

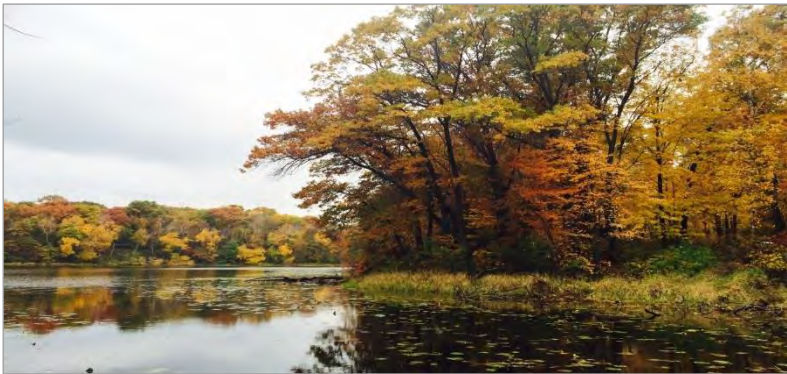
# Dakota County, Minnesota Comprehensive Plan

DC2040

## Transportation



## Park and Greenways



## Land Use and Natural Resources



*Dakota*  
COUNTY

Adopted June 18, 2019

**Dakota County Board of Commissioners**

Mike Slavik	District 1
Kathleen Gaylord	District 2
Thomas Egan	District 3
Joe Atkins	District 4
Liz Workman	District 5
Mary Liz Holberg	District 6
Chris Gerlach	District 7

**Dakota County Planning Commission**

Michael Greco	District 1
Jerry Rich	District 1
Lori Hansen	District 2
Timothy Tabor	District 2
Jill Smith	District 3
Greg Oxley	District 3
Amy Hunting	District 4
Barry Graham	District 4
Ram Singh	District 5
Christopher Ross	District 5
Nate Reitz	District 6
James Guttman	District 6
Anthony Nelson	District 7
Donald Post	District 7

***Prepared By:***

Dakota County Office of Planning  
Dakota County Environmental Resources  
Dakota County Parks  
Dakota County Transportation  
Dakota County Physical Development Administration  
Dakota County Office of Performance Management  
Hoisington Koegler Group, Inc.  
SEH, Inc.

## DRAFT DAKOTA COUNTY COMPREHENSIVE PLAN, DC2040 CONTENTS

DC2040 Executive Summary .....	i
Chapter 1: Introduction .....	1
DC 2040 Plan Organization .....	1
Plan Purpose .....	1
Dakota County Planning Guidance .....	2
Comprehensive Plan Process Overview .....	3
Chapter 2: County Demographics .....	5
Growth and Demographics in Dakota County .....	5
Chapter 3: Transportation .....	11
Purpose and Background .....	11
County Planning Guidance .....	11
Transportation System Vision .....	11
Guiding Principles for Transportation .....	11
Dakota County Transportation System .....	15
Integration of Modes .....	30
Transit Planning and Operations .....	30
Pedestrian and Bicycle Travel .....	42
Emerging Technologies and Transportation .....	52
Other Modes .....	53
Contributing Planning Activities .....	60
Implementation .....	66
Chapter 4: Park System .....	67
Purpose and Background .....	67
County Plan Guidance .....	67
Park System Goals and Objectives .....	69
Existing Dakota County Parks and Greenways .....	70
Other Outdoor Recreation Opportunities .....	83
Plans Completed Since 2008 .....	88
Implementation .....	88
Chapter 5: Land Use and Natural Resources .....	89
Purpose and Background .....	89
Land Use and Official Controls .....	89
Natural Resources .....	102
Mississippi River Corridor Critical Area Plan .....	125

Chapter 6: Implementation ..... 151

- Implementation Processes..... 151
- CIP Summaries for Transportation, Parks, and Land Conservation ..... 151
- Official Controls..... 169
- Comprehensive Plan Updates..... 169
- DC 2040 Content Notes ..... 169
- Other Related County Plans and Programs ..... 171

Appendix A: Comments on the Draft DC2040 ..... 173

- Adjacent and Affected Jurisdictions..... 173
- Public Comments Received on the Draft DC2040..... 189

Appendix B: Plan Submittal and Approval Documents..... 193

- Draft Plan Submittal..... 193
- Plan Approval ..... 200

Appendix C: Demographic Forecasts by Transportation Analysis Zones..... 207



# 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

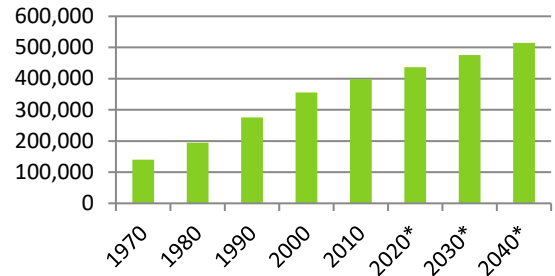
- Dakota County’s youngest suburbs are still growing, while its older suburbs are redeveloping in areas
- Demand for highway expansion continues, along with the need for transit and multimodal transportation
- Groundwater quantity and quality are threatened
- Most of the County’s wetlands have been drained, 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

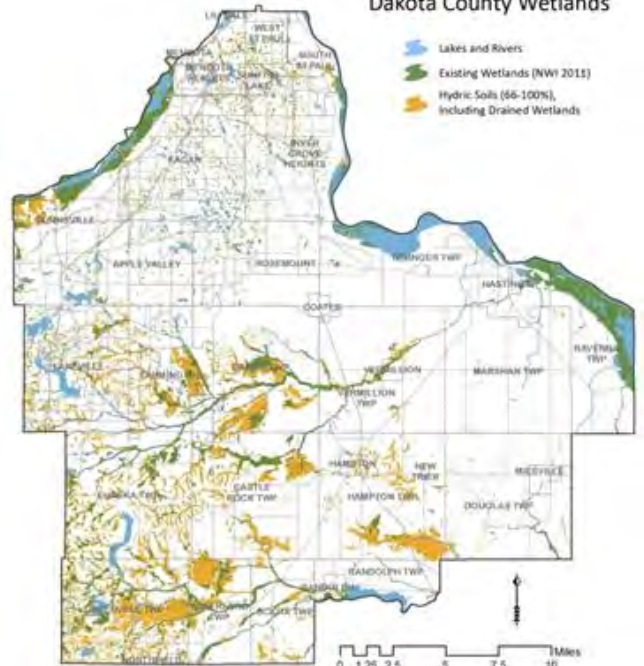
Dakota County Population Growth and Projections\*: 1970-2040

Source: Metropolitan Council



Hydric Soils and Existing Wetlands

Dakota County 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.

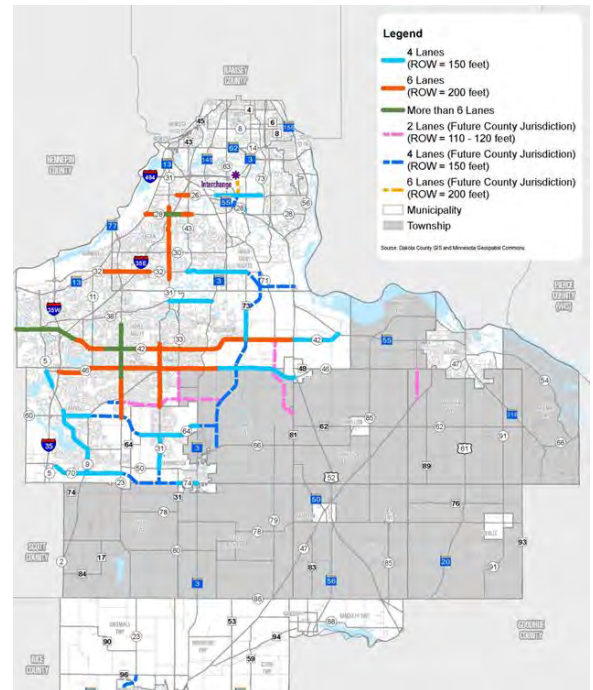
### Transportation

- 3.1 Limited Resources are directed to the highest priority needs of the transportation system
- 3.2 Transit and integration of transportation modes
- 3.3 Preservation of the existing system
- 3.4 Management to increase transportation system efficiency, improve safety and maximize existing highway capacity
- 3.5 Replace deficient elements of the system
- 3.6 Improvement and 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 in Dakota County
- 4.4 Build awareness of Parks, inform and engage the public

### Highway Expansion Needs



**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

**South Creek County Park Conservation Area - Restoration**



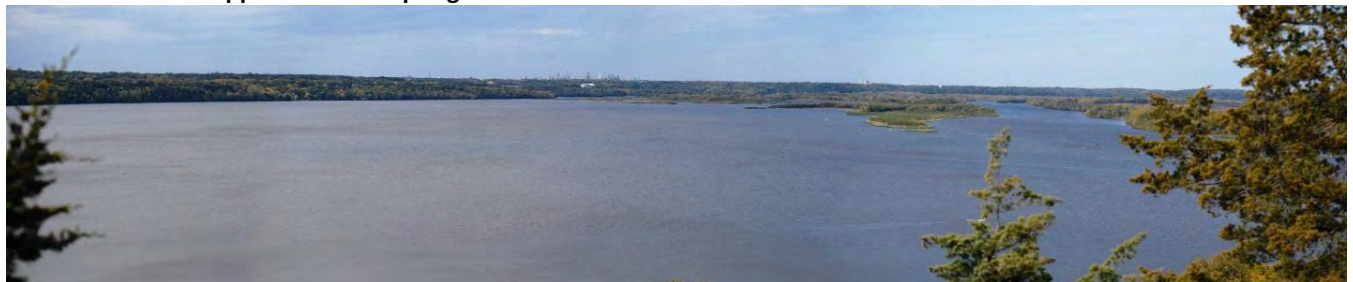
**Natural Resources**

- 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**



*This page intentionally left blank.*

# 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



*This page intentionally left blank.*

# 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 to follow trends of recent decades: 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. 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.

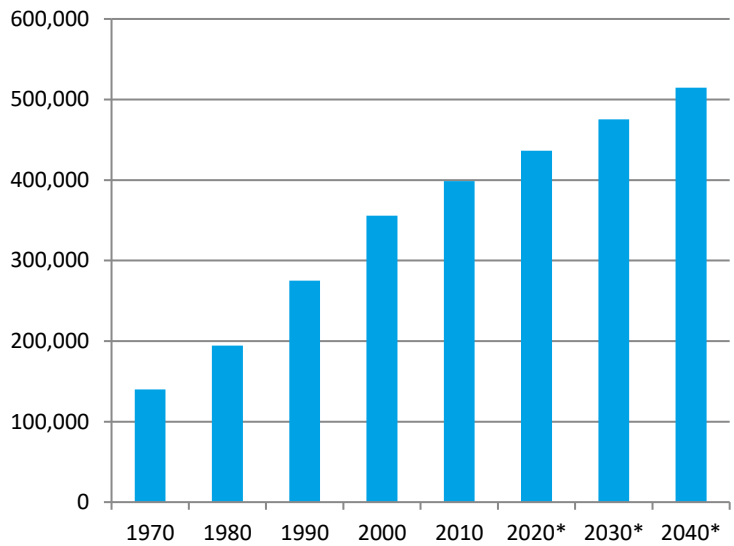
Changes in household composition have implications for housing preferences and markets. As single-person households increase, demand for more multifamily housing units is likely to rise. Housing accessibility becomes more important as the senior population continues to increase. As family sizes decline, 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 remain stable through 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.

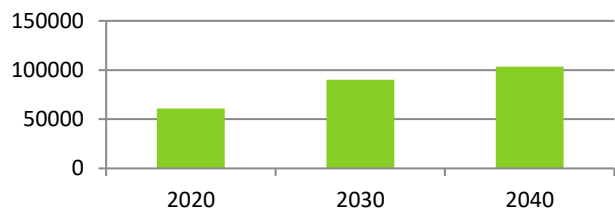
**Figure 2.1: Dakota County Population Growth and Projections\*: 1970-2040**

*Source: Metropolitan Council*



**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).

<b>Table 2.1 Projected Growth in Population over Age 65 in Dakota County</b>			
	<b>2020</b>	<b>2030</b>	<b>2040</b>
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.

<b>Table 2.2. Racial Characteristics of Dakota County, 2015 Estimates</b>	
<b>White</b>	84.1%
<b>Black or African American</b>	5.2%
<b>American Indian and Alaska Native</b>	0.3%
<b>Asian</b>	4.6%
<b>Some other race</b>	2.7%
<b>Two or more races</b>	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.

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’s degree.

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

Source: U.S. Census



	Graduate or professional degree	Bachelor's degree	Associate's degree	Some college, no degree	High school graduate	9th to 12th grade, no diploma	Less than 9th grade
■ 2000	9%	26%	9%	26%	24%	4%	2%
■ 2015	12%	28%	11%	21%	22%	3%	2%

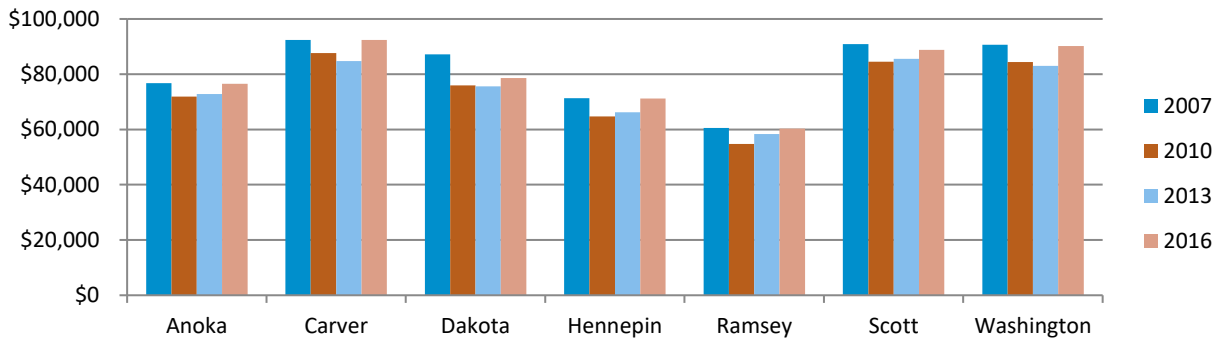
## INCOME

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.

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

*Source: American Community Survey 2016*

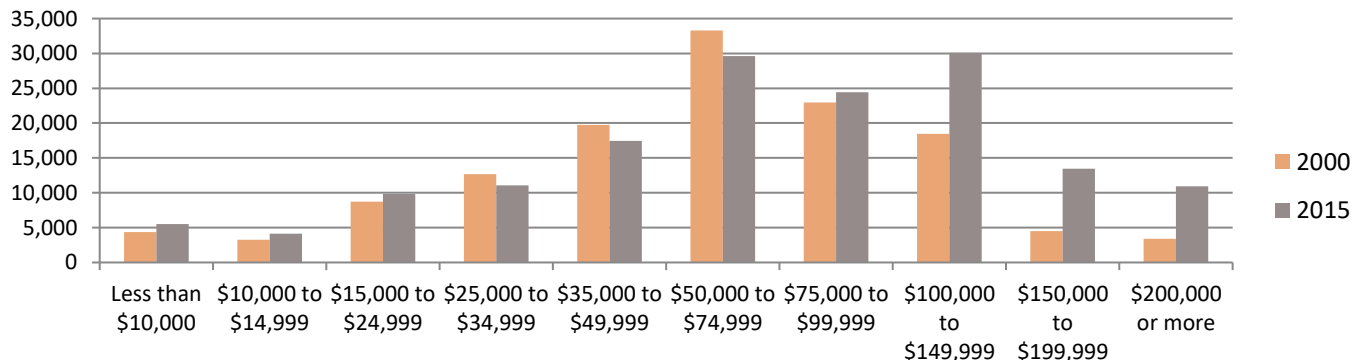


Dakota County’s 2015 median household income is 10 percent higher than the Twin Cities Metro Area as a whole (\$68,778), and 23 percent higher than the statewide median household income (\$61,492). Nonetheless, Dakota County has seen an increase in income disparity in recent years: households at the 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.

## LABOR FORCE AND EMPLOYMENT

**Figure 2.5. Dakota County Household Income in 2000 and 2015**

*Source: U.S. Census, 2011-2015 ACS, not adjusted for inflation*



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 [Transportation Plan](#), which is a separate and more detailed plan document that was last updated in 2012. The full Dakota County Transportation Plan is scheduled to be updated in 2019 to reflect land use changes and development in the cities' 2040 Comprehensive Plans, and will include updated Traffic Analysis Zones (TAZ) data and the County transportation model forecasts. This Transportation Chapter of DC2040 does not supersede the full Transportation Plan, but may include updated information for clarity and accuracy.

## County Planning Guidance

This chapter was guided by goals and principles that define 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 ten overarching principles that apply to all Transportation Plan goals. These include the five guiding principles identified in *DC2040* and five principles specific to transportation. All of these principles together guide transportation policies and strategies, and help in forming the 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** — This principle supports 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** — This principle refers to land use patterns and multimodal transportation networks that allow people to easily move between neighborhoods, providing jobs near housing, convenient shopping and services.
- **Collaboration** — This principle supports coordinating the efforts of public agencies and private entities toward maximizing 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** — This principle identifies transportation and technology infrastructure playing 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** — This principle refers to 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** — Transportation planning activities include the development of 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** — This principle identifies activities that result in avoiding, minimizing, or mitigating 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** — This principle identifies activities resulting in 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.
- **Context-Sensitive Design** — The context-sensitive design principle refers to 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** — 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, 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.

## **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 this 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 the County for transportation purposes, along with strategies and policies for use of these resources. Subsequent goal chapters specify how these extremely 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: Transit and Integration of Transportation Modes**

This goal establishes Dakota County's role in coordinating and providing direction on the development of infrastructure and services for non-automobile modes of transportation. Rapid population growth and diversified transportation needs have prompted the County to adopt policies and strategies for the development and integration of a comprehensive transit system, bicycle and pedestrian network, and other non-automobile modes for people and freight to maximize the transportation system efficiently. The ongoing facilitation of these modes will contribute to the County's transportation networks by providing safe, timely, convenient, and efficient connections between communities, activity generators, and employment concentrations.

### **Goal 3.3: 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 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 3.4: 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 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 3.5: Replace 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. 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 3.6: Improvement and 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 322 miles of County State Aid Highways (CSAH) and 96 miles of County roads (CR). This is shown in Figure 3.1. The overall County system consists of 418 centerline miles of which approximately 355 miles (85 percent) are paved and 63 miles (15 percent) have a gravel surface. There are 1063 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**

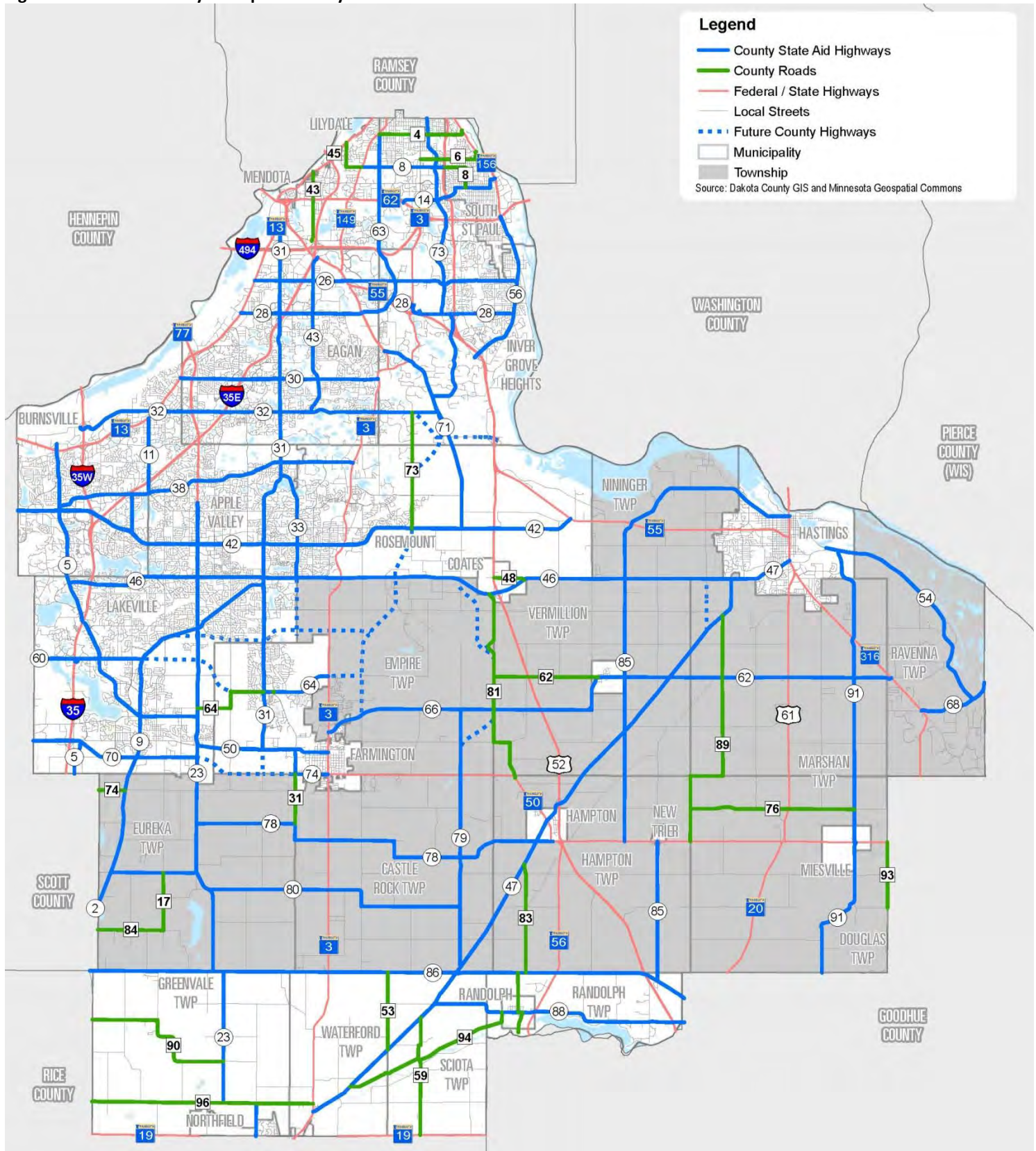
The majority of Dakota County highways fall into the functional classification category of minor arterial. The emphasis of minor arterials is on mobility with limited land access. Providing a balance between mobility and appropriate land accesses is a constant challenge. To ensure mobility continues 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) emphasize 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



SEH, Inc.

## 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 18 miles of principal arterial highway (represents four 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 213 miles of minor arterial highway (represents 51 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 173 miles of collector roadway (represents 41 percent of the County system).

*Local Roads:* connect streets and land parcels. The primary emphasis is on land access. The County has 14 miles of local roadway (represents four percent of the County system).

**Dakota County Principal Arterial Study, 2018:** Dakota County evaluated the need for existing and future principal arterials within Dakota County. The need for the study is 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 County State Aid Highway (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:

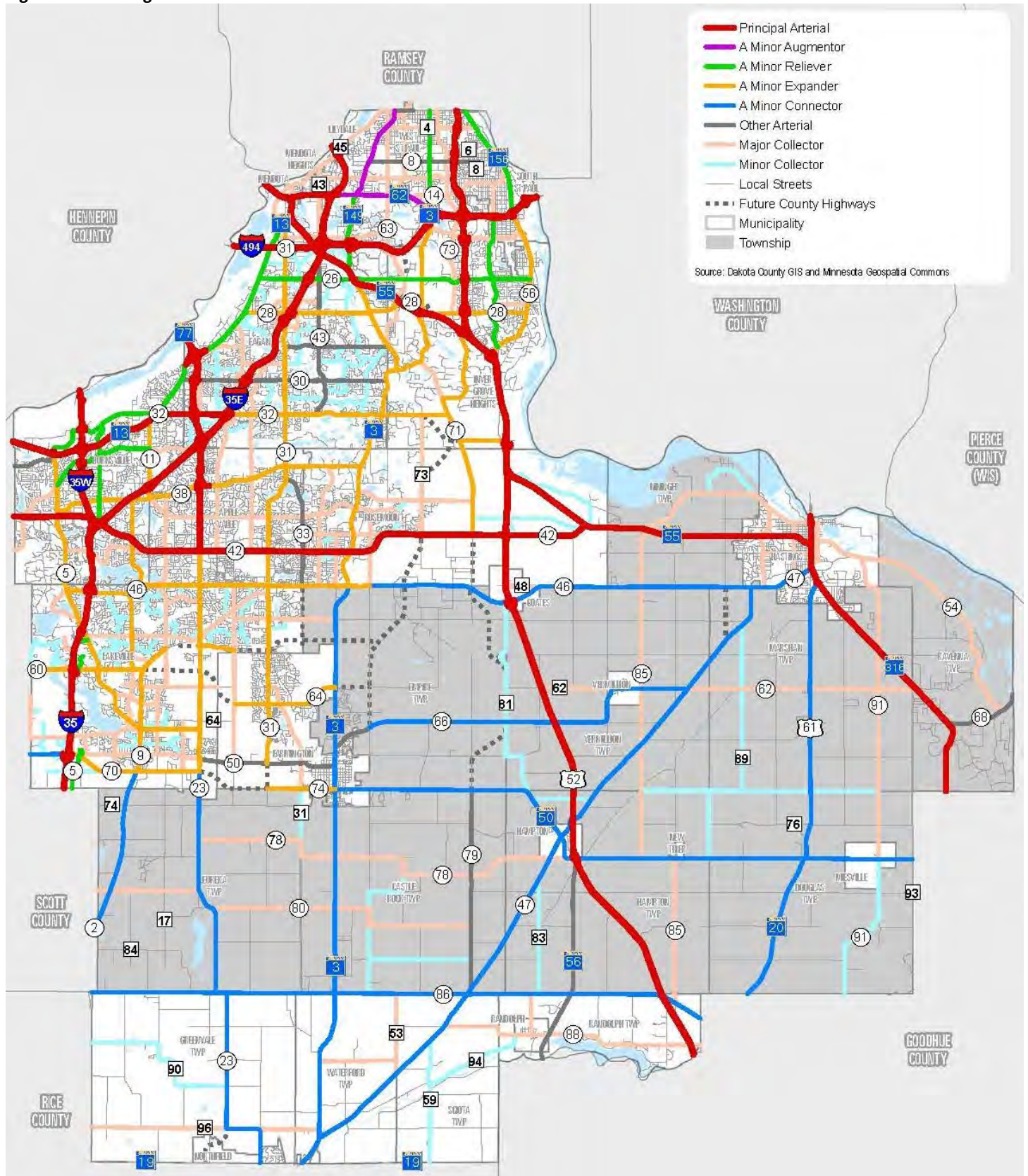
1. Designation of the following County corridors as future principal arterials:
  - a. County State Aid Highway 86 from the west County line to Trunk Highway 52
  - b. County State Aid Highway 70 from the west County line to County State Aid Highway 23; future County 70 from County State Aid Highway 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
  - 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

Dakota County adopted the Principal Arterial Study on October 23, 2018.

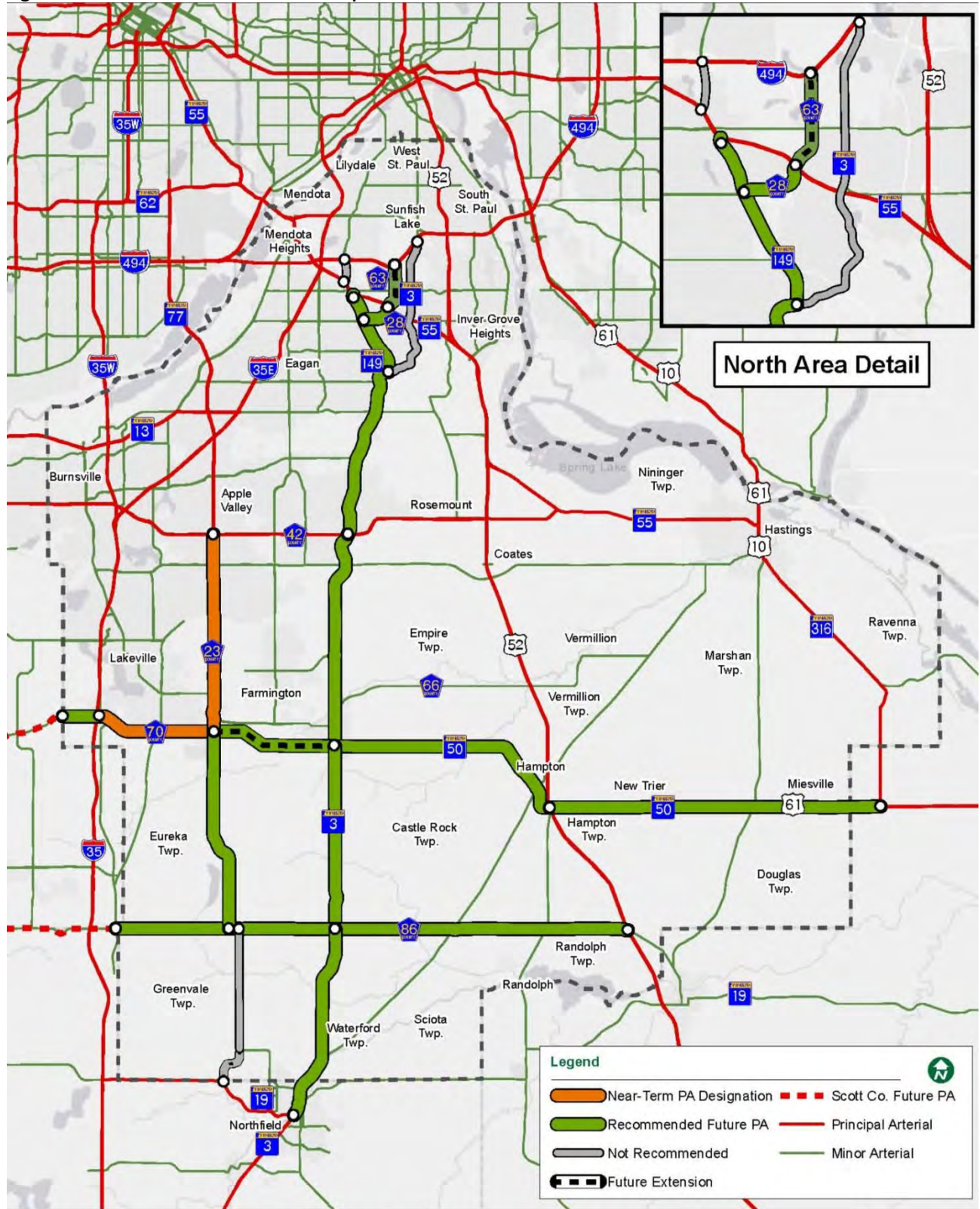
Figure 3.2: Existing Functional Class



SEH, Inc.



