		62,700	-	-	
P00074	Park Development: Enhancements	Park Enhancements	332,750	-	-	-	-	-	273,275	-	-	-	59,475	1,526,275
NEW	Park Development: Thompson Park Master Plan Improvements	TCP MP Improvements	623,336	-	-	-	-	-	-	-	403,234	-	220,102	1,725,337
NEW	Park Development: Spring Lake Park Master Plan Improvements	SLPR MP Improvements	2,220,550	-	-	1,700,034	-	-	-	1	520,516	-	-	3,446,197
NEW	Park Development: Miesville Ravine Park Master Plan Improvements	MRPR MP Improvement	1,068,730	-	-	1,068,730	-	-	-	-	-	-	-	1,731,747
_		2021 Park Development Subtotal:	4,245,366	-	-	2,768,764	-	-	273,275		923,750	-	279,577	
		2021 Total	11,660,685		-	2,768,764	3,400,000	1,133,333	2,351,586	-	1,667,950	-	339,052	

#### Table 6.17: 2018–2022 Parks and Greenways Capital Improvement Plan, 2022 Section Summary

#	Project	Description	Annual	Federal	State	Metro Council	Metro-AOF	County Gen'l Fund	Environmental Legacy Fund	Transportation Sales Tax	County Program Aid	County Park Fund	County Costs	Total Cost
0230	Planning: Park and Greenways	Planning	200,000	-	-	-	-	-	200,000	-	-	-	-	1,535,000
		2022 Planning Subtotal:	200,000	-	-	-	-	-	200,000	-	-	-	-	
P00040	Acquisition: Park and Greenway System	Acquisition	4,533,333	-	-	-	3,400,000	1,133,333	-	-	-	-	-	22,666,665
		2022 Aquisition Subtotal:	4,533,333	-	-	-	3,400,000	1,133,333	-	-	-	-	-	
NEW	General: Park and Greenway Master Plan Improvements	General MP Improvements	2,388,698	-	-	2,118,747	-	-	-	-	49,354	-	220,597	2,388,698
P00117	General: Natural Resource, Greenway, and Park Improvement Grant Match	Grant Match	550,000	-	-	-	-	-	550,000	-	-	-	-	2,750,000
P00134	General: Systemwide Pavement Reconstruction	Pavement Reconstruction	199,650	-	-	-	-	-	-	-	199,650	-	-	1,071,150
		2022 General Subtotal:	3,138,348	-	-	2,118,747	-	-	550,000	-	249,004	-	220,597	
P00075	Greenway Development: Enhancements	Greenway Enhancements	292,820	-	-	-	-	-	238,398	-	-	-	54,422	1,221,020
P00127	Greenway Development: Minnesota River Greenway - Fort Snelling Segment	MnRGW-Ft Snelling	6,000,000	-	3,000,000	-	-	-	-	-	1,914,519	1,085,481	-	6,600,000
NEW	Greenway Development: River to River Greenway - Dodd Underpass	River to River - Dodd Underpass	1,250,000	1,000,000	-	-	-	-	-	-	-	250,000	-	1,250,000
P00078	Greenway Development: Collaborative	Greenway Collaborative	500,000	-	-	-	-	-	-	1	500,000	-	-	2,400,000
		2022 Greenway Development Subtotal:	8,042,820	1,000,000	3,000,000	-	-	-	238,398	-	2,414,519	1,335,481	54,422	
P00020	Natural Resource Management: Base Program Funding	NR Base	1,150,646	-	-	-	-	-	1,047,256	-	103,390	-	-	5,221,190
		2022 Natural Resources Subtotal:	1,150,646	-	-	-	-	-	1,047,256	-	103,390	-	-	
NEW	Park Development: Miesville Ravine Park Master Plan Improvements	MRPR MP Improvement	663,017	-	-	650,017	-	-	-	-	-	-	13,000	1,731,747
P00074	Park Development: Enhancements	Park Enhancements	366,025	-	-	-	-	-	311,602	-	-	-	54,423	1,526,275
		2022 Park Development Subtotal:	1,029,042	-	-	650,017	-	-	311,602	-	-	-	67,423	
_		2022 Total	18,094,189	1,000,000	3,000,000	2,768,764	3,400,000	1,133,333	2,347,256	-	2,766,913	1,335,481	342,442	

#### Table 6.18: 2018–2022 Land Conservation Capital Improvement Plan

#	Project Title	Description	Annual Cost	State	Environmental Legacy Fund	Total Cost
NEW	2018: Wetland Restoration and Water Retention Basins on Agricultural Lands	Wetland Restoration/Water Retention	100,000	-	100,000	2,450,000
NEW	2018: Habitat Protection and Restoration	Habitat Protection/Restoration	3,050,666	2,288,000	762,666	11,335,000
		2018 Total	3,150,666	2,288,000	862,666	13,785,000
NEW	2019: Wetland Restoration and Water Retention Basins on Agricultural Lands	Wetland Restoration/Water Retention	2,350,000	1,960,000	390,000	2,450,000
NEW	2019: Habitat Protection and Restoration	Habitat Protection/Restoration	5,284,334	3,962,000	1,322,334	11,335,000
		2019 Total	7,634,334	5,922,000	1,712,334	13,785,000
	2020: no projects identified					
		2020 Total	N/A	N/A	N/A	N/A
NEW	2021: Habitat Protection and Restoration	Habitat Protection/Restoration	3,000,000	2,250,000	750,000	11,335,000
		2021 Total	3,000,000	2,250,000	750,000	11,335,000
	2022: no projects identified					
		2022 Total				

#### **Official Controls**

Dakota County manages and operates County-owned land, including County parks and open spaces, County roads and trails, and County facilities. The County has authority over a range of land- and land use-related issues through its ordinances, which are updated as needed. Dakota County has limited land use authority in rural shoreland and floodplain areas, in partnership with townships within the County.

The following Dakota County ordinances relate to topics included in DC2040 and land use. Additional summary information for ordinances can be found in the related chapters of this plan, under "Official Controls and Programs."

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County Ordinance 50 (2016) — Shoreland and Floodplain Management

County Ordinance 108 (2005) — Contiguous Plats

County Ordinance 110 (2013) — Solid Waste Management

County Ordinance 111 (2017) — Hazardous Waste Regulation

County Ordinance 113 (2016) — Subsurface Sewage Treatment Systems (Septic Systems)