Figure 3.2.1: Recommended Future Principal Arterials



Principal Arterial Study



0 5 Miles  
Source: MnDOT, Dakota Co, Met. Council

Study Conclusions & Recommendations

Figure ES-2

### COUNTY STATE AID HIGHWAYS

The County State Aid Highway (CSAH) system is a statewide network of about 30,000 miles of highways under jurisdiction of the 87 Minnesota counties. The county state aid 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**

	Miles	Miles Paved	Miles Gravel	Lane Miles
County State Aid Highways (CSAH)	322	311	11	871
County Roads (CR)	96	44	52	192
Total	418	355	63	1063

### 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>
	All	< 35,000	¼ mile	⅛ mile
Undivided Highway	(≤ 40 mph)	All	⅛ mile	N/A
	(≥ 45 mph)	> 1,500	¼ mile	N/A
	(≥ 45 mph)	< 1,500	Allowed per <sup>(D)</sup>	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  $\frac{1}{8}$  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  $\frac{1}{2}$  mile, as show on the following Access Spacing Map (Figure 3.3). 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.





## 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:

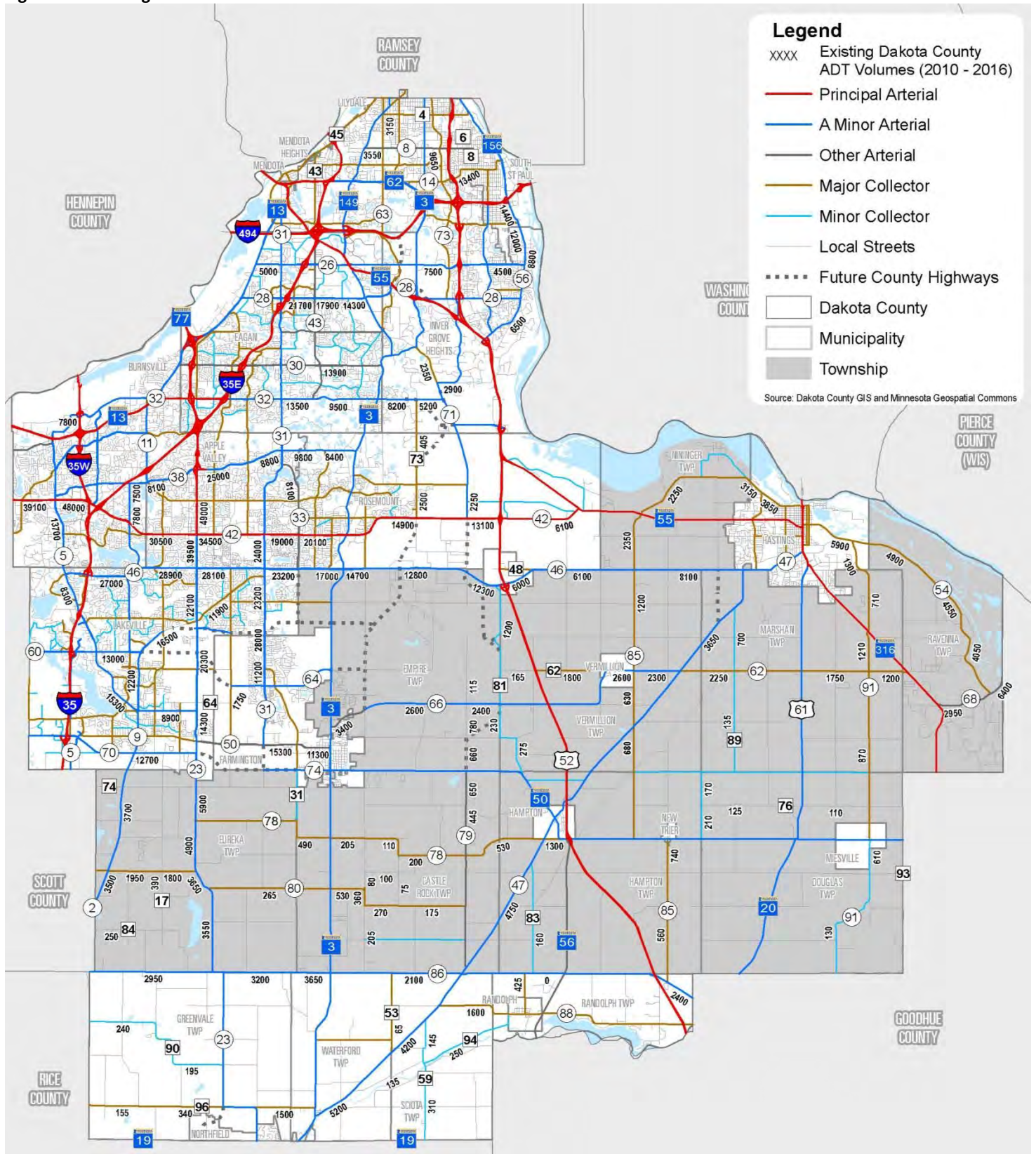
- **Existing Traffic Volumes** (Figure 3.4) shows existing traffic volumes on the state and county highway system.
- **Projected Traffic Volumes** (Figure 3.5) shows projected 2040 traffic volumes for all County Principal and A-Minor Arterials based on estimates originally used for the previous Comprehensive Plan update for the year 2030. Because the County employs a land use-based traffic projection system and new development/growth in the County in the previous decade was lower than anticipated due to the Recession, traffic volumes have not increased as initially forecast. As a result, the County generally considers the 2030 forecast volumes as the best estimates at this time for County roads in 2040. Adjustments have been made for areas where studies have yielded better information. Use of the 2030 figures as the interim 2040 estimate for County roadways was discussed with staff at the Metropolitan Council. Note that Figure 3.5 uses the Council's regional projections for highways under State jurisdiction.

The County will be updating its full Transportation Plan in 2019, and will update its Traffic Analysis Zone (TAZ) data and forecast model incorporating land use changes identified in city 2040 comprehensive plans. This chapter also will be updated as needed. The table of 2020, 2030, and 2040 population, household, and job forecasts by TAZ included as Appendix C of this document was assembled from city and township comprehensive plans in early 2019. This table is a placeholder until the County's transportation model update and full Transportation Plan update are completed. The County will work with the cities and the Metropolitan Council to coordinate the forecasts to be consistent with local and regional plans. Appendix C will also be updated at that time.

- **Number of Lanes – Principal and A-Minor Arterials** (Figure 3.6) shows the existing number of lanes on Principal and A-Minor Arterial highways.
- **Future County Expansion Needs** (Figure 3.7) 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.
- **Metropolitan Council Transportation Policy Plan (TPP): Proposed Regional Highway Investments** (Figure 3.8) 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 (one example is the Regional Roadway System Visioning Study), but the County has not conducted a full assessment of State highway system needs in Dakota County like has been done with the County system. This is planned to be done as part of the Dakota County Transportation Plan update process in 2019.



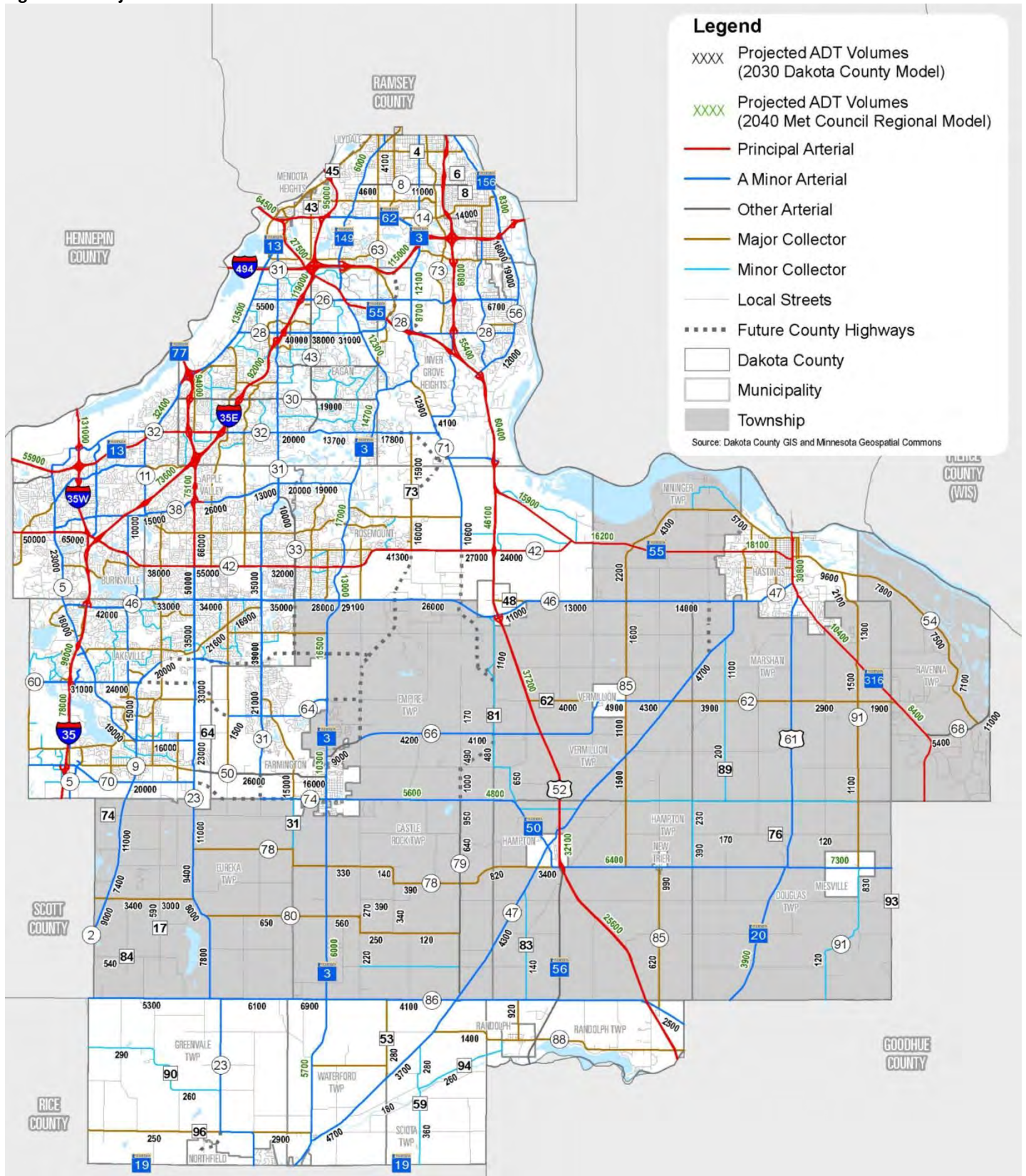
Figure 3.4: Existing Traffic Volumes



SEH, Inc.



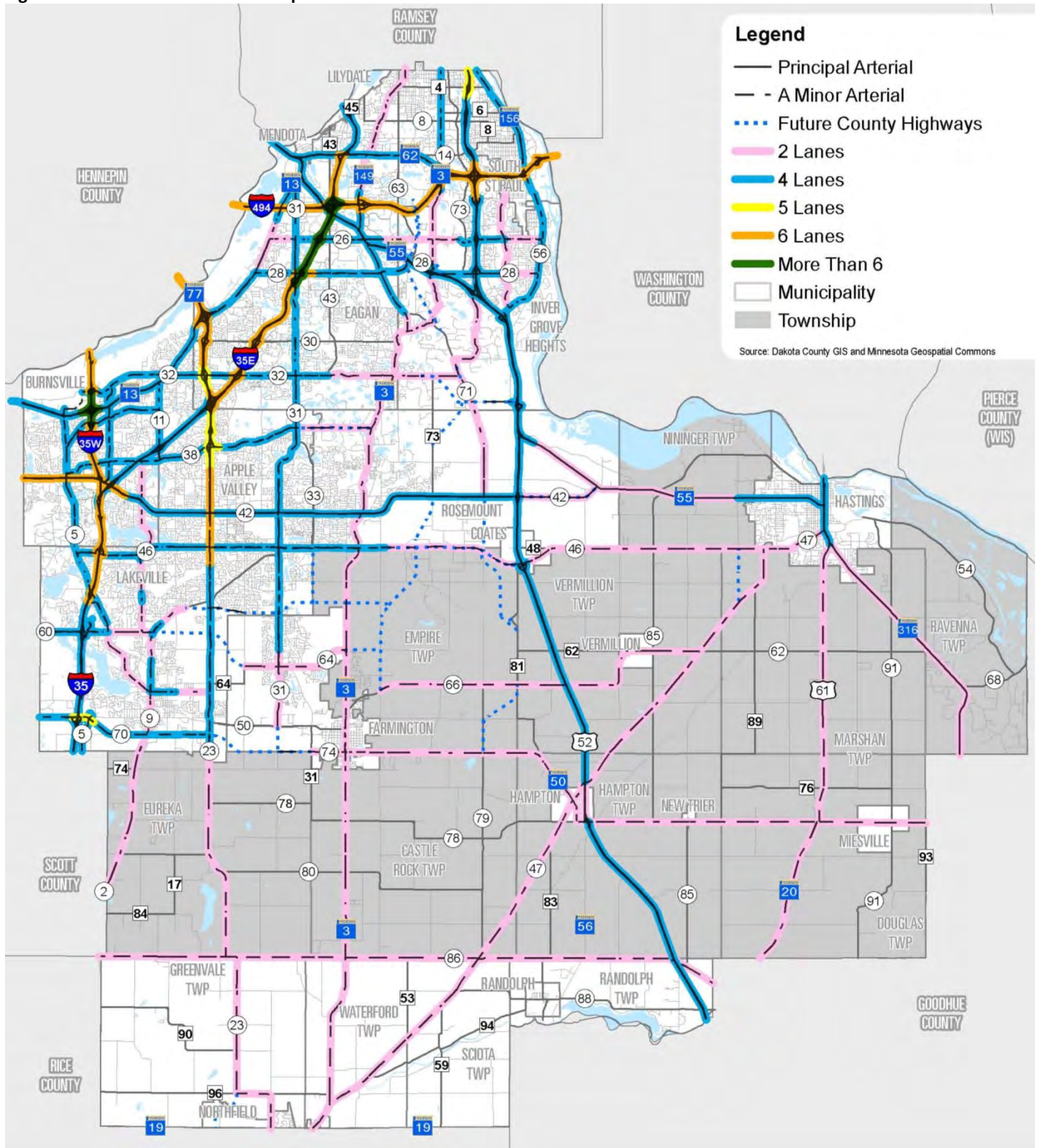
Figure 3.5: Projected 2040 Traffic Volumes



SEH, Inc.



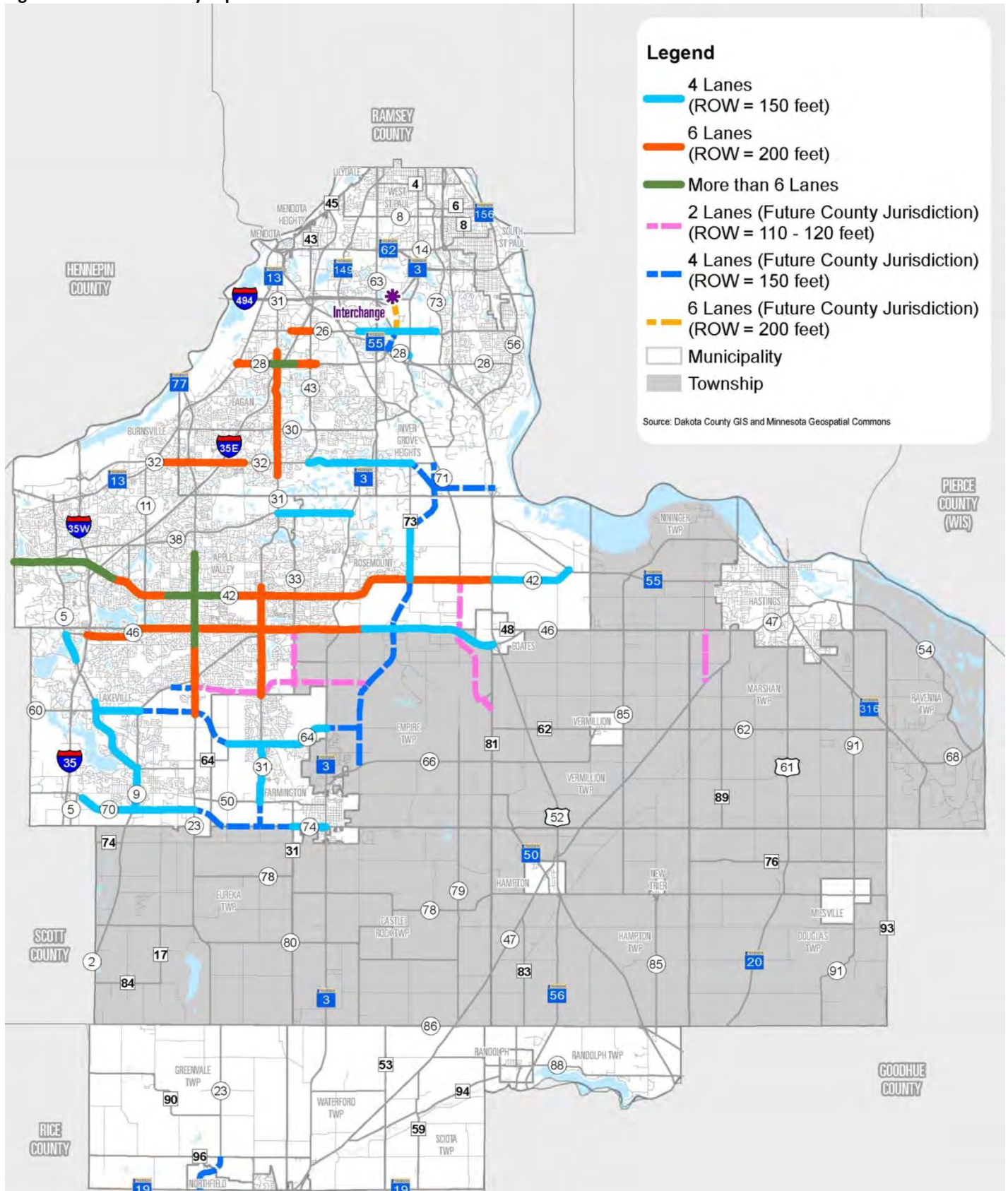
Figure 3.6: Number of Lanes – Principal and A-Minor Arterials



SEH, Inc.

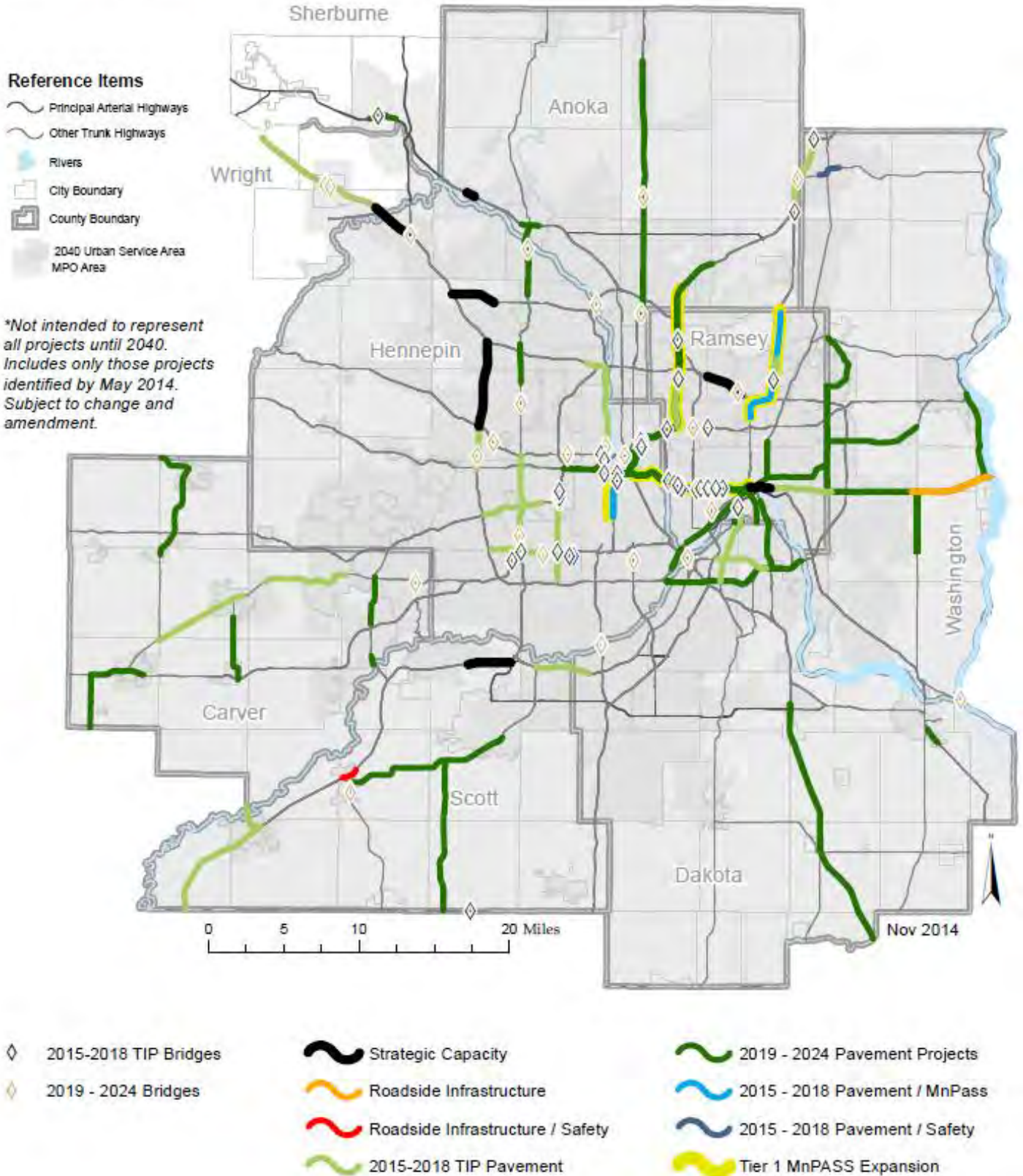


Figure 3.7: Future County Expansion Needs



SEH, Inc.

**Figure 3.8: 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
- Five park and pool lots
- 12 miles of METRO Red Line bus shoulder lane on Cedar Avenue (seven miles northbound, five miles southbound)
- Two miles of bus shoulder lane in the northbound direction of I-35E
- Six miles of HOV lane on I-35W (4.3 miles northbound, 1.3 miles southbound)
- Four transitways planned or under construction (METRO Red Line, METRO Orange Line, Red Rock Transitway and Robert Street Transitway)
- 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

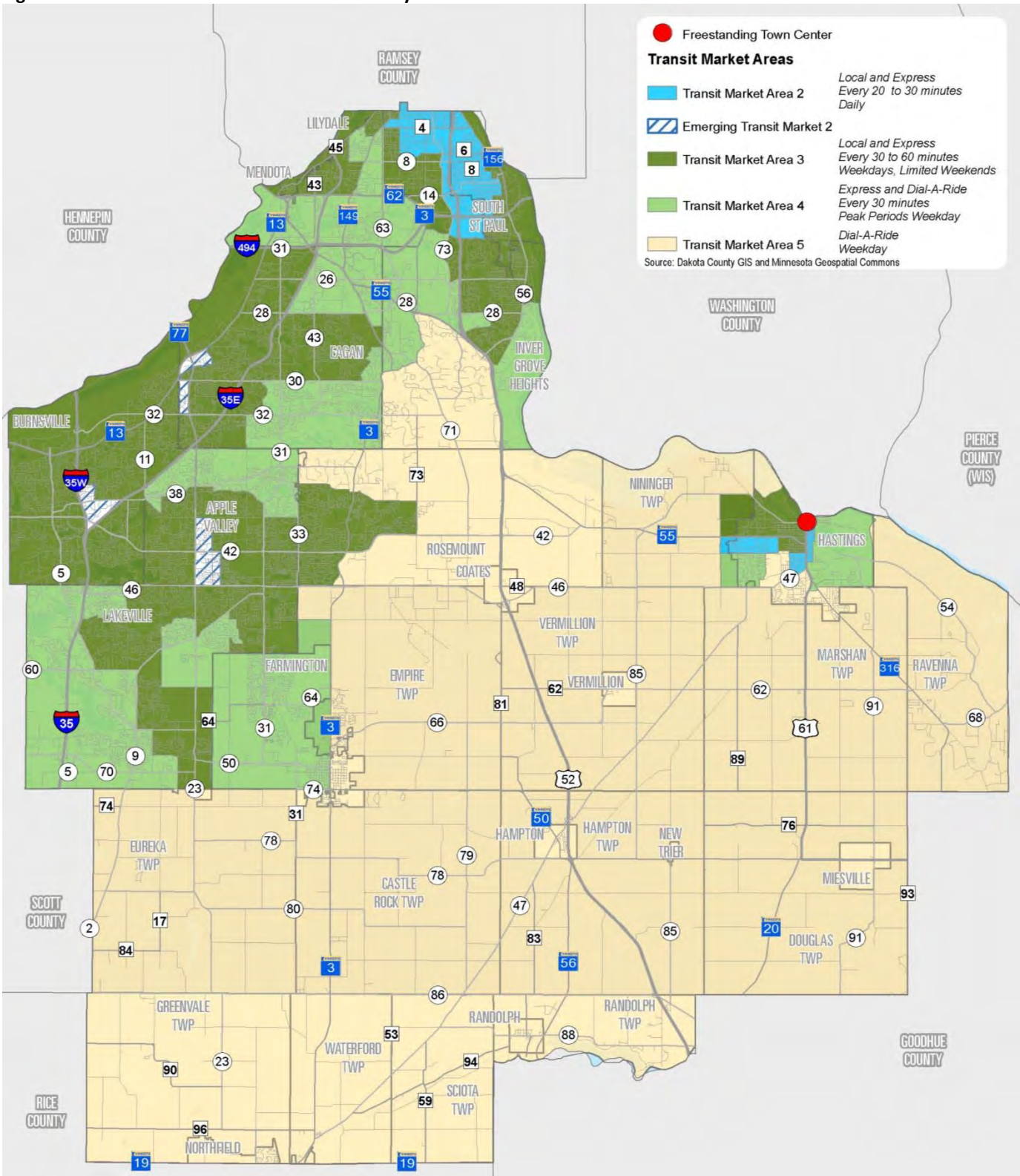
## Transit Planning and Operations

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 3.9. 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.

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, Mendota 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 Town Center	Hastings

Figure 3.9: Transit Market Areas in Dakota County



SEH, Inc.

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 3.10. 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 in the coming years. This service is dependent upon station construction at Lake Street in Minneapolis, which will begin in 2020, and tunnel construction on Knox Avenue in Richfield. A potential extension will consider additional stations as far south as the Kenrick Park and Ride in Lakeville.



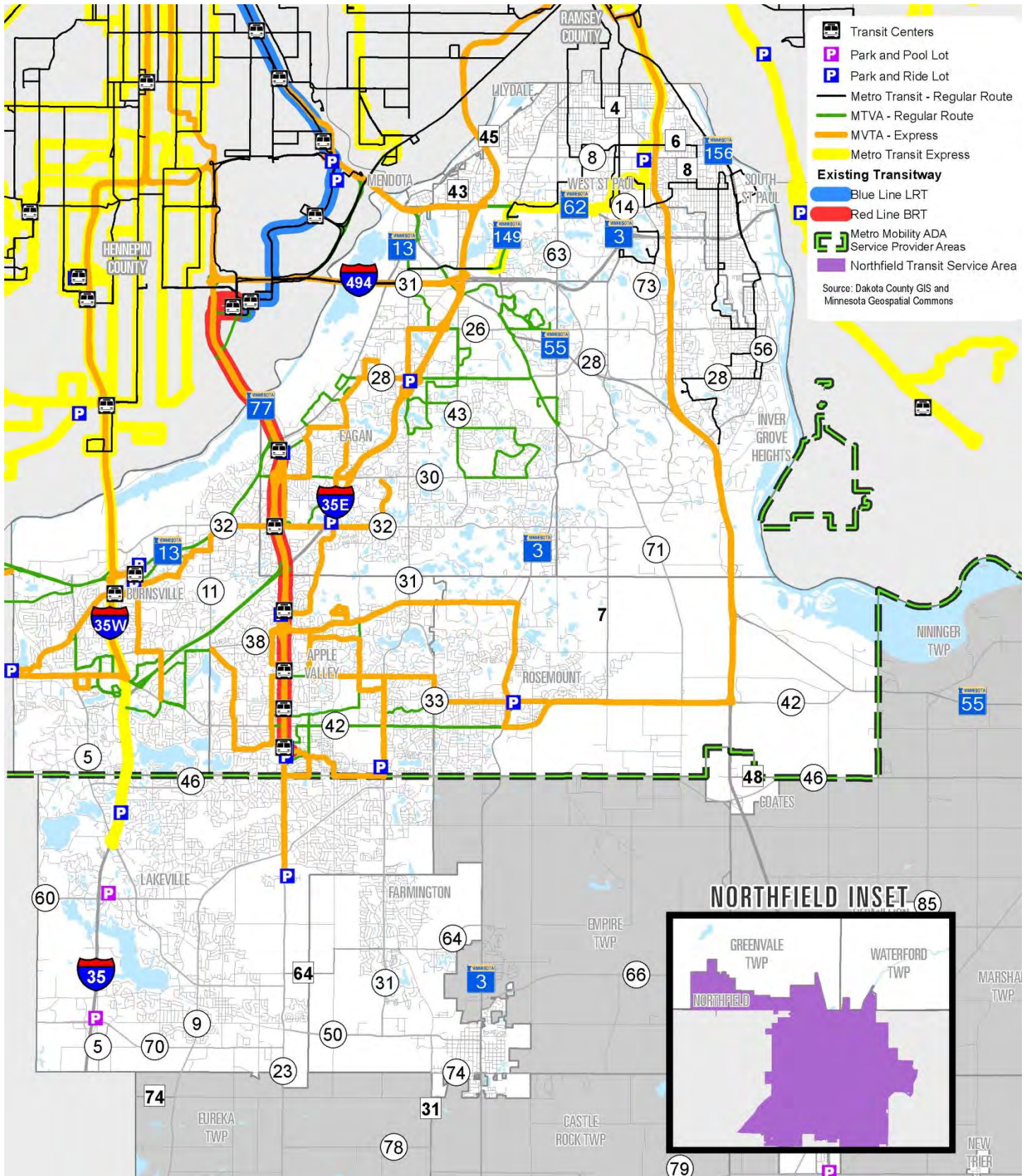
- *Red Rock Transitway (Bus Rapid Transit)* — The planned Red Rock Corridor connects St. Paul, Hastings and communities in Washington County along TH 61. In 2014, the Red Rock Corridor Commission completed an update to an earlier alternative analysis, identifying bus rapid transit as the preferred transit 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.