County Ordinance 114 (1998) — Well and Water Supply Management

County Ordinance 119 (1997) — Sequencing Ordinance for Dakota County

County Ordinance 126 (2017) — Right-of-Way

County Ordinance 130 (2008) — Official Mapping

County Ordinance 132 (2017) — Dakota County Storm Sewer System
```

# **Comprehensive Plan Updates**

The Dakota County Comprehensive Plan is updated every 10 years. The next update will occur in 2027–2028, with a plan horizon of 2050. Interim amendments are made to the Comprehensive Plan as necessary and are subject to requirements for review and approval by the County Board and the Metropolitan Council.

#### DC 2040 Content Notes

Dakota County's last Comprehensive Plan update, DC2030, was completed in 2008. The scope of the document included a range of topics that were not strictly required in the County's Comprehensive Plan but supported a vision for the desired future of the County. Several of these topic areas have been identified by the Metropolitan Council in their *THRIVE MSP 2040* comprehensive plan guidance as optional chapters (Resilience and Economic Vitality) that communities could consider including in their plans. The following crosswalk highlights the differences between DC2030 and DC2040, as well as sources of additional information.

#### DC2030-DC2040 CROSSWALK TABLE

The first column of the following table identifies DC2030 major topic sections. The second column denotes which DC2030 sections that were updated and retained in DC2040 and which topics are addressed in other plans and programs. The third column identifies additional information sources, including full plan documents that have been abridged into DC2040 and other plans and programs that address topics not included in DC2040.

Table 6.19: DC2030-DC2040 Crosswalk

DC2030 Chapters and Topics	DC2040 Location	Notes / Location for Information
Chapter 1: Introduction	Chapter 1: Introduction	
Chapter 2: Natural Systems	Chapter 5: Land Use-Natural Resources	Chapter reorganized
Sustainability	Retained as a systems guiding principle	
Education	Embedded in selected strategies	
Climate Change		Dakota County Energy Plan
• Energy		County standards, programs, and practices for Capital Facilities, Fleet
<ul> <li>Solid Waste Management</li> </ul>	Chapter 5: Land Use-Natural Resources	
Building Green		Capital Facilities Building Standards
<ul> <li>Healthy Environment</li> </ul>		County Public Health programs
<ul> <li>Contaminated Sites</li> </ul>	Chapter 5: Land Use-Natural Resources	
• Land Resources	Chapter 5: Land Use-Natural Resources	
Water Resources	Chapter 5: Land Use-Natural Resources	
Other Natural Resources	Chapter 5: Land Use-Natural Resources	
Environment Summary	Chapter 5: Land Use-Natural Resources	Presented with individual topics
Mississippi River Critical Area	Chapter 5: Land Use-Natural Resources	
Park System Plan	Chapter 4: Parks Chapter	Chapter only, not the full Plan
Chapter 3: Transportation Plan	Chapter 3: Transportation Chapter	Chapter only, not the full Plan
Chapter 4: Land Use/Growth	Chapter 5: Land Use-Natural Resources	Chapter reorganized
Housing		CDA Consolidated Plan
Economic Development		CDA Economic Development Guiding Principles, 2006
Historic Preservation	Chapter 4: Parks Chapter, for resources in County Parks, on greenways	Dakota County Historical Society Strategic Plan
Wastewater Treatment	Chapter 5: Land Use-Natural Resources	
County Facilities		County standards, programs, and practices for Capital Facilities
Chapter 5: Growing and Nurturing People		
Demographics	Chapter 2: Demographics	
Active Living	Reflected in Land Use, Parks, and Transportation chapters	Dakota County Public Health, Statewide Health Improvement Partnership (SHIP), Community Health Improvement Plan
Aging Initiative	Reflected in Land Use, Parks, and Transportation chapters	Dakota County Communities for a Lifetime
Public Engagement	Chapter 1: Introduction	

# **Other Related County Plans and Programs**

The following plans and programs are closely related to DC2040:

#### **Active Living**

The Dakota County Active Living Program seeks to improve the health of Dakota County residents by providing desirable walking and bicycling opportunities, as well as access to healthy food. The sidewalks and trails along County highways, transitways, and greenways as planned in DC2040 are important facilities for daily exercise and can help reduce chronic disease.

#### **All Hazard Mitigation Plan**

As part of a Federal requirement, Dakota County has developed an All-Hazard Mitigation Plan. The purpose of the plan is to develop resiliency by helping protect residents against harm and property damage from flooding and other hazards. The plan:

- Identifies the types of hazards that pose a risk of injury, death, or property damage
- Ranks the hazards by severity and likelihood of occurrence
- Identifies strategies to minimize future risk

The Dakota County All-Hazard Mitigation Plan covers the rural townships as well as 14 urban and six rural cities of Dakota County. <u>Link to: All-Hazard Mitigation Plan</u>

#### Affordable Housing — Dakota County Community Development Authority (CDA)

The Dakota County CDA has adopted a CDA consolidated plan that provides direction for affordable housing. The CDA manages multiple public housing sites for workforce housing and for senior housing. Link to: CDA Consolidated Plan

#### **Communities for a Lifetime**

The Dakota County Communities for a Lifetime initiative brings together residents, local businesses, community organizations, cities, and County staff to create networks of vital, accessible communities. Similar to the Active Living program, the sidewalks and trails along County highways, transitways, and greenways as planned in DC2040 are important facilities to allow people to be mobile and independent. Link to: Communities for a Lifetime

#### Economic Development — Dakota County Community Development Authority (CDA)

The Dakota County CDA has adopted an economic development strategy for Dakota County centered on the following principles:

- Invest in Transportation and Transit Networks
- Coordinate Strategic Infrastructure and Land Development
- Link Workforce Development and Economic Development
- Create Prospect Response Capacity
- Provide Quality Workforce Housing
- Strengthen Development-Related Research and Policy Capacity

Link to: CDA Economic Development Strategy

#### **Energy Efficiency and Sustainability**

Dakota County Building standards incorporate energy efficiency and long-term cost savings into building designs. Dakota County fleet policies have resulted in "right sized" equipment purchases, increased fuel efficiency, and reductions in carbon emissions.

#### Farmland and Natural Area Plan

The Dakota County Farmland and Natural Area Plan is a strategic plan to protect the County's highest priority farmland and natural resources. Link to: Farmland and Natural Area Plan

#### Historic Preservation — Dakota County Historical Society

The Dakota County Historical Society is partially funded by Dakota County and has prepared a Strategic Plan. The Dakota County Historical Society actively manages several historic properties in Dakota County. Dakota County works closely with the Dakota County Historical Society when preparing park and trail master plans to interpret the natural and cultural history of the County. Link to: <a href="Historical Society">Historical Society</a> Web Page

#### Parks System Plan and Other Park Plans

The Dakota County Park System Plan provides strategic and policy direction for the Dakota County Parks System. The County has also adopted a Visitor Services Plan, and a County-wide Natural Resources System Plan that provide direction for these park program areas.

Link to: Park System Plan

Link to: Park Visitor Services Plan

Link to: Countywide Natural Resources Management System Plan

#### Solid Waste Master Plan

The Solid Waste Master Plan is a plan to reduce waste, manage waste properly, and protect natural resources. <u>Link to: Solid Waste Master Plan</u>

#### **Transportation Plan**

The County's Transportation Plan addresses all modes of transportation in Dakota County. The plan includes policies for expanding, maintaining, and funding the County highway system and multi-modal facilities, including the policies for working cooperatively with cities and other transportation agencies. Link to: 2040 Dakota County Transportation Plan.

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# **APPENDIX A: COMMENTS ON THE DRAFT DC2040**

The formal six-month public review period on the draft Dakota County Comprehensive Plan, DC2040, was held from April 1 to October 1, 2018, and the draft plan was placed online, provided at County libraries, and publicized through the web and other media.

# **Adjacent and Affected Jurisdictions**

Notice of plan availability, a link to the draft plan, and an invitation to comment was sent to adjacent and potentially affected jurisdictions identified by the Metropolitan Council, listed in Table A.1

#### Table A.1: Adjacent and Potentially Affected Communities Notified of DC2040 Formal Review

#### **County Communities**

Apple Valley Burnsville

Castle Rock Twp.

Coates

Douglas Twp.

Eagan

Empire Twp.
Eureka Twp.
Farmington
Greenvale Twp.

Hampton

Hampton Twp.

Hastings

**Inver Grove Heights** 

Lakeville Lilydale

Marshan Twp. Mendota

Mendota Heights

Miesville New Trier Nininger Twp. Randolph Randolph Twp. Ravenna Twp. Rosemount

**Rural Collaborative** 

Sciota Twp.
South St. Paul
Sunfish Lake
Vermillion
Vermillion Twp.
Waterford Twp.
West St. Paul

#### **Adjacent Communities**

Bloomington Cottage Grove Credit River Twp. Denmark Twp.

Grey Cloud Island Twp.

New Market Twp.

Newport
Savage
St. Paul
St. Paul Park
Hennepin County
Ramsey County
Scott County

**Washington County** 

#### **Out-of-Region Communities**

Cannon Falls
Cannon Falls Twp.
Goodhue County
Northfield
Northfield Twp.
Rice County
Stanton Twp.

Webster Twp.
Welch Twp.

#### Agencies

National Park Service,

**MNRRA** 

MN DNR, MRCCA and Reg. 3

MN DOT

MN Valley Transit Auth.

#### **Independent School Districts**

191; Burnsville-Eagan-Savage

192; Farmington 194; Lakeville 195; Randolph

196; Rosemount-Apple

Valley-Eagan

197; West St. Paul-Mendota

Hts.-Eagan

199; Inver Grove Heights

200; Hastings 252; Cannon Falls 6; South St. Paul 659; Northfield

#### Watershed Management Orgs.

Black Dog WMO

Capitol Region WD

Eagan-Inver Grove Heights WMO Lower Minnesota River WD Lower Mississippi River WMO North Cannon River WMO Ramsey Washington Metro WD

Scott County WMO South Washington Watershed District

Vermillion River Watershed JPO

#### **Regional Park Agencies**

St. Paul Parks Department Washington County Parks

Three Rivers Parks
Bloomington Parks
Scott County Parks
Ramsey County Parks

Table A.2 includes the comments received and proposed staff responses.

# Table A.2: Agency Review Comments City of Apple Valley

Apple Valley Comment	Proposed Response
Transportation:	The County will re-evaluate
Page 26 – Proposed Roadway Expansion Projects:	expansion needs after the new travel
CSAH 23 (Cedar Ave) to be expanded to more than 6 lanes.	demand model is done as part of the
CSAH 42 (150 <sup>th</sup> Street W.) to be expanded to more than 6 lanes.	full Plan update, and will work with
CSAH 42 (150 <sup>th</sup> Street W.) to be expanded to 6 lanes.	the City.
CSAH 31 (Pilot Knob Road) to be expanded to 6 lanes.	
CSAH 46 (160 <sup>th</sup> Street W.) to be expanded to 6 lanes.	
The City of Apple Valley wishes to continue to collaborate with Dakota County to ensure all County road expansion project use context-sensitive planning processes and road designs.	
Page 38 – Gaps in Existing Pedestrian System: None of the gaps identified in the pedestrian system map in Apple Valley are designated as "High Priority" missing segments, but the City's <i>Bike Walk Apple Valley</i> plan ranked the south CSAH 42 segment west of CSAH 31 as a high priority gap. The gaps identified along CSAH 38 force cyclists and pedestrians to cross the street to stay on an off-street pathway. This is a significant barrier for those who wish to travel east-west in Apple Valley	Comment noted. Scoring criteria were applied consistently Countywide with different results than at a city level. Dakota County will work cities to address gaps along County highways.
Page 51 – Contributing Planning Activities: Does not include the Metropolitan	Comment noted
Council's <i>Principal Arterial Intersection Conversion Study</i> . The City of Apple	
Valley wishes to continue to participate in all planning activities related to grade	
separated intersections of any County roadways in Apple Valley	
The City notes several projects of interest in the Dakota County CIP that could impact the City.  The City would ask Dakota County to consider construction of a pedestrian path along the south side of the 140 <sup>th</sup> Street between Cedar Ave (CSAH 23) and Galaxie Ave and directing pedestrians and cyclists to cross CSAH 23 on the south side of the intersection. This may remove a need for a pedestrian overpass on the north side of the intersection. The City's priority is for a skyway at 147 <sup>th</sup> Street transit station. A skyway at 140 <sup>th</sup> Street should be considered when the need for additional park and ride locations has been resolved.	Noted. The County supports City efforts to construct a trail along the north side of 140 <sup>th</sup> St east of Cedar and agrees that it is an important element to improving pedestrian/bike facilities in the area. However, the County does not believe it negates the need to provide an overpass of Cedar on the north side of the 140 <sup>th</sup> St intersection.
The City notes that the County intends to study the Palomino station in 2021	Comment noted
and 2022.	
The City notes that the County intends to update the Red Line IUP in 2022.	Comment noted

#### City of Burnsville

Burnsville Comment	Proposed Response
The City of Bloomington advised us that they are coordinating with MN DOT to provide a trail connection from the future new I-35W bridge to planned trails in Bloomington, including the Minnesota Valley State Trail (DNR project). Bloomington is also working to complete a trail connection along Old Cedar Avenue from East Old Shakopee Road to the bridge. A trailhead at the end of Old Cedar is also being rebuilt with USFWS. The first phase, tentatively to be constructed in 2019-2020, is planned to extend between Lyndale / I-35W and Old Cedar Bridge.	Comment noted

Burnsville Comment	Proposed Response
The City of Burnsville is interested in working with Dakota, Hennepin, and Scott counties along with the cities of Savage, Eagan, and Bloomington and other partners to ultimately connect the Black Dog Trail in Burnsville to the Big Rivers Regional Trail, and trails that cross the Minnesota River north into Bloomington.	Comment noted.
The City of Burnsville is interested in working with Dakota County and Eagan to provide trail connections to the Black Dog Trail. We would also like to coordinate with Dakota County and Scott County, including City of Savage, to provide a future trail connection to Scott County East Trail and the Lake Marion Greenway Trail.	Comment noted.
Please include a statement of support for proper closure or remediation of landfills in the Plan. If Freeway Landfill contaminates the groundwater, this region will have a significant challenge. The City would like to obtain support from Dakota County for moving Freeway Landfill trash to Burnsville Sanitary Landfill, Inc. landfill	Comment noted. County policy SW.8 on page 107 supports long-term and post-closure care of landfills. Dakota County will work with MPCA and the City to identify the best solution for the Freeway landfill.

# **City of Inver Grove Heights**

<u> </u>	
Inver Grove Heights Comment	Proposed Response
Update Map 3.1, County Transportation System, to include the Amana Trail segment of CSAH 28.	Map has been updated
Update Map 3.22, Ten-Ton Highways, to include CSAH 26 from 55/149 to the New 63?	Map has been updated

# **Independent School District (ISD) 197:**

ISD 197 Comment	Proposed Response
In our ongoing discussion with the Minnesota Vikings, it is clear that there will be increased demands on our road/transportation infrastructure. In our review of the plan, it is unclear if/how the County plans to address this increased demand.	Existing and future land uses identified in City plans will be reflected in the 2040 traffic modeling to be completed the in next full Transportation Plan update. Capacity improvement needs identified in the plan update will based on these 2040 traffic projections.
We have more specific comments regarding Thompson Park Activity Center (TPAC) given out ongoing partnership with the County. There is a need to increased upper lot parking spaces for renters and older adults. On a monthly basis, the lodge parking lot is full. At times, the lower lot is full as well. However, event when there are spaces in the lower lot, many of our older adults cannot walk the distance from the lower to the upper lot at TPAC. The hill in the upper lot, that divides the parking are from the building, creates safety issues because there is no sight line to the parking lot. By removing the hill and creating increased parking, it would also allow for increased accessible parking for older adults.	Comments noted and will be addressed in the current master plan update for Thompson County Park