Figure 3.10: Existing Transit Service



SEH, Inc.

## 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. An expansion of the station is programmed in the regional Transportation Improvement Program for 2019. This expansion will add additional levels to the structure, increasing capacity by approximately 330 spaces. The Minnesota Valley Transit Authority is designated as the lead agency for this project.
  - *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.



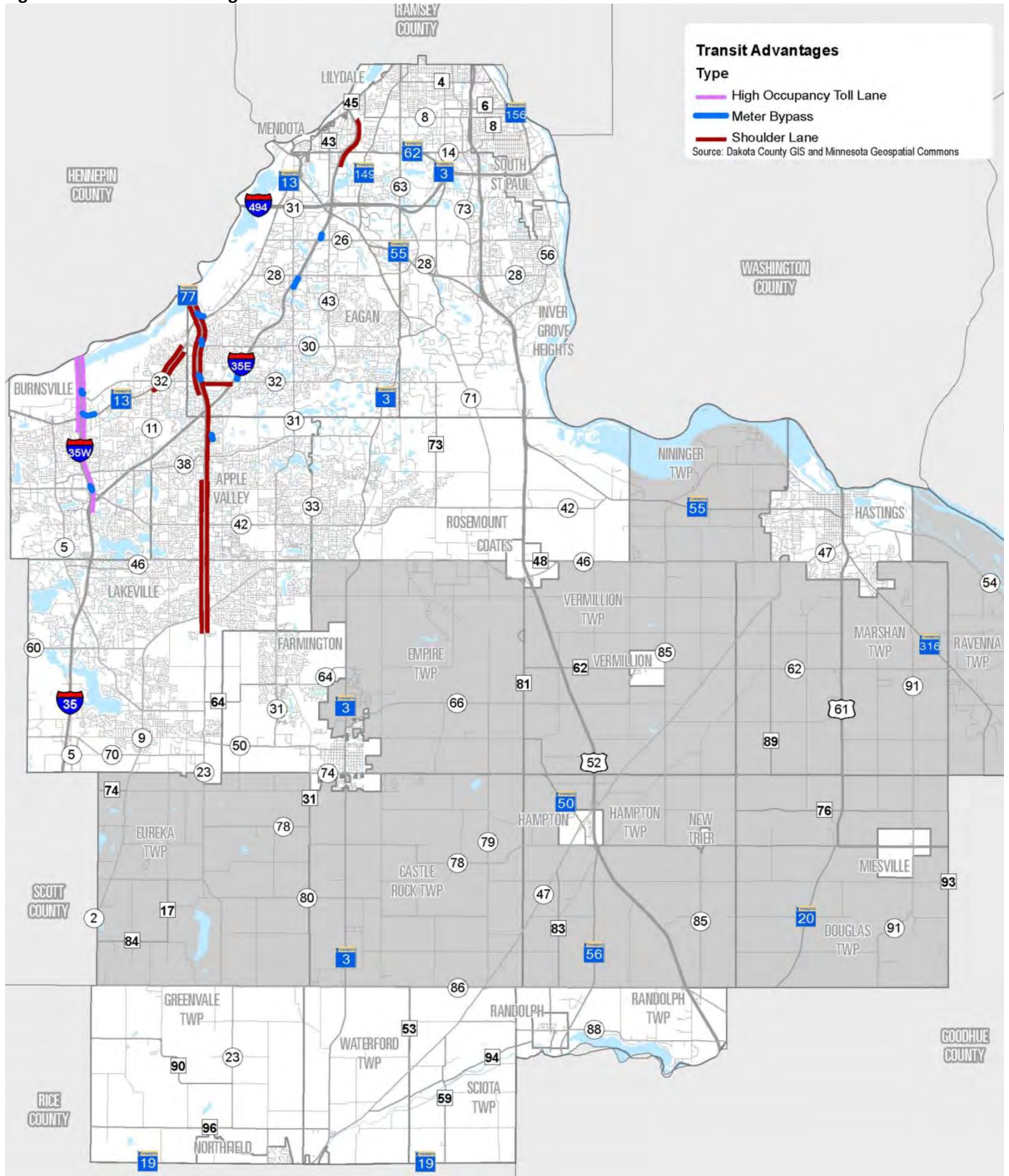
- *Eagan Transit Station* — the Eagan Transit Station has 679 parking spaces for MVTA riders. Amenities include a number of retail tenants on site, providing services such as dry cleaning and hairstyling, a climate-controlled waiting area, restroom, public telephones, vending machines, and bicycle racks 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.
- *Rosemount Transit Center* — this station includes 102 parking spaces and indoor waiting area. This station serves riders of express lines to Downtown Minneapolis and a local route that connects to the METRO Red Line.
- **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:

<b>Park and Ride</b>	<b>Location</b>	<b>Use (2017)</b>	<b>Capacity</b>
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 3.11.
- **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.

**Express routes** — existing routes are shown in Figure 3.10. Service providers may add new express services in the future.

Figure 3.11: Transit Advantages



SEH, Inc.

## **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.

## **TRANSIT-ORIENTED DEVELOPMENT**

Transit oriented development (TOD) describes compact, walkable development patterns that stress accessibility through transit service and other non-automobile modes of travel. TODs typically employ an integrated mix of uses including housing, schools, offices, public services, shopping, and commercial activities. TOD is intended to provide safe, efficient, and convenient access between housing and everyday destinations via transit, walking, or bicycling. Dakota County and local jurisdictions are able to influence land-use decisions through specialized planning and modification of routine planning processes.

## **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.

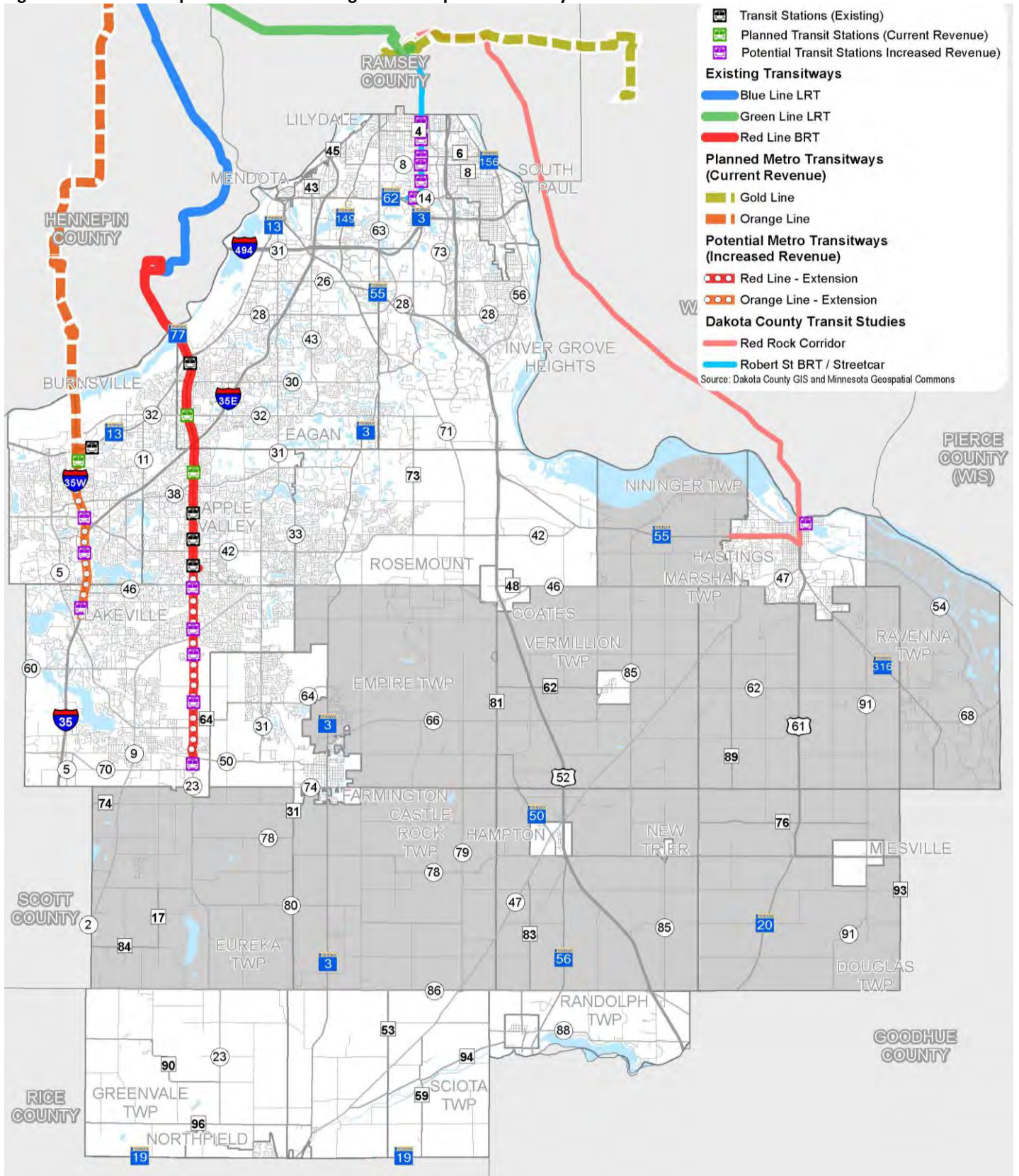
Complete Streets has been broadly adopted by state and local governments in recent years, although no uniform guidelines or documentation exists. In practice, Complete Streets emphasizes safety and convenience of non-motorized transportation modes in the presence of motorized modes, with special consideration 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 3.12 shows the Region- and County-identified transit improvements that are in the Regional Transportation Policy Plan's Current Revenue Scenario (planned and funded).

Figure 3.13 shows the County's long-range vision for transit service, which includes planning study areas and projects that are not yet in the Regional Transportation Policy Plan under the Current Revenue Scenario. This map will be re-evaluated in the 2019 Transportation Plan update to incorporate recently completed transit studies and refine the vision for para-transit, transit, and transitways.



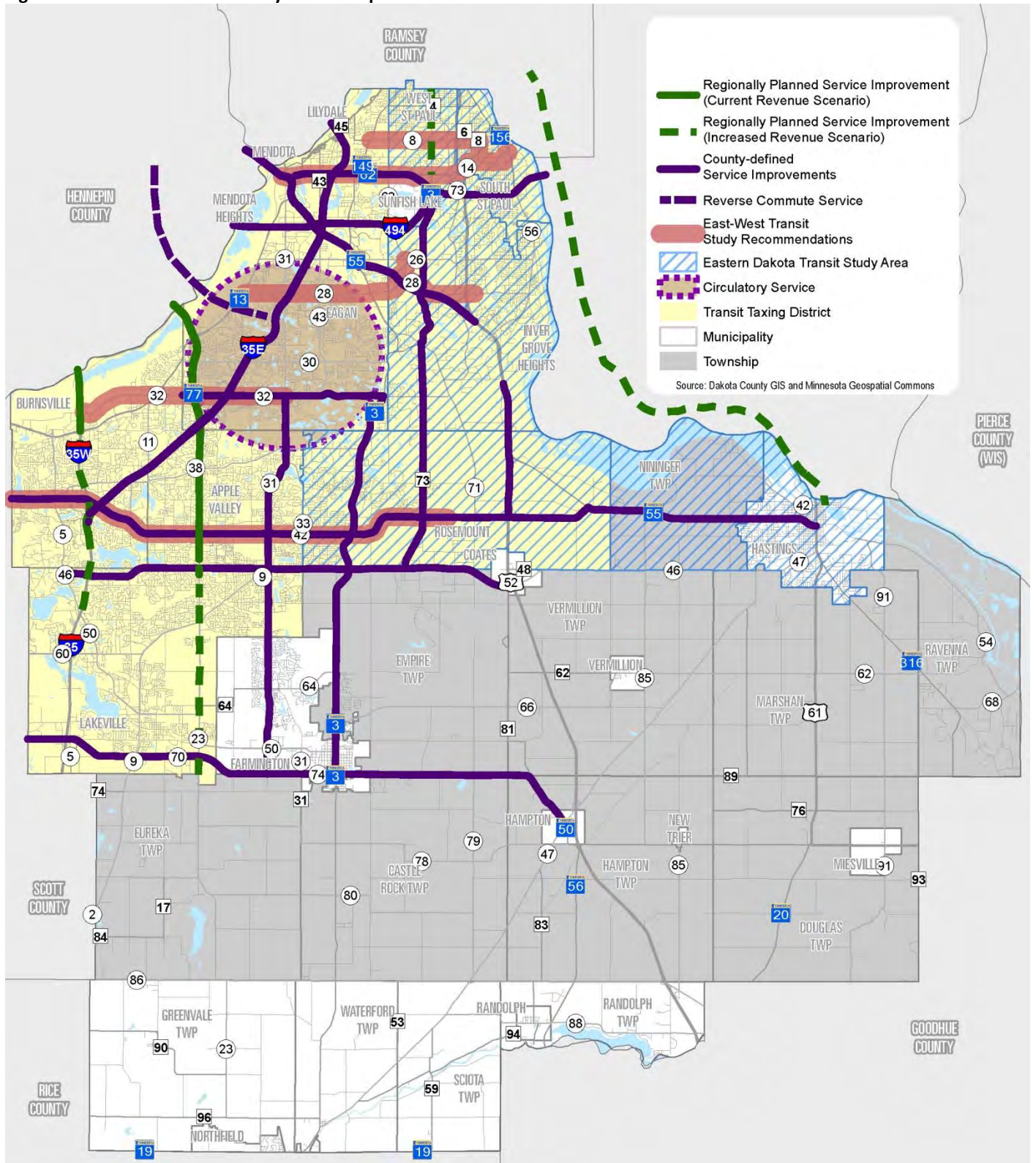
Figure 3.12: Transit Improvements in the Regional Transportation Policy Plan



SEH, Inc.



Figure 3.13: Future Dakota County Transit Improvements and Studies



SEH, Inc.

## 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. Most 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 350 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.

Figures 3.15 and 3.16 depict existing gaps on the County highway pedestrian and bicycle network. 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

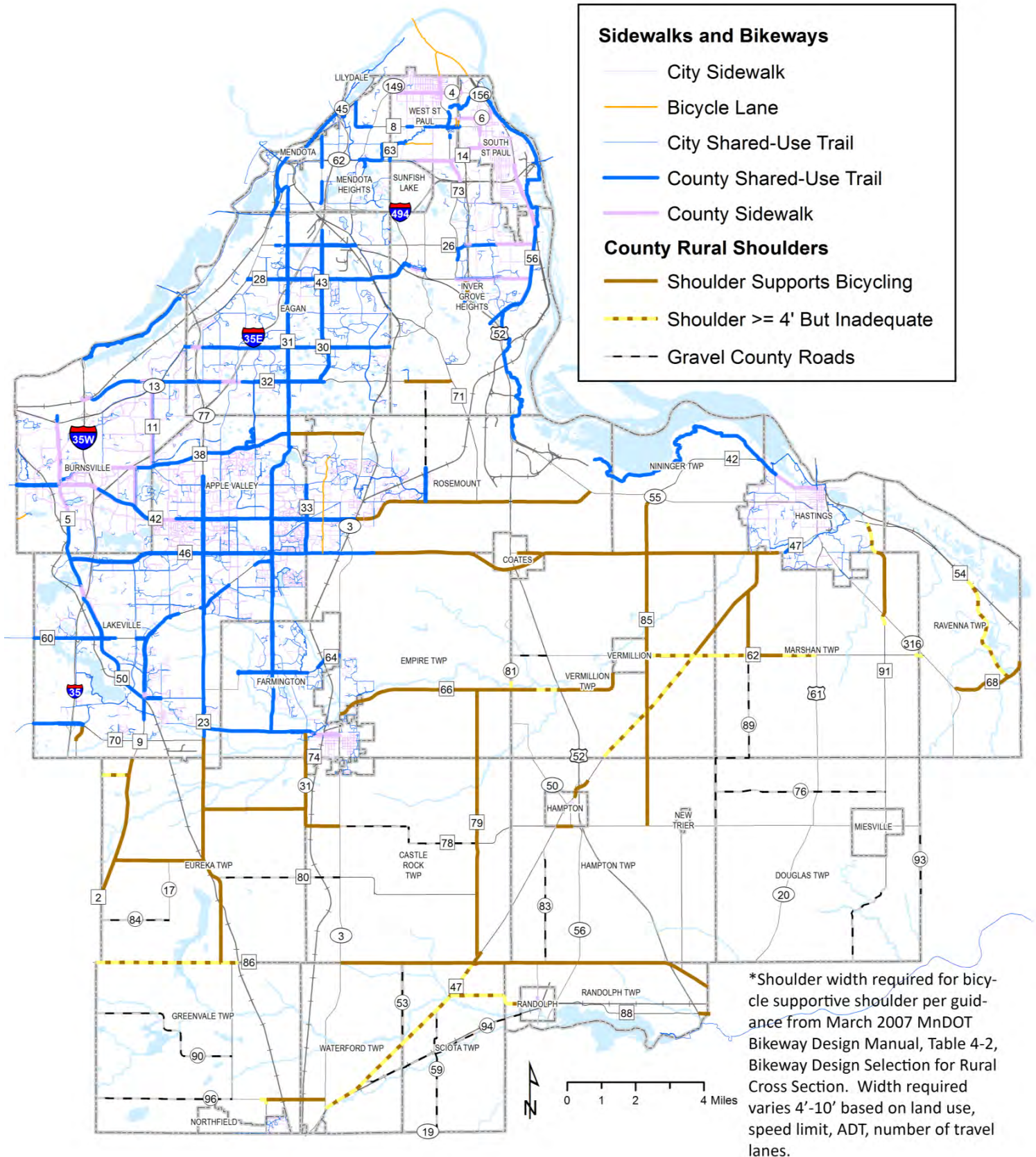


Figure 3.15: Gaps in the Existing County Pedestrian System

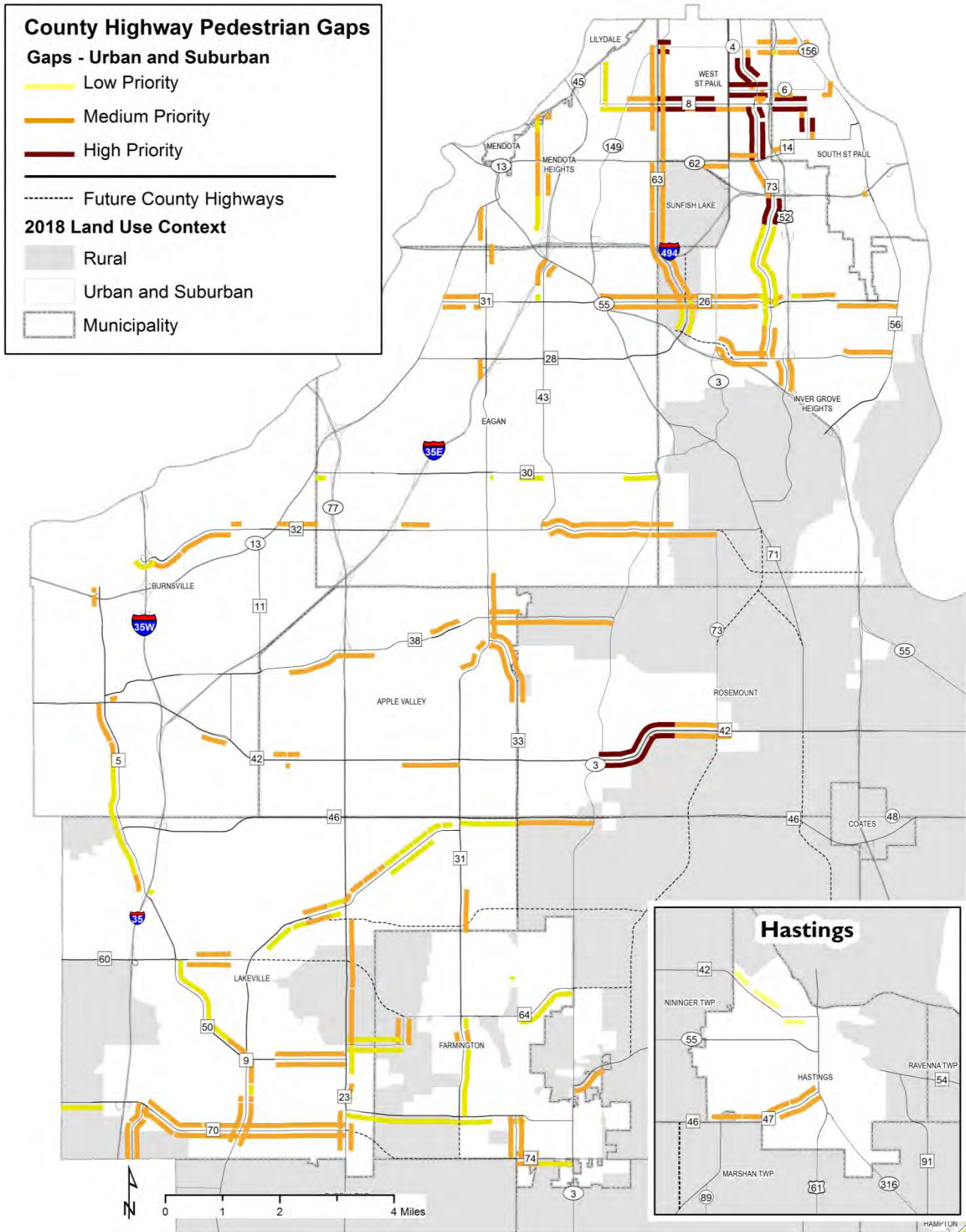
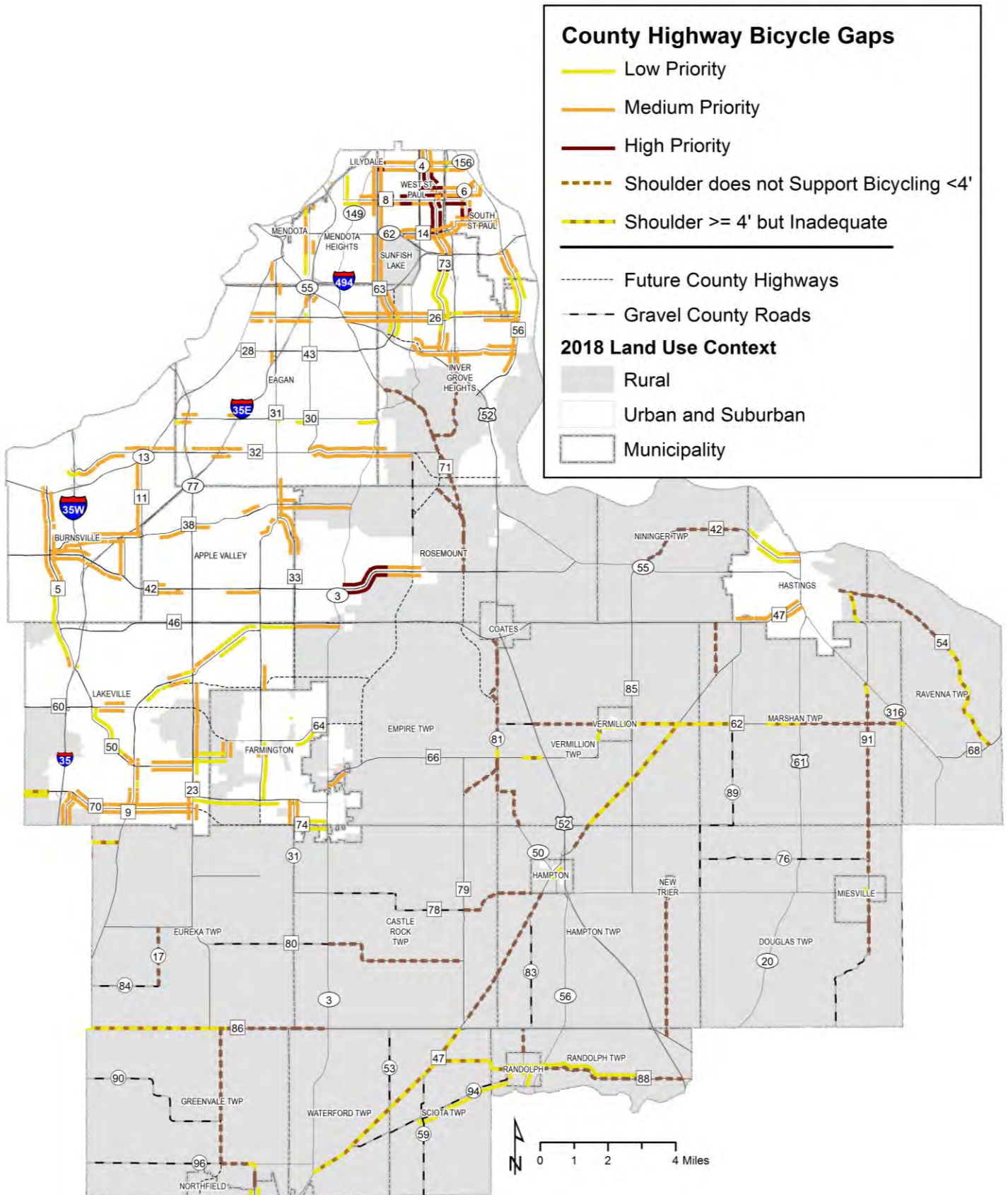




Figure 3.16: Gaps in the Existing County Bicycle System





## 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 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 has been participating in the Metropolitan Council's Regional Bicycle Transportation Network (RBTN) Barriers Study and is working on a Pedestrian and Bicycle Study that will further 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.

Figure 3.17: Planned County Pedestrian System

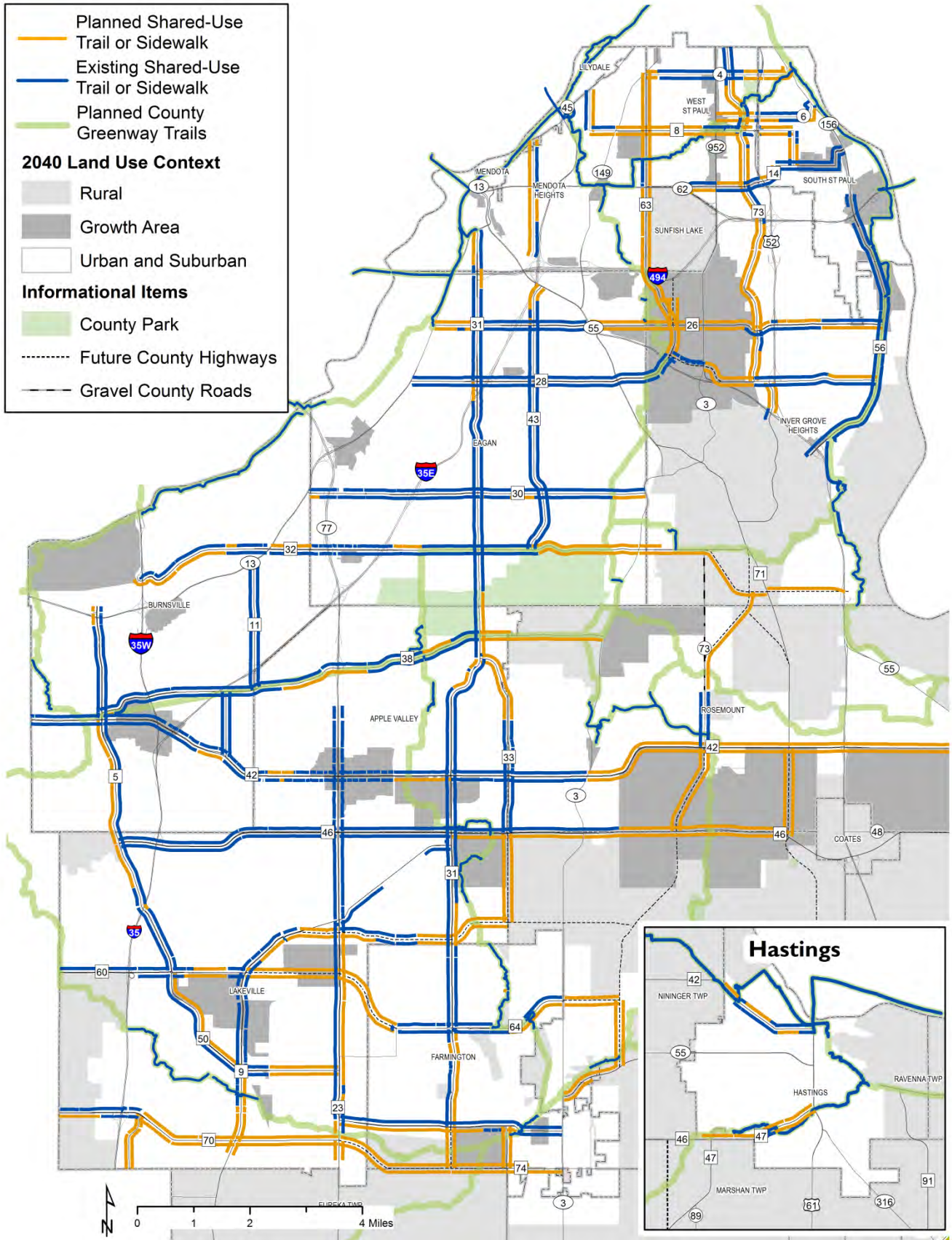
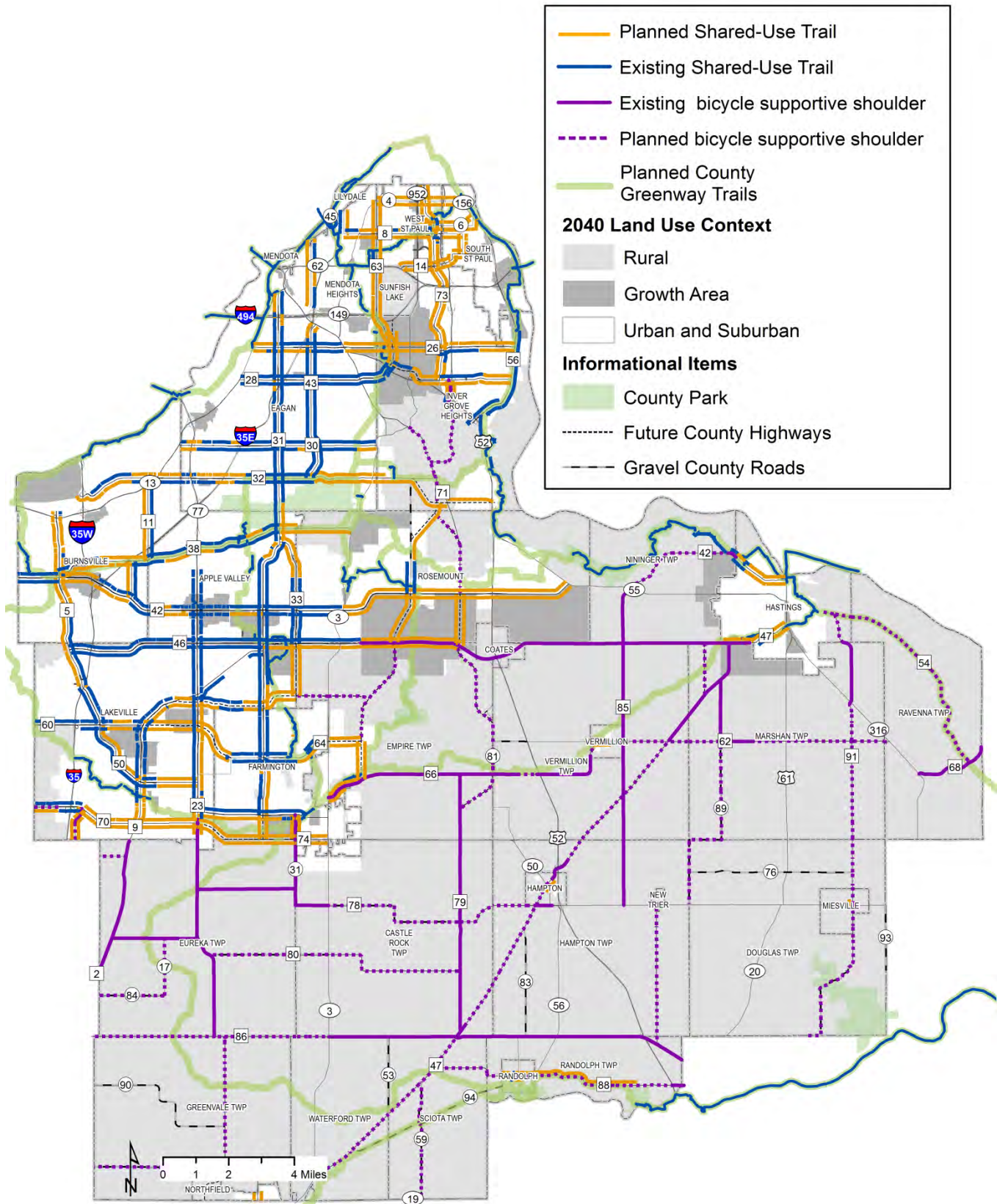




Figure 3.18: Planned County Bicycle System



## **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.

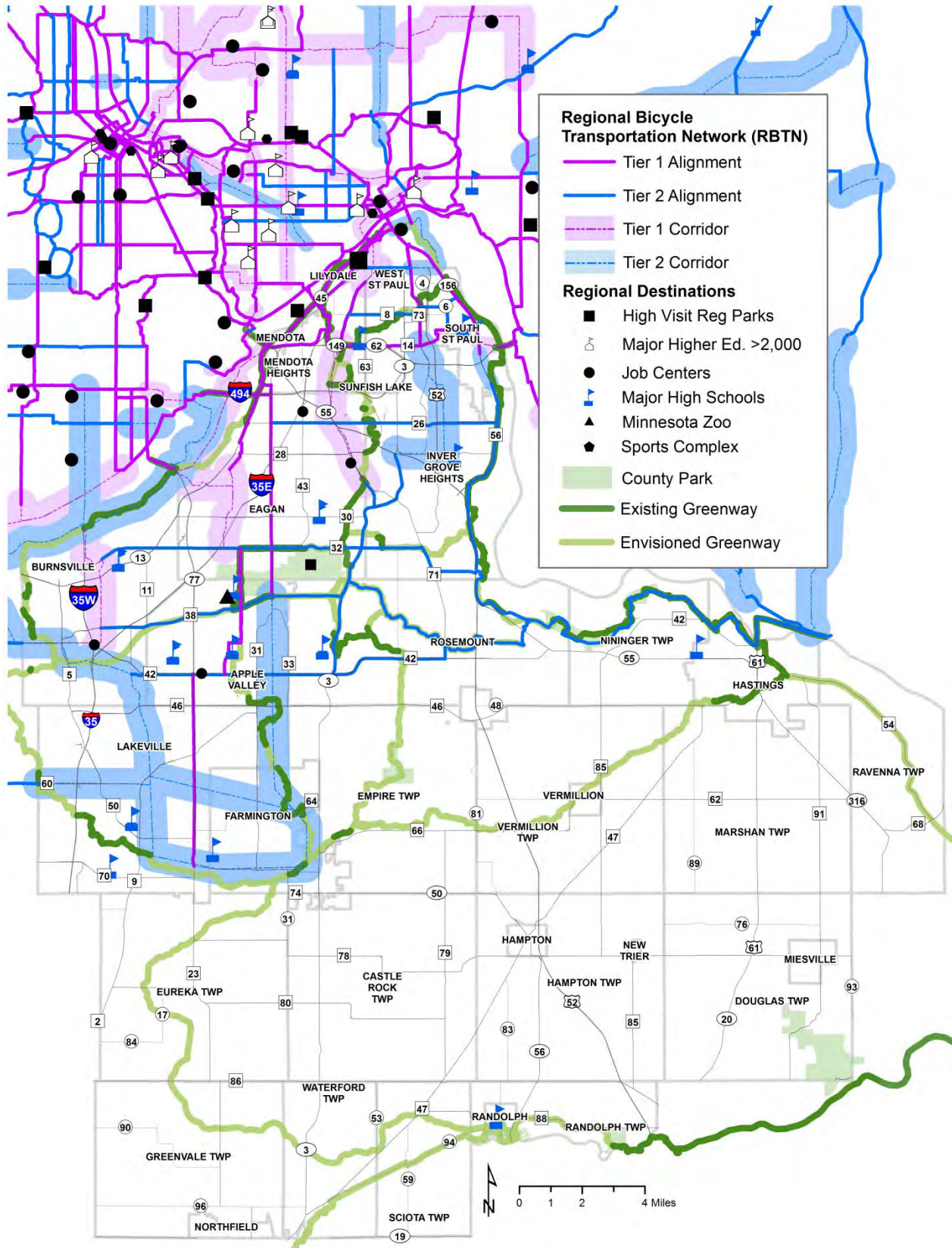
The RBTN includes Tier 1 priorities, which are the highest for regional planning and investment, and Tier 2 priorities, which are lower. Alignments are specific routes and corridors are search areas. The Tier 1 and Tier 2 RBTN corridors are concentrated in the developed and developing northwestern section 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.

## **DAKOTA COUNTY PEDESTRIAN AND BICYCLE STUDY**

Dakota County is developing a pedestrian and bicycle plan to create a unified vision for countywide walking and bicycling networks. The study will identify 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 center. The study will also encourage active living and improve community health. Study findings will be considered for inclusion in the 2019 update of the full Dakota County Transportation Plan.



Figure 3.19: Regional Bicycle Transportation Network (RBTN)



Dakota County Office of Planning

## 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.

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.

**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

---

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

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 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

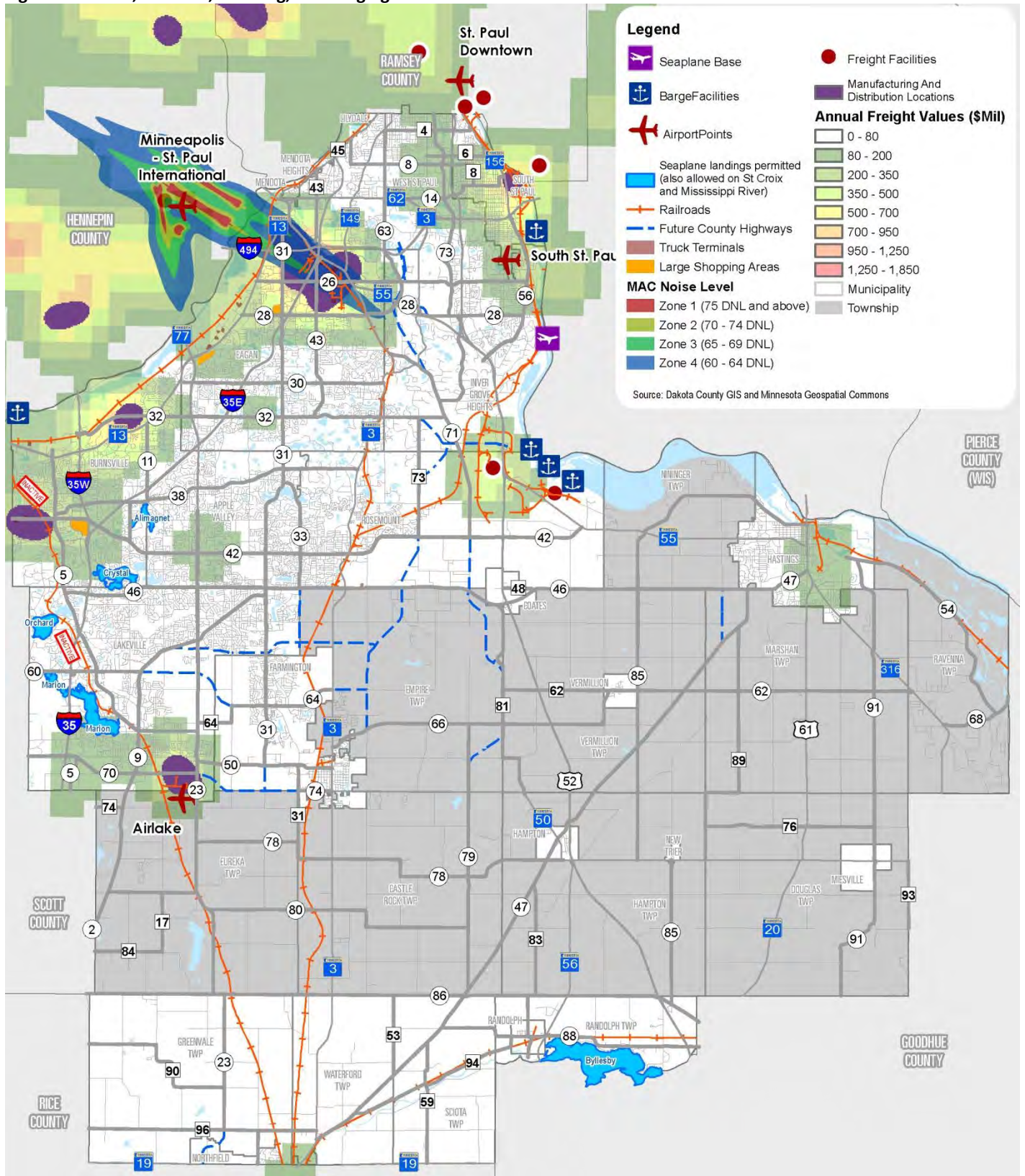
Aviation and freight facilities in and adjacent to Dakota County are illustrated in Figure 3.20 and described in the following sections:

- **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.



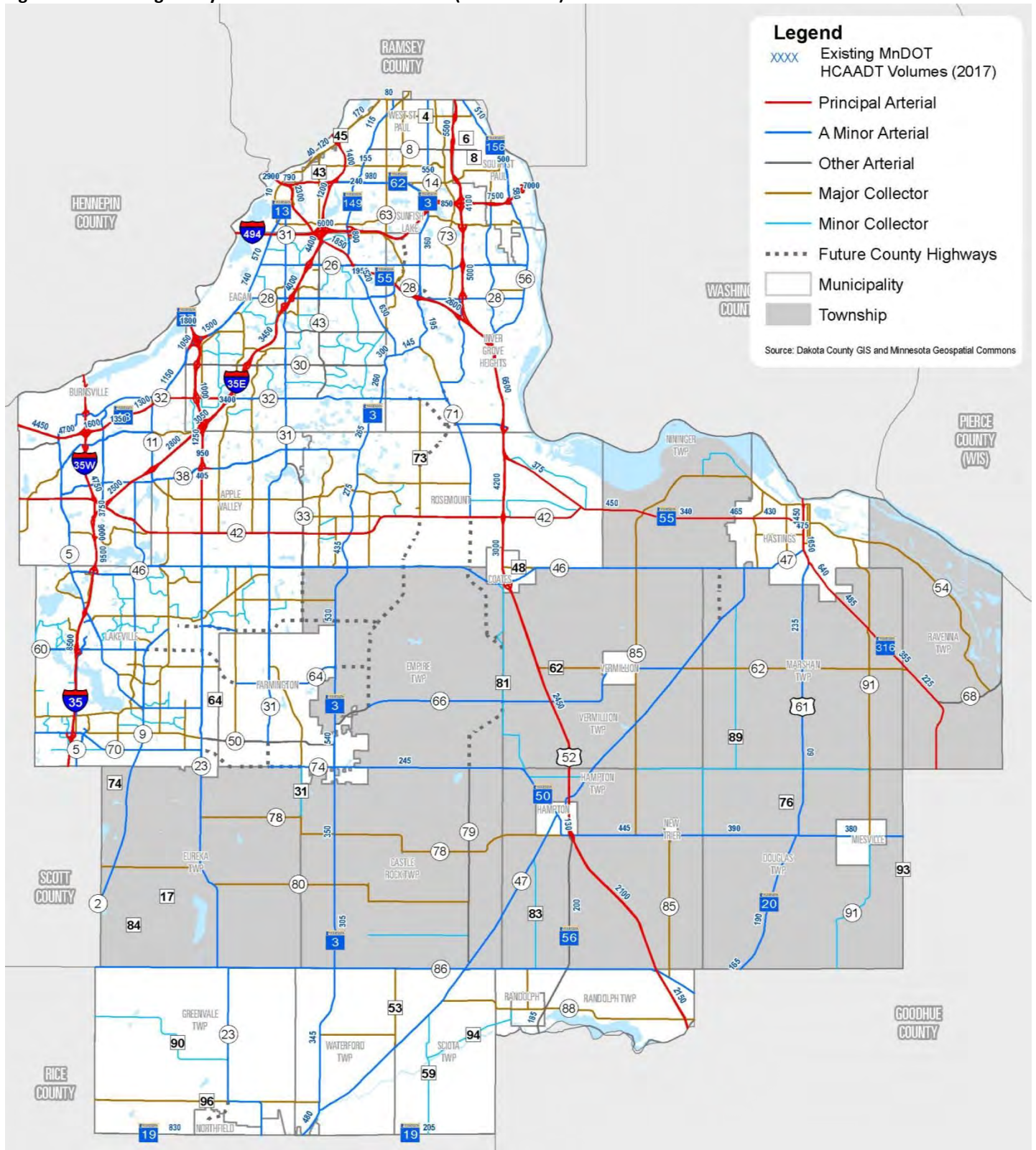
Figure 3.20: Rail, Aviation, Trucking, and Barging Facilities



SEH, Inc.



Figure 3.21: Existing Heavy Commercial Traffic Volumes (2016 HCADT)



SEH, Inc.

## 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.

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. To accommodate large numbers of trucks on the highways, the 2012 Dakota County Transportation Plan identified the implementation of a 10-ton system of County highways to facilitate efficient truck movements within the county. (Figure 3.23)

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) 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. The only known problem in the current system is a low clearance railroad bridge in Castle Rock Township on CSAH 86.

**Figure 3.22: Tiered Truck Corridors in Dakota County, Metropolitan Council**

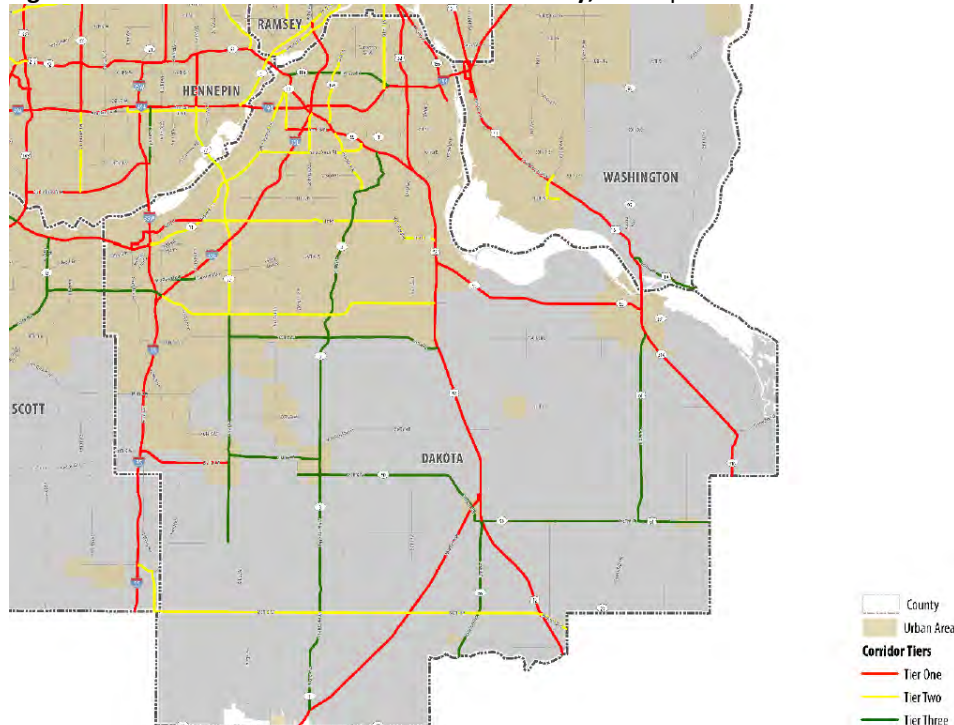
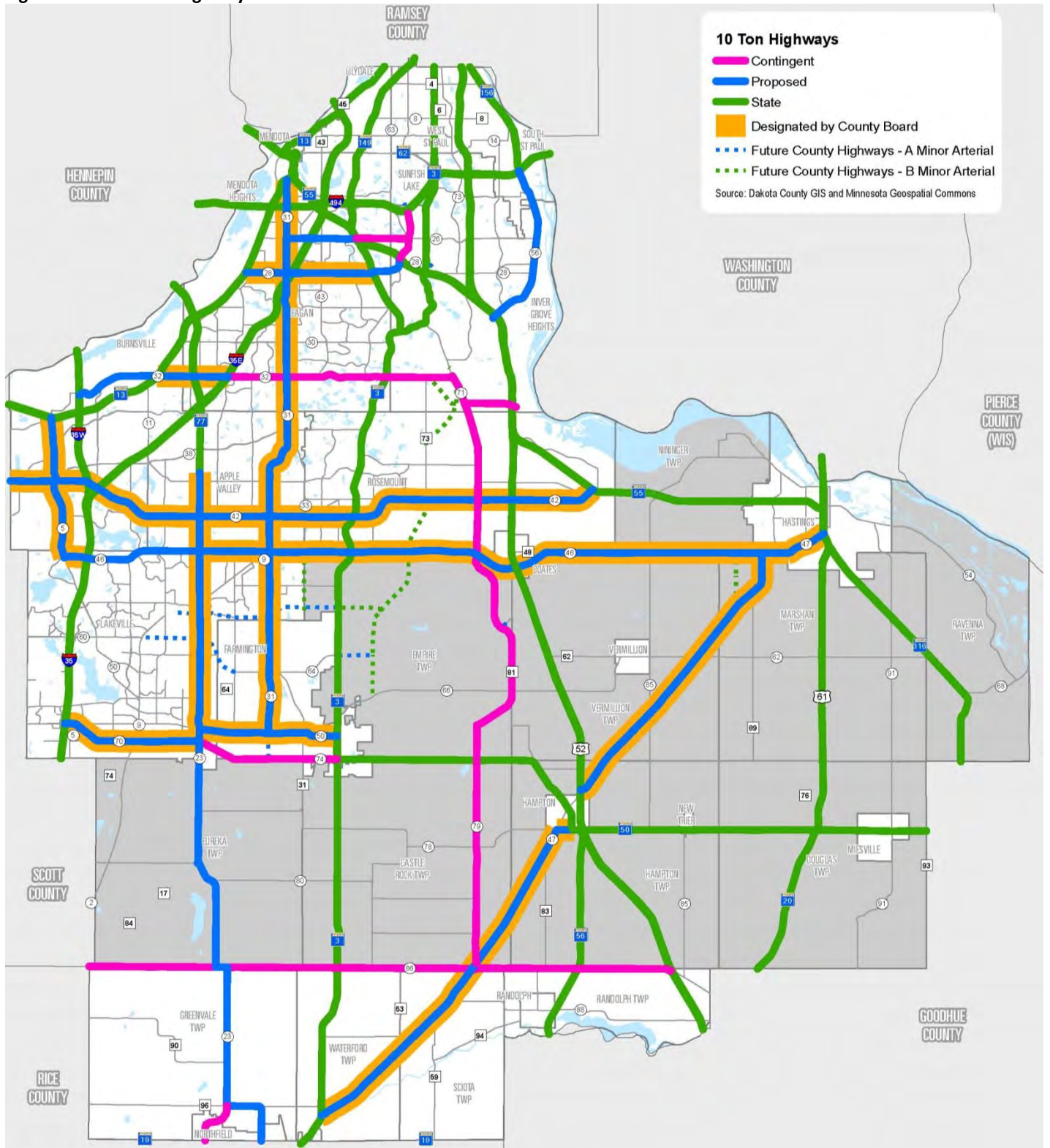




Figure 3.23: Ten-Ton Highways



SEH, Inc.

## **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 located 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 Egan 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:
  - 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
  - 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 the 2012 Transportation Plan.

### STATE, REGIONAL, AND DAKOTA COUNTY STUDIES AND PLANS

#### Statewide Multimodal Transportation Plan

2017-2036 The Minnesota Department of Transportation (MnDOT) completed an update to its 20-year statewide transportation plan in January 2017. Major findings, influences or considerations incorporated into the Transportation Plan include:

- MnDOT identifies a total of \$65 billion in transportation needs and only \$15 billion in projected revenue. 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).
- Identifies challenges including growth, aging and more diversified population, aging infrastructure and declining physical system conditions and concerns for energy and the environment.
- Identifies opportunities including new approaches to safety and congestion and increased interest in multimodal solutions.

#### Minnesota Statewide Freight System Plan

The 2016 Minnesota Statewide Freight System Plan provides a policy framework and strategies for MnDOT, the [Minnesota Freight Advisory Committee \(MFAC\)](#) and other freight stakeholders to guide planning and investment in various transportation modes. Developed cooperatively with private and other public entities, the comprehensive plan also provides guidelines in project development and operational decisions, all in accordance with the [Moving Ahead for Progress in the 21st Century Act \(MAP-21\)](#) and the recently passed [Fixing America's Surface Transportation \(FAST\) Act](#). The plan also highlights best practices, strategies, and cooperative partnerships/associations, while also addressing other federal and Minnesota initiatives.

#### 2040 Transportation Policy Plan (TPP)

The Transportation Policy Plan (TPP) presents the Metropolitan Council's policies and plans to guide development of the region's transportation system. The TPP must be consistent with the regional vision set forth in [Thrive MSP 2040](#), and describe how the transportation system will be developed and operate to support Thrive MSP goals. The Council adopted the 2040 [TPP](#) in January 2015.

#### Regional Truck Highway Corridor Study

This 2017 study identified and prioritized the most significant regional truck 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, as well as 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.

#### Highway 13 Corridor Study

The study's primary purpose was to update guidance for transportation improvements along TH 13 through Savage and western Burnsville. The study will identify investments, needs, and show how they:

- Address system performance on TH 13

- Improve the safety of the corridor for motorists and pedestrians
- Support local economic and community development along the TH 13.

Recommendations were developed that focused on lower cost/high benefit solutions that target mitigation of the highest risk areas addressing safety and mobility of passenger vehicles, transit, heavy truck movements, and pedestrians/bicyclists.

### **Red Rock Corridor Implementation Plan**

The Implementation Plan builds off the recommendations from the Red Rock Alternatives Analysis Updated (AAU) to create financial, development, and service plans to provide better transit connections between corridor communities and the regional network. The Implementation Plan process included:

- Stakeholder Engagement
- Alternative Evaluation
- Preferred Alternative
- Financial Plan
- Phasing Plan

Recommendations focus on increasing local and express bus service and building transit ridership. The plan contains multiple recommendations that include working with Metro Transit to maintain and increase corridor transit service. In addition to building ridership, another important near-term recommendation is to work with cities within the corridor to update their comprehensive plans with increased population and job densities within the station areas. Longer term recommendations focus on introducing BRT to the corridor. This phase recommends implementing the corridor city and county comprehensive plans that were made with Red Rock BRT in mind and updating the forecasted ridership based on those updates. Other recommendations include monitoring ridership, continuing to invest in station area development and working with Metro Transit to maintain or increase service while monitoring the corridor for the best time to implement BRT service.

### **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**

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.

### **Regional Highway Spending and Investment Needs Study**

This study 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.



### **MN Pass Study**

This study updates the list of MnPass expansion corridors in the Metropolitan Council's 2040 Transportation Policy Plan. The study will identify and evaluate MnPass issues, opportunities and risks from a regional needs perspective and from a national state-of-the-practice perspective.

### **Dakota County 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 in order to maintain consistency with the regional model while providing more accurate local detail.

After consultation with Metropolitan Council staff, Dakota County is presenting its original 2030 travel demand model projections with updated existing volumes and appropriate adjustments and using it as the 2040 travel demand projection for this Comprehensive Plan. The following led to this decision:

- The annual trip growth rate for the county has declined since the County last developed the 2030 travel demand model;
- Metropolitan Council population projections for the county are now lower for 2040 than those projected in the past for 2030; and
- The County will be re-examining the entire transportation section in approximately two years.

In some instances revisions to 2040 projects were made based on results of recent studies conducted. The following studies provided for these updates at several locations on the County highway system:

- CSAH 26 Traffic Operations Memo
- CSAH 50/60 Intersection Study
- Pine Bend Arterial Connector Study
- Regional Roadway System Visioning Study
- UMORE Park Development Study

Dakota County will update the existing 2030 travel demand model to reflect forecast 2040 population as part of Phase 2 of the Transportation Plan Update to be completed in approximately two years after the Dakota County cities complete their respective comprehensive plan updates. This approach allows the County model to reflect the 2040 demographic projections currently being established by each community and is consistent with the process followed during the Year 2030 comprehensive planning process.

### **CSAH 31 Corridor Study**

The purpose of the study was to identify a long-term improvement plan for Pilot Knob Rd between Yankee Doodle Rd and Central Parkway/Northwood Parkway to address existing traffic operational issues and safety concerns along with a plan to accommodate traffic growth in the area. The key elements of the Pilot Knob Road Corridor Study were to:

- Document the need for improvements which may include; capacity improvements, access modifications, local street connections, median installation and additional lanes or turn lanes, and intersection control changes
- Identify corridor concepts
- Select a recommended corridor improvement plan
- Develop an implementation plan

The study recommended a series of operational and access improvements along CSAH 31 which have since been constructed.

### **CSAH 50 Corridor Study**

This study was developed to provide Dakota County and the City of Lakeville a better understanding of existing and future traffic operations along the CSAH 50 (Kenwood Trail) corridor. The main questions answered by this study included:

- What changes in traffic operations can be expected from the implementation of a roundabout at the CSAH 50/60 intersection?
- What other corridor improvements may be necessary along the corridor to provide acceptable traffic operations both near-term and long-term?

Study recommendations included:

- Planning and construction should continue for the roundabout at CSAH 60.
- A follow-up Gap Analysis Study should be performed after construction of the roundabout to verify the results of the modeling.
- Dakota County and City of Lakeville should consider improving CSAH 50 to a four-lane roadway to reduce delays along the corridor and to address the challenges related to growth and development in the area.
- The Jaguar Avenue approach to CSAH 50 should be widened to provide separate left and right turn lanes.
- The Future Access and Traffic Control Plan developed as part of this project should be used to guide future decisions on the CSAH 50 corridor.

### **METRO Red Line – Cedar Avenue Transitway BRT Implementation Plan Update**

The purpose of the 2015 Implementation Plan Update (IPU) is to reflect operational experience of the METRO Red Line since 2013 and changing conditions in the corridor and in the region. These changes include recent updates to forecasted employment growth, population growth, and land uses, which provide an opportunity to reassess the demand for transit service around the Cedar Avenue Transitway. Regionally the Metropolitan Council Regional Solicitation project prioritization and selection criteria have also changed, which modifies the availability of these funds for the Cedar Avenue Transitway.

### **METRO Orange Line Extension Study**

Dakota County is leading the METRO Orange Line Extension Study to evaluate alternatives for operations, station locations, station facilities, runningway improvements for a potential expansion of METRO Orange Line service into southern Burnsville and Lakeville. This study is expected to conclude in mid-2019 with a recommended project and supporting actions for the County, local cities, and transit service providers to pursue.

### **Robert Street Transitway Alternatives Analysis Study**

The purpose of the Robert Street Alternatives Analysis (AA) was to understand the major transportation patterns and needs within the defined study area in order to identify the ideal transit investments that could best accommodate present and future transit needs. The study was initiated in response to recent and expected changes within the study area including growth in population and employment, changes in demographics with respect to age, and increased overall travel volumes; all factors that drive the need for increased transit service levels and infrastructure.

The study process resulted in the following recommendations:

- Conclude the AA process without a locally preferred alternative and carry forward the two strongest options for further study: Arterial BRT and Modern Streetcar
- Begin assessment of traditional express service on TH 52

### **Dakota County East-West Transit Study**

The Dakota County East-West Transit Study (East-West Transit Study) addressed existing and emerging needs for east-west oriented transit in the county. The study looked for opportunities to improve the quality of fixed route transit service in Dakota County and improve connections to the regional transit system by identifying and evaluating potential transit corridors. Recommendations were developed to improve connections to employment, improve mobility to and from areas adjacent to the county, and expand the range of travel options for transit-dependent populations. The corridors identified for further consideration include:

- **Wentworth Avenue** is recommended for further consideration of additional frequency along existing parallel routes.
- **MN-110** (to be renamed 62) is recommended for further consideration in coordination with the implementation of the Red Rock, Gold Line, or Robert Street transitways.
- **Yankee Doodle Road** is recommended for further consideration to directly connect the many regional and local destinations and attractions throughout the corridor
- **Cliff Road** is recommended for further consideration to provide a new connection between the future Orange Line and the Red Line stations
- **CSAH 42 (150<sup>th</sup> Street)** is recommended as the highest priority for further consideration. Ongoing implementation planning is focusing on extending service to areas of growing employment, Dakota County Technical College, and connections to the Red Line and future Orange Line.

### **Eastern Dakota County Transit Study**

Dakota County is completing the Eastern Transit Study to evaluate present and future needs for a variety of transit service and facilities in northeastern Dakota County (West St. Paul, South St. Paul, Inver Grove Heights, Rosemount, and Hastings and Nininger Township). The study will identify and evaluate critical transit needs and possible improvements in transit mobility. Study recommendations will address a range of needs and development patterns in the study area, and will consider multiple types of transit services.