#### **City of Lakeville**

City of Lakeville	Duranged December
Lakeville Comment	Proposed Response
Lakeville staff understands that County staff is scheduled to complete a full Transportation Plan update in 2019 to reflect city land use changes and development in respective 2018 Comprehensive Plans, including updating Traffic Analysis Zones and the County transportation model. Lakeville staff would like to participate in the process of considering proposed revisions to County cost-share policies. Please confirm timing of County update (2019 –p 11, 2 years – p 43, 2020 – p 57)	The plan has been revised to clarify that the full Transportation Plan update is anticipated for start in 2019 and completion in 2020. The City will be involved with the update.
Figures 3.1-3.22 should be reviewed to reflect Lakeville's current southern City limits and recent highway/trail public improvements (Dakota County project numbers 5-50, 9-07, 9-36, 9-42, 9-46, 9-48, 9-52, 46-45, 50-03, 50-17, 50-19, 60-21, 70-21, 70-22).	Lakeville boundary checked, comments on project status noted.
Figure 3.1 (p 17) Consider identifying figure as "existing" or adding "future" county highway segments in legend.	Map has been revised
Figure 3.2 (p 18). Review for consistency with Lakeville Transportation Plan.	Comment noted. The County used its GIS data and the MN GEO Spatial Commons as source. Please consider updates to those as needed.
Figure 3.3 (p 21). Review to confirm CSAH 60 (west of I-35) requires ½ mile full access spacing – this is not reflected on current County Plat Needs Map or highlighted on Figure 3.3 or represented on Figure 3.6 (2040 ADT < 35,000). Is ½ mile full access spacing required for Cedar Avenue (CSAH 23) south of CSAH 70 and CSAH 31 south of 179 <sup>th</sup> Street (future CSAH 9)? Should ½ mile full access spacing be shown for CSAH 70 based on recommendations of Principal Arterial System Study? Should CSAH 23 and CSAH 70 be shown as future principal arterial based on recommendations of Principal Arterial System Study? Also, show existing segments as constructed (i.e., 179 <sup>th</sup> Street).	Map 3.3 has been revised to correct CSAH 60. CSAH 23 south of 70 is on the County's current plat needs map, as is CSAH 31 south of 179 <sup>th</sup> . The access spacing status of CSAH 70 and CSAH 23 is ½ mile, consistent with the recently adopted Principal Arterial Study.
Figure 3.8 (p 26). Consider identifying "2 lanes" in legend as 2 lanes divided.  Also, review plan for Consistency with Dakota County Plat Needs Map (i.e., Figure 3.8 doesn't reflect proposed expansion of CSAH 9 east of CSAH 23, CSAH 50 east of CSAH 9, etc.)	Comments noted, will consider in next plan update
Consider identifying transitways with METRO reference (i.e., Orange, Red) in "Integration of Modes" (pp51-56).	Plan has been revised
"Transit Planning and Operations" (p 28). Consider referencing partnership with I35W Solutions Alliance.	Plan has been revised
"Regional Transitways" (p 29). METRO Red Line should be reviewed/revised to clarify that the existing transitway stops at the Apple Valley Transit Station, and that the planned transitway extends to 215 <sup>th</sup> Street. METRO Orange Line should be reviewed/revised to clarify that the planned transitway stops at Burnsville Parkway with Phase 1. Future station at Kenrick Avenue Park and Ride is being studied.	Map updated for METRO Red Line, Orange Line is correct as-shown.
Figure 3.11 should be reviewed/revised to reflect Metro Transit – Express Service along I-35 to the Kenrick Avenue Park and Ride to I-35/CSAH 60 Park and Pool to Scott County	Comment noted
"Transit Facilities" (p 31). Consider adding Kenrick Avenue Park and Ride Facility.	Comment noted
Table 3.3 should be reviewed/revised to reflect correct addresses for Kenrick Avenue and Lakeville Cedar Park and Ride facilities.	Data verified and updated
Figure 3.13 (p 35). Consider adding future I-35 MnPASS/HOV lanes extension to CSAH 70.	Comment noted

Lakeville Comment	Proposed Response
Figure 3.19 (p 44). Should be revised to include Lakeville South High School.  Consider adding Ritter Farm as a "high visit regional park" and King Park,  Aronson/Quigley-Sime Fields as "sports-complex."	Comment noted, map used Metro Council data
"Aviation – Airlake Airport" (p 50). The Airlake Airport Long Term Comprehensive Plan was adopted in April 2018. Also Minnesota Rules 8800.2800 lists eligible public water for seaplane operations.	Noted, plan revised
Consider clarifying "Contributing Planning Activities" (pp 51-56). What is the determination/intended purpose in selecting/identifying specific studies and reports? METRO Orange Line Extension Phase II Study is not referenced; Principal Arterial Study is referenced with generic explanation — recommendations are not identified; Kenrick Avenue Park and Ride Expansion Feasibility Report is not referenced.	This section identifies major studies but may not include all recommendations. The METRO Orange Line Extension Study is identifying key components of a potential extension into southern Burnsville and Lakeville, and will evaluate and identify stations, routing, runningway facilities, operational needs, and costs. The Study is ongoing in conjunction with Metro Transit's planning and construction of Phase 1 of the METRO Orange Line and city planning in the study area. Study completion is expected in summer 2019.
Lakeville supports the County's added objective (#7) to Water Management Vision and Goals (p 97) "to identify, prioritize and restore drained wetlands and other water retentions sites to improve water quality, enhance wildlife habitat, and prevent/mitigate flood damage to public infrastructure and private property." Is the County considering creating/expanding a County-wide wetland bank?	The County is working on wetland banking for County projects and partnering with the VRWJPO on credits that would be for sale to other entities.
Lakeville supports the County's added objective (#9) to Water Management Policies (p 97) "to collaborate with others in the control of aquatic invasive species."	Comment noted, Lakeville's support is appreciated.
Lakeville supports the County's added objective (#6) to Water Supply Vision and Goal (p 102) "work with state, regional and local partners on water supply issues."	Comment noted, Lakeville's support is appreciated

# **Lower Minnesota River Watershed District (LMRWD)**

LM	RWD Comment	Proposed Response
stre	e following recommendations for inclusion in the DC2040 are suggested to engthen the County's plan and better align the DC2040 and the District plan:  In Ordinance 132, Dakota County Storm Sewer System, include a standard that restricts infiltration practices within 50 feet of a septic tank or drain field.	Comments noted. Ordinance changes will be considered upon approval on the Comprehensive Plan
2.	In Section 18 of Ordinance 50, require the lowest level of proposed structures to be a minimum of two feet above the 100-year flood elevation.	

# **Metropolitan Airports Commission (MAC)**

MAC Comment	Proposed Response
Figure 3.20, page 47: The noise contours shown for MSP appear to be outdated (2005 or 2007 forecast contours). We have actual 2017 noise contours that we've provided to several cities for use in their Comprehensive Plans. Please let me know if you would like GIS shapefiles of the 2017 noise contour to use in updating this graphic	Map has been updated
Aviation, page 50: Suggest the following updates to this section (changes highlighted in yellow). Airlake Airport — The Airlake Airport is under the jurisdiction of the Metropolitan Airports Commission (MAC) and is location in Lakeville and Eureka Township, west of CSAH 23 (Cedar Avenue) and south of CSAH 70 (215th Street). It is classified as a reliever airport with a 4,099-foot runway. It had 37,000 annual operations (landings and takeoffs) in 2015. Approximately 133 aircraft are based at the airport which serves private, recreational, and some business aviation purposes. MAC adopted a 2035 comprehensive plan for the airport in 2018 that recommends extending the runway to 4,850 feet, in an alignment that does not necessitate moving Cedar Avenue. However, the 2035 plan identifies a need to relocate the intersection of 225th Street and Cedar Avenue further to the south.	Comment noted. This will require further discussion between the County and MAC to ensure traffic safety is not compromised.
Aviation, page 51: Suggest the following updates to this section (changes highlighted in yellow) St. Paul Downtown Airport (Holman Field) — The St. Paul Downtown Airport is under the jurisdiction of the MAC and is located south of the Mississippi River in St. Paul and just north of South St. Paul. It is classified as a primary reliever for Minneapolis St. Paul International Airport (MSP). It is expected to experience an increase in operations as MSP becomes congested. Expansion of the St. Paul Downtown Airport has recently occurred, but expansion is limited by topographical and site constraints.	Plan has been updated with suggested language
Contributing Planning Activities, Page 51-56: Suggest adding the Airlake 2035 LTCP to this list; a brief description is below: The MAC completed a 2035 Long- Term Comprehensive Plan for Airlake Airport in 2018. The plan envisions:  • Displacing the Runway 12 threshold to provide airspace clearance over railroad tracks  • Extending Runway 12-30 with declared distances to maximize overall airfield utility for existing users  • Reconfiguring the taxiway and expanding the apron area Any required environmental review for the planned improvements at Airlake Airport will be completed prior to construction.	Plan has been updated with suggested language

#### Minnesota Department of Natural Resources (MDNR), Mississippi River Corridor Critical Area (MRCCA)

initial separation of reaction resources (monthly) mississippi fire contract contract (mices)		
MDNR, MRCCA Comment	Proposed Response	
Mississippi River Corridor Critical Area Plan preliminarily approved with these	Plan has been revised to include the	
changes:	desired maintenance standards	
Please acknowledge provisions in 6106.0130, Subp 4. ROW maintenance	under MR22.	
Clarify that County does not operate barge fleeting.	Plan has been revised	
	Plan has been revised. Note that the	
	2003 Spring Lake Park Reserve	
wife that County does not anarota represtional marines	Master Plan proposed future	
Clarify that County does not operate recreational marinas	houseboat camping at the shore and	
	a boating day use area below	
	Schaar's bluff.	

# Minnesota Department of Natural Resources (MDNR), Region 3

MDNR Region 3 Comment	Proposed Response
<ul> <li>Wildlife. Include natural resource planning considerations in the transportation chapter, such as language from the Land Use and Natural Resources chapter: "LR 5. Incorporate ecosystem protection and restoration into County facility, park, greenway, and highway design and maintenance." DNR's Best Practices for protection of species and Roadways and Turtles Flyer for self-mitigating measures to incorporate into design and construction plans. Examples of mores specific measures include:         <ul> <li>Preventing entrapment and death of small animals especially reptiles and amphibians, by specifying biodegradable erosion control netting ('bio-netting' or 'natural netting' types (category 3N or 4N)), and specifically not allow plastic mesh netting. (p. 25)</li> <li>Providing wider culverts or other passageways under paths, driveways and roads while still considering impacts to the floodplain.</li> <li>Including a passage bench under bridge water crossings. (p. 17) because typical bridge riprap can be a barrier to animal movement along streambanks.</li> <li>Curb and storm water inlet designs that don't inadvertently direct small mammals and reptiles into the storm sewer. (p. 24). Installing "surmountable curbs" (Type D or S curbs) allows animals (e.g., turtles) to climb over and exit roadways. Traditional curbs/gutters tend to trap animals on the roadway. Another option is to install/create curb breaks every, say, 100 feet (especially important near wetlands).</li> <li>Using Smart salting practices to reduce impacts to downstream mussel beds, as well as other species.</li> <li>Fencing could be installed near wetlands to help keep turtles off the road (fences that have a j-hook at each end are more effective than those that don't).</li> <li>Consulting Rare and Endangered species databases prior to project planning.</li> </ul> </li> </ul>	Comments noted and will be considered in the update of the County's full Transportation Plan in 2019.
Somewhere in the document, whether in the parks chapter, or elsewhere, there could be a section describing outdoor recreational components not provided by, but available in the County. For instance, there are considerable hunting and fishing opportunities within Wildlife Management areas. There are also State-supported grant-in-aid trails that connect your community to an extensive network of trails throughout the state. To raise awareness of this recreational activity network, we suggest including snowmobile trails on at least one inventory in the document. The snowmobile GIA Program webpage below also has more information on the program and funding: <a href="https://www.dnr.state.mn.us/grants/recreation/gia_snowmobile.html">https://www.dnr.state.mn.us/grants/recreation/gia_snowmobile.html</a> Key Issues. We suggest adding another key issue to the list on page 89- groundwater quality and quantity are also at risk. Nitrates threaten drinking water supplies and natural resources compete for groundwater with agricultural irrigation and municipal water supplies.	Comments noted. Plan revised to include more information on other public recreation areas.  Comment noted and addressed under water resources section
Water. Goal 5.4 (p. 90) includes water in the list of natural resources to protect, but there are not many specific policies or action related to water. Perhaps include a reference to relevant policies from the county's different water plans?	Comment noted

MDNR Region 3 Comment	Proposed Response
Calcareous Fens. Consider adding the following information underlined (source, DNR wetland web pages) to the Calcareous Fens description: Calcareous fens, one of the rarest natural communities in the United States, are wetlands fed by groundwater with large quantities of dissolved calcium carbonate (CaCO3, or lime). Calcareous fens often have rare plant species adapted to the unique environment and receive protected protection under the Minnesota Wetland Conservation Act. Indicator plant species, soil characteristics, and groundwater relationships are used in fen identification. Calcareous fens are a special resource because their unique characteristics are difficult to restore if degraded and essentially impossible to re-create. Calcareous fens are highly susceptible to disturbance. Reduction in the normal supply of groundwater results in oxidation of the surface peat, releasing nutrients and fostering the growth of shrubs and tall, coarse vegetation that displaces the fen plants. Nitrogen-rich surface water runoff into fens promotes the invasion of aggressive exotic plants, especially reed canary grass, that also outcompete the fen plants. Flooding drowns the fen plants. The soft, saturated character of the peat makes almost any level of activity within them, by humans or domestic livestock, highly disruptive. DNR identifies the following calcareous fen areas in Dakota County, all located within the Minnesota River valley.	Plan has been revised.
Trout Streams. We appreciate the discussion of trout streams. Having a trout stream so close to a metropolitan area is a Dakota County gem. Consider adding the following concepts into your document: Within the Vermillion River Watershed exists a highly valued public trout fishery and supports a self-sustaining wild brown trout population. Trout streams are particularly reliant on groundwater flow because the temperature of this source water is cool in the summer (and relatively high in winter). Potential issues facing the present nature of trout within the watershed are changes in groundwater transport rates or supply to the river. Shifts that increase impervious surface runoff and/or groundwater withdrawals will reduce the quantity and quality of trout habitat. The Vermillion River can benefit from projects that include wise groundwater use and development that encourages infiltration over runoff.	Plan has been revised
MRRCA. The previous comments do not assess whether the draft comprehensive plan complies with the MRCCA plan minimum requirements. If you are interested in further review of your MRCCA chapter for consistency with the MRCCA plan minimum requirements, please submit it to the Metropolitan Council. The Metropolitan Council will then forward the plan to the appropriate DNR staff.	Comment noted. DNR staff from the MRCCA program provided a courtesy review of the draft DC2040.