### **North-South Arterial Connector Study**

Dakota County and the cities of Rosemount, Inver Grove Heights, and Eagan are working together toward a common goal of proactively planning for future transportation needs based on expected growth and development in their Comprehensive Plans. The Dakota County Arterial Connector Study will prioritize future infrastructure improvements and reduce long-term costs and future right-of-way impacts. The study is ongoing with the County evaluating additional options based on stakeholder input.

### **Dakota County ADA Transition Plan**

Dakota County is preparing a plan to ensure the highway system, including roads, sidewalks and adjacent trails, meets the requirements of the Americans with Disabilities Act. The plan will guide the county as it continues to provide accessibility to its transportation infrastructure.



### **Dakota County Intersection Control Study**

Dakota County works to keep vehicle accident numbers down by creating and maintaining a safe system of roads. One place where safety is especially important is at intersections. Dakota County is continually assessing intersections and looking at traffic volumes, delay, crash reports and overall operation to determine if and when traffic control changes are needed. Recent intersection control studies include CSAH 32 (Cliff Road) and Dodd Road and CSAH 46 (160<sup>th</sup> Street) and CR 33 (Diamond Path). Future studies are yet to be identified.

### **Dakota County Principal Arterial Study**

This study addressed the future designation of some highways in the County as principal arterials, which are planned or managed to provide time-efficient and safe travel over long distances for many motorists – with emphasis on mobility over access. Freeways are principal arterials, but this study focused on non-freeway principal arterials.

Dakota County evaluated the need for existing and future principal arterials within Dakota County. The need for the study is 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 County State Aid Highway (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:

4. 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
  - b. 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
  - d. County State Aid Highway 23 from County State Aid Highway 86 to County State Aid Highway 42
5. 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
6. 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

Dakota County adopted the Principal Arterial Study on October 23, 2018.

### **Autonomous Vehicles Issues and Trends: Dakota County Office of Performance Analysis**

The study looked at areas related to the emerging technologies of autonomous and connected vehicles:

- Impacts on development patterns, residency, and employment
- Legislative and regulatory issues
- Interaction with existing infrastructure

- Highway operations and design
- Transitioning with manual vehicles
- Interactions with pedestrians and bicycles
- Autonomous mass transit
- Uses and privacy of vehicle data

## Implementation

As noted at the beginning of this chapter, the Transportation Chapter is an abridged version of the County's full [Transportation Plan](#), which was last updated in 2012 and is scheduled to be updated again beginning in 2019. The full Transportation Plan update will reflect city-planned land use changes in their 2018 Comprehensive Plans and corresponding changes to Traffic Analysis Zones (TAZ) and model. This Transportation Chapter does not supersede the full Transportation Plan, but may include updated information for clarity and accuracy. Updates and revisions to this chapter are anticipated after the 2019 update to the County's full Transportation Plan.

Additional information on implementation and the 2018-2022 Capital Improvement Plan for Transportation are included in Chapter 6.

# 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

# Dakota County Parks, Lakes, Trails and Greenways Vision, 2040

### What's New?

#### GREAT PLACES: Destination Parks

- \* New Whitetail Woods Regional Park in Empire Township
- \* More things to do in parks
  - Winter activity area
  - Gathering and celebration areas
  - Swimming and water play areas
- \* More popular "park basics"
  - Enhanced picnicking
  - Biking and accessible trail loops

#### CONNECTED PLACES: Greenway Trails

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

#### PROTECTED PLACES: Green Infrastructure

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

**DAKOTA COUNTY PARK SYSTEM and COLLABORATIVE OPEN SPACE PROTECTION**

- Dakota County Parks
- Park Private Inholdings
- Dakota County Park Conservation Areas (CPCA)
- Federal, State, and Other Regional Open Space
- Existing and Planned Regional Greenways
- Greenway Search Corridors
- Interim Connection Routes
- Stream Conservation Corridors and Greenways



## 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



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. 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 4.3: Bluff view from East Lake Byllesby**



**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 4.5: Lebanon Hills Lake and Woodland



Figure 4.6: Map of Lebanon Hills 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 200-foot 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):

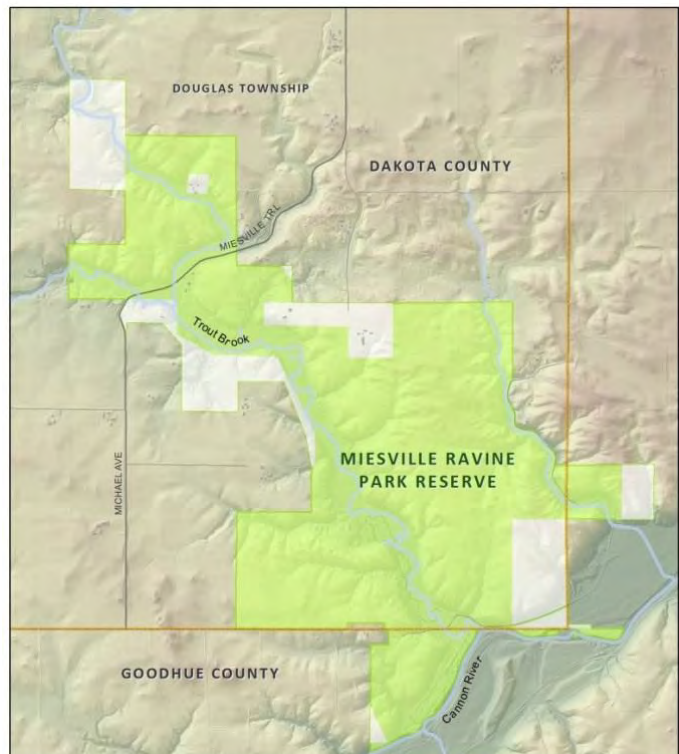
*Wilderness Park* — Miesville Ravine has a minimal human footprint with rustic facilities. The park provides open views, preserves some of the highest quality resources in the Park System, and offers river and stream activities and wilderness experiences (hiking, picnicking, primitive camping). Activity 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.

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

Figure 4.7: Miesville Ravine Bluff Prairie



Figure 4.8: Map of Miesville Ravine Park Reserve



Source: Dakota County Planning



## 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 (2007)
- Retreat center and group campground
- 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
- Thompson Park Activity Center and ISD 197 Older Adult Program Center
- Hiking and bicycling trails
- Picnic area and shelter
- Playground
- Fishing Pier
- Segment of the River to River Regional Greenway

### 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 culturally 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.

Major activity centers currently include a shelter-lake trail-pier-parking lot complex, the bike bridge to Kaposia Park, Dakota Lodge, and the playground off the Lodge. 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.

Figure 4.11: Dakota Lodge at Thompson Park



Figure 4.12: Map of Thompson County Park



Source: Dakota County Planning

## 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 as 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 4.15: Stream Restoration on South Creek CPCA



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

**Figure 4.18: Mississippi River Regional Trail View**



## 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:

<https://co.goodhue.mn.us/DocumentCenter/View/10712/Hastings-to-Red-Wing-Trail-Master-Plan?bidId=>

## **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 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 County 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

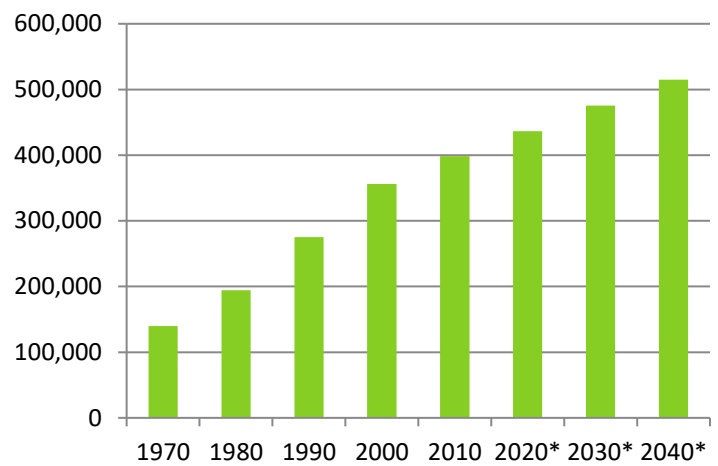
#### Population, household, and jobs forecasts

**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 pre-recession 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



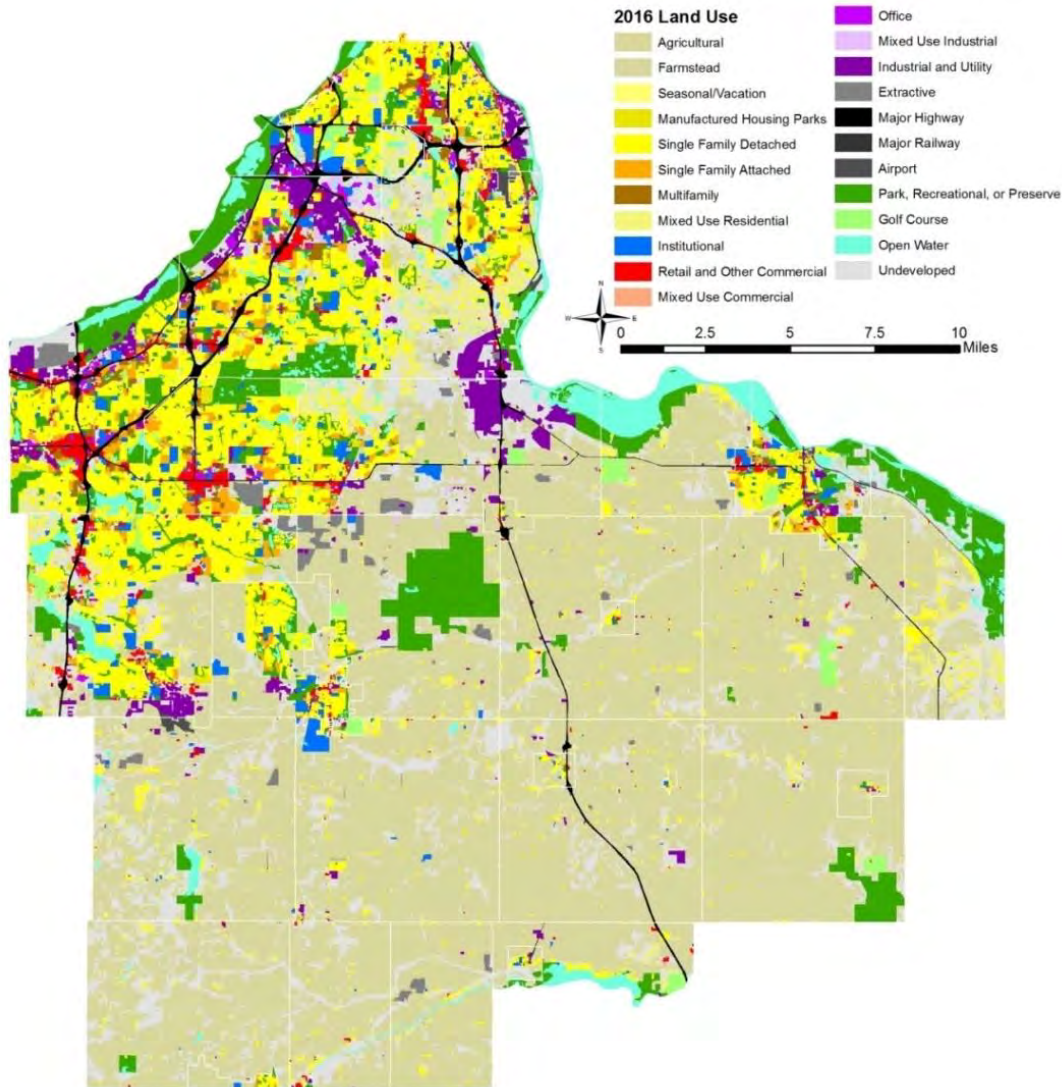
	2010	2016 Estimate	2020	2030	2040
<b>Population</b>	398,552	418,432	436,570	475,370	514,650
<b>Households</b>	152,060	160,890	171,240	188,220	204,950
<b>Jobs</b>	170,192	186,894	203,030	219,360	235,800

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:

Urban Center: 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:

Suburban: 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.

Suburban Edge: 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.

Emerging Suburban Edge: 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:

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

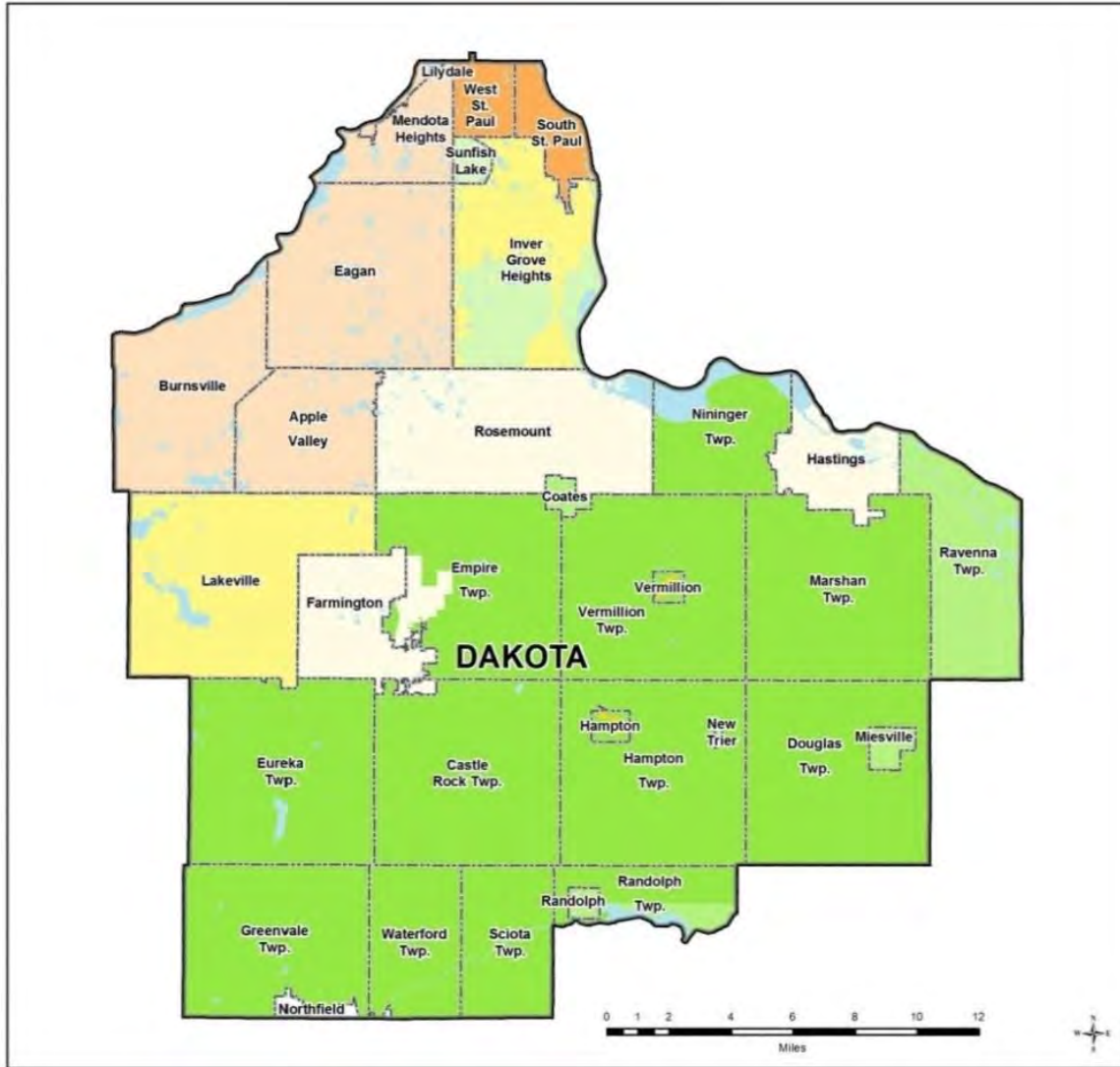
Diversified Rural: farm and non-farm land uses including very large-lot residential, clustered housing, hobby farms, and agriculture. This pattern protects land for rural lifestyles today and potential development after 2040. This category includes Ravenna and rural cities such as Miesville and Coates.

Rural Residential: 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.

Agricultural: 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



Community Designations			
	Outside Council planning authority		Emerging Suburban Edge
	Agricultural		Suburban Edge
	Rural Residential		Suburban
	Diversified Rural		Urban
	Rural Center		Urban Center

Source: Metropolitan Council

### Land use analysis

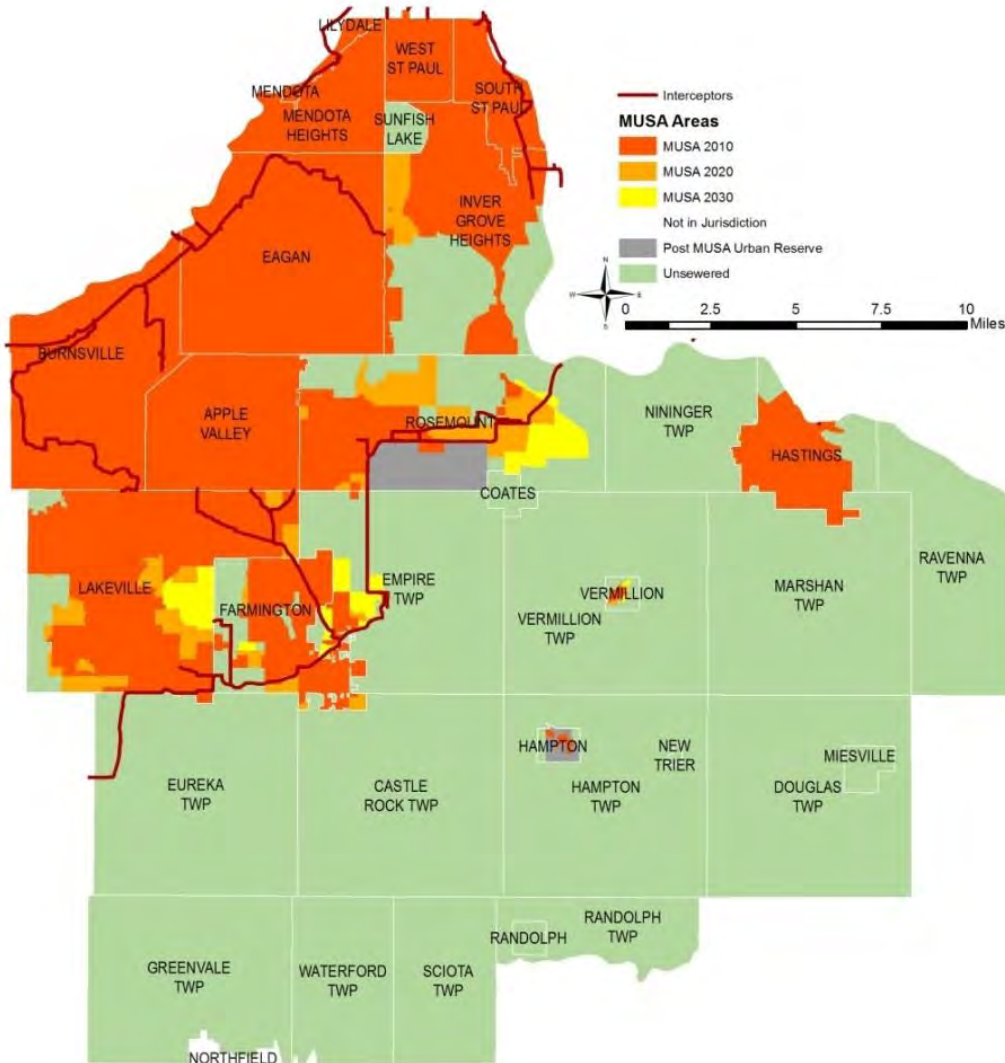
Dakota County’s predominant land use is agriculture in the south and single family residential in the north. As of 2016, Dakota County had 62,890 acres (16.7 percent) of single and multi-family residential land, up approximately 2,500 acres since 2010 (Source: Metropolitan Council). Land consumption 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 on-site 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

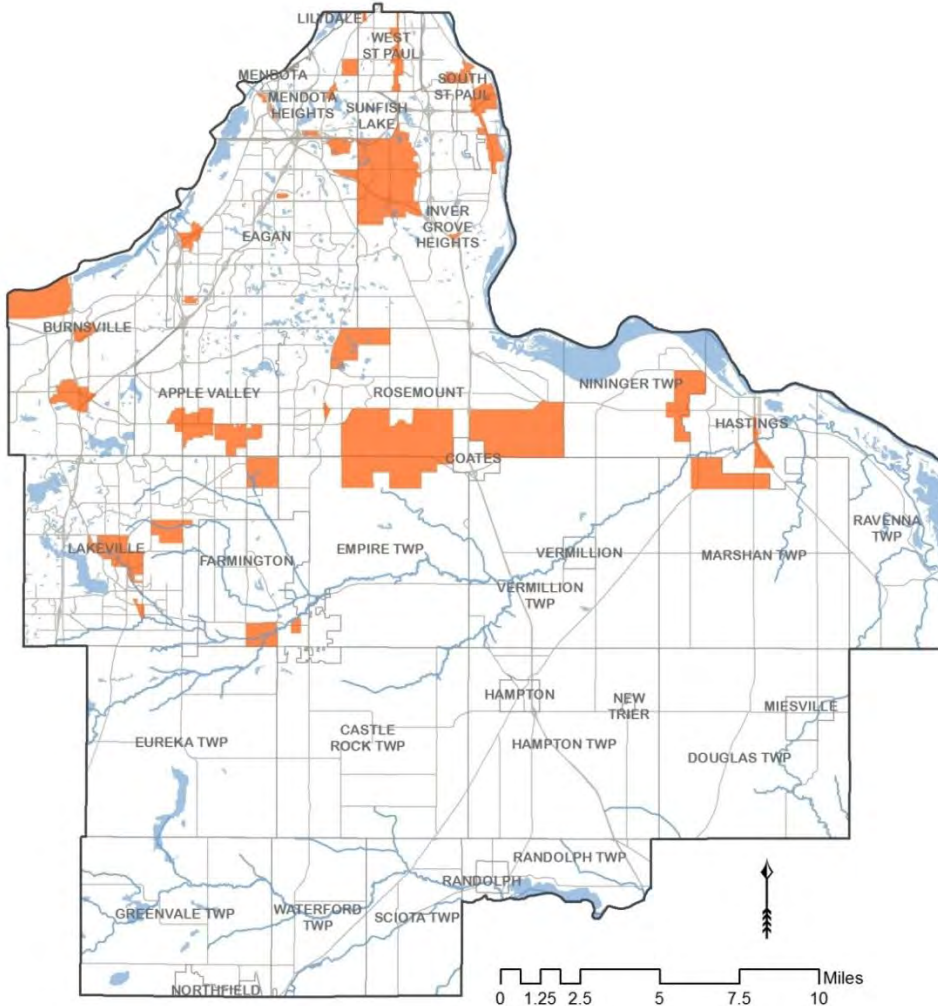
## FUTURE LAND USE

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**



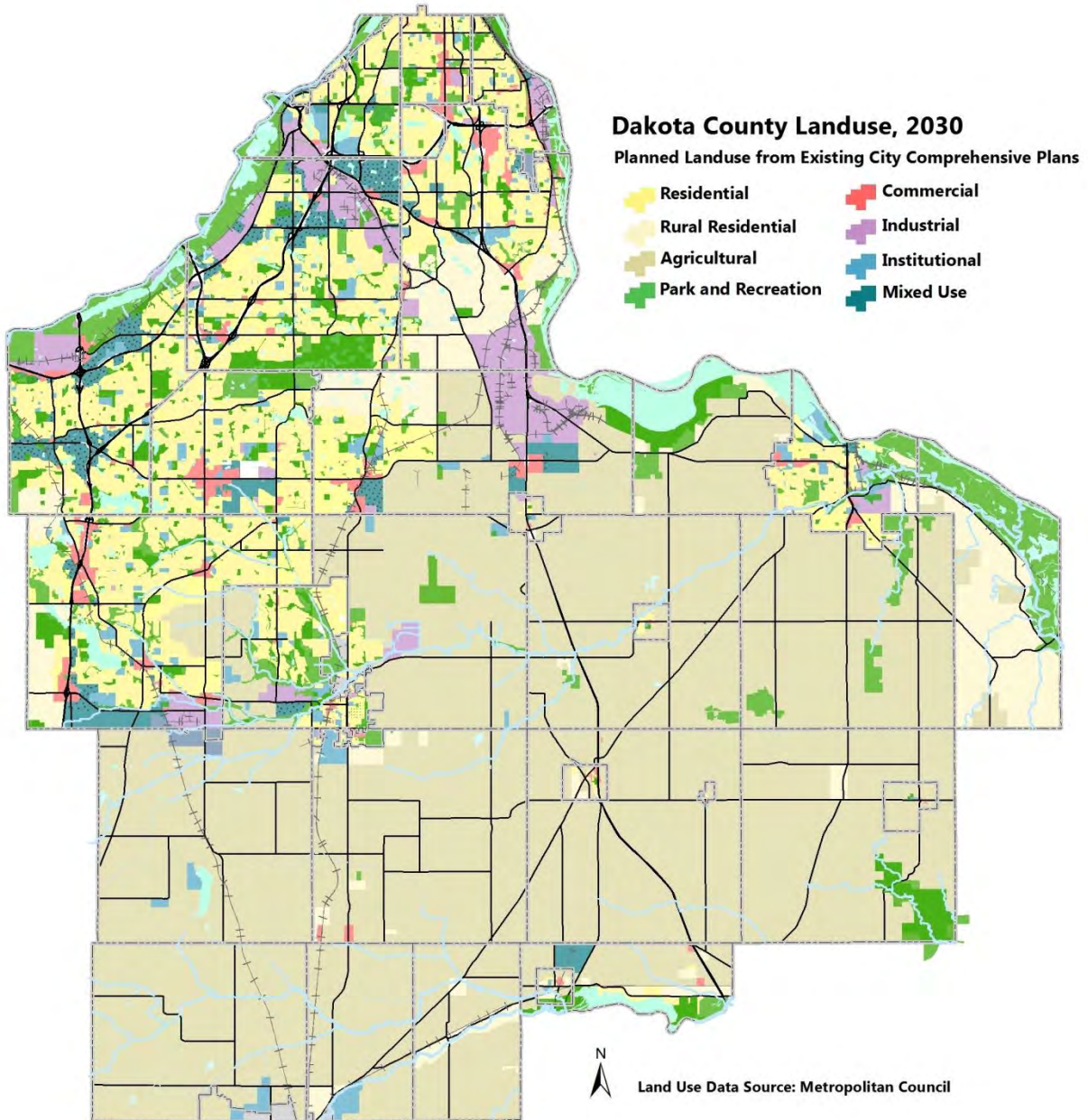
Source: HKGi



### 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.

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.

#### *Objectives:*

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.

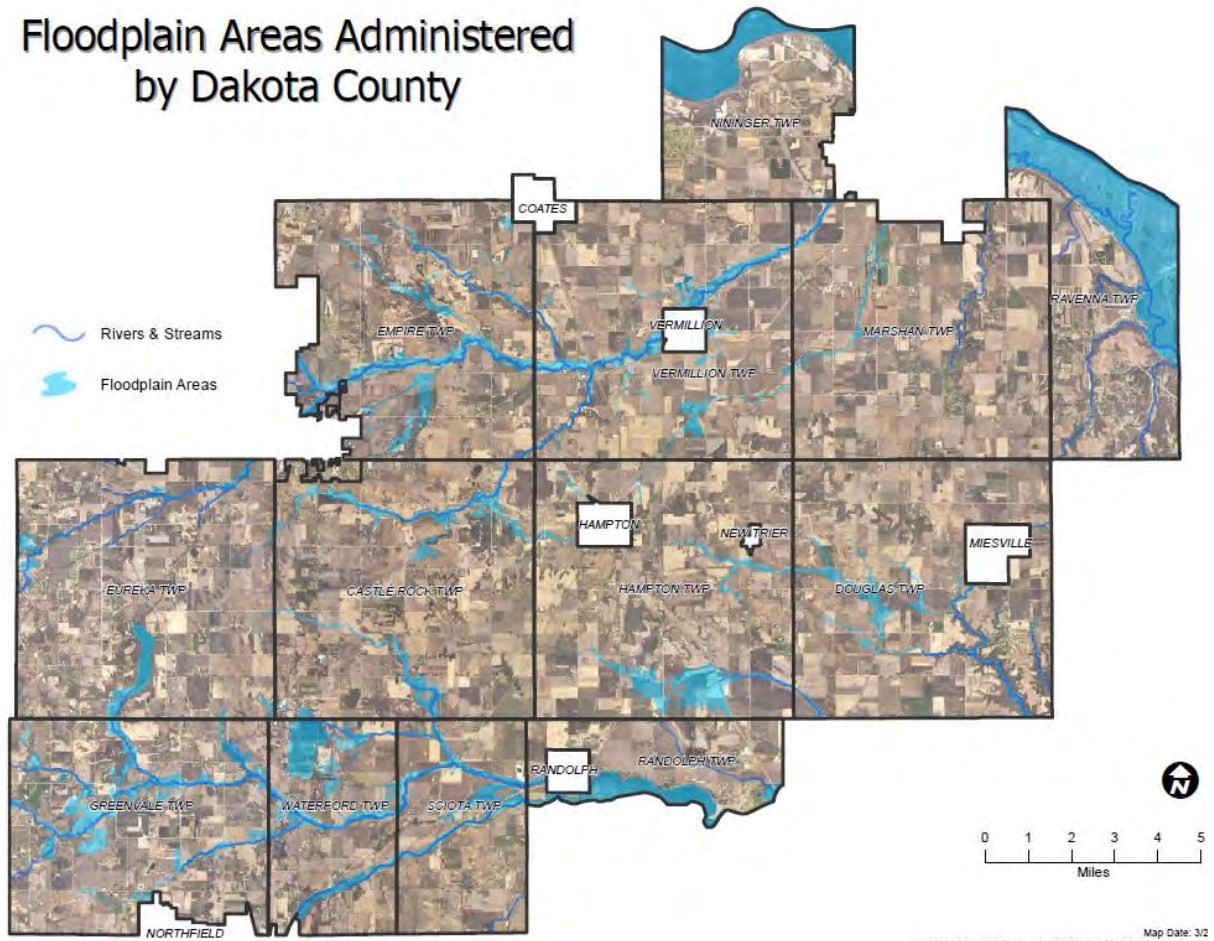
## DAKOTA COUNTY OFFICIAL CONTROLS AND LAND USE

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.