<ol> <li>Suggested Technical Edits</li> <li>In the Existing Parks, Natural Areas, and Greenways map (p. 63) for clarity, add DNR in front of Scientific and Natural Areas and Wildlife Management Areas.</li> <li>The following information on page. 94 needs to be updated changed as shown, "Trout Brook and Pine Creek feed into the Cannon River in Goodhue County and are managed by DNR's Central Region (3)5 in Wabasha County. Both streams were stocked with trout at one time and now support naturally reproducing trout populations."</li> <li>Include DNR in the list of state and local agencies with water-related responsibilities, p. 102.</li> <li>In Minnesota River section, page 94, consider adding "bluffs" with banks.</li> <li>In the Trout stream discussion of Kennaley's Creek, page 94, we recommend saying these creeks are primarily within the NVNWR, because other landowner include Northern States Power, Met Council and MN DNR.</li> <li>In the Collaboration bullet point on page 102, DNR could be added to the list.</li> </ol>	Comments noted and plan revised as suggested

# **Minnesota Department of Transportation (MNDOT)**

MNDOT Comment	Proposed Response
<ul> <li>Due to strong freight activity in Dakota County, it should consider additional emphasis in the following areas: Play a leading role in:         <ul> <li>Truck Routes – Coordination of truck routes/planning in industrial and urban areas with restrictions and enforcement in adjacent residential areas</li> <li>Complete Streets – Treatments that consider truck movement as part of total vehicular traffic can include: time-of-day delivery windows to reduce conflicts with other street users, and design guidelines for curb pullouts that can be used at different times for bus, truck parking, and other vehicles</li> <li>Land Use Planning and Polices - Land use planning and policies to ensure freight development areas are designated and preserved and that development occurs adjacent to existing infrastructure</li> </ul> </li> <li>Also supporting MnDOT in the following areas:         <ul> <li>Freight as a good neighbor</li> <li>Integrate freight into all planning projects</li> <li>First/Last –mile connections</li> <li>Intermodal and multimodal facilities</li> <li>Urban goods movement programs</li> <li>Truck size and weight</li> </ul> </li> </ul>	The County acknowledges the importance of moving freight safely and efficiently in Dakota County and the region, and understands the critical role the County transportation system plays in supporting freight. Additional freight consideration will be included as part of the 2019 Transportation Plan Update.

#### Minnesota Valley Transit Authority (MVTA)

MVTA Comment	Proposed Response
Comments on guiding principles, page 13. <i>Public and Agency Involvement:</i> Transit providers should also be included in transportation planning documents, studies, and projects. <i>Context-Sensitive Design</i> : Consider adding language on how transit fits into context-sensitive designs, including standards and aesthetics for bus stops/shelters as well as lighting and spacing of pedestrian crossings along transit corridors.	Suggestions for Transportation Guiding Principles will be addressed when the County's full Transportation Plan is updated in 2019.
Page 24: Goals 3.2 and 5.2 reference a multi-modal transportation system with land uses that support car-free lifestyles. However, emphasizing mobility with limited land access on minor arterials creates a challenging environment for public transit and land uses that support transit use.	Comment noted, will consider in full Transportation Plan update
The separation of mobility and the transit goals within the County's Plan has carried over to implementation, such as a priority for transit on CR 42 (through the County-led East West Transit Study) yet the design focus is on vehicle throughput which limits the number of pedestrian crossings, bus pullouts, and increases overall walking distances. We strongly suggest the County work toward a vision that doesn't put both goals on competing paths.	Comment noted, will consider in full Transportation Plan update
Page 36: Five transit stations (first bullet) including Rosemount Transit Station.	Noted, plan text revised
Transit market area descriptions as defined by the Metropolitan Council may not represent the full service needs of Dakota County. MVTA encourages the County to work with local providers to determine the appropriate level of service for each area, regardless of its designations.	Noted, language on working with providers has been added
Page 38: Figure 3.11. Consider adjusting symbology. It appears Route 489 (which is classified as local), is covering up express service. Express is the primary type of service in the 35E corridor to Saint Paul.	Map updated

MVTA Comment	Proposed Response
MVTA's express routes using County Road 60 (491/492) were re-routed in the Fall of 2016 to use County Road 42. MVTA can provide updated route information if needed.	Map updated
Page 39: Second bullet at top of page. These are MVTA's five member cities within Dakota County, we also have three cities in Scott County - Savage, Prior Lake, and Shakopee.	Noted, plan revised
Page 40: Rosemount Transit Center: and Downtown Saint Paul (Route 484.	Noted, plan revised
Park and Ride Table: Consider updating this table to use the 2017 Annual Regional Parkand-Ride System Report as it contains more accurate and up-to-date information on MVTA facilities.	Noted, plan revised
Planned Transit Stations and Facilities: There is an expansion of Apple Valley Transit Station planned in 2019 (and funded by the Regional Solicitation, Dakota County, and MVTA), consider recognizing here.	Noted, plan revised
Page 150: Transit Service Expansion Capital and Operating Costs: What will determine how this money will be spent? (County led studies or MVTA growth concepts?) To date, the County has been focused on capital, with the exception of the DCTC pilot	Comment noted

## National Park Service, Mississippi River National River and Recreation Area (MNRRA)

National Park Service MNRRA Comment	Proposed Response
Clarify relation between MNRRA and MRCCA, e.g., In 1988, the U.S. Congress established the Mississippi National River and Recreation Area (MNRRA), a unit of the National Park System. The MNRRA shares the same boundary as the MRCCA, and the park's Comprehensive Management Plan (CMP), signed by the Governor and Secretary of the Interior, incorporates by reference the MRCCA program for land use management. Rather than institute a separate layer of federal regulations, the MNRRA largely relies on the MRCCA to manage land use within the park. This reliance establishes a unique partnership and framework for land use management amongst the local, state and federal governments to protect the intrinsic resources of the Mississippi River Corridor.	Plan has been revised
Clarity: In the <i>Objectives</i> section "Corridor" is used multiple times, but a direct connection to what "Corridor" refers to is not established. Amend the language in the Goal 5.11 section to " values of the Mississippi River Corridor (Corridor)"	Comment noted
While Spring Lake Park Reserve (SLPR) is the largest area of county owned/operated lands and facilities within the MRCCA, it should not be the only area that PCAs are identified and planned for. The Plan identifies and describes two Greenways that include the Big River Regional Trail and the Mississippi River Regional Trail. Part of what makes these trails special are the resources such as bluffs and vegetation that meet the definition of PCAs. Identify/plan for PCAs associated with BRRT and MRRT.	Dakota County's Greenway Guidelines are consistent with PCAs being identified and the County encourages and collaborates on open space protection and management. The County does not own or manage land along the BRRT or MRRT other than a narrow trail corridor, and has no direct management role in PCAs owned by other agencies.
PG. 127-130 – <i>POLICIES and GOALS</i> – Again, the policies and goals for PCAs are only directed towards SLPR. They should apply to all county facilities including the Greenways with the Big Rivers Regional Trail and the Mississippi River Regional Trail.	See above

National Park Service MNRRA Comment	Proposed Response
We appreciate the map displaying the Shore Impact Zones (SIZ), but we would like to see the diagram of the SIZ from the MRCCA rules included in plans as well. It can be difficult to accurately depict the SIZ at larger scales and including the diagram helps alleviate this issue	Plan has been revised
We appreciate the attention and planning towards identifying and describing the Public River Corridor Views (PRVCs). We think an overview map that shows the location of each PRCV would be helpful for future use of the plan.	Plan has been revised

# **Ravenna Township**

Ravenna Township Comment	Proposed Response
Chapter 5: Land Use & Natural Resources, p 86: Standards Adopted by Reference – The	
Dakota County Comprehensive Plan adopts by reference all future revisions to its official	
controls which are identified in the Plan upon their approval by the Board of	Comment noted. The
Commissioners, including all future amendments made as a result of State law and rules.	VRWJPO standard is not a
If this includes the Vermillion River Watershed Joint Powers Organization standards we	County standard, and
have a concern over a new standard of theirs. They are making a change to their standard	would not be administered
regarding Stormwater Prevention requirements for building projects. The practices are	by the County.
being reduced from 1 acre (43,560 sq. ft.) to 5,000 sq. ft. As a township, we are rejecting	
this standard.	

# **City of Rosemount**

Rosemount Comment	Proposed Response
Of late, Dakota County has discussed local assistance in economic development initiatives and the Plan policies continue this trend. As a growing community, the City looks forward to working collaboratively with the Transportation Department so infrastructure needs are identified and placed within the CIP to facilitate development and increased tax base. A project of continued interest to the City is installation of the full interchange at County Road 42 and State Hwy 52. Construction of the full interchange will enhance economic development initiatives at the City. Further, Rosemount looks forward to partnering with the County to creatively problem solve development issues that arise such as access, safety, and right of way dedication.	Comment noted. The City will be involved in plan update
Rosemount supports investigation and ultimately construction of a reliever within the Hwy 3 corridor. The City Council is concerned about previous discussions related to expansion of Hwy 3, north of Downtown. The City believes it is more prudent to dedicate limited resources to provision of appropriate relievers which would include extension of Akron Avenue and projected traffic signalization at County Road 42. Such focus on traffic improvements would also open new opportunities for economic development in Rosemount.	Noted, the Arterial Connector Study is identified as a contributing planning activity.
Rosemount appreciates the County's interest in transit related issues and looks forward to additional transit opportunities within Rosemount similar to the recently launched Route 420 extension to DCTC. Rosemount is very interested in implementation strategies coming from the Robert Street Corridor Study such as express service along Hwy 52, which would serve local residents in several communities. Additional transit connections for our residents to the future Orange line are also desired.	Comment noted and appreciated

Rosemount Comment	Proposed Response
It is noted in the Plan that the overall County population will increase over the next decade but the number of youth (students) will remain roughly the same, with larger increases in older age brackets. While this may be true overall, a community such as Rosemount will continue to experience population growth in the 5-20 year cohort and encourages the County to recognize appropriate amenities and services. Examples of such amenities have been provided in the developed portion of the County, and similar options will be desired in the developing edge cities, including Rosemount.  P104 indicates that there is wastewater treatment within Rosemount. This is no longer the case, as the Metropolitan Council has closed that Plant.	Comment noted. Demographics of communities within the County vary, and the County seeks to work with each community based on their needs. Plan has been revised.
Rosemount continues to request that the Dakota County Board take a more proactive role in waste management within the County. Many cities in the Metro Area have made deliberate decisions about appropriate disposal of waste in their county. It appears that Dakota County is going to allow the private market to determine the method and location, regardless of the potential land use impacts to existing residents. As noted in the City Council's June letter, the City has requested Board leadership to engage in open public discussion on a long term solution for waste management in the County.	Comment noted. Dakota County does not have statutory authority to intervene in waste facility siting. The County would license a private sector facility only after the LGU has approved it and the State has permitted it. The State has expressed a preference for private sector ownership and operation of waste facilities. Policy 5 of the County Solid Waste Master Plan states that the County will take a collaborative role in private market facility development.
The City is working with the County regarding appropriate locations for regional trails. Exact locations should consider private development goals and work with the construction of individual projects so as to benefit adjoining neighborhoods.	Comment noted

# Dakota County Rural Collaborative, via Bolton and Menk

Rural Collaborative Comment	Proposed Response
Nininger Township acknowledges the planned functional/jurisdictional class change of Jacob Ave when the roadway extension between County Road 46 and County Road 47 is completed.	Comment noted
Marshan Township is planning for a connection between Highway 61 and Highway 316, extending 170 <sup>th</sup> St further east. This road has not been funded, and it is anticipated to be an "Other" arterial once completed.	Comment noted, the study identifies this as a potential future local jurisdiction roadway.
The County's existing pedestrian and bicycle system map is different from the data we obtained from the County's GIS within the Rural Collaborative Area. Essentially, the only trails we both show are the bike-supportive shoulders on County Road 46, 85, and segments of County Road 47. All other shoulders are inconsistent between our maps, submitted to the County on April 30, 2018. The Rural Collaborative requests further coordination to ensure our maps of shoulder-supportive bikeways are consistent.	Comment noted. These data have been undergoing extensive updating. Staff will provide the same dataset to Bolton and Menk as is being used in the County Plan.

Rural Collaborative Comment Proposed Response	
There are two new MUSA staging areas planned in western Empire Township, bordering	
Lakeville. These are shown in the draft Dakota County Rural Collaborative Plan submitted	Comment noted
to the County April 30, 2018 and in the image below.	
The existing parks, natural areas, and greenways map on page 63 shows scientific and	
natural areas and wildlife management areas in the legend. However, not all of the SNAs	
and WMAs in the Dakota County Collaborative are shown in this map. Please include the	Man rovisions have been
following natural areas in your final draft:	Map revisions have been addressed.
Chimney Rock SNA in Marshan Township	addressed.
Hampton Woods WMA, located in both Castle Rock and Hampton Townships	
Mud Creek WMA in Greenvale Township	
Additionally, Empire Township notes different northern boundaries for Vermillion	
Highlands Research Recreation WMA. The northern boundary is north of 170 <sup>th</sup> Street E, as	Map will be changed.
shown on the DNR website/GIS data.	

## **Scott County**

Scott County	
Scott County Comment	Proposed Response
On page 31 staff suggests an expansion to the definition of Metro Mobility as "a shared ride public transportation service for certified riders who are unable to use regular fixed-route buses due to a disability or health condition. Trips are provided for any purpose."	Comment noted and plan revised
<ul> <li>The Transportation element states the transportation plan will be completely updated in 2019 (page 11). When Dakota County begins updating the transportation plan, please consider the following important highlights of the Scott County 2040 Transportation Plan:         <ul> <li>A future functional classification system was prepared, identifying ultimate functional classifications of Scott County roadways at full-build out. This future classification will allow the County to implement long-range corridor studies and prevent short-term developments from impacting a roadway's end use (i.e., prevent direct accesses, implement access spacing guidelines, etc.).</li> </ul> </li> <li>East-West principal arterials have been identified in the Future Functional Classification map (Figure VI-19) for CSAH 42/CSAH 78/MN TH 41 (future river crossing); CSAH 8 from US TH 169 to eastern County border (CSAH 70 in Dakota); and MN TH 19/CSAH 86 from US TH 169 to eastern County border (CSAH 86 in Dakota). These roadways serve as major east-west corridors through both Scott and Dakota counties. Scott County requests that the previous identified corridors be mapped in the Dakota County Comprehensive Plan Update.</li> </ul>	Dakota County will include a future functional class system in its full Transportation Plan update. The East-West connections also will be considered as part of the future functional class efforts.