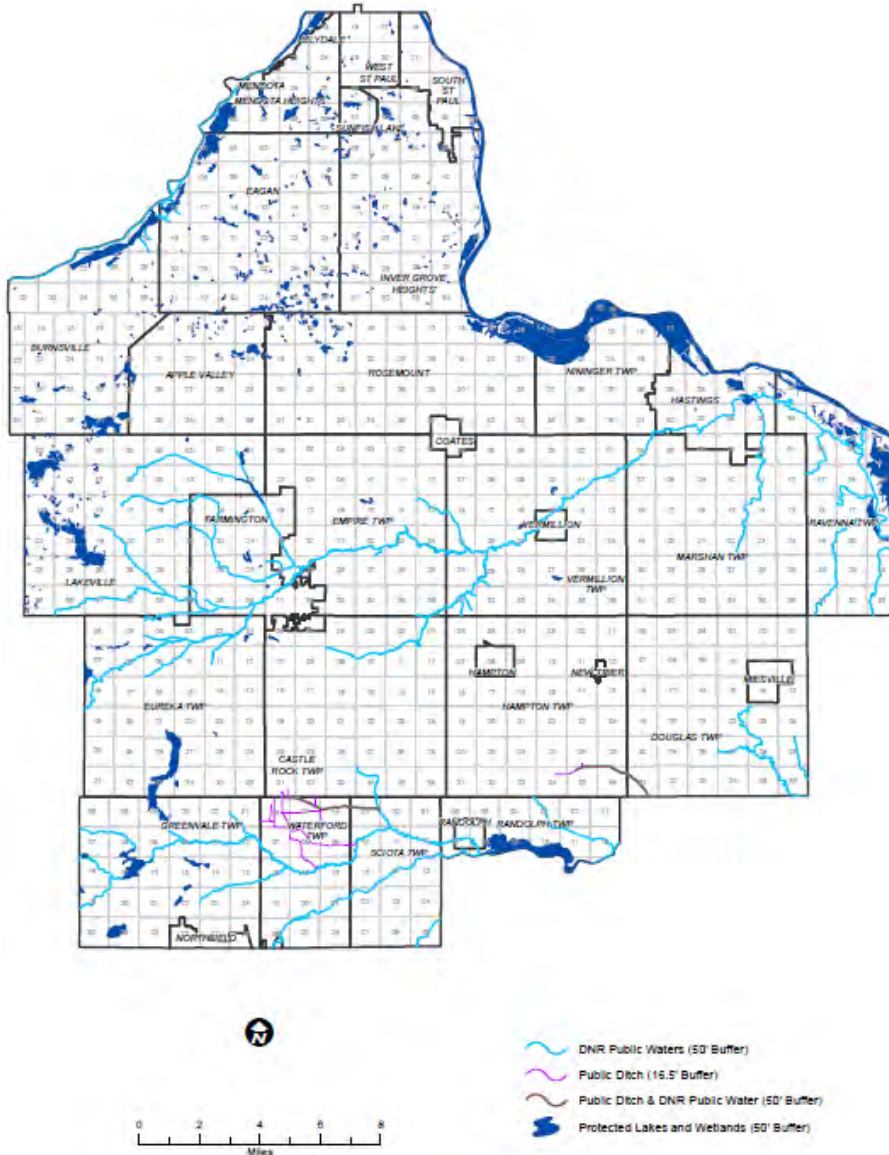
Figure 5.7: Floodplain Zoning Areas Administered by Dakota County



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**

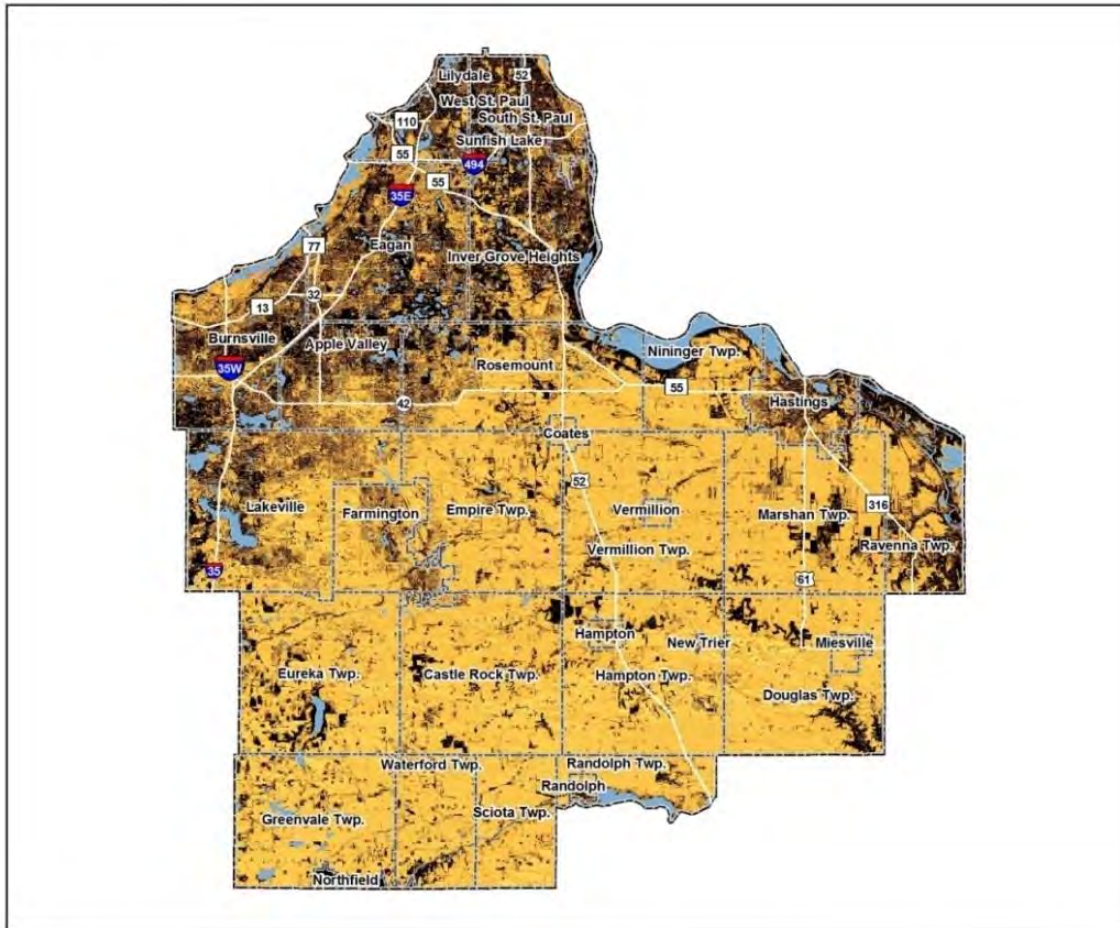
- Conduct environmental audits/reviews/assessments
- Investigate and evaluate brownfields for external partners and internal customers
- Provide technical assistance for cleanup on County-owned lands
- Provide grant funding for investigation and remediation

**LAND USE AND SOLAR ACCESS**

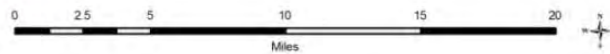
The Metropolitan Land Planning Act (Minn. Stat. § 473.859, Subd. 2) requires that local comprehensive plans include “an element for the protection and development of access to direct sunlight for solar energy systems.” Dakota County supports renewable energy although its land use authority is limited 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.

Figure 5.9: Gross Solar Potential, Dakota County



6/28/2017



**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
- Wetlands and Open Water Features

Source: University of Minnesota U-Spatial Statewide Solar Raster.

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

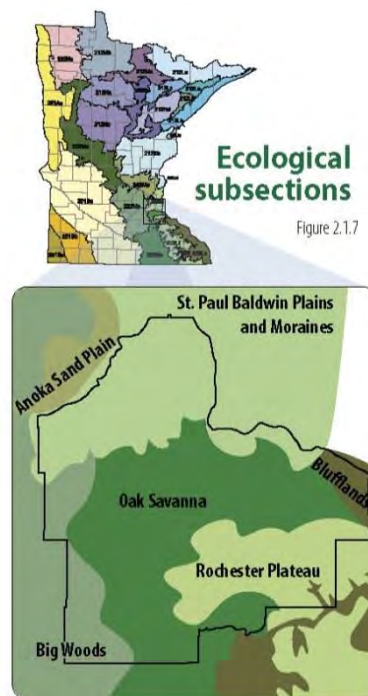
Preserve, enhance and create environments where people of all ages, incomes, and backgrounds can thrive — physically, intellectually, socially, and economically.

### 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. This richness is a product of Dakota County’s

Figure 5.10: Ecological Subsections



Source: MN Department of Natural Resources

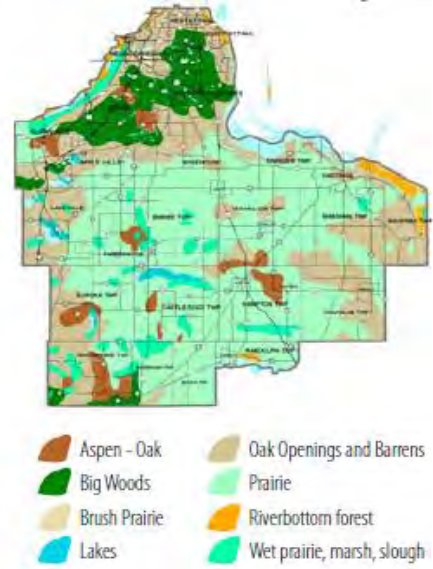


location at the meeting place of major natural systems:

- 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**



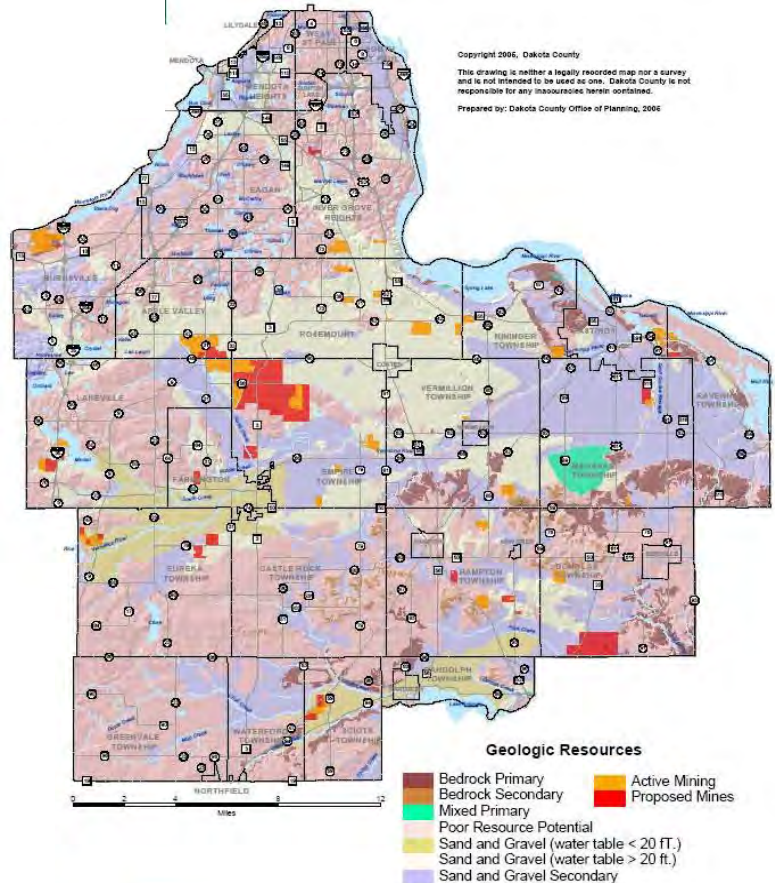
Source: Dakota County Planning

**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.
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.**

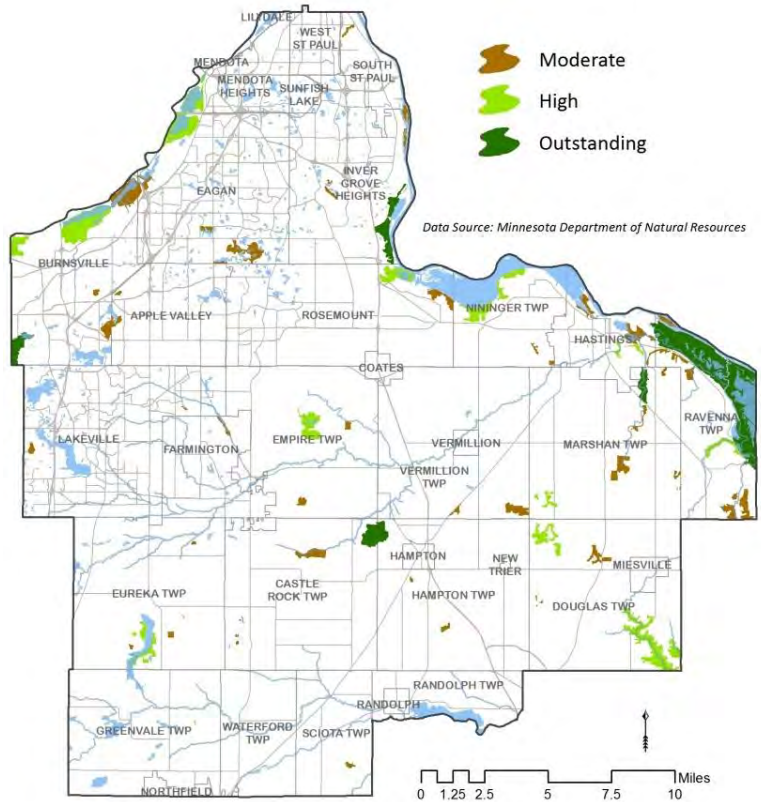
Objectives:

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.

**Figure 5.13: Minnesota DNR Areas of Significant Biodiversity**



Source: Dakota County Planning

- LR 3. Avoid fragmenting natural areas and corridors; when unavoidable, mitigate loss at equal or greater value within Dakota County.
- LR 4. Discourage use of high value wetlands for stormwater management when alternatives exist.
- LR 5. Incorporate ecosystem protection and restoration into County facility, park, greenway, and highway design and maintenance.
- LR 6. 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 7. Encourage infiltration of stormwater where appropriate, protection of natural areas, and provision of open space.
- LR 8. Engage the public in planning processes and programs for managing and restoring natural areas.
- LR 9. Support agricultural preservation as a significant part of Dakota County's heritage.
- LR 10. Prefer sustainable agriculture, including local food production on County land leased for farming.
- LR 11. Use the Dakota County Land Conservation Program to promote sustainable agricultural practices and improve water quality and wildlife habitat on protected private lands.
- LR 12. Encourage long-term stewardship of natural areas protected under the Dakota County Land Conservation Program.
- LR 13. Continue to use the County Land Conservation Program to protect and improve private land.
- LR 14. Promote environmentally and economically sustainable uses of County natural resources.
- LR 15. Engage residents and stakeholders in developing new regulations and controls to protect natural resources.
- LR 16. 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

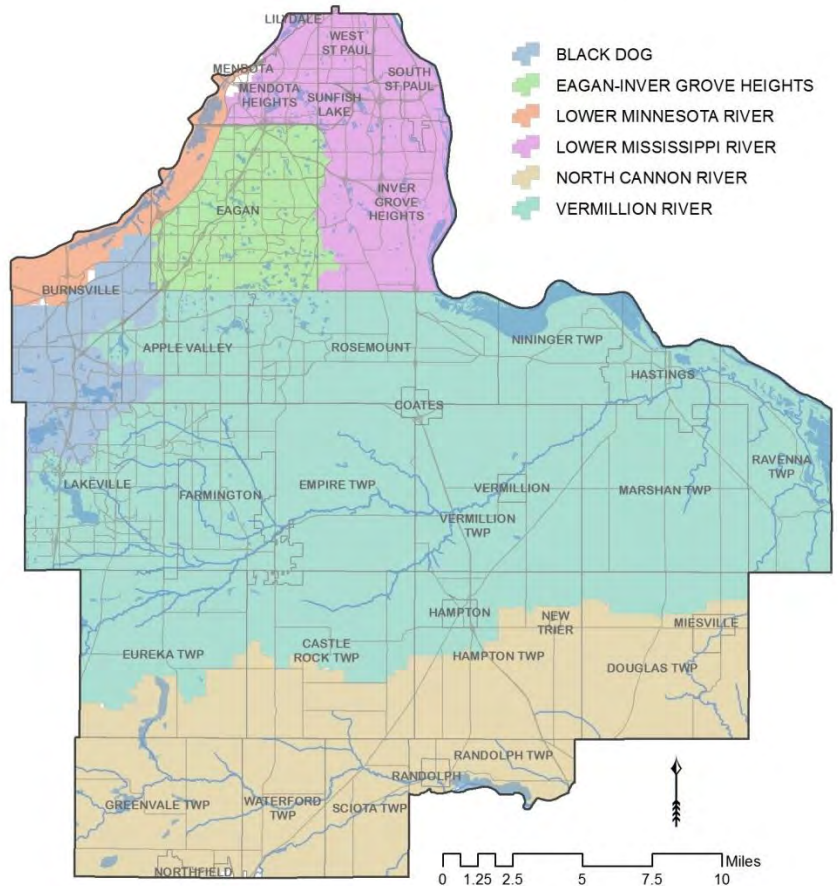
Six organizations manage watersheds in Dakota County:

- 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.

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.

Figure 5.14: Watershed Management Organizations



Source: Dakota County Planning

**Wetlands**

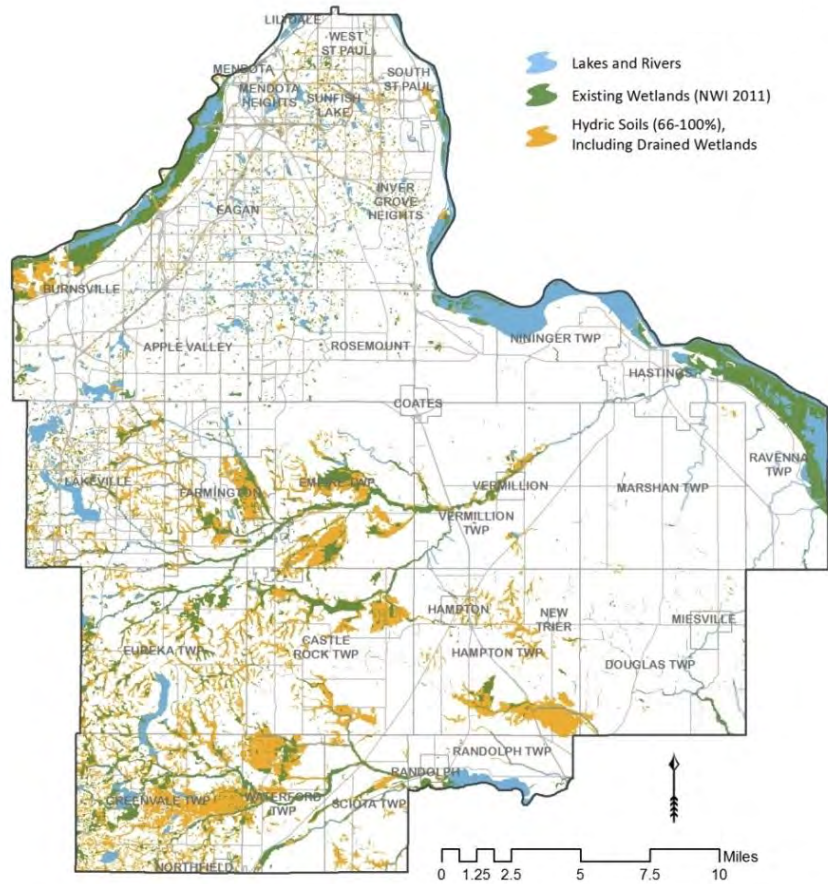
Wetlands are formed when hydric soils, hydrophytes (water-loving vegetation), and wetland hydrology are present. All three factors must be established to define an area as a wetland. Wetland benefits include:

- 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	<b>Seasonally flooded basins or flats.</b> Soil seasonally covered with water or waterlogged, usually well drained during the growing season. Vegetation varies with season and flooding.
2	6	<b>Fresh meadows.</b> 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, bulrushes, spike rushes, cattails, arrowheads, pickerelweed, and smartweeds.
4	1,060	<b>Deep fresh marshes.</b> 6" to 3' of water during growing season, with cattails, reeds, bulrushes, 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 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 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.

<b>Table 5.5: Designated Trout Streams</b>	
<b>Designated Trout Stream/River</b>	<b>General Location</b>
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

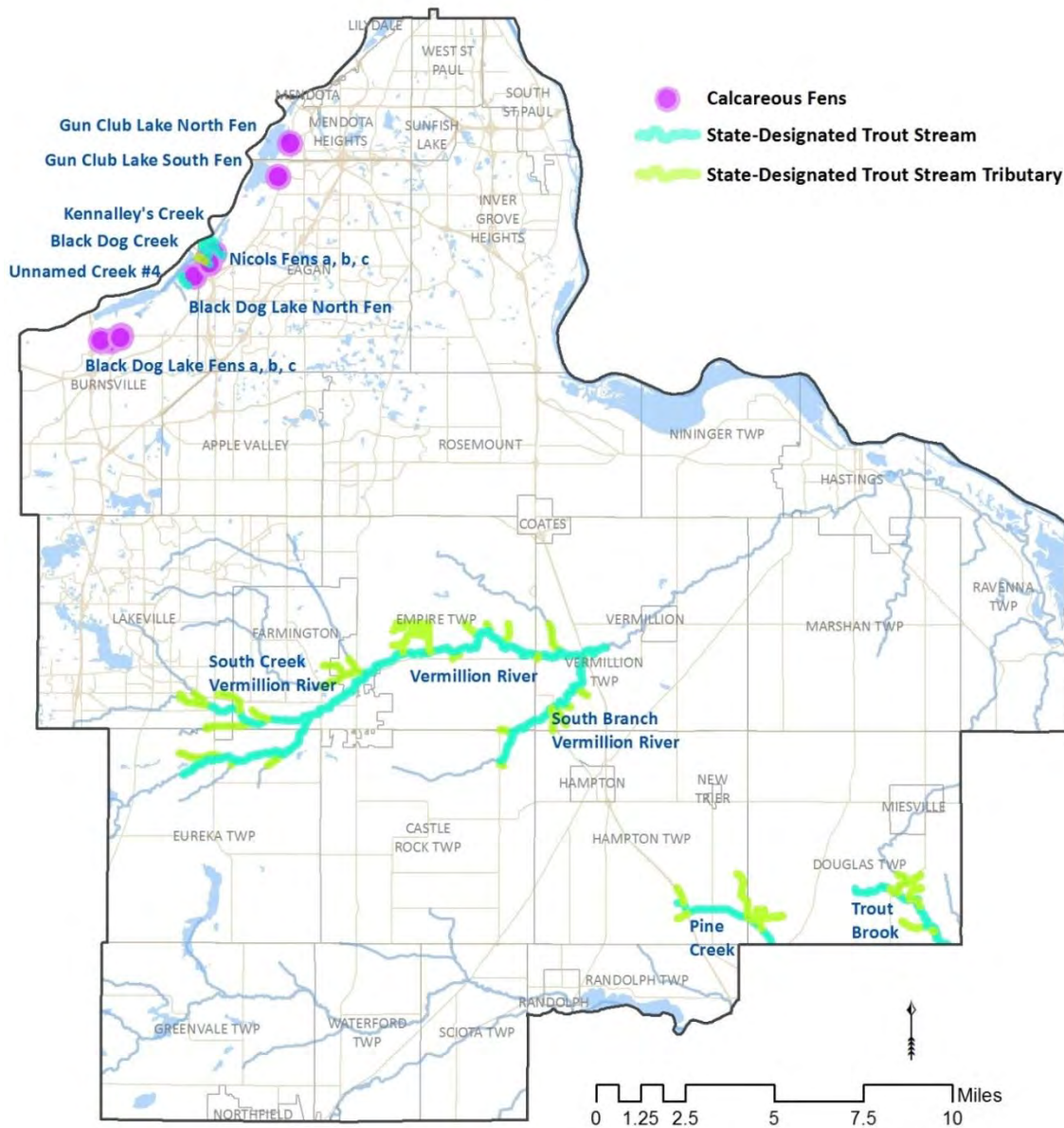
The Vermillion River includes a highly valued public trout fishery and supports a self-sustaining wild brown trout population. Trout streams are particularly reliant on groundwater flow because the temperature of this source water is cool in the summer (and relatively high in winter). Potential issues 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. Kennalley’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 (CaCO<sub>3</sub>, 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.

<b>Table 5.6: Calcareous Fens in Dakota County</b>
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 [www.pca.state.mn.us/water/minnesotas-impaired-waters-list](http://www.pca.state.mn.us/water/minnesotas-impaired-waters-list). 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**

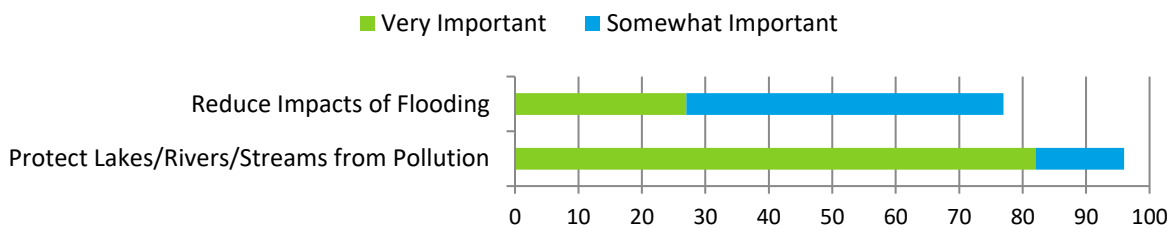
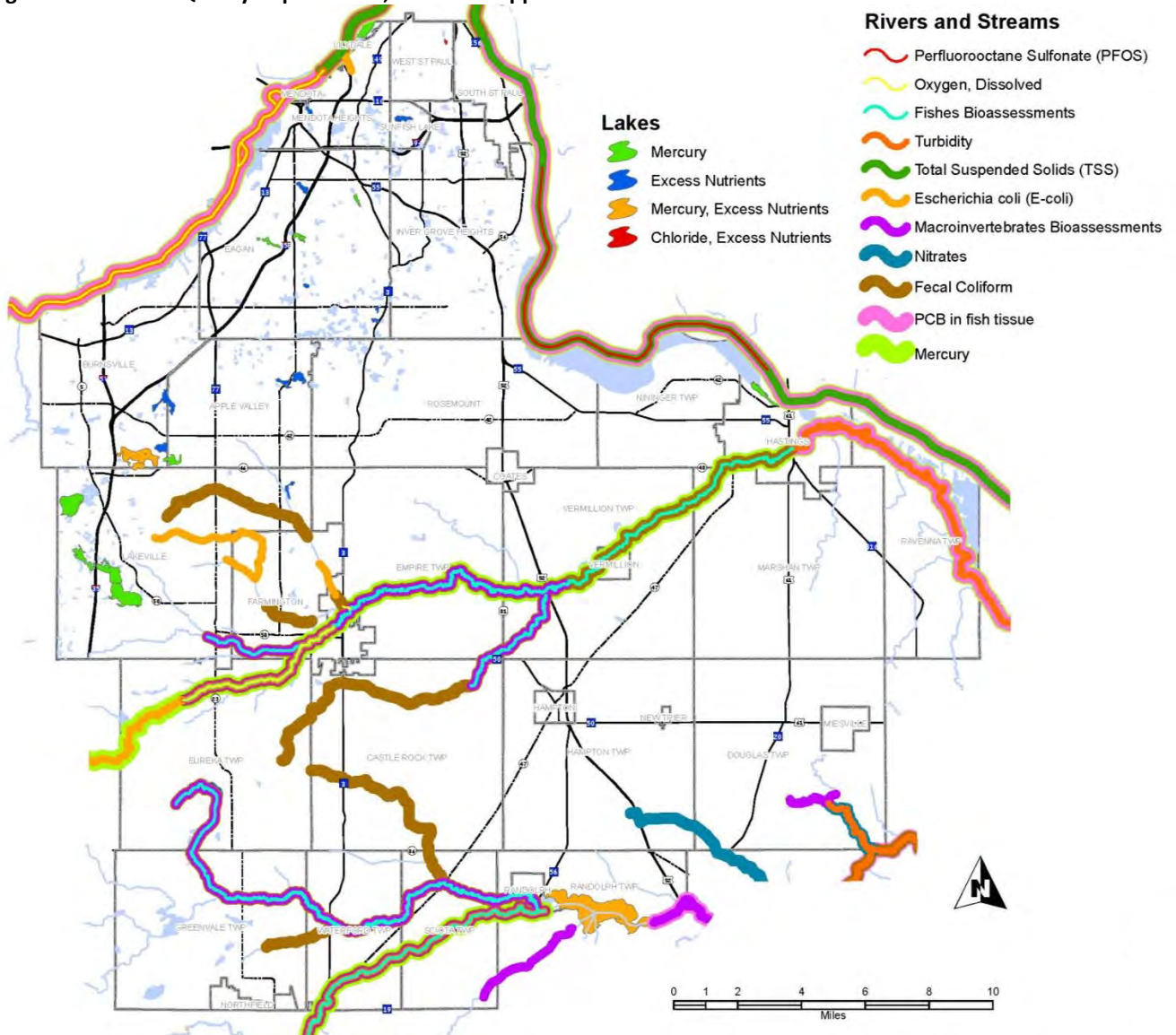


Figure 5.18: Water Quality Impairments, 2014 EPA-Approved List



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.
6. **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.”

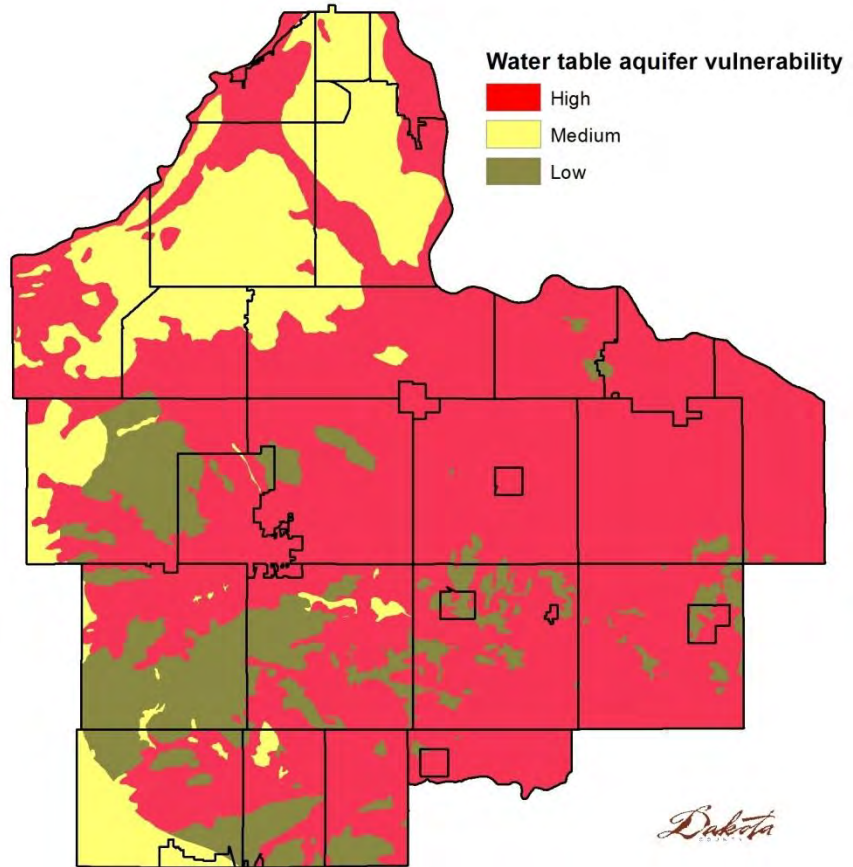
Detailed hydrologic studies have been completed in parts of the County, but most information on the County’s hydrology is from research completed by the Minnesota Geological Survey for the *Dakota County Geologic Atlas*.

### 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.

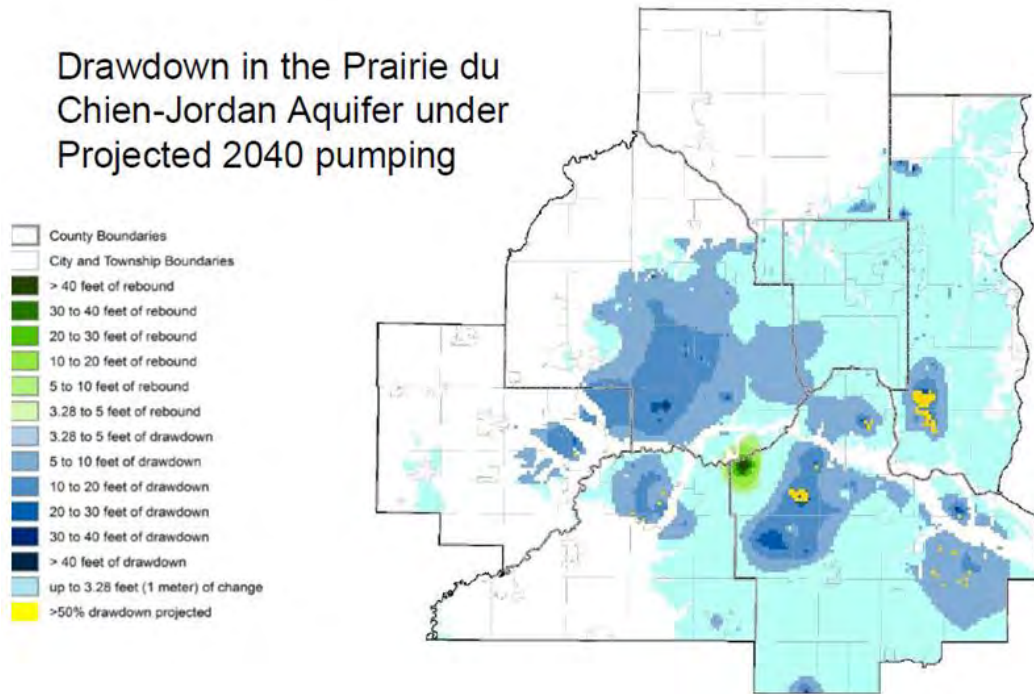
The **St. Lawrence-Franconia aquifer** is thought to extend throughout the county except the east end of the buried bedrock valley in Marshan and Ravenna townships. The St. Lawrence-Franconia aquifer is used primarily for domestic supplies, although some multi-aquifer wells use it to supplement flow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

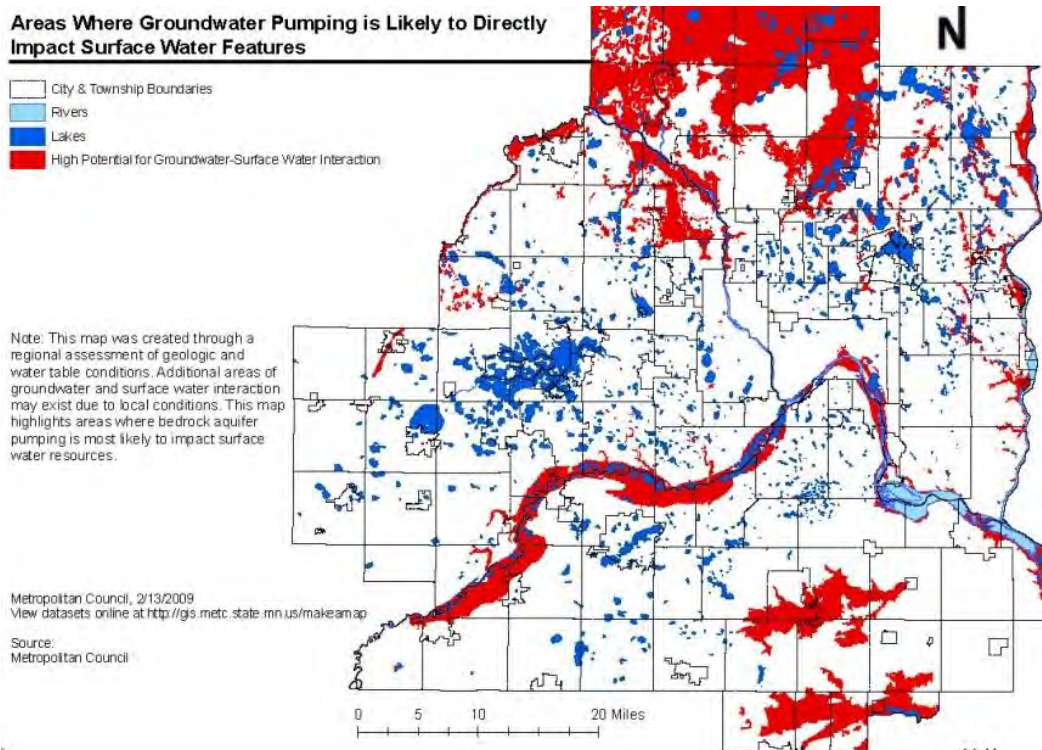
**Drinking water quantity** — Development increases the amount of impervious surfaces such as pavement and rooftops that curtail natural rainwater infiltration and aquifer recharge, although there are local requirements in place to mitigate the impact to hydrology from new impervious surfaces. Excessive 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).

Figure 5.20: Projected Aquifer Drawdown Areas



Map Source: Metropolitan Council, 2014

Figure 5.21: Groundwater Pumping and Impacts to Surface Water Features



Map Source: Metropolitan Council, 2009

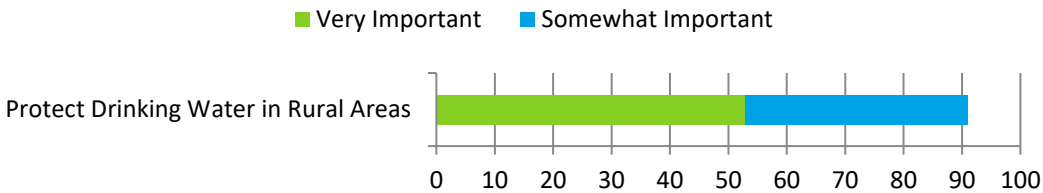
**Interconnected systems** — Water should be managed as an interconnected system recognizing watershed relationships, land use practices, and surface water-groundwater relationships.

- 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.

**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.

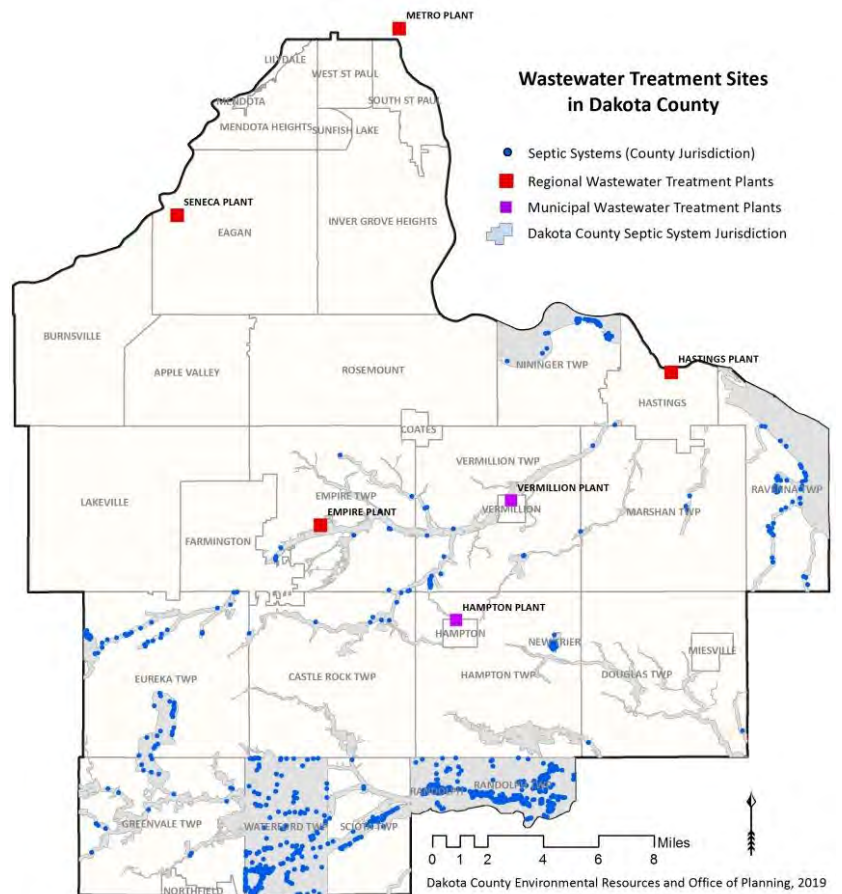
### Municipal treatment facilities

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

### 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.

Figure 5.23: Wastewater Treatment



## **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.

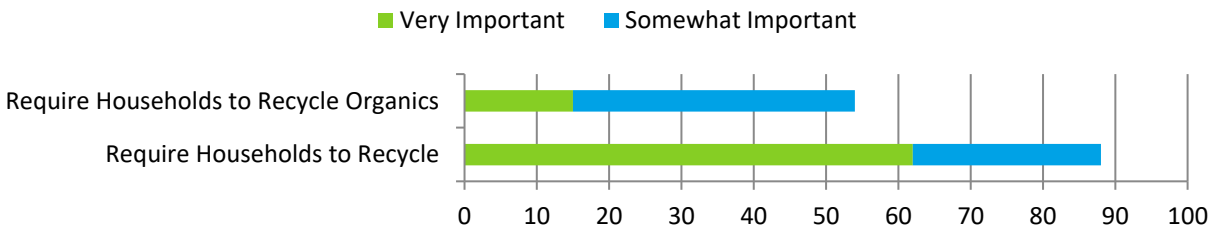
Dakota County supports the State's integrated solid waste management hierarchy (in preferred order: reduce, reuse, recycle, organics recovery/diversion, resource recovery, land disposal), which recognizes that no single method of waste management can handle the entire waste stream in an environmentally 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.

**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 post-closure 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
- Implement the Community Funding Program
- 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:

<b>Table 5.7: DC2030 MRCCA Implementation Activities</b>	
<b>Dakota County Activities in the MRCCA</b>	<b>MRCCA Goals Advanced</b>
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.

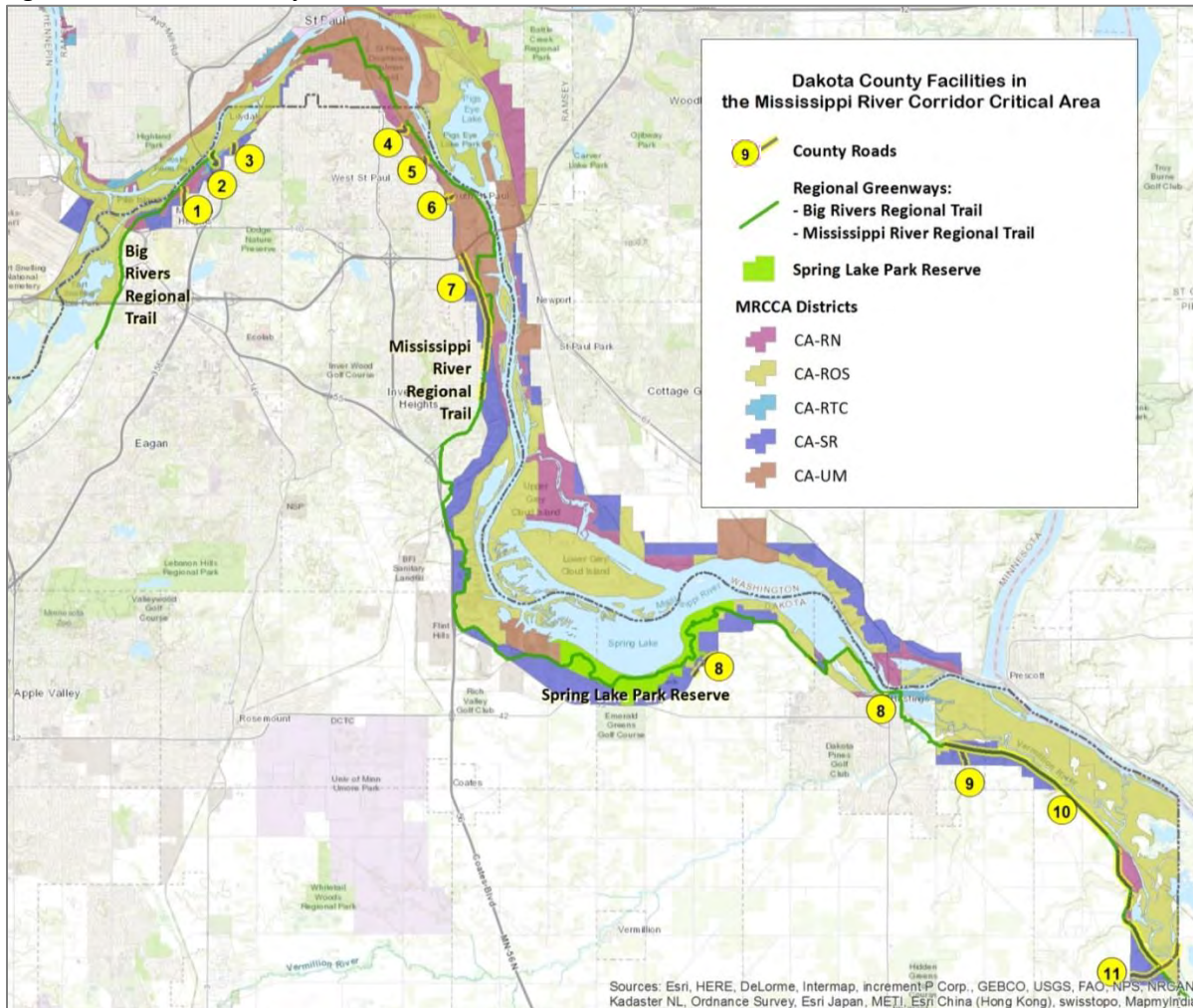
**Separated from River District (CA-SR):** characterized by physical and visual distance from the River. Land may be separated from the River by distance, topography, development, or a transportation corridor and is not readily visible from the Mississippi River. This district provides flexibility in 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



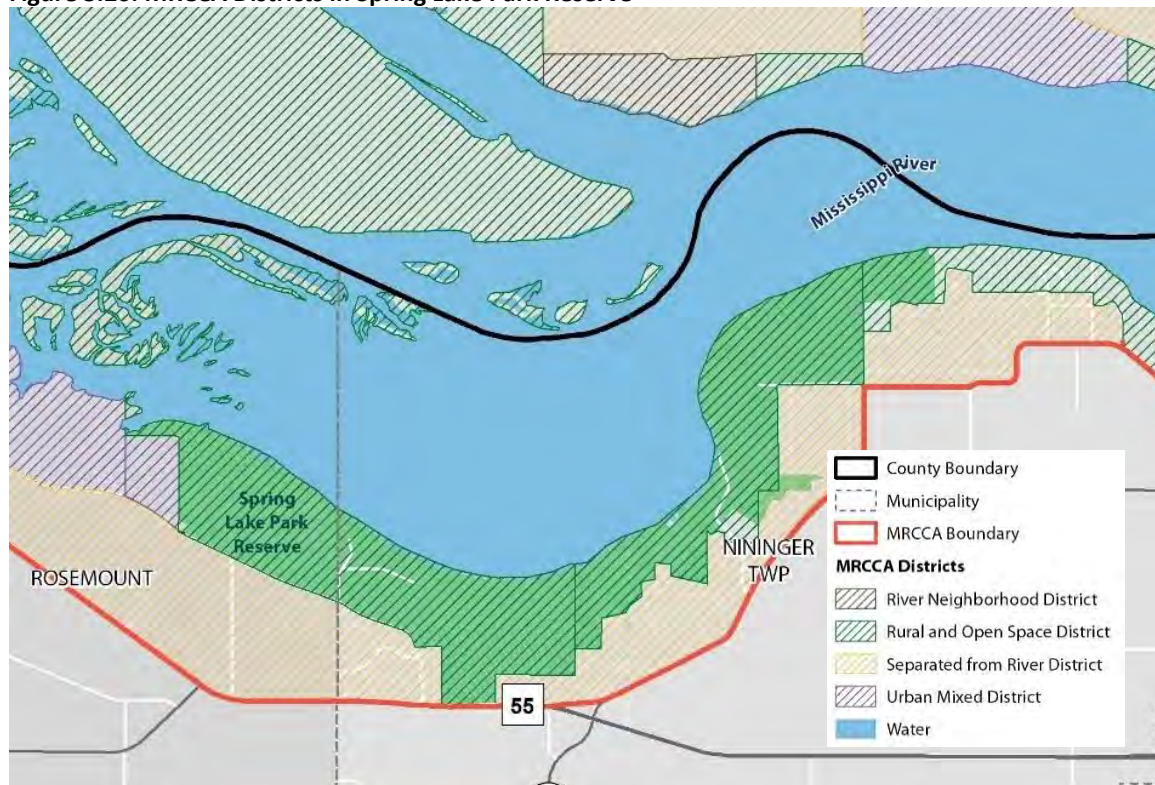
Dakota County facilities within the MRCCA include:

- 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



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 is mostly inaccessible from the main park land because of its location at the bottom of steep slopes.

Figure 5.27 Shore Impact Zone Diagram

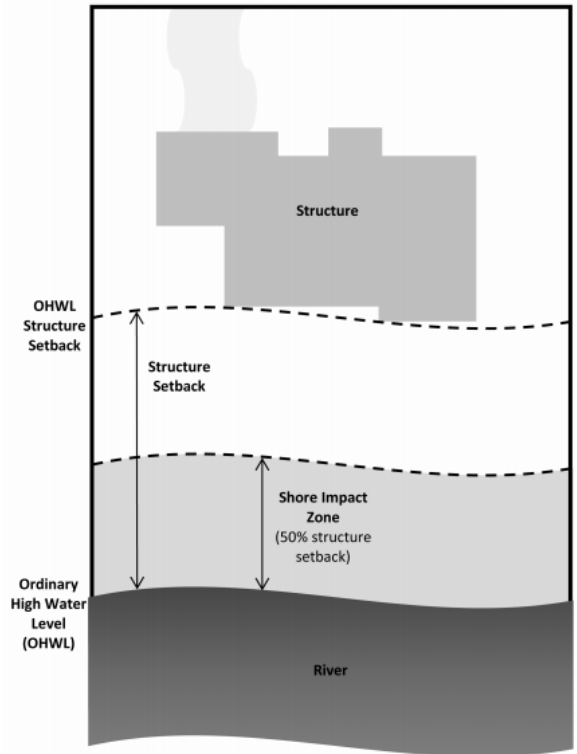


Figure 5.28: Shore Impact Zone, Spring Lake Park Reserve



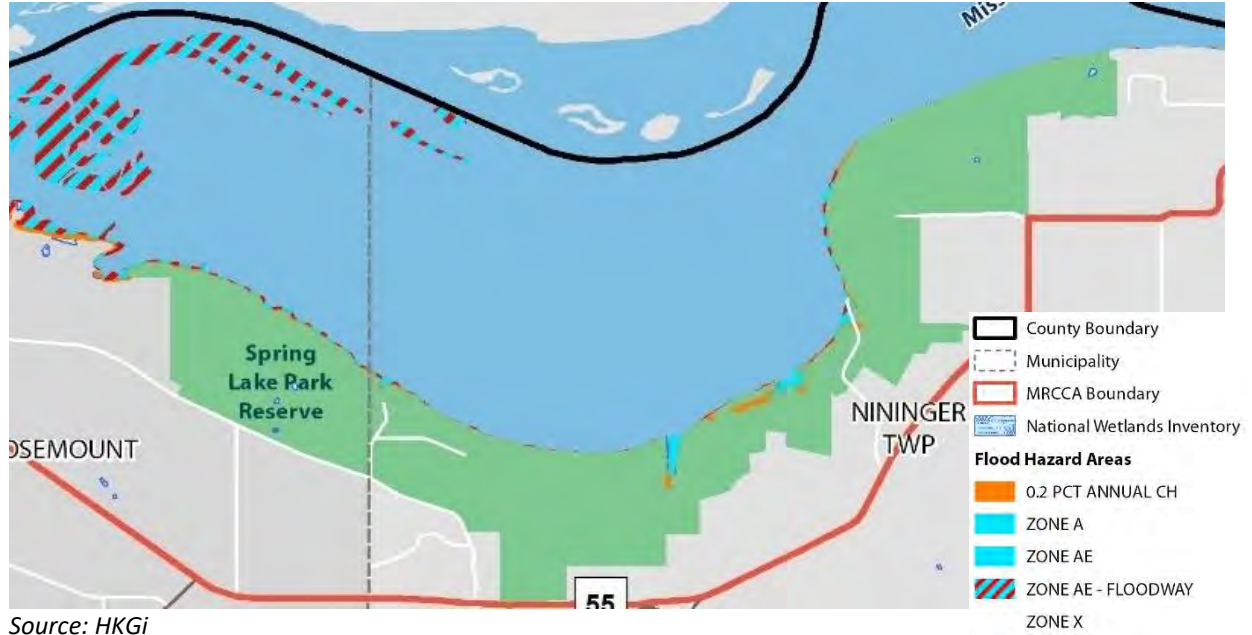
Source: HKGi

**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.

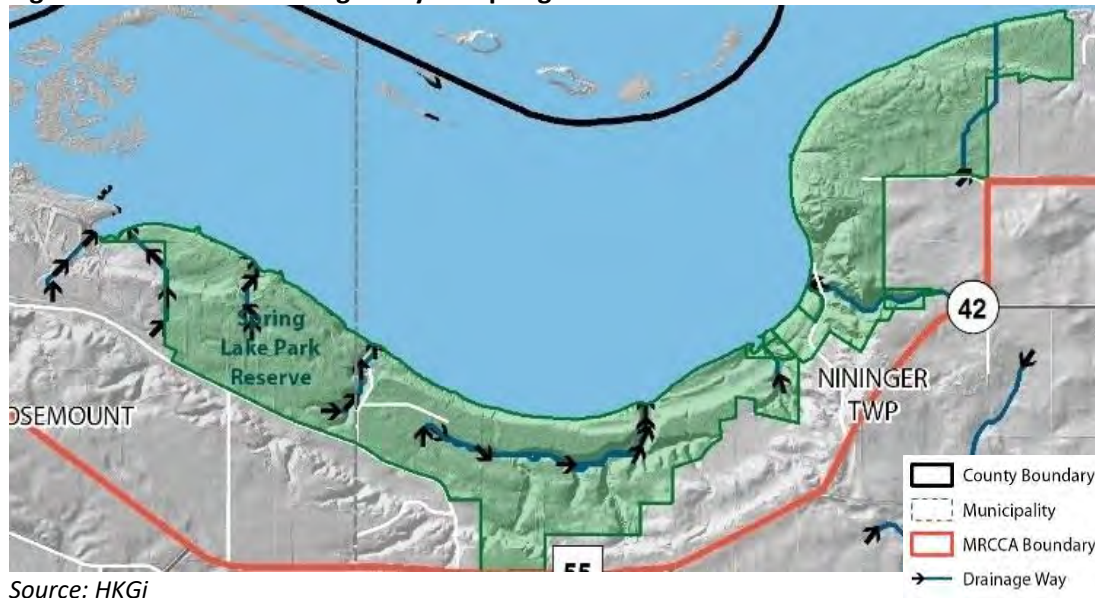
Figure 5.29: MRCCA Floodplains & Wetlands in Spring Lake Park Reserve



**Natural Drainage Ways**

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.

Figure 5.30: MRCCA Drainage Ways in Spring Lake Park Reserve



**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.

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



Source: HKGi

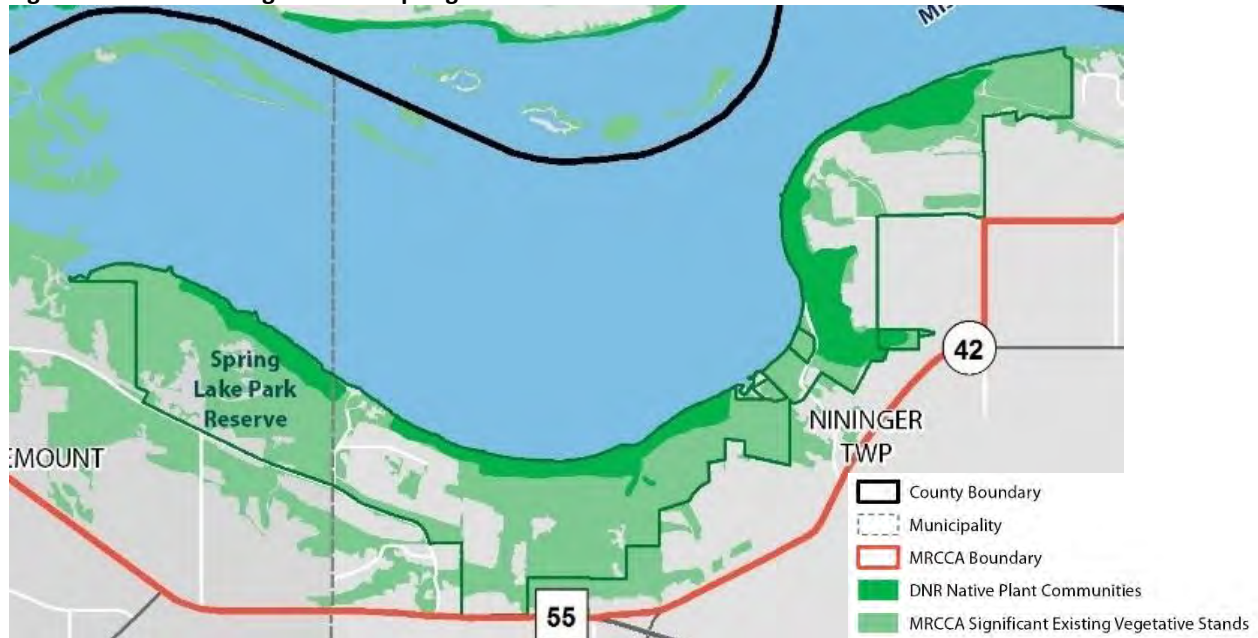
**Native Plant Communities and Significant Vegetative Stands**

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 where 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.

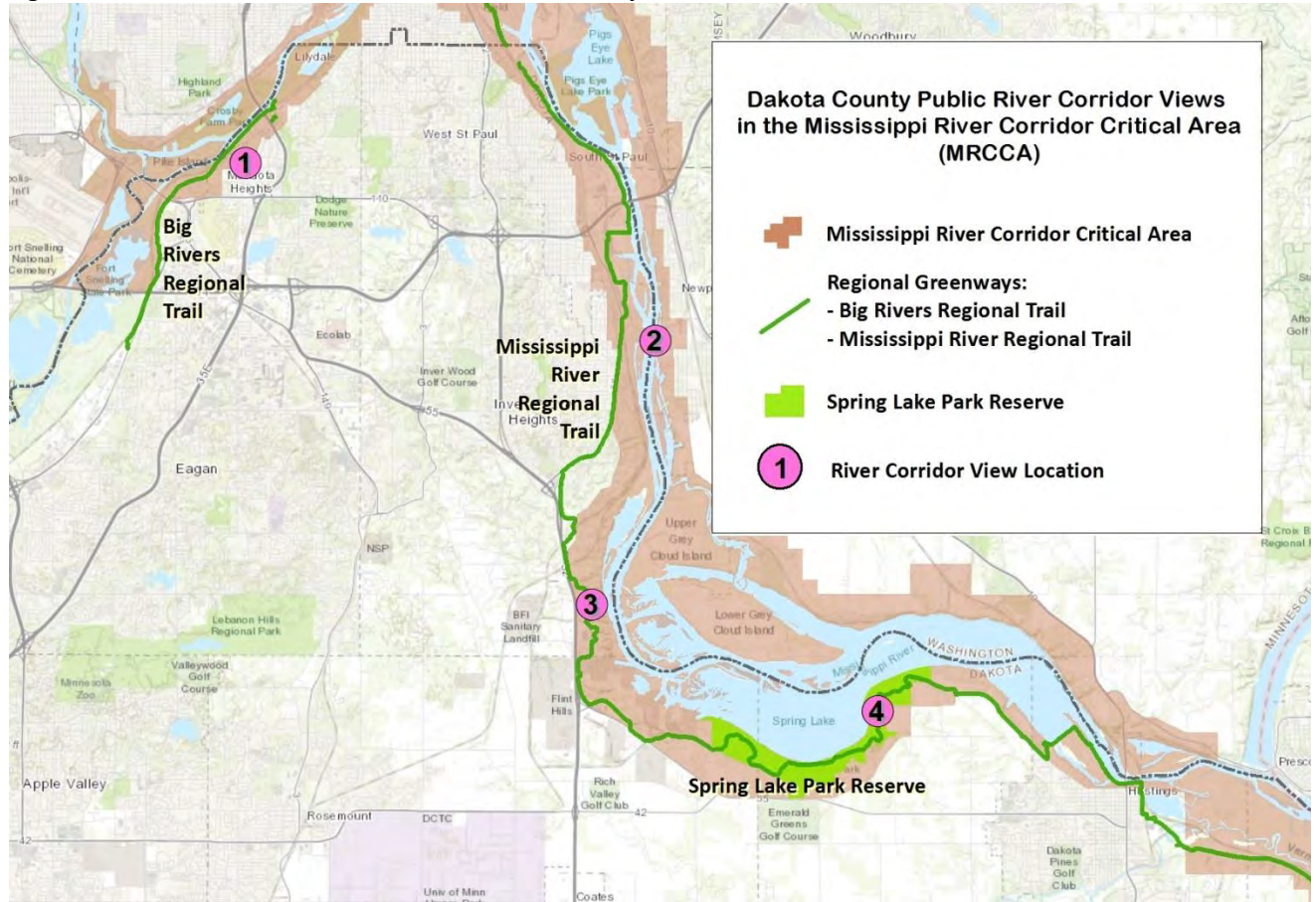
**Views to the River from County-Operated Public Places**

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.