Scott County looks forward to collaborating with Dakota County on future transportation planning efforts. There is an opportunity in the next round of plan updates to collaborate on a more synchronized process to take advantage of our common transportation issues South of the River. Scott County staff is interested in partnering with Dakota County staff to identify and prepare a work plan that meets both of our common objectives. When Dakota County begins updating the transportation plan in 2019, please consider ways to collaborate with Scott County.  Scott County and the City of Savage requests Dakota County's continued support to	Dakota County will seek Scott County's involvement in the full Plan update.  Dakota County identifies the TH 13 corridor study,
reduce congestion, improve mobility and safety in the State Trunk Highway 13 Corridor between US 169 and 35W. Please include in the County's Plan a description of the TH 13 Dakota -Yosemite Avenue Corridor Study, the grade separation construction project at Dakota Avenue, future corridor studies and proposed construction projects at Chowen and Washburn Avenue. Additionally, these efforts will continue to serve the Ports of Savage and all associated and other industrial businesses in the TH 13 Corridor.	but has not included recommendations from each plan. The County has identified the 13 as an eligible trunk highway project under its sales and use tax-eligible projects.

Scott County Comment	Proposed Response
Staff commends the plan's discussion of autonomous and connected vehicles and their	
impact on the county's transportation system in the future. Scott County is partnering with	
the University of Minnesota's Resilient Communities Project this academic year to research	Thank you
and present case studies on how AV/CV could impact local development patterns and	Thank you
interact with existing infrastructure. We are happy to share the results of this student-led	
research to Dakota County staff once completed.	

#### **Three Rivers Park District**

Three Rivers Park District Comment	Proposed Response
Please continue to coordinate with Three Rivers Park District as Lake Marion Greenway nears implementation at the Scott/Dakota County border so we can determine the best route through Murphy-Hanrehan Park Reserve.	Comment noted
Please label Murphy-Hanrehan Park Reserve, noting the hyphen between Murphy and Hanrehan.	Plan has been revised
The official Murphy-Hanrehan Park Reserve boundaries are noted on the attached Map A. It appears that northern boundary may not be consistent with current property ownership. Please modify the map (and others if applicable) if found to be inaccurate.	Map updated

## **Vermillion River Watershed Joint Powers Organization (VRWJPO)**

VRWJPO Comment	Proposed Response
	rioposeu kespolise
Page 90, under the "Land Resources Vision and Goals" section. It is stated: "Agricultural operations in Dakota County are sustainable, significant contributors to the county's economy and the wellbeing of county residents." Based on the definition of sustainability on page 88, the data the County and VRWJPO (perhaps the NCRWMO too) has supports that agricultural operations in the County may not be sustainable based on existing environmental and perhaps societal burdens of continued production agriculture under currently applied management practices.	Comment noted. The Plan vision describes a desired future state, including sustainable agriculture.
Page 90, Goal 5.4. Specific role(s) of Dakota County in conserving or protecting air quality and minerals should be stated with this goal. Dakota County has a goal to conserve or protect minerals, but objective 4 is seeking to find the County role. In order to have the goal, shouldn't Dakota County have a role already in place? Since Dakota County doesn't regulate land use, except in Shoreland, the roles should be explicitly stated.	Comment noted – the County role has not been defined in some areas related to natural resource quality, but could include research, education, collaboration, and other levels of involvement. The Plan has been revised to add air quality to Objective 4.
Page 97. Water Management Policies. Add an additional policy to work with local communities and state agencies to identify and implement TMDL waste-load allocation reduction projects required under the MS4 permit.	Plan has been revised
Page 102, Goal 5.6. Consider adding another objective that indicates the County will work to identify high quality infiltration areas to be protected from contamination and to utilize for maintaining future groundwater recharge.	Plan has been revised
Page 104. Wastewater Goals. There are no objectives listed to accompany the goals listed. The objectives should state what the County will do or the role it will fill in Wastewater.	Plan has been revised

# **Washington County**

Washington County Comment	Proposed Response
Pages 19 and 21: Please confirm if the information in Table 3.2 and Figure 3.3 reflects projected 2030 or 2040 Average Daily Traffic.	Table 3.2 and Figure 3.6 state the projected 2030 volumes, based on slower growth in the past decade and in discussion with Metropolitan Council staff.
Page 29: Washington County is grateful to Dakota County for its contribution to our joint transitway planning efforts and looks forward to continued collaboration.	Thank you
Please clarify the paragraph for the Red Rock Transitway (Bus Rapid Transit) to reflect the Implementation Plan completed in 2016 (not 2014) suggested that extension of service to Hastings is supportable in the long-term. The Alternatives Analysis Update completed in 2014 identified bus rapid transit as the preferred mode for the corridor. The information as currently presented mixes the plans and resulting recommendations.	Comment noted, language modified to "implementation plan does not suggest Hastings service implementation in the near- to mediumterm."
Page 35: Please consider updating the METRO Gold Line alignment to turn south at Helmo Avenue/Bielenberg Drive terminating at Woodbury Theatre.	Map has been revised
Pages 41 and 42: Please update Figures 3.17 and 3.18 to reflect the Point Douglas Regional Trail that extends from Hastings north across the Mississippi River and into Washington County as built. It should be shown as an existing (not planned) trail.	Map has been revised
Page 134: Please update Table 6.1 to reflect bus rapid transit (BRT) and not commuter rail as the mode under development for the Red Rock Corridor.	Comment noted, table revised
Pages i, 36, and 38-42: Continue to identify health, equity, transportation, and park/trail needs through studies and gap analysis.	Comment noted
Healthy Communities – Please note: Dakota County does not include a component on Healthy Communities in its draft comprehensive plan, but it is a component of the Resiliency and Sustainability chapter of the draft Washington County Comprehensive Plan. Page 10: Washington County is encouraged by Dakota County's recognition of the "physical environment as a component for influencing the health of all residents and the vitality of the community." In addition the County has identified the intersection of the social determinants of health on factors included in long term planning. Other items of particular note:  1. Page i: Trends identified which can impact health including:	Comment noted
Page i: Trends identified which can impact health Pages i, 36, and 38-42: Continue to identify health, equity, transportation, and park/trail needs through studies and gap analysis.	Comment noted
Page 3: Consider implementing ongoing community input and methods to hear from diverse or underserved populations when addressing equity.	Comment noted

Washington County Comment	Proposed Response
Page 154: Consider building on the Farm Land plan to a) include agriculture assets to	Comments noted – efforts
provide access to healthy, locally sourced food, b) County, city and township	are being collaboratively
support/collaboration to have access to healthy, safe and affordable food, c) consider	addressed with Dakota
access to healthy food and locally sourced food as an economic development factor.	County Public Health.
Page 61: Consider a reference to tobacco free recreation space for visitors (either 4.1 Great Places or 4.3 Protected Places).	Comment noted.

#### **Public Comments Received on the Draft DC2040**

#### Online survey: April 1 to October 1, 2018

- By the end of 2019 you are definitely going to need a 3rd lane on Northbound Cedar Avenue from 138th Street to HWY 13.
- This comprehensive plan is excellent based upon growth assumptions and other economic realities. The only
  thing that could improve this plan is to accelerate the development of each area strategically. Money might
  not always be available in the proportions of today. And increased development will encourage growth in
  every sector. Thank you for a job well done.
- Please prioritize the high needs for pedestrian and bicycle improvements in West Saint Paul. We especially
  need a N-S corridor for bikes (Delaware Ave would be a good use). I'm also looking forward to improved
  busing on the Robert St. corridor.
- More sidewalks, businesses set back from streets, more flowers, gardens, beautification, less shade, more trails.

#### Burnsville International Festival: Saturday, July 21, 2018

65 individuals stopped to view displays, ask questions, or add a sticky note comment to the displays.

- Need more swimming in lakes and beaches
- Where are transit benches and shelters
- Thank you for installing pedestrian flashing lights at Burnsville Parkway near the Wyndham Hills Condos. It's much easier to cross.
- General comments on appreciation of the trail and greenway system, interest in future trails.
- General comments expressing interest in the METRO Orange Line project

#### Dakota County Library, Rosemount: Wednesday, August 1, 2018

21 individuals stopped to view displays, ask questions, or write down comments.

- Hope Lakeville will do a Post Office that is not in a mall and has better access for a drop box outside.
   Getting inside PO is very inconvenient when events are going on.
- We like the trail system by Lake Marion
- There has been too much growth would like fewer people. Rosemount is becoming like Bloomington.
- Appreciate that the countryside has protected open space
- Interested in greater water and groundwater protection
- Buffers are effective in cleaning up several lakes in the county
- Deer are an increasing problem and traffic hazard
- Simple solutions like not mowing ditches or adding a flushing bar to haying/harvesting equipment can help protect nesting birds.

#### Dakota County Fair: Wednesday, August 8, 2018

27 individuals stopped to view displays and ask questions. No written comments were received.

#### Social Media/Next Door

Mona Sommers, July 31, 2018

Any plans on making roads safer for bikers? There are not many roads with bicycle lanes and no clear structure for bike commuters. Cars drive carelessly, me and my kids got hit by car when biking. It might be a low population, but deserves safe riding conditions.

#### Marlon Tucker, July 30, 2018

Outstanding. I am so impressed with this plan. Mother Earth is first.

#### Clifford S., August 20, 2018

Bicyclists should be following the same rules that cars do, like stopping for red lights, and signaling turns. Or event staying in the bike lane, instead of riding side by side at 10 miles an hour on a 30+ mile an hour road. And what taxes do they pay to maintain the road? I pay 250 dollars a year for tabs and 45 cents a gallon towards road repair. A person on a bike cannot sustain the common speed limit on the street that was designed for automobile traffic. Many of which do not follow any of the laws for being on the road. All while contributing nothing towards road repair. That being said, yes, we do need to share the road. However, to blame all accidents on the driver of a motor vehicle is erroneously dangerous. Pulling into traffic without signaling or looking, and running red lights can get you killed; and this is not the fault of the driver. I'm not saying this was what happened to you and your kids, but many times it is the case. We all have to be more educated on safe travels along roadways that bikes are allowed on, not just car drivers.

#### Jamie T., July 31, 2018

How about cracking down on speeding? It's appalling how fast people drive around here and I rarely see any cops sitting out.

# **Comments Received on 2021 Amendment of Transportation Content**

Concurrent public review on the DC2040 Comprehensive Plan Amendment and the new Dakota County 2040 Transportation Plan was from October 20 to December 21, 2020. The draft Amendment was posted on the County website, with notification of affected and adjacent jurisdictions, listed below.

#### Table A.2: Adjacent and Potentially Affected Communities Notified of DC2040 Amendment Review

# **County Communities**Apple Valley

Burnsville

Castle Rock Twp.

Coates

Douglas Twp.

Eagan

Empire Twp. Eureka Twp. Farmington Greenvale Twp.

Hampton Twp.

Hastings

**Inver Grove Heights** 

Lakeville Lilvdale

Marshan Twp. Mendota

Mendota Heights

Miesville New Trier Nininger Twp. Randolph Randolph Twp. Ravenna Twp. Rosemount

**Rural Collaborative** 

Sciota Twp. South St. Paul Sunfish Lake

Vermillion Vermillion Twp. Waterford Twp. West St. Paul

## **Adjacent Communities**

Bloomington Cottage Grove Credit River Twp. Denmark Twp.

Grey Cloud Island Twp.

New Market Twp.

Newport
Savage
St. Paul
St. Paul Park
Hennepin County
Ramsey County
Scott County

**Washington County** 

#### **Out-of-Region Communities**

Cannon Falls
Cannon Falls Twp.
Goodhue County

Northfield Northfield Twp. Rice County Stanton Twp. Webster Twp. Welch Twp.

#### **Agencies**

National Park Service,

MNRRA

MN DNR, MRCCA and Reg. 3

MN DOT

MN Valley Transit Auth.

# **Independent School Districts**

191; Burnsville-Eagan-Savage

192; Farmington 194; Lakeville 195; Randolph

196; Rosemount-Apple Valley-

Eagan

197; West St. Paul-Mendota Hts.-

Eagan

199; Inver Grove Heights

200; Hastings 252; Cannon Falls 6; South St. Paul 659; Northfield

#### Watershed Management Orgs.

Black Dog WMO Capitol Region WD

Eagan-Inver Grove Heights WMO Lower Minnesota River WD Lower Mississippi River WMO North Cannon River WMO Ramsey Washington Metro WD

Scott County WMO South Washington Watershed District

Vermillion River Watershed JPO

Three comments were received on the Comprehensive Plan Amendment:

#### **Scott County:**

Scott County will be completing a Countywide Transit Plan by the end of the first quarter of 2021. One recommendation being developed into the plan is to work with partners to implement service along the CSAH 42 corridor between Scott County and Dakota County. At the regional policy level, the plan calls for working with partners to establish a long term BRT Corridor Vision on CSAH 42.

#### Staff Response:

The following language was added to the Amendment, under the County Plans and Studies section, East West Transit Study:

The CSAH 42 Corridor has also been identified as a priority for improved transit service by the Dakota County Regional Chamber of Commerce Transit Study as well as the draft Scott County Transit Plan.

#### City of St. Paul:

Pp11-12 Anecdotally, I've heard that regular route bus ridership is at about 90% of pre-COVID levels, though commuter bus ridership is still way down. Statement that transit ridership dropped 90% and has been slow to recover may be misleading (certainly would be in St. Paul, where most ridership is on local routes). Consider consulting with Metro Transit to improve the accuracy of this statement about COVID impacts on transit.

#### Staff Response:

Staff will continue to monitor ridership levels with the Minnesota Valley Transit Authority (MVTA) and Metro Transit as the pandemic impacts continue to evolve. As of the end of 2020, MVTA reported that ridership was significantly lower than pre-COVID levels, noted particularly for express routes. Metro Transit provided an annual ridership report for 2020, which demonstrated that specific transit services remained robust (Metro Mobility), and that express routes were significantly lower than pre-COVID levels.

#### **Washington County:**

Page 3-36: This text about Red Rock and the results of various studies is inaccurate, please consider including the text in red for accuracy. Red Rock Transitway (Bus Rapid Transit) — The planned Red Rock Corridor connects St. Paul, Hastings and communities in Washington County along TH 61. In 2014, the Red Rock Corridor Commission completed an update to an earlier alternative analysis, identifying bus rapid transit as the preferred transit mode for the corridor. In 2016, the Red Rock Corridor Commissioner completed an Implementation Plan which included near term and long term recommendations to achieve full Bus Rapid Transit implementation. This plan does not suggest that extension of service to Hastings is supportable in the near- to medium-term. Intermediate efforts for improved service in the corridor include expansion of express service and park and ride capacity to establish a larger ridership base. Dakota County was a member of the Red Rock Corridor Commission through 2017 and participated in its ongoing planning activities. In 2017, the Dakota County Regional Railroad Authority left the Commission; staff continues to monitor Commission activities for any actions that may affect the County.

#### Staff Response:

Given the level of detail in the Dakota County 2040 Comprehensive Plan, no changes were needed.

Page intentionally blank.

# APPENDIX B: PLAN SUBMITTAL AND APPROVAL DOCUMENTS

#### **Draft Plan Submittal**

Based on stakeholder review comments received during the six month formal review period (April 1 to October 1, 2018, documented in Appendix A), the draft Dakota County Comprehensive Plan was revised with technical corrections, updated information, and modifications to some plan policies. Prior to submittal of the draft Dakota County Comprehensive Plan to the Metropolitan Council for review, the stakeholder comments and plan revisions were reviewed with the Dakota County Planning Commission and the Dakota County Board of Commissioners.

This section includes documentation from the following meetings prior to submittal of the draft DC2040 to the Metropolitan Council for review:

October 25, 2018 Dakota County Planning Commission meeting to review comments and plan

revisions, and provide recommendation on submittal of the revised draft Dakota County Comprehensive Plan to the Metropolitan Council. Meeting minutes are

included in this appendix.

November 27, 2018 Dakota County Board of Commissioners Public Hearing on the revised draft

Dakota County Comprehensive Plan and approval of plan submittal to the Metropolitan Council for their review. Board papers and resolutions are

included.

#### DAKOTA COUNTY PLANNING COMMISSION

**Meeting Minutes** 

Date: October 25, 2018 Time: 7:00 p.m. to 9:00 p.m.

#### **Members Present:**

Mike Greco, Jerry Rich, Timothy Tabor, Lori Hansen, Jill Smith, Greg Oxley, Amy Hunting, Barry Graham, Ramraj Singh, Christopher Ross, Jim Guttmann, Tony Nelson, Donald Post

#### **Members Not Present:**

Nate Reitz

#### **Staff Present:**

Kurt Chatfield, Steve Sullivan, Jessica Johnson, Lil Leatham, Joe Walton, Mary Jackson

#### **Others Present:**

Rita Trapp (HKGi), Fred Rozumalski (Barr Engineering, Anne Koutnik (Eagan)

#### **Meeting Called to Order**

Time: 7:00 p.m. By: Chair Greco

#### Audience items not on the agenda

Comments/Notes: No audience members came forward.

#### Approval of agenda

Motion by: Commissioner Guttmann Second: Commissioner Nelson Vote: Unanimously approved.

#### Approval of minutes (from September 27, 2018 meeting)

Motion by: Commissioner Hansen Second: Commissioner Singh

Vote: Unanimously approved; with Commissioner Greco, Commissioner Hansen, Commissioner

Hunting, Commissioner Graham, and Commissioner Post abstaining.

# Item # 1: Draft Dakota Comprehensive Plan Action / Information

Comments/Notes: Kurt Chatfield gave the Planning Commission an overview of the Dakota County Comprehensive Plan (Plan) and what it contains. Mary Jackson recapped the process and public review that has been a part of the Plan update. The update process began in 2016 and Mary discussed the County Board requests, and statutory requirements that have been a part of the process since that time. The three phases of the update included; Phase 1: Research, Phase 2: Draft Goals, and Phase 3: Draft Plan. Mary reviewed the list of the entities that reviewed and commented on the draft Plan. The plan has a yellow highlight where changes were made based on comments submitted through the 6-month agency review period. Mary presented the comments to the group and highlighted those that were more substantial. The Transportation section of the plan had the most comments, many that were technical. There were very few comments submitted regarding the Parks section of the Plan. Brad Becker reviewed the comments received on the Land Use-Natural Resources section, which received a moderate number of comments. Mary identified the next steps of the draft Plan review and adoption process to the Planning Commission.

Questions and comments by Commissioners along with responses from staff (italics):

- Was a consultant used to complete the Comp Plan update? Yes, consultants (HKGI and SEH) were used and are credited in the front section of the plan.
- Many of the agencies that were invited to review the plan did not comment. Is there a particular reason for this? Is the response rate we received common or typical compared to other updates? It could be due to the fact that each city is also working on its own plan. A reminder was sent to those that had not responded. Some entities responded with a 'no comment'. The response is similar to what we received in previous updates. Since the plan is an update without major departures from the last plan, it was familiar to many agencies.
- What type of wildlife protective practices in road projects were suggested by the DNR Region 3? They identified a need for wildlife crossings (e.g., turtles), smart salting practices, biodegradable netting, culvert design, and other suggestions included on page 171 of the Plan comments. These issues may be addressed in the upcoming Transportation Plan update scheduled for 2019, and operational manuals.
- The Planning Commission reviewed the Principal Arterial Study and provided comments to the Physical Development Committee, but was not asked to make a formal recommendation. The Commissioner expressed an interest in having the Planning Commission make a formal recommendation for these types of studies.
- How do upstream watershed standards and output affect downstream organizations? It can be
  a large impact depending on what the standards are and how they affect the area. The County
  cannot impose higher standards on other districts.
- What is the nature of the Met Council plan review? What types of comments could they make?
   The Met Council reviews the Plan for consistency with Metropolitan Council policy and plans, conformance to statute, and compatibility with other communities.
- How does the County's Ped/Bike Study relate to the information in the Plan? The Ped/Bike Study goes into more detail than the information included in the Transportation chapter of the Comprehensive Plan.
- Did the Principal Arterial study involve coordination with other agencies and counties? Yes. The study included participation from MNDOT, Metropolitan Council, cities, and adjacent counties.
- How much input does the County have in well permitting issues? The County does have a role
  although that role is limited. The MN DNR permits appropriations, however, the County Board
  recently directed staff to begin work on a County Groundwater Plan. There are a number of
  entities involved and this plan will evaluate and refine the County's role related to groundwater
  supply and quality.

Motion to recommend to the Physical Development Committee of the Whole (and County Board) that the draft Dakota County Comprehensive Plan (DC2040) be submitted to the Metropolitan Council for final review.

Motion by: Commissioner Singh Second: Commissioner Tabor Vote: Unanimously approved.

#### COMPREHENSIVE PLAN PUBLIC HEARING, NOVEMBER 27, 2018

# BOARD OF COUNTY COMMISSIONERS DAKOTA COUNTY, MINNESOTA

November 27, 2018 Resolution No. 18-585 Motion by Commissioner Egan Second by Commissioner Workman

#### Public Hearing To Receive Comments On Draft Dakota County Comprehensive Plan

WHEREAS, Dakota County has prepared a draft Dakota County 2040 Comprehensive Plan (DC2040) update as required by Minn. Stat. § 473.175 and held the required six-month public review and comment period on the draft plan from April 1 to October 1, 2018; and

WHEREAS, the Physical Development Committee of the Whole reviewed public comments and the revised draft DC2040 at the November 13, 2018 meeting and authorized submittal of the plan to the Metropolitan Council for their review and approval; and

WHEREAS, Minn. Stat. § 375.51 and 394.29 set forth the requirement for a public hearing to be held on comprehensive plan updates prior to adoption; and

WHEREAS, on October 23, 2018 (Resolution No. 18-531), the Dakota County Board of Commissioners scheduled a public hearing on the draft DC2040 to be held at 9:00 a.m. on November 27, 2018; and

WHEREAS, the notice of Public Hearing was published in the Hastings Star Gazette for two consecutive weeks, November 8 and 15, 2018, and posted on the Dakota County website DC2040 project page.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby conducts a public hearing on November 27, 2018, at 9:00 a.m., in the Boardroom, Administration Center, 1590 Highway 55, Hastings, Minnesota, to receive comments on the draft Dakota County 2040 Comprehensive Plan.

Voting YES: Slavik, Gaylord, Egan, Atkins, Workman, Holberg, Gerlach

Voting NO: none

Signed by:

Jeni Reynolds, Clerk to the Board December 3, 2018

#### PLAN SUBMITTAL TO METROPOLITAN COUNCIL, NOVEMBER 13, 2018

# BOARD OF COUNTY COMMISSIONERS DAKOTA COUNTY, MINNESOTA

November 27, 2018 Resolution No. 18-589 Motion by Commissioner Slavik Second by Commissioner Workman

#### Approval Of Submittal Of Draft Dakota County Comprehensive Plan To Metropolitan Council

WHEREAS, on September 17, 2015, the Metropolitan Council issued a System Statement for Dakota County, initiating the process for review and update of the County's adopted Comprehensive Plan; and

WHEREAS, the updated plan must conform with Thrive MSP 2040, the regional vision and policy document adopted by the Metropolitan Council (Minn. Stat. § 473.175); and

WHEREAS, the County conducted technical research on planning issues and engaged cities, agencies, stakeholders, and the public throughout the planning process; and

WHEREAS, a draft Dakota County Comprehensive Plan (DC2040) was prepared that incorporates technical updates and reflects comments received though public engagement; and

WHEREAS, the Dakota County Board of Commissioners approved release of the draft DC2040 for a six-month review period, from April 1 to October 1, 2018; and

WHEREAS, the draft DC2040 was publicized, copies were made available online and at libraries, and a series of public events were publicized and held at various locations in the County; and

WHEREAS, formal notice of the availability of the draft DC2040 and an invitation to provide comments were given to adjacent and affected jurisdictions including local governments, watershed management organizations, and school districts; and

WHEREAS, comments have been compiled, and the draft DC2040 has been revised to improve conformance and compatibility with guidelines, correct omissions, and clarify information; and

WHEREAS, the Planning Commission reviewed comments received on the draft DC2040 and the revisions to the plan at its October 25, 2018 meeting, and recommended to the Physical Development Committee of the Whole that the revised draft DC2040 be submitted to the Metropolitan Council for their review and consideration of plan approval.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby approves submittal of the revised draft Dakota County Comprehensive Plan to the Metropolitan Council for their review and consideration of plan approval.

Voting YES: Slavik, Gaylord, Egan, Atkins, Workman, Holberg, Gerlach

Voting NO: none

Signed by:

Jeni Reynolds, Clerk to the Board

December 3, 2018

# **Plan Approval**

DC2040 was submitted for review to the Metropolitan Council on December 12, 2018. The Minnesota Department of Natural Resources (MN DNR) also received DC2040 for review of the Mississippi River Corridor Critical Area (MRCCA) component at that time.

This section of Appendix B includes documentation of approval by the Metropolitan Council and MN DNR, and adoption by the Dakota County Board of Commissioners.

April 26, 2019	The Metropolitan Council notification that Dakota County's 2040
	Comprehensive Plan meets all Metropolitan Land Planning Ace requirements;
	conforms to the regional system plans including transportation, aviation, water
	resources management, and parks; and is consistent with THRIVE MSP 2040,
	and is compatible with the plans of adjacent jurisdictions. Dakota County
	authorized to place its 2040 Comprehensive Plan into effect.
April 29, 2019	Minnesota Department of Natural Resources final approval of the Dakota
	County 2040 Comprehensive Plan MRCCA component
June 18, 2019	Dakota County Board of Commissioners adoption of the Dakota County 2040
	Comprehensive Plan (Resolution No. 19-578)

#### METROPOLITAN COUNCIL APPROVAL

April 25, 2019

Mr. Kurt Chatfield, Planning Manager Dakota County 14955 Galaxie Avenue Apple Valley, MN 55124

RE: Dakota County 2040 Comprehensive Plan - Notice of Council Action

Metropolitan Council Districts 13, 15, 16

Review File No. 21927-1

Dear Mr. Chatfield:

The Metropolitan Council reviewed the Dakota County Comprehensive Plan (Plan) at its meeting on April 24, 2019. The Council based its review on the staff's report and analysis (attached).

The Council found that the County's Plan meets all Metropolitan Land Planning Act requirements; conforms to the regional system plans including transportation, aviation, water resources management, and parks; is consistent with *Thrive MSP 2040*; and is compatible with the plans of adjacent jurisdictions.

In addition to the Advisory Comments and Review Record, the Council adopted the following recommendations.

- 1. Authorize Dakota County to place its 2040 Comprehensive Plan into effect.
- Advise the County to adopt the Mississippi River Corridor Critical Area component of their 2040 Comprehensive Plan within 60 days after receiving final approval from the Minnesota Department of Natural Resources (DNR); and submit a copy of the final adopted plan and evidence of adoption to the DNR, Council, and National Park Service within ten days after the adoption.

Please consult the attached staff report for important information about the County's next steps. Of particular importance are the Council's actions, listed on page 1, general Advisory Comments listed on page 3, and the specific comments for technical review areas, which are found in the body of the report. The final copy of the Plan needs to include all supplemental information/changes made during the review.

Congratulations on completing this important project. It was a pleasure to work with the County's staff throughout the review process.

Sincerely,

Angela R. Torres, AICP, Manager Local Planning Assistance



390 Robert Street North | Saint Paul, MN 55101-1805 P. 651.602.1000 | TTY. 651.291.0904 | metrocouncil.org

Mr. Kurt Chatfield April 26, 2019 Page 2

#### Attachment

CC: Matt Bauman, Minnesota Department of Natural Resources
John Anfinson, NPS (via email)
Tod Sherman, Development Reviews Coordinator, MnDOT Metro Division
Chai Lee, Metropolitan Council District 13
Philip Sterner, Metropolitan Council District 15
Wendy Wulff, Metropolitan Council District 16
Patrick Boylan, Principal Reviewer/Sector Representative

Raya Esmaeili, Reviews Coordinator

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#### MINNESOTA DEPARTMENT OF NATURAL RESOURCES APPROVAL



April 29, 2019

Mary Jackson Dakota County Office of Planning 14955 Galaxie Avenue Apple Valley, MN 55124

Re: Final Approval of Dakota County MRCCA Plan

Dear Ms. Jackson:

I am pleased to inform you that the Minnesota Department of Natural Resources (DNR) approves Dakota County's Mississippi River Corridor Critical Area (MRCCA) Plan as being consistent with Minnesota Statutes, §116G and Minnesota Rules, chapter 6106.

On April 25, 2019 the Metropolitan Council authorized Dakota County to put its comprehensive plan, including the MRCCA chapter, into effect. This Council action clears the way for final DNR approval. Within 60 days of the date of this letter, Dakota County must adopt the MRCCA Plan. Adopting the Metropolitan Council authorized comprehensive plan containing the MRCCA Plan meets this requirement as long as the resolution adopting the comprehensive plan states that the comprehensive plan includes the MRCCA Plan. Dakota County must then submit a copy of the final adopted plan (comprehensive plan containing the MRCCA plan), with the resolution adopting the plan to the DNR, the Metropolitan Council, and the National Park Service within ten days of the adoption.

Only MRCCA plans and plan amendments approved by the DNR have the force and effect of law. Once in effect, local governments must implement and enforce the DNR-approved plans.

We appreciate your efforts to develop and adopt the MRCCA plan, which provides a solid basis for future ordinance amendments and MRCCA management. Please send the adopted plan and resolution to Matt Bauman at <a href="matthew.bauman@state.mn.us">matthew.bauman@state.mn.us</a> and contact him if you have any questions about next steps.

Sincerely,

Jennifer Shillcox Land Use Unit Supervisor

Raya Esmaeili, Metropolitan Council
 Rory Stierler, National Park Service
 Jennie Skancke, DNR Region 3 Area Hydrologist
 Matt Bauman, DNR Land Use Unit

Minnesota Department of Natural Resources • Division of Ecological and Water Resources 500 Lafayette Road, Box 25, Saint Paul, MN 55155-4025

### **BOARD OF COMMISSIONERS ADOPTION, JUNE 18, 2019**

# BOARD OF COUNTY COMMISSIONERS DAKOTA COUNTY, MINNESOTA

June 18, 2019 Resolution No. 19-578 Motion by Commissioner Mike Slavik Second by Commissioner Joe Atkins

#### Adoption Of Dakota County 2040 Comprehensive Plan

WHEREAS, Minn. Stat. § 473.864 requires local governmental units to review and, if necessary, amend their comprehensive plans and their fiscal devices and official controls at least once every 10 years to ensure comprehensive plans conform with metropolitan system plans and ensure fiscal devices and official controls do not conflict with comprehensive plans or permit activities that conflict with metropolitan system plans; and

WHEREAS, Dakota County has prepared an update of its comprehensive plan with community engagement of cities, public agencies, businesses, and residents; and

WHEREAS, by Resolution No. 18-173 (March 27, 2018), on April 1, 2018, Dakota County released a draft Dakota County 2040 Comprehensive Plan (DC2040) for a six-month public review period for municipalities, counties, and special districts within or adjacent to Dakota County ending October 1, 2018, and revised its draft DC2040 to address the comments provided by affected jurisdictions during the six-month review period; and

WHEREAS, By Resolution Nos. 18-585 and 18-589 (November 27, 2018), the County Board conducted a public hearing on the revised draft plan and authorized staff to submit the revised draft DC2040 to the Metropolitan Council for review and approval; and

WHEREAS, on December 12, 2018, Dakota County submitted its revised draft DC2040 to Metropolitan Council; and

WHEREAS, after additional technical revisions to meet Metropolitan Council plan requirements, Metropolitan Council staff determined that the draft DC2040 was complete on March 12, 2019; and

WHEREAS, the Community Development Committee of the Metropolitan Council recommended approval of the draft DC2040 on April 15, 2019 and the Metropolitan Council approved the draft DC2040 on April 24, 2019; and

WHEREAS, on April 29, 2019, the Minnesota Department of Natural Resources (MNDNR) approved the Mississippi River Corridor Critical Area (MRCCA) chapter of the draft DC2040; and

WHEREAS, the County also is required to adopt the MRCCA component of the comprehensive plan within 60 days of the MNDNR approval and submit the final adopted comprehensive plan containing the MRCCA plan with the resolution of plan adoption to the MNDNR, the Metropolitan Council, and the National Park Service within 10 days of County Board adoption of DC2040; and

WHEREAS, within a year of adopting the DC2040, Dakota County is required to review and update, as needed, relevant ordinances to be consistent with the plan.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby adopts the Dakota County 2040 Comprehensive Plan including the Mississippi River Corridor Critical Area plan component.

Voting YES: Slavik, Gaylord, Egan, Atkins, Workman, Holberg, Gerlach

Voting NO: none

Signed by:

Jeni Reynolds, Clerk to the Board June 18, 2019

# **Transportation Amendment, 2021**

#### PUBLIC HEARING ON THE COMP PLAN AMENDMENT, JANUARY 19, 2021

# BOARD OF COUNTY COMMISSIONERS DAKOTA COUNTY, MINNESOTA

January 19, 2021 Resolution No. 21-030 Motion by Commissioner Mike Slavik Second by Commissioner Kathleen A. Gaylord

#### Public Hearing To Receive Comments On Dakota County Comprehensive Plan Amendment

WHEREAS, Dakota County proposes to amend the Dakota County 2040 Comprehensive Plan update to maintain consistency with the updated draft Dakota County 2040 Transportation Plan, and held a concurrent public review of both plans from October 20 to December 21, 2020; and

WHEREAS, Minn. Stat. § 375.51 and 394.29 set forth the requirement for a public hearing to be held on comprehensive plan updates prior to adoption; and

WHEREAS, By Resolution No. 20-524 (October 20, 2020), the Dakota County Board of Commissioners scheduled a public hearing on the Dakota County 2040 Comprehensive Plan Amendment to be held at 9:00 a.m. on January 19, 2021; and

WHEREAS, the notice of Public Hearing was published in the Dakota County Tribune for two consecutive weeks, on December 25, 2020, and January 1, 2021, and posted on the Dakota County website Comprehensive Plan project page.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby convenes a public hearing on January 19, 2021, at 9:00 a.m., to receive comments on the Dakota County 2040 Comprehensive Plan Amendment.

Voting YES: Slavik, Gaylord, Halverson, Atkins, Workman, Holberg, Hamann-Roland

Voting NO: none

Signed by:

Jeni Reynolds, Clerk to the Board

January 19, 2021

#### SUBMITTAL TO THE METROPOLITAN COUNCIL, APRIL 20, 2021:

# BOARD OF COUNTY COMMISSIONERS DAKOTA COUNTY, MINNESOTA

April 20, 2021 Resolution No. 21-207 Motion by Commissioner Mike Slavik Second by Commissioner Laurie Halverson

# Update On Draft 2040 Transportation Plan, Comprehensive Plan Amendment Public Review And Authorization To Submit Amendment To Metropolitan Council

WHEREAS, the Dakota County Board of Commissioners directed staff to prepare the Dakota County 2040 Transportation Plan (Plan) to guide the development of the County's transportation network by identifying future investment needs, implementation direction, and priorities; and

WHEREAS, through Physical Development Committee of the Whole review, County Board Workshops and agency, and public engagement, staff has prepared a draft Plan; and

WHEREAS, the Plan identifies the County's transportation goals, policies, and strategies for a transportation system that safely and efficiently moves people and goods; and

WHEREAS, the update of the Plan necessitates parallel changes to and a minor amendment of the Dakota County Comprehensive Plan, DC2040 (Amendment); and

WHEREAS, the Dakota County Board of Commissioners held a public hearing on the DC2040 Amendment on January 19, 2021, as required under Minn. Stat. § 462.355; and

WHEREAS, staff has evaluated all public comments and has addressed and revised Plan and Amendment text accordingly; and

WHEREAS, staff requests that the Dakota County Board of Commissioners authorize staff to submit the Amendment to the Metropolitan Council for final review and approval.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes staff to submit the draft Dakota County, Minnesota Comprehensive Plan (DC2040) Transportation Amendments to the Metropolitan Council for final review and approval.

Voting YES: Slavik, Gaylord, Halverson, Atkins, Workman, Holberg, Hamann-Roland

Voting NO: none

Signed by:

Jeni Reynolds, Clerk to the Board April 20, 2021

### DAKOTA COUNTY BOARD RESOLUTION OF ADOPTION, JULY 20, 2021:

# BOARD OF COUNTY COMMISSIONERS DAKOTA COUNTY, MINNESOTA

July 20, 2021 Resolution No. 21-360 Motion by Commissioner Liz Workman Second by Commissioner Laurie Halverson

# Adoption Of Dakota County 2040 Transportation Plan And Dakota County, Minnesota Comprehensive Plan (DC2040) Amendment

WHEREAS, the Dakota County Board of Commissioners directed staff to prepare the Dakota County 2040 Transportation Plan (Plan) to guide the development of the County's transportation network by identifying future investment needs, implementation direction, and priorities; and

WHEREAS, through Physical Development Committee of the Whole review, County Board Workshops, and agency and public engagement, staff has prepared the Plan; and

WHEREAS, the Plan identifies the County's transportation goals, policies, and strategies for a transportation system that safely and efficiently moves people and goods; and

WHEREAS, the update of the Plan necessitated parallel changes to and a minor amendment of the Dakota County, Minnesota Comprehensive Plan, DC2040 (Amendment); and

WHEREAS, a public hearing on comprehensive plan amendments is required under Minnesota Statutes § 462.355 and was held on January 19, 2021; and

WHEREAS, staff conducted a concurrent 60-day public and agency comment period for the Plan and the Amendment to receive additional comments and meet requirements for comprehensive plan amendments: and

WHEREAS, staff evaluated all public comments and addressed and revised Plan and Amendment text accordingly; and

WHEREAS, the Dakota County Board of Commissioners adopted the draft Plan Cost Share Policies F.1 through F.19 in advance of Plan adoption to be effective during the process to approve the 2021–2025 Capital Improvement Program budget documents; and

WHEREAS, adoption of the cost-sharing policies did not require amendment of DC2040; and

WHEREAS, the Dakota County Board of Commissioners authorized staff to submit the amendment to the Metropolitan Council for final review and approval; and

WHEREAS, the Metropolitan Council approved the Amendment on June 23, 2021.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby adopts the Dakota County 2040 Transportation Plan; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby adopts the amendment of the Dakota County, Minnesota Comprehensive Plan (DC2040) Transportation Chapter; and

BE IT FURTHER RESOLVED, That the cost-share policies adopted by the Dakota County Board of Commissioners by Resolution No. 20-524 to be effective during the process to approve the 2021–2025 Capital Improvement Program budget documents are hereby superseded by the cost-share policies contained in the approved Dakota County 2040 Transportation Plan.

Voting YES: Slavik, Gaylord, Halverson, Atkins, Workman, Holberg, Hamann-Roland

Voting NO: none

Signed by:

Jeni Reynolds, Clerk to the Board July 20, 2021

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# APPENDIX C: DEMOGRAPHIC FORECASTS BY TRANSPORTATION ANALYSIS ZONES

The following table includes population, household, and job forecasts for 2020, 2030, and 2040 by Transportation Analysis Zones (TAZ). Using the Metropolitan Council forecasts as a base, many cities updated specific TAZ data based on proposed land use changes and growth as part of their Comprehensive Plan update process.

Dakota County updated its Transportation Data Model in 2019 and incorporated information from the cities as well as the Metropolitan Council's Regional forecasts. The following table includes forecasts for 2040 population, households, and jobs from the updated County model. Data for 2020 and 2030 are from the 2020 version of the Metropolitan Council's Regional forecast data.

Table C.1: Demographic Forecasts by Transportation Analysis Zones (TAZ)

TAZ	COMMUNITY	2020 POP	2020 HH	2020 JOBS	2030 POP	2030 HH	2030 JOBS	2040 POP	2040 HH	2040 JOBS
396	MENDOTA HEIGHTS, LILYDALE	653	345	322	677	359	344	298	177	365
397	MENDOTA HEIGHTS	1,460	561	349	1,452	571	415	1,461	594	485
398	MENDOTA HEIGHTS	337	130	139	334	132	145	339	137	150
399	MENDOTA HEIGHTS	865	334	53	860	340	56	851	346	60
400	MENDOTA HEIGHTS, LILYDALE	578	222	86	577	224	112	716	282	141
401	MENDOTA HEIGHTS, LILYDALE	625	391	186	619	391	203	514	332	222
402	MENDOTA HEIGHTS, LILYDALE, MENDOTA	593	272	381	633	295	393	746	356	385
403	MENDOTA HEIGHTS, LILYDALE	885	421	73	876	423	77	884	419	81
404	MENDOTA HEIGHTS	851	388	108	849	393	106	872	407	100
405	MENDOTA HEIGHTS	370	142	12	409	158	14	470	180	21
406	MENDOTA HEIGHTS	207	84	1	209	85	2	200	80	0
407	MENDOTA HEIGHTS	722	291	649	719	290	661	690	283	581
408	MENDOTA HEIGHTS	382	143	32	386	146	38	391	148	50
409	MENDOTA HEIGHTS	13	5	1,073	14	5	1,131	10	3	1,142
410	MENDOTA HEIGHTS	3	1	5,732	3	1	5,947	0	0	5,905
411	MENDOTA HEIGHTS, MENDOTA	1,090	455	2,627	1,090	455	2,919	1,057	447	3,171
412	MENDOTA HEIGHTS	585	208	876	603	213	924	628	224	931
413	MENDOTA HEIGHTS	1,334	544	605	1,344	553	670	1,318	558	721
414	MENDOTA HEIGHTS, INVER GROVE HEIGHTS, EAGAN	1,726	713	88	1,738	724	92	1,779	752	89
415	INVER GROVE HEIGHTS, SUNFISH LAKE	389	141	4	373	147	6	463	201	10
416	WEST ST PAUL, SUNFISH LAKE	503	247	7	524	253	7	538	256	7
417	WEST ST PAUL, INVER GROVE HEIGHTS, SUNFISH LAKE	819	396	1,690	872	447	1,700	1,072	477	1,730
418	WEST ST PAUL	835	406	1,098	870	426	1,098	945	447	1,137
419	WEST ST PAUL	40	20	48	44	21	48	48	23	48

TAZ	COMMUNITY	2020 POP	2020 HH	2020 JOBS	2030 POP	2030 HH	2030 JOBS	2040 POP	2040 HH	2040 JOBS
420	WEST ST PAUL	827	378	34	864	401	34	862	401	36
421	WEST ST PAUL	1,569	716	852	1,569	714	919	1,565	714	916
422	WEST ST PAUL	887	405	332	924	430	332	921	430	369
423	WEST ST PAUL	1,402	628	200	1,458	658	200	1,457	685	227
424	WEST ST PAUL	1,153	523	131	1,180	523	131	1,236	556	130
425	WEST ST PAUL	527	238	584	645	282	870	818	282	871
426	WEST ST PAUL	1,521	703	504	1,518	702	504	1,784	812	554
427	WEST ST PAUL, SOUTH ST PAUL	397	187	29	400	189	29	414	194	27
428	WEST ST PAUL, SOUTH ST PAUL	953	398	4	937	404	5	931	406	5
429	SOUTH ST PAUL	2,434	960	521	2,399	971	531	2,382	972	535
430	SOUTH ST PAUL	10	4	271	10	4	277	9	4	282
431	SOUTH ST PAUL	1,589	675	435	1,584	694	501	1,601	705	567
432	SOUTH ST PAUL	1,545	650	856	1,597	694	866	1,684	734	857
433	SOUTH ST PAUL	1,717	728	163	1,718	752	208	1,744	766	266
434	WEST ST PAUL, SOUTH ST PAUL	1,128	472	91	1,135	490	106	1,160	502	123
435	WEST ST PAUL, SOUTH ST PAUL	1,291	547	5	1,296	567	7	1,319	579	5
436	WEST ST PAUL	150	65	0	157	66	0	163	67	0
437	WEST ST PAUL	65	31	350	477	140	350	674	295	507
438	WEST ST PAUL	3	1	1,490	5	2	1,525	10	4	1,524
439	WEST ST PAUL, SOUTH ST PAUL, INVER GROVE HEIGHTS	2,036	866	476	2,145	866	476	2,142	866	476
440	WEST ST PAUL	1,232	595	308	1,232	595	308	1,319	595	308
441	WEST ST PAUL, INVER GROVE HEIGHTS, SUNFISH LAKE	1,075	540	870	1,100	560	900	1,165	575	980
442	WEST ST PAUL, SOUTH ST PAUL, INVER GROVE HEIGHTS	353	144	4	358	146	4	372	153	5
443	SOUTH ST PAUL, INVER GROVE HEIGHTS	3,547	1,472	397	3,550	1,513	412	3,612	1,539	421
444	SOUTH ST PAUL	3,894	1,645	1,425	3,905	1,704	1,624	3,963	1,742	1,937
445	SOUTH ST PAUL	0	0	4,432	0	0	4,630	0	0	4,825
446	SOUTH ST PAUL	133	58	556	131	58	559	135	58	557
447	SOUTH ST PAUL	2,244	923	391	2,233	958	375	2,247	985	357
448	SOUTH ST PAUL, INVER GROVE HEIGHTS	1,108	485	505	1,104	496	513	1,110	505	519
449	INVER GROVE HEIGHTS	29	10	450	29	10	490	30	10	571
450	INVER GROVE HEIGHTS, SUNFISH LAKE	2,817	1,162	1,500	2,821	1,164	1,527	2,825	1,164	1,554
451	INVER GROVE HEIGHTS	490	200	100	1,134	616	150	1,777	1,031	217
452	INVER GROVE HEIGHTS	900	343	100	927	350	100	954	356	102
453	INVER GROVE HEIGHTS	225	123	125	225	123	200	225	123	342
454	INVER GROVE HEIGHTS	1,180	543	630	1,190	547	650	1,201	552	681
455	INVER GROVE HEIGHTS	320	149	200	346	155	230	372	160	270
456	INVER GROVE HEIGHTS	1,850	871	1,400	1,867	877	1,450	1,885	884	1,573

TAZ	COMMUNITY	2020 POP	2020 HH	2020 JOBS	2030 POP	2030 HH	2030 JOBS	2040 POP	2040 HH	2040 JOBS
457	SOUTH ST PAUL, INVER GROVE HEIGHTS	2,238	837	301	2,250	853	258	2,269	865	223
458	SOUTH ST PAUL, INVER GROVE HEIGHTS	652	242	125	661	246	130	671	250	135
459	INVER GROVE HEIGHTS	715	271	305	728	277	325	742	283	347
460	SOUTH ST PAUL, INVER GROVE HEIGHTS	2,400	925	30	2,435	925	30	2,468	924	32
461	INVER GROVE HEIGHTS	2,230	875	190	2,294	875	194	2,310	874	195
462	INVER GROVE HEIGHTS	2,000	798	800	2,075	811	814	2,151	825	827
463	INVER GROVE HEIGHTS	2,450	1,001	53	2,507	1,005	53	2,564	1,007	56
464	INVER GROVE HEIGHTS	1,900	800	195	1,892	857	198	1,884	915	199
465	INVER GROVE HEIGHTS	8	5	408	8	5	440	8	5	482
466	INVER GROVE HEIGHTS	286	131	460	286	131	460	286	131	461
467	INVER GROVE HEIGHTS	1,838	776	180	1,838	776	195	1,839	776	213
468	INVER GROVE HEIGHTS	545	182	18	545	182	18	545	182	18
469	INVER GROVE HEIGHTS	779	279	0	779	279	0	779	279	0
470	INVER GROVE HEIGHTS	600	250	119	1,334	707	140	2,068	1,165	183
471	INVER GROVE HEIGHTS, SUNFISH LAKE	751	299	176	1,517	801	204	2,187	1,265	338
472	INVER GROVE HEIGHTS, EAGAN	68	27	7,762	2,373	978	10,744	2,084	753	11,168
473	EAGAN	0	0	3,951	0	0	4,156	0	0	4,261
474	EAGAN	278	113	2,617	271	112	2,636	271	114	2,729
475	EAGAN	198	80	7,068	194	80	7,064	212	89	6,979
476	EAGAN	588	239	1,347	664	274	1,449	769	313	1,420
477	EAGAN	2	1	1,489	2	1	1,622	2	1	1,778
478	EAGAN, BURNSVILLE	517	209	3,130	505	208	3,245	502	212	3,242
479	EAGAN	2,215	896	223	2,160	891	223	2,150	908	220
480	EAGAN	2,696	1,091	3,172	2,628	1,085	3,274	2,615	1,104	3,409
481	EAGAN	5,529	1,919	1,732	5,460	1,906	1,937	4,517	1,872	2,803
482	EAGAN	2,580	1,044	467	2,798	1,154	477	2,749	1,146	470
483	EAGAN	119	48	2,901	115	48	2,939	114	48	2,861
484	EAGAN	686	278	1,026	1,216	502	1,024	2,094	794	990
485	EAGAN	0	0	905	0	0	943	0	0	1,023
486	EAGAN	0	0	980	0	0	1,003	0	0	1,092
487	EAGAN	0	0	2,019	0	0	2,089	0	0	2,013
488	EAGAN	2	1	929	2	1	1,054	2	1	1,186
489	INVER GROVE HEIGHTS, EAGAN	1,654	658	142	1,674	674	151	1,685	689	160
490	INVER GROVE HEIGHTS, EAGAN	589	245	455	857	357	896	1,129	470	1,658
491	INVER GROVE HEIGHTS	800	336	150	1,113	455	226	1,426	574	303
492	INVER GROVE HEIGHTS	1,100	425	75	1,751	756	125	2,402	1,086	174
493	INVER GROVE HEIGHTS, EAGAN	1,200	625	45	1,434	642	47	1,668	659	49
494	INVER GROVE HEIGHTS, EAGAN	18	8	2,150	25	10	2,334	32	13	2,310

TAZ	COMMUNITY	2020 POP	2020 HH	2020 JOBS	2030 POP	2030 HH	2030 JOBS	2040 POP	2040 HH	2040 JOBS
495	INVER GROVE HEIGHTS, EAGAN	370	150	6,636	360	149	6,944	359	152	7,538
496	EAGAN	5,199	2,106	55	5,073	2,091	61	5,001	2,092	60
497	EAGAN	2,737	1,108	1,328	2,670	1,100	1,389	2,618	1,090	1,413
498	EAGAN	0	0	1,200	0	0	1,217	0	0	1,000
499	EAGAN	825	334	364	804	332	395	800	338	390
500	EAGAN	1,434	580	250	1,516	626	253	1,528	636	250
501	EAGAN	1,476	598	502	1,441	594	548	1,433	606	541
502	EAGAN	1,267	513	30	1,235	510	30	1,229	519	30
503	EAGAN	1,085	439	10	1,059	436	10	1,055	446	10
504	EAGAN	906	366	0	880	365	0	619	256	0
505	EAGAN	2,167	876	325	2,115	872	339	2,121	894	385
506	EAGAN	2,297	930	278	2,242	924	339	2,231	941	333
507	EAGAN	1,009	408	0	1,049	433	0	1,035	433	0
508	EAGAN	593	240	0	578	238	0	575	243	0
509	INVER GROVE HEIGHTS, EAGAN	2,022	816	205	1,996	814	220	2,005	828	228
510	INVER GROVE HEIGHTS, EAGAN	1,101	446	56	1,099	453	66	1,470	617	65
511	INVER GROVE HEIGHTS, EAGAN	1,237	465	195	1,632	545	260	1,994	609	306
512	INVER GROVE HEIGHTS	110	44	5	135	44	6	160	45	6
513	INVER GROVE HEIGHTS	750	289	200	821	296	286	893	303	380
514	INVER GROVE HEIGHTS	550	212	540	591	218	545	631	223	549
515	INVER GROVE HEIGHTS	750	283	15	892	295	15	1,035	309	16
516	EAGAN	791	320	98	771	318	61	768	324	40
517	EAGAN	643	260	5	721	298	5	725	299	5
518	EAGAN	960	389	5	939	386	5	908	372	5
519	APPLE VALLEY, ROSEMOUNT	249	97	30	288	110	34	277	102	46
520	APPLE VALLEY	621	219	13	629	222	24	640	220	41
521	EAGAN	2,340	948	5	2,283	942	5	2,269	957	5
522	EAGAN	1,201	486	51	1,172	483	51	1,207	507	50
523	EAGAN	1,393	564	263	1,359	561	283	1,349	570	280
524	EAGAN	1,577	638	497	1,539	635	528	1,528	646	519
525	EAGAN	1,410	570	309	1,375	567	314	1,368	578	310
526	EAGAN	1,226	495	0	1,196	493	0	1,189	502	0
527	APPLE VALLEY	552	202	575	546	200	593	550	200	640
528	APPLE VALLEY	3,128	1,328	22	3,399	1,447	24	3,719	1,579	30
529	EAGAN	733	296	392	715	295	395	709	300	390
530	EAGAN	456	185	997	443	184	989	1,405	533	1,271
531	EAGAN	338	137	333	695	328	334	328	139	330
532	EAGAN	1,882	762	586	1,838	757	577	1,829	773	519
533	EAGAN	172	69	758	167	69	730	166	70	700
534	EAGAN	2,281	923	10	2,224	917	10	2,212	935	10

TAZ	COMMUNITY	2020 POP	2020 HH	2020 JOBS	2030 POP	2030 HH	2030 JOBS	2040 POP	2040 HH	2040 JOBS
535	EAGAN	1,421	575	174	1,410	582	152	1,410	594	150
536	EAGAN	2,663	1,079	3	2,598	1,071	5	2,587	1,093	5
537	EAGAN	2,076	841	3	2,025	835	5	2,015	851	5
538	EAGAN	3,623	1,467	1,152	3,535	1,458	1,161	3,241	1,252	1,136
539	EAGAN	564	228	140	549	227	142	546	231	140
540	EAGAN	1,436	582	91	1,400	577	91	1,393	588	90
541	BURNSVILLE	1,740	824	325	1,808	853	349	1,848	857	401
542	EAGAN, BURNSVILLE	1,326	462	37	1,378	478	40	1,316	454	33
543	BURNSVILLE	2,568	999	267	2,670	1,033	286	2,544	978	242
544	BURNSVILLE	681	232	2,015	708	240	2,163	675	227	1,819
545	EAGAN, BURNSVILLE	0	0	192	0	0	206	0	0	214
546	BURNSVILLE	0	0	1,632	0	0	1,752	0	0	1,660
547	BURNSVILLE	357	227	1,092	368	240	1,176	1,926	855	1,313
548	BURNSVILLE	1,266	730	559	1,316	756	599	1,667	881	535
549	BURNSVILLE	412	149	1,346	428	154	1,445	408	146	1,299
550	BURNSVILLE	673	379	2,153	700	392	2,310	667	373	2,131
551	BURNSVILLE	1,366	605	123	1,420	626	132	1,353	592	110
552	BURNSVILLE	1,364	607	376	1,418	628	403	1,379	606	386
553	BURNSVILLE	2,084	833	149	2,166	862	159	2,073	821	202
554	BURNSVILLE	1,808	762	149	1,879	788	159	1,790	746	159
555	EAGAN	968	391	256	969	400	244	960	405	240
556	BURNSVILLE	717	254	122	745	263	132	705	247	111
557	BURNSVILLE	2,002	755	143	2,081	781	153	2,049	767	283
558	BURNSVILLE	2,203	1,035	19	2,290	1,070	20	2,182	1,013	18
559	BURNSVILLE	1,088	397	709	1,131	411	761	1,076	388	641
560	BURNSVILLE	2,094	828	156	2,176	857	167	2,077	813	142
561	BURNSVILLE	581	368	3,672	603	380	3,943	916	496	3,626
562	BURNSVILLE	736	311	1,363	765	322	1,464	729	305	1,295
563	BURNSVILLE	2,846	1,289	480	2,958	1,334	515	3,500	1,536	538
564	BURNSVILLE	4	1	2,256	4	1	2,422	182	84	2,974
565	BURNSVILLE	853	314	519	887	324	557	895	326	630
566	BURNSVILLE	1,996	751	575	2,075	777	617	2,039	760	482
567	BURNSVILLE	1,606	582	91	1,670	602	98	2,158	797	123
568	BURNSVILLE	2,564	939	103	2,665	971	111	2,554	925	95
569	BURNSVILLE	1,793	633	18	1,864	655	19	1,779	621	18
570	BURNSVILLE	1,323	447	819	1,375	463	880	1,331	447	743
571	BURNSVILLE	1,536	569	893	1,596	589	959	1,682	621	1,182
572	BURNSVILLE	1,803	637	202	1,874	659	216	1,774	619	182
573	BURNSVILLE	0	0	624	0	0	669	0	0	610
574	BURNSVILLE	0	0	1,288	0	0	1,383	0	0	1,163

TAZ	COMMUNITY	2020 POP	2020 HH	2020 JOBS	2030 POP	2030 HH	2030 JOBS	2040 POP	2040 HH	2040 JOBS
575	BURNSVILLE	0	0	2,584	0	0	2,774	4,000	1,600	2,695
576	BURNSVILLE	1,998	1,033	1,042	2,081	1,070	1,118	2,502	1,230	2,543
577	BURNSVILLE	3	1	3,543	3	1	3,804	5	0	3,518
578	BURNSVILLE	1,440	497	1,074	1,496	515	1,154	1,426	488	970
579	BURNSVILLE	962	296	1,124	1,000	306	1,207	946	287	1,044
580	BURNSVILLE	444	175	11	462	181	12	478	186	10
581	BURNSVILLE	1,508	618	176	1,568	639	189	1,517	614	319
582	BURNSVILLE	521	186	520	541	192	559	516	182	825
583	BURNSVILLE, LAKEVILLE	4,004	1,739	303	4,191	1,792	370	4,070	1,707	439
584	BURNSVILLE	1,722	629	32	1,786	649	34	1,610	568	30
585	BURNSVILLE	926	334	16	962	346	17	919	328	14
586	BURNSVILLE	344	145	120	358	150	129	343	143	1,150
587	BURNSVILLE	2,918	1,278	731	3,033	1,322	785	2,873	1,244	661
588	BURNSVILLE	1,926	824	263	2,002	853	281	1,917	810	238
589	BURNSVILLE, LAKEVILLE	547	183	11	569	189	12	535	176	10
590	APPLE VALLEY	1,250	467	349	1,257	473	360	1,279	481	400
591	APPLE VALLEY	3,290	1,238	120	3,317	1,260	123	3,368	1,280	140
592	APPLE VALLEY	1,627	608	659	1,629	614	707	1,630	620	731
593	APPLE VALLEY	3	1	1,684	3	1	1,738	0	0	1,761
594	APPLE VALLEY	961	393	253	993	412	260	1,060	430	271
595	APPLE VALLEY	668	271	189	705	291	188	770	310	190
596	APPLE VALLEY	2,432	995	225	2,459	1,021	225	2,520	1,039	235
597	APPLE VALLEY	1,661	670	26	1,717	702	42	1,810	740	61
598	BURNSVILLE	1,722	651	624	1,790	673	671	1,687	628	760
599	APPLE VALLEY	1,670	660	68	1,754	690	70	1,880	720	70
600	APPLE VALLEY	1,347	537	34	1,403	557	36	1,480	580	40
601	APPLE VALLEY	2,866	1,117	74	2,969	1,168	82	3,131	1,219	92
602	APPLE VALLEY	1,539	540	112	1,530	536	114	1,530	530	120
603	APPLE VALLEY	3,913	1,359	60	3,876	1,344	64	3,901	1,330	72
604	APPLE VALLEY	909	317	17	939	328	16	980	340	0
605	APPLE VALLEY	2,396	843	236	2,451	863	268	2,500	880	320
606	APPLE VALLEY, ROSEMOUNT	1,605	566	74	1,681	593	89	1,771	619	98
607	APPLE VALLEY	4,763	1,925	382	4,752	1,916	386	4,812	1,911	399
608	APPLE VALLEY	1,139	462	2,135	1,133	459	2,154	1,150	460	2,139
609	APPLE VALLEY	405	163	237	392	161	238	400	170	221
610	APPLE VALLEY	803	324	1,441	936	385	1,454	1,130	460	1,480
611	APPLE VALLEY	2,245	826	2,912	2,446	917	2,977	2,660	1,000	3,009
612	APPLE VALLEY	32	13	1,598	102	42	1,681	200	80	1,800
613	APPLE VALLEY	1,071	447	678	1,442	602	726	1,880	780	790
614	APPLE VALLEY	1,339	558	29	1,508	630	42	1,630	680	60

TAZ	COMMUNITY	2020 POP	2020 HH	2020 JOBS	2030 POP	2030 HH	2030 JOBS	2040 POP	2040 HH	2040 JOBS
615	APPLE VALLEY	2,493	1,040	132	2,836	1,184	142	3,120	1,290	160
616	APPLE VALLEY	2,897	1,209	363	3,359	1,403	379	3,750	1,559	400
617	APPLE VALLEY	328	137	438	473	197	467	670	280	510
618	APPLE VALLEY	1,558	650	33	1,774	740	62	1,941	810	106
619	APPLE VALLEY	3,131	1,306	611	3,869	1,615	646	4,721	1,959	697
620	ROSEMOUNT	1,920	645	133	1,712	599	135	1,592	584	137
621	APPLE VALLEY, ROSEMOUNT	3,326	1,107	15	3,093	1,075	16	3,083	1,099	0
622	ROSEMOUNT	1,955	657	0	1,808	637	0	1,766	649	0
623	ROSEMOUNT	511	192	15	639	239	14	803	297	12
624	ROSEMOUNT	640	237	1	1,448	534	2	2,336	858	2
625	ROSEMOUNT	544	205	66	1,246	463	131	2,015	743	193
626	ROSEMOUNT	1,978	672	173	2,020	716	232	2,173	798	287
627	ROSEMOUNT	1,085	330	34	913	301	32	791	290	31
628	ROSEMOUNT	1,080	378	10	1,188	429	11	1,362	500	14
629	ROSEMOUNT	790	335	4	962	376	7	1,187	436	10
630	ROSEMOUNT	515	213	306	621	239	337	760	279	370
631	ROSEMOUNT	1,896	692	455	1,829	669	496	1,861	683	538
632	ROSEMOUNT	1,385	578	633	1,783	690	682	2,279	838	736
633	ROSEMOUNT	2,470	974	325	2,376	911	361	2,412	898	399
634	ROSEMOUNT	434	199	788	488	198	759	568	209	741
635	ROSEMOUNT	2,162	759	547	1,945	697	515	1,835	665	492
636	ROSEMOUNT	2,105	701	0	1,852	642	0	1,697	615	0
637	LAKEVILLE	1,560	612	130	2,698	978	177	3,683	1,316	226
638	LAKEVILLE	1,394	573	19	2,165	801	33	2,548	912	48
639	LAKEVILLE, FARMINGTON	6,888	2,144	254	6,889	2,144	347	7,375	2,327	129
640	EMPIRE TWP, FARMINGTON	2,241	763	467	2,474	859	479	2,580	903	480
641	FARMINGTON, CASTLE ROCK TWP	1,868	874	1,961	1,881	879	1,965	1,880	879	1,963
642	LAKEVILLE, FARMINGTON	269	98	889	963	376	1,110	1,034	404	1,176
643	FARMINGTON	2,672	1,051	925	2,672	1,051	982	2,673	1,051	1,057
644	LAKEVILLE, FARMINGTON	3,330	1,105	651	5,150	1,843	918	6,257	2,316	1,159
645	LAKEVILLE, FARMINGTON	3,504	1,138	191	4,149	1,397	260	4,177	1,410	188
646	LAKEVILLE	3,538	1,183	121	3,872	1,340	167	4,163	1,489	216
647	LAKEVILLE	3,042	1,066	433	3,280	1,160	552	3,487	1,249	682
648	LAKEVILLE	1,960	574	38	1,580	508	56	1,251	447	77
649	LAKEVILLE	1,532	511	14	1,564	533	17	1,591	553	19
650	LAKEVILLE	1,638	591	190	1,640	580	217	1,905	662	305
651	LAKEVILLE	1,294	449	151	1,279	443	161	1,004	348	108
652	LAKEVILLE	946	327	93	930	324	101	916	319	211
653	LAKEVILLE	3,368	1,061	154	3,702	1,161	153	4,582	1,513	151

TAZ	COMMUNITY	2020 POP	2020 HH	2020 JOBS	2030 POP	2030 HH	2030 JOBS	2040 POP	2040 HH	2040 JOBS
654	LAKEVILLE	1,475	468	21	1,470	464	20	1,466	460	18
655	LAKEVILLE	1,817	540	205	1,753	534	202	1,698	532	199
656	BURNSVILLE, LAKEVILLE	1,365	411	53	1,319	406	65	1,279	402	74
657	LAKEVILLE	2,343	694	244	2,225	680	247	2,122	667	245
658	LAKEVILLE	1,956	558	432	1,962	589	439	1,968	618	445
659	LAKEVILLE	4,549	1,483	548	4,549	1,509	547	4,548	1,533	550
660	LAKEVILLE	860	327	760	913	325	757	959	324	758
661	BURNSVILLE, LAKEVILLE	2,295	841	246	2,512	904	284	2,455	863	285
662	LAKEVILLE	611	214	525	791	272	562	946	325	606
663	LAKEVILLE	4,020	1,521	534	4,233	1,544	544	4,415	1,562	556
664	LAKEVILLE	821	336	1,034	1,220	437	1,021	1,564	532	1,013
665	LAKEVILLE	2,236	727	406	2,235	741	383	2,233	752	361
666	LAKEVILLE	667	283	60	1,004	370	67	1,295	452	76
667	LAKEVILLE	164	69	321	286	105	339	392	138	359
668	LAKEVILLE	399	117	12	422	137	11	442	155	11
669	LAKEVILLE	1,478	440	63	1,754	576	65	1,993	699	66
670	LAKEVILLE	913	314	70	947	329	77	978	342	84
671	LAKEVILLE	566	225	92	608	226	93	644	226	95
672	LAKEVILLE	1,165	399	310	1,587	522	362	1,950	638	416
673	LAKEVILLE	583	224	22	1,532	522	29	2,351	796	38
674	LAKEVILLE	213	72	611	213	72	707	212	72	806
675	LAKEVILLE	96	31	98	92	31	152	90	31	209
676	LAKEVILLE, EUREKA TWP	42	19	716	47	19	1,055	61	19	1,407
677	LAKEVILLE	1,719	523	1,065	1,669	527	1,238	1,626	530	1,426
678	LAKEVILLE	7	3	213	9	3	304	10	3	398
679	LAKEVILLE	1,117	327	63	948	293	79	802	262	94
680	LAKEVILLE	2,020	608	190	1,949	613	232	1,890	617	273
681	LAKEVILLE	745	304	875	868	370	971	977	430	1,091
682	LAKEVILLE	305	152	2	884	390	2	1,384	610	1
683	LAKEVILLE	809	401	160	2,407	1,061	186	3,198	1,410	216
684	LAKEVILLE, FARMINGTON	427	190	61	1,107	463	104	1,992	838	278
685	LAKEVILLE, FARMINGTON	753	330	0	1,601	689	0	3,175	1,360	196
686	LAKEVILLE	894	409	49	1,166	517	61	1,405	617	304
687	LAKEVILLE	1,569	626	360	1,527	622	383	1,491	619	407
688	LAKEVILLE	1,622	633	1,214	1,564	624	1,267	1,512	616	1,327
689	LAKEVILLE	362	160	39	891	367	42	1,348	558	46
690	LAKEVILLE	0	0	642	0	0	660	0	0	683
691	LAKEVILLE	177	67	1,396	173	66	1,478	169	66	1,576
692	LAKEVILLE	682	237	123	577	212	127	487	188	133
693	LAKEVILLE	0	0	2,509	0	0	2,587	0	0	2,685

TAZ	COMMUNITY	2020 POP	2020 HH	2020 JOBS	2030 POP	2030 HH	2030 JOBS	2040 POP	2040 HH	2040 JOBS
694	EUREKA TWP	120	40	20	130	60	20	130	60	20
695	LAKEVILLE, EUREKA TWP	430	170	280	460	180	275	469	199	270
696	LAKEVILLE, EUREKA TWP	100	40	30	110	40	30	121	52	31
697	FARMINGTON, CASTLE ROCK TWP	656	276	301	1,041	430	299	1,039	430	301
698	CASTLE ROCK TWP	263	104	143	259	104	138	255	105	132
699	EUREKA TWP	190	70	20	210	80	20	230	101	20
700	EUREKA TWP	130	50	80	150	60	80	170	70	80
701	EUREKA TWP	460	180	30	490	200	30	521	211	30
702	GREENVALE TWP	293	108	37	304	122	48	294	124	61
703	GREENVALE TWP, NORTHFIELD	385	128	818	499	182	830	640	250	820
704	GREENVALE TWP, NORTHFIELD	1,492	594	50	1,757	726	68	1,927	817	90
705	WATERFORD TWP, NORTHFIELD	197	79	815	200	82	939	199	82	1,074
706	SCIOTA TWP, WATERFORD TWP, NORTHFIELD	265	96	52	273	102	82	284	112	118
707	SCIOTA TWP, WATERFORD TWP	191	69	65	195	74	83	203	82	86
708	SCIOTA TWP, WATERFORD TWP	297	115	413	302	122	440	304	124	450
709	CASTLE ROCK TWP	195	76	59	192	76	56	190	76	53
710	CASTLE ROCK TWP	310	123	26	306	123	38	303	123	51
711	FARMINGTON, CASTLE ROCK TWP	734	275	347	727	275	448	719	275	445
712	EMPIRE TWP	166	58	37	167	61	43	192	71	48
713	EMPIRE TWP, FARMINGTON, CASTLE ROCK TWP	4,404	1,601	361	4,404	1,603	377	5,052	1,866	395
714	EMPIRE TWP	90	31	1	217	79	6	409	153	18
715	EMPIRE TWP, FARMINGTON	2,237	776	67	3,235	1,199	71	3,684	1,403	75
716	EMPIRE TWP, FARMINGTON	28	10	71	393	156	209	1,719	691	364
717	EMPIRE TWP	123	43	81	290	106	85	542	203	86
718	EMPIRE TWP	57	20	0	122	44	0	219	81	0
719	EMPIRE TWP	71	24	9	78	27	14	76	27	18
720	COATES, EMPIRE TWP	12	4	3	12	4	3	14	4	5
721	ROSEMOUNT, EMPIRE TWP	0	0	38	0	0	40	0	0	40
722	ROSEMOUNT	10	4	605	1,679	646	809	2,506	947	1,006
723	ROSEMOUNT, COATES, EMPIRE TWP	63	26	1,231	985	380	1,771	1,666	631	2,292
724	INVER GROVE HEIGHTS, ROSEMOUNT	45	17	2,685	43	16	2,519	42	15	2,395
725	INVER GROVE HEIGHTS	2	2	157	2	2	157	2	2	325
726	ROSEMOUNT	30	9	436	27	8	479	25	7	522
727	ROSEMOUNT	12	3	1,118	7	1	1,525	0	0	1,915
728	ROSEMOUNT, COATES	1,721	643	433	3,838	1,420	782	6,157	2,267	1,109
729	NININGER TWP	199	84	60	200	86	70	196	85	75
730	NININGER TWP	126	50	7	133	54	8	135	54	10

TAZ	COMMUNITY	2020 POP	2020 HH	2020 JOBS	2030 POP	2030 HH	2030 JOBS	2040 POP	2040 HH	2040 JOBS
731	NININGER TWP	242	95	55	255	102	73	260	104	96
732	NININGER TWP	39	15	18	44	18	24	47	19	31
733	NININGER TWP	115	49	0	117	51	0	115	51	1
734	NININGER TWP, MARSHAN TWP	57	22	0	65	26	0	72	30	1
735	VERMILLION TWP, VERMILLION	208	78	55	215	83	70	221	89	70
736	COATES, VERMILLION TWP, VERMILLION	560	215	84	575	223	98	586	238	122
737	VERMILLION TWP, VERMILLION, HAMPTON TWP	294	110	141	301	114	160	306	121	168
738	COATES, EMPIRE TWP, VERMILLION TWP, HAMPTON TWP	398	148	22	404	157	25	407	164	15
739	HAMPTON TWP, HAMPTON	336	127	2	341	135	3	372	150	0
740	HAMPTON TWP, HAMPTON	571	213	123	583	231	150	512	214	140
741	CASTLE ROCK TWP, HAMPTON TWP, HAMPTON, RANDOLPH TWP	146	55	6	156	61	7	146	60	11
742	HAMPTON TWP, RANDOLPH TWP, RANDOLPH	471	192	152	472	194	152	455	195	153
743	RANDOLPH TWP, RANDOLPH	407	161	70	395	163	70	390	161	71
744	HAMPTON TWP, RANDOLPH TWP	211	82	68	212	87	68	216	89	67
745	HAMPTON TWP, HAMPTON, RANDOLPH TWP	92	35	0	101	40	0	95	39	0
746	HAMPTON TWP, HAMPTON, NEW TRIER, RANDOLPH TOWNSHIP	341	131	45	358	144	52	356	147	55
747	HAMPTON TWP, HAMPTON, NEW TRIER	349	134	119	358	144	134	476	195	150
748	VERMILLION TWP	186	68	2	190	74	2	204	76	3
749	MARSHAN TWP	350	133	33	394	154	49	440	176	70
750	DOUGLAS TWP	240	92	23	238	96	24	232	99	30
751	DOUGLAS TWP	139	53	0	144	58	0	150	64	0
752	DOUGLAS TWP, MIESVILLE	310	122	95	315	129	99	321	136	108
753	DOUGLAS TWP, MIESVILLE	181	73	122	183	77	127	187	79	133
754	MARSHAN TWP	237	94	136	226	94	156	216	94	168
755	RAVENNA TWP	631	226	20	643	245	23	654	262	23
756	RAVENNA TWP	856	302	18	870	326	22	874	345	22
757	HASTINGS, MARSHAN TWP	1,122	469	596	1,121	479	610	1,237	540	605
758	MARSHAN TWP	117	45	40	130	51	58	142	58	80
759	HASTINGS, MARSHAN TWP	1,145	457	19	1,287	520	29	1,608	651	55
760	HASTINGS	2,216	929	215	2,675	1,145	250	3,146	1,360	296
761	HASTINGS	1,585	678	173	1,831	803	183	2,005	888	197
762	HASTINGS	1,902	772	300	2,272	949	319	2,604	1,102	340
763	HASTINGS, NININGER TWP, MARSHAN TWP	1,122	474	39	1,278	554	43	1,490	656	49

TAZ	COMMUNITY	2020 POP	2020 HH	2020 JOBS	2030 POP	2030 HH	2030 JOBS	2040 POP	2040 HH	2040 JOBS
764	NININGER TWP, HASTINGS	731	310	418	753	326	454	908	399	498
765	HASTINGS	1,013	434	201	1,169	512	204	1,278	566	202
766	HASTINGS	2,307	987	809	2,574	1,128	825	2,689	1,190	825
767	HASTINGS	776	329	563	875	379	601	930	408	645
768	HASTINGS	1,068	479	304	1,192	553	404	1,265	604	531
769	HASTINGS	2,113	923	1,328	2,389	1,082	1,368	2,584	1,205	1,412
770	NININGER TWP, HASTINGS	1,768	651	1,537	2,019	775	1,580	2,261	902	1,684
771	HASTINGS	284	128	13	327	152	22	374	179	36
772	HASTINGS	1,349	560	903	1,403	596	981	1,438	624	1,082
773	HASTINGS	813	338	734	821	345	756	818	347	768
774	HASTINGS, MARSHAN TWP	887	301	1,381	914	310	1,398	936	318	1,407
775	HASTINGS, MARSHAN TWP	1,683	718	18	1,693	736	25	1,761	779	35
776	HASTINGS, RAVENNA TWP	873	312	12	917	349	15	974	391	15
2091	WEST ST PAUL	1,532	621	183	1,580	648	183	1,603	684	234
2092	WEST ST PAUL	1,508	616	111	1,551	642	111	1,558	642	109
2094	WEST ST PAUL	1,094	447	190	1,116	465	190	1,117	465	203
2095	WEST ST PAUL	1,082	447	115	1,082	447	115	1,103	484	215
2096	WEST ST PAUL, SOUTH ST PAUL	1,669	684	69	1,736	706	69	1,811	738	70
2790*	GREENVALE TWP, WATERFORD TWP, NORTHFIELD	8,199	2,192	2,733	8,657	2,307	2,980			
2810*	RANDOLPH TWP	897	360	210	879	363	261			
2811*	DOUGLAS TWP, HAMPTON TWP	1,023	429	914	1,049	451	916			

<sup>\*</sup>TAZ numbers 2790, 2810, and 2811 are predominantly outside of Dakota County and may be an artifact of GIS data processing. They were not included in the 2019 Dakota County Transportation Data Model.