**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*



- 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 wide-angle, 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. 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.

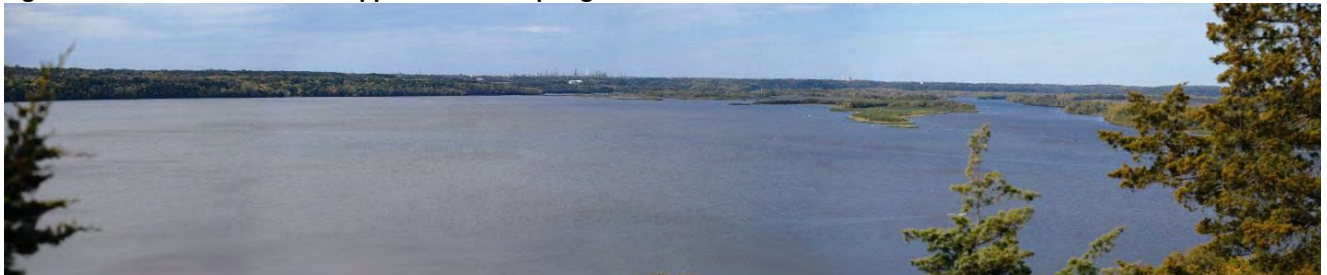
Changes such as extensive vegetative clearing, construction of structures above the tree line, and placement of major utility and transportation facilities may negatively affect this view if done without proper siting, care, and design.

**Figure 5.38: Spring Lake View Location**



Source: HKGi

**Figure 5.39: View to the Mississippi River from Spring Lake Park Reserve Overlook**



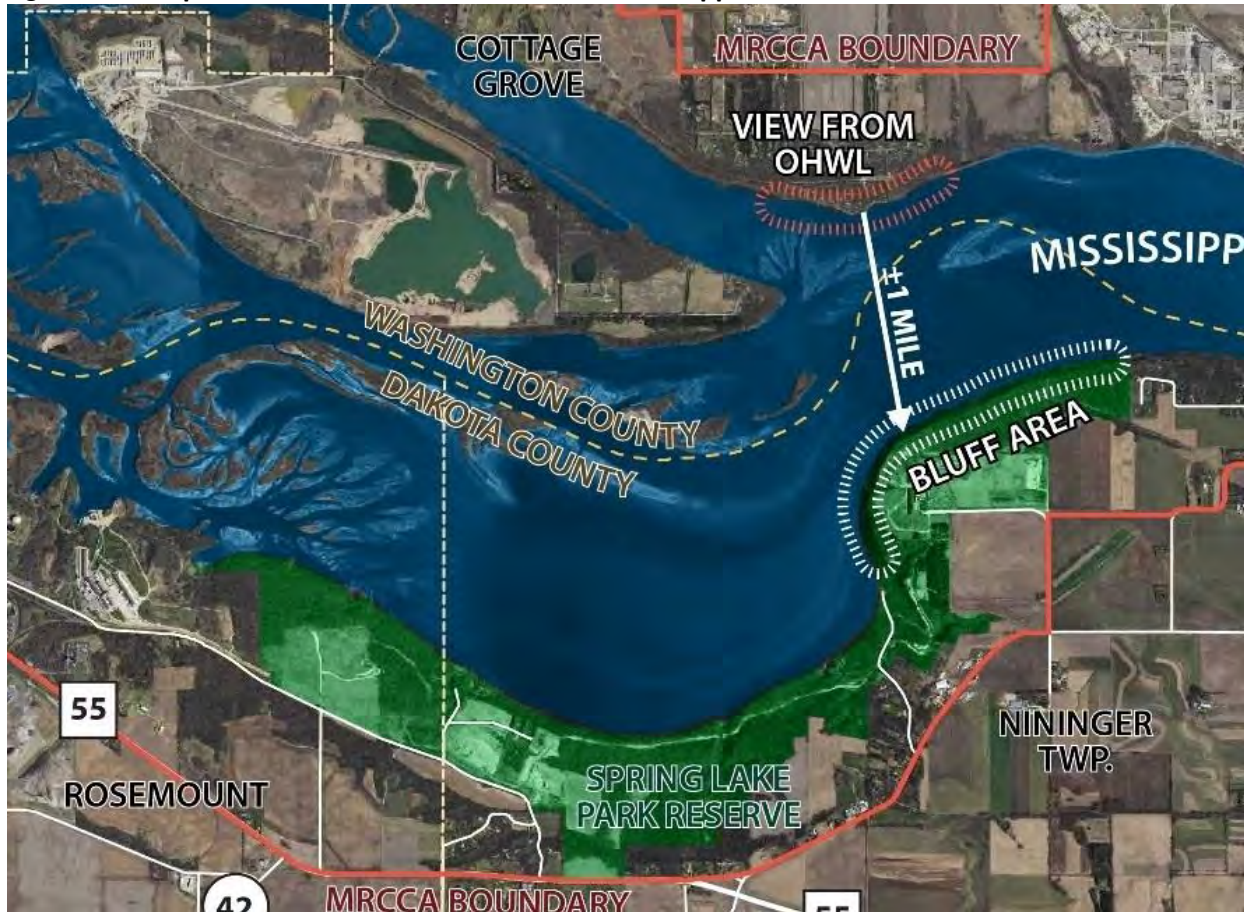
Source: HKGi

### 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.





### 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.

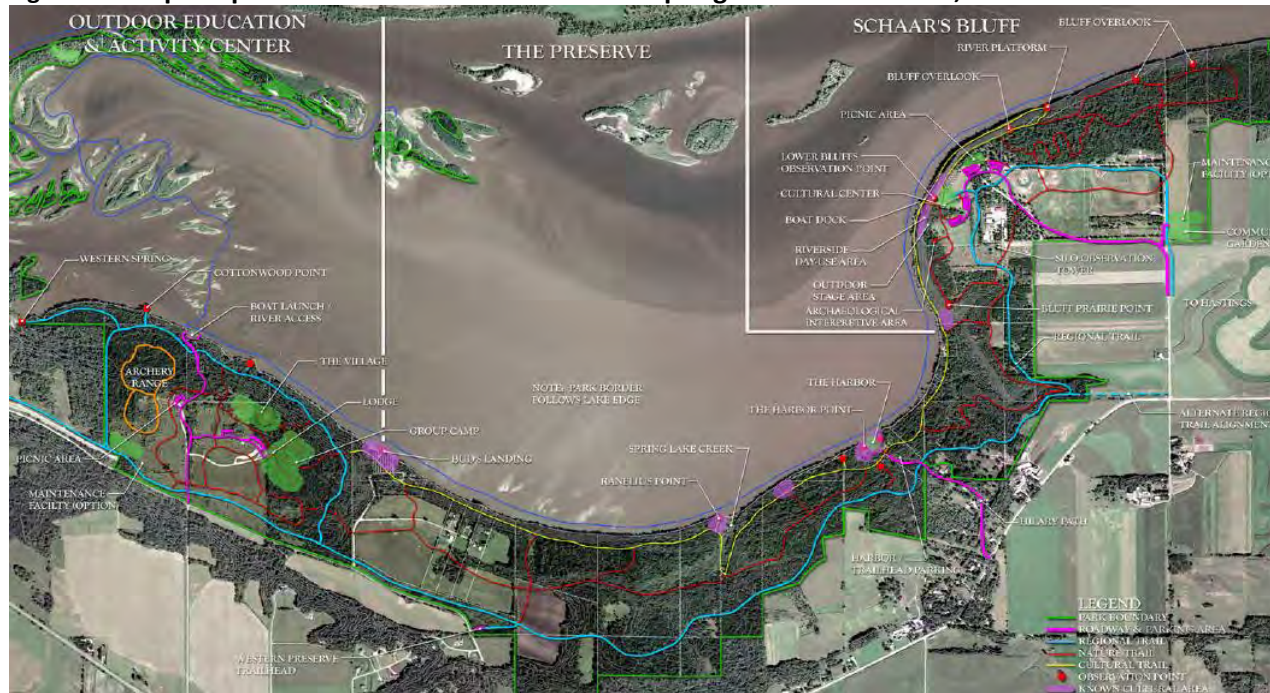
### Open Space and Recreational Facilities

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.

**Figure 5.43: Open Space and Recreational Facilities in Spring Lake Park Reserve, 2003 Master Plan**



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.

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.

Figure 5.44: Mississippi River Interpretive Plan Nodes



Source: Dakota County

## 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):




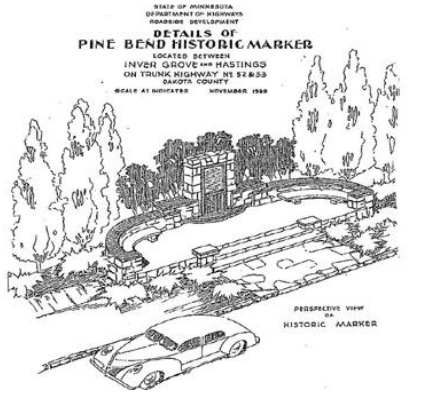


<b>Year</b>	<b>Project</b>	<b>Map</b>
<b>2018–2022</b>	<p><b>Greenway Improvements</b>, including soft-surface spur trails off MRRT in Spring Lake Park Reserve, system-wide signage and kiosks</p> <p>Projected Costs: \$200,000–\$290,000 per year</p>	
<b>2018–2019</b>	<p><b>Mississippi River Regional Trail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

Table 5.9: Capital Improvement Plan for Projects within the MRCCA		
Year	Project	Map
2019	<p><b>Spring Lake Park Reserve Master Plan Update</b>, with concurrent Natural Resources Management Plan (NRMP).</p> <p>Projected Cost: To be determined (TBD)</p>	
2019	<p><b>Pine Bend Bluffs Historical Marker Relocation:</b> 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.</p> <p>Projected Cost: \$275,000</p>	
2020	<p><b>Big Rivers Regional Trail WPA Trailhead Improvements:</b> Restrooms, drinking water, info kiosk, picnic canopy, added parking.</p> <p>Projected Cost: \$1.6M</p>	
2020	<p><b>Dakota County Museum ADA Improvements:</b> Increase accessibility of entry to and movement within the Museum.</p> <p>Projected Cost: \$1.2 M</p>	
2021	<p><b>Spring Lake Park Reserve Master Plan Improvements, Natural Resources Management, and Acquisitions</b>, based on 2019 master plan update and NRMP.</p> <p>Projected Improvements Cost: \$3.4 M                      Projected Resource Management Cost: TBD                      Project Acquisition Cost: TBD</p>	
2021	<p><b>Mississippi River Regional Trail Master Plan Update</b></p> <p>Projected Cost: TBD</p>	

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**

- For actions related to land acquisition in the MRCCA, refer to Spring Lake Park Reserve Master Plan and County road and greenway plans. [www.dakotacounty.us](http://www.dakotacounty.us).



**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



## 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 [www.dakotacounty.us](http://www.dakotacounty.us), 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:

<b>Table 6.1 Transportation Investment Categories</b>	
<b>Goal</b>	<b>Investment Categories</b>
<b>2) Transit and Integration of Transportation Modes</b>	Cedar Avenue Transitway (Bus Rapid Transit) Interstate 35W Transitway (Bus Rapid Transit) Red Rock Transitway (Bus Rapid Transit) Robert Street Transitway Transit Services Integrating Pedestrian and Bicycling Modes
<b>3) Preservation of the Existing System</b>	Highway Surface — Bituminous Highway Surface — Gravel Bridge Rehabilitation Traffic Safety and Operation Transit, Pedestrian and Bicycle Facilities Storm Sewer Maintenance
<b>4) Management to Increase Efficiency, Improve Safety, and Minimize Congestion</b>	Access Spacing 10-Ton County Highway System Functional Classification Jurisdictional Classification Traffic Control Devices Roundabouts Safety and Management Traffic Signal Projects Right-of-Way Preservation and Management
<b>5) Replace Deficient Elements</b>	Highway Replacement and Reconstruction Bridge Replacement Gravel Road Paving Traffic Signal Replacement
<b>6) Improvement and Expansion of Transportation Corridors</b>	Lane Additions/Expansion Future County Highway Alignments Interchanges and Overpasses Future Studies

Projects identified in the approved Transportation CIP for 2018–2022 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.



Dakota County Comprehensive Plan, DC2040

Table 6.2: 2018–2022 Transportation Capital Improvement Plan, 2018 Section Summary

PAGE	PROJECT	ROAD	SEGMENT	PROJECT DESCRIPTION	CITY	ANNUAL	CITY	FEDERAL	STATE	CSAH	GRAVEL TAX	COUNTY	TOTAL PROJECT	LEAD
#	NO.				LOCATION	COST	SHARE <sup>(1)</sup>				& OTHER	FUNDS	COST	AGENCY
<b>2018 Section</b>														
<b>PRESERVATION:</b>														
23			Highway Surface - Bituminous	Highway Surface - Bituminous		3,100,000	-	-	-	1,409,243	200,000	1,490,757	28,560,980	Dakota County
24	42-150	CSAH 42	145th St to CSAH 71 (Blaine Ave)	Bituminous Mill & Overlay	Rosemount	1,900,000	-	1,520,000	-	380,000	-	-	1,900,000	Dakota County
57	46-47	CSAH 46	CR 48 (Coates) to TH 61	Highway Surface - Bituminous	Rsmt, Hastings	4,000,000	-	-	-	4,000,000	-	-	4,000,000	Dakota County
26			Highway Surface - Gravel			860,000	-	-	-	-	-	860,000	4,475,000	Dakota County
27			Highway Surface - Gravel	Spot Locations		50,000	-	-	-	-	-	50,000	250,000	Dakota County
28			Traffic Control Devices	Durable Pavement Markings		500,000	-	-	-	-	-	500,000	2,500,000	Dakota County
29			Bike Trail	Bike Trail		700,000	-	-	-	-	-	700,000	3,500,000	Cities/Others
30			Storm Sewer System Repair	Storm Sewer System Repair		500,000	100,000	-	-	-	-	400,000	2,500,000	Dakota County/Cities
						<b>2018 Preservation Subtotal:</b>	<b>11,610,000</b>	<b>100,000</b>	<b>1,520,000</b>	<b>-</b>	<b>5,789,243</b>	<b>200,000</b>	<b>4,000,757</b>	<b>-</b>
<b>MANAGEMENT:</b>														
31	5-47		At Burnsville Pkwy, At 136th Street	Construction	Burnsville	835,000	375,750	-	-	459,250	-	-	835,000	Dakota County
34	9-54	CSAH 9	At Flagstaff Avenue	ROW Acquisition	Lakeville	200,000	-	-	-	-	-	200,000	1,031,600	Lakeville
40	26-47	CSAH 26	At Trunk Highway 3 - Roundabout	Construction	Inver Grove Heights	2,650,000	238,500	2,120,000	-	291,500	-	-	2,650,000	Dak Co/MN DOT
41	26-52	CSAH 26	At CSAH 43 (Lexington Ave)	Construction	Eagan	2,650,000	238,500	2,120,000	-	291,500	-	-	2,650,000	Dakota County
47	31-87	CSAH 31	CSAH 31 = 170th Street to CSAH 38	Construction - ATMS	Apple Valley, Lakeville	1,346,200	121,635	1,075,900	-	148,665	-	-	1,346,200	Dakota County
51	38-52	CSAH 38	CSAH 31 (Pilot Knob) to TH 3	Construction	Apple Valley, Rosemount	2,900,000	789,840	1,144,800	-	965,360	-	-	2,900,000	Dakota County
56	42-146	CSAH 42	At TH 55 Intersection	Construction	Rosemount	640,000	21,150	-	593,000	-	-	25,850	640,000	MnDOT
62	71-14	CSAH 71	At TH 3 (part of larger MnDOT project)	Construction	Inver Grove Heights	380,000	-	-	-	-	-	380,000	380,000	MnDOT
64	73-30	CSAH 73	Oakdale (73) & Marie Trail Extension	ROW Acquisition	West St Paul	500,000	-	-	-	-	-	500,000	650,000	West St Paul
85			Jurisdictional Classification			600,000	-	-	-	-	-	600,000	2,600,000	Dakota County
86			ROW Preservation & Management			500,000	225,000	-	-	-	-	275,000	2,500,000	Dakota County
87			Safety and Management Projects			1,500,000	342,000	-	-	275,000	-	883,000	7,500,000	Dakota County
88			Signal Projects - Various Locations	Signal Revisions		200,000	100,000	-	-	100,000	-	-	1,050,000	Dakota County
						<b>2018 Management Subtotal:</b>	<b>14,901,200</b>	<b>2,452,375</b>	<b>6,460,700</b>	<b>593,000</b>	<b>2,531,275</b>	<b>-</b>	<b>2,863,850</b>	<b>-</b>
<b>REPLACEMENT:</b>														
33	8-21	CSAH 8	CSAH 63 (Delaware) to Humboldt Ave	ROW Acquisition	West St Paul	1,500,000	675,000	-	-	825,000	-	-	4,765,300	Dakota County
38	23-76	CSAH 23	CSAH 86 (280th St) to CR 96 (Eveleth Ave)	ROW Acquisition	Greenvale Twp	1,234,600	-	-	-	1,234,600	-	-	8,094,600	Dakota County
55	42-139	CSAH 42	E jct TH 55 to old CR 87 (Lock Blvd)	ROW Acquisition	Nininger Twp	1,500,000	-	-	-	1,500,000	-	-	7,100,000	Dakota County
58	50-23	CSAH 50	Holyoke Ave to CSAH 23 (Cedar Ave)	ROW Acquisition	Lakeville	3,145,000	1,415,250	-	-	1,729,750	-	-	9,645,000	Dakota County
65	78-10	CSAH 78	TH 3 to CSAH 79 (Blaine Ave)	ROW Acquisition	Castle Rock Township	1,111,200	-	-	-	1,111,200	-	-	8,311,200	Dakota County
70	86-32	CSAH 86	TH 3 to west of CSAH 47	Construction	Castle Rock, Waterford & Sciota Tw	5,830,000	-	-	-	3,830,000	-	2,000,000	5,830,000	Dakota County
72	88-20	CSAH 88	TH 56 to TH 52	ROW Acquisition	Randolph Township	1,750,100	-	-	-	1,750,100	-	-	9,750,100	Dakota County
82	97-164		205th St, 0.3 mile W of TH 61	Repalce Bridge L3249	Marshan Township	300,000	-	-	280,000	-	20,000	-	300,000	Dakota County
89			Signal Projects - Various Locations	Replace/New/Geometric Improve		2,330,000	625,000	-	-	1,705,000	-	-	9,350,000	Dakota County
						<b>2018 Replacement Subtotal:</b>	<b>18,700,900</b>	<b>2,715,250</b>	<b>-</b>	<b>280,000</b>	<b>13,685,650</b>	<b>20,000</b>	<b>-</b>	<b>-</b>
<b>EXPANSION:</b>														
83	97-XX		179th Street future CSAH	Design/Construction	Lakeville	500,000	-	-	-	-	-	500,000	500,000	Lakeville
						<b>2018 Expansion Subtotal:</b>	<b>500,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>500,000</b>	<b>-</b>	<b>-</b>
*2018 Projects continued on next page														

Dakota County Comprehensive Plan, DC2040

Table 6.2: 2018–2022 Transportation Capital Improvement Plan, 2018 Section Summary continued

PAGE #	PROJECT NO.	ROAD	SEGMENT	PROJECT DESCRIPTION	CITY LOCATION	ANNUAL COST	CITY SHARE <sup>(1)</sup>	FEDERAL	STATE	CSAH	GRAVEL TAX & OTHER	COUNTY FUNDS	TOTAL PROJECT COST	LEAD AGENCY
<b>RESOURCES:</b>														
35	9-55	CSAH 9	At CSAH 50 & 3/4 at Icenic, Heritage	Design	Lakeville	480,000	216,000	-	-	264,000	-	-	4,855,000	Dakota County
42	26-54	CSAH 26	TH 55 to TH 3	Design	Egan, Inver Grove Heights	940,000	380,000	-	-	560,000	-	-	19,240,000	Dakota County
43	26-56	CSAH 26	CSAH 26, CSAH 28, CSAH 31, CSAH 43	Design	Egan	154,000	69,300	-	-	84,700	-	-	1,817,200	Dakota County
	32-87	CSAH 32	CSAH 43 (Lexington) to TH 3	Design Study	Egan	200,000	90,000	-	-	-	-	110,000	200,000	Dakota County
53	42-124	CSAH 42	CSAH 42 Corridor	Intersection Proj Design	Apple Valley	720,200	266,625	-	-	453,575	-	-	-	Dakota County
54	42-126	CSAH 42	At Southcross Dr	Design	Burnsville	80,000	40,000	-	-	40,000	-	-	80,000	Dakota County
80	28-59	CSAH 28	Amana Trail Traffic Control & Ped Improve	Design	Inver Grove Heights	100,000	-	-	-	-	-	100,000	100,000	Inver Grove Heights
59	62-26	CSAH 62	Realign CSAH 62; turnlanes on CSAH 47	Design	Vermillion Township	250,000	-	-	-	250,000	-	-	1,950,000	Dakota County
60	63-27	New "63"	CSAH 26 to north new alignment	Design	Inver Grove Heights	228,600	102,870	-	-	-	-	125,730	4,073,400	Dakota County
61	66-15	CSAH 66	At TH 52	Design/Study	Vermillion Township	500,000	-	-	-	-	-	500,000	500,000	Dakota County
66	78-12	CSAH 78	CSAH 79 (Blaine) to CSAH 47	Design	Castle Rock Twp, Hampton	208,900	-	-	-	83,600	-	125,300	5,493,700	Dakota County
	80-12	CSAH 80	CSAH 23 to TH 3	Design- RR Bridge	Castle Rock, Eureka Twp	255,000	-	-	-	255,000	-	-	13,496,124	Dakota County
71	86-34	CSAH 86	CSAH 23 to TH 3	Design	Eureka, Castle Rock, Greenvale and	550,000	-	-	-	550,000	-	-	13,478,300	Dakota County
75	91-25	CSAH 91	TH 50 (240th St) to 210th St	Design	Miesville, Douglas, Marshan	403,600	-	-	-	403,600	-	-	10,405,000	Dakota County
81	97-163	New CR	CSAH 9 (Dodd Blvd) to CSAH 23 (Cedar Ave)	Design	Lakeville	300,000	-	-	-	-	-	300,000	300,000	Lakeville
84	97-189		Eastern Dakota County Transit Study	Transit Study	Eastern Dak Co	200,000	40,000	-	-	-	-	160,000	200,000	Dakota County
91			Attorney Reimbursement			237,317	-	-	-	-	-	237,317	1,222,721	Dakota County
92			CIP Reimbursement to Operations			4,913,626	1,024,399	-	-	1,869,705	-	2,019,522	26,087,108	Dakota County
93			Future Studies/Professional Services			300,000	135,000	-	-	-	-	165,000	1,500,000	Dak Co/Consultant
94			Township Road Distribution			20,900	-	-	-	-	-	20,900	104,500	Dakota County
95			Consultant Construction Administration			750,000	-	-	-	375,000	-	375,000	3,400,000	
<b>2018 Resources Subtotal:</b>						<b>11,792,143</b>	<b>2,364,194</b>	<b>-</b>	<b>-</b>	<b>5,189,180</b>	<b>-</b>	<b>4,238,769</b>	<b>-</b>	
<b>2018 Total:</b>						<b>57,504,243</b>	<b>7,631,819</b>	<b>7,980,700</b>	<b>873,000</b>	<b>27,195,348</b>	<b>220,000</b>	<b>13,603,376</b>	<b>-</b>	

Dakota County Comprehensive Plan, DC2040

Table 6.3: 2018–2022 Transportation Capital Improvement Plan, 2019 Section Summary

PAGE #	PROJECT NO.	ROAD	SEGMENT	PROJECT DESCRIPTION	CITY LOCATION	ANNUAL COST	CITY SHARE <sup>(1)</sup>	FEDERAL	STATE	CSAH	GRAVEL TAX & OTHER	COUNTY FUNDS	TOTAL PROJECT COST	LEAD AGENCY
<b>2019 Section</b>														
<b>PRESERVATION:</b>														
23			Highway Surface - Bituminous			6,365,245	-	-	-	4,419,000	200,000	1,746,245	28,560,980	Dakota County
25	42-149	CSAH 42	CSAH 5 to CSAH 11	Bituminous Mill & Overlay	Burnsville	1,800,000	-	1,440,000	-	360,000	-	-	1,800,000	Dakota County
26			Highway Surface - Gravel			885,000	-	-	-	-	-	885,000	4,475,000	
27			Highway Surface - Gravel	Spot Locations		50,000	-	-	-	-	-	50,000	250,000	Dakota County
28			Traffic Control Devices	Durable Pavement Markings		500,000	-	-	-	-	-	500,000	2,500,000	Dakota County
29			Bike Trail			700,000	-	-	-	-	-	700,000	3,500,000	Cities/Others
30			Storm Sewer System Repair			500,000	100,000	-	-	-	-	400,000	2,500,000	Dakota County/Cities
<b>2019 Preservation Subtotal:</b>						<b>10,800,245</b>	<b>100,000</b>	<b>1,440,000</b>	<b>-</b>	<b>4,779,000</b>	<b>200,000</b>	<b>4,281,245</b>	<b>-</b>	
<b>MANAGEMENT:</b>														
34	9-54	CSAH 9	At Flagstaff Avenue	Construction	Lakeville	831,600	-	-	-	631,600	-	200,000	1,031,600	Lakeville
43	26-56	CSAH 26	CSAH 26, CSAH 28, CSAH 31, CSAH 43	Construction - ATMS	Eagan	1,663,200	149,688	1,330,560	-	182,952	-	-	1,817,200	Dakota County
49	32-91	CSAH 32	Dupont Ave to I-35 SB Ramp	Construct - Roundabout	Burnsville	300,000	-	-	-	300,000	-	-	300,000	Burnsville
59	62-26	CSAH 62	Realign CSAH 62; turnlanes on CSAH 47	ROW Acquisition	Vermillion Township	200,000	-	-	-	200,000	-	-	1,950,000	Dakota County
64	73-30	CSAH 73	Oakdale (73) & Marie Trail Extension	Trail Construction	West St Paul	150,000	-	-	-	-	-	150,000	650,000	West St Paul
85			Jurisdictional Classification			600,000	-	-	-	-	-	600,000	2,600,000	Dakota County
86			ROW Preservation & Management			500,000	225,000	-	-	-	-	275,000	2,500,000	Dakota County
87			Safety and Management Projects			1,500,000	342,000	-	-	275,000	-	883,000	7,500,000	Dakota County
88			Signal Projects - Various Locations	Signal Revisions		250,000	-	-	-	250,000	-	-	1,050,000	Dakota County
<b>2019 Management Subtotal:</b>						<b>5,994,800</b>	<b>716,688</b>	<b>1,330,560</b>	<b>-</b>	<b>1,839,552</b>	<b>-</b>	<b>2,108,000</b>	<b>-</b>	
<b>REPLACEMENT:</b>														
33	8-21	CSAH 8	CSAH 63 (Delaware) to Humboldt Ave	Construction	West St Paul	3,265,300	1,026,585	984,000	-	1,254,715	-	-	4,765,300	Dakota County
38	23-76	CSAH 23	CSAH 86 (280th St) to CR 96 (Evelth Ave)	Construction	Greenvale Twp	6,860,000	-	-	-	4,860,000	-	2,000,000	8,094,600	Dakota County
53	42-124	CSAH 42	CSAH 42 Corridor	ROW Acquisition	Apple Valley	2,275,000	956,250	-	-	1,318,750	-	-	8,179,200	Dakota County
55	42-139	CSAH 42	Ejct TH 55 to old CR 87 (Lock Blvd)	Construction	Nininger Twp	5,600,000	-	-	-	3,600,000	-	2,000,000	7,100,000	Dakota County
58	50-23	CSAH 50	Holyoke Ave to CSAH 23 (Cedar Ave)	Construction	Lakeville	6,500,000	1,485,000	3,200,000	-	1,815,000	-	-	9,645,000	Dakota County
63	73-19	CSAH 73	Bonaire Path to IGH/Rosemount line	ROW Acquisition	Rosemount	750,000	337,500	-	-	-	-	412,500	4,710,000	Dakota County
65	78-10	CSAH 78	TH 3 to CSAH 79 (Blaine Ave)	Construction	Castle Rock Township	7,200,000	-	-	-	4,200,000	-	3,000,000	8,311,200	Dakota County
66	78-12	CSAH 78	CSAH 79 (Blaine) to CSAH 47	ROW Acquisition	Castle Rock Twp, Hampton	1,044,800	-	-	-	1,044,800	-	-	5,493,700	Dakota County
71	86-34	CSAH 86	CSAH 23 to TH 3	ROW Acquisition	Eureka, Castle Rock, Greenvale and	1,928,300	-	-	-	1,928,300	-	-	13,478,300	Dakota County
72	88-20	CSAH 88	TH 56 to TH 52	Construction	Randolph Township	8,000,000	-	-	-	4,000,000	-	4,000,000	9,750,100	Dakota County
75	91-25	CSAH 91	TH 50 (240th St) to 210th St	ROW Acquisition	Miesville, Douglas, Marshan	1,782,000	-	-	-	1,782,000	-	-	10,405,000	Dakota County
89			Signal Projects - Various Locations	Replace/New/Geometric Improve		1,020,000	262,500	-	-	757,500	-	-	9,350,000	Dakota County
90			Replacement Projects/Turnbacks	Design		1,250,000	-	-	-	-	-	1,250,000	10,850,000	Dakota County
<b>2019 Replacement Subtotal:</b>						<b>47,475,400</b>	<b>4,067,835</b>	<b>4,184,000</b>	<b>-</b>	<b>26,561,065</b>	<b>-</b>	<b>12,662,500</b>	<b>-</b>	
<b>EXPANSION:</b>														
35	9-55	CSAH 9	At CSAH 50 & 3/4 at Icenic, Heritage	ROW Acquisition	Lakeville	1,250,000	562,500	-	-	687,500	-	-	4,855,000	Dakota County
42	26-54	CSAH 26	TH 55 to TH 3	ROW Acquisition	Eagan, Inver Grove Heights	5,500,000	2,500,000	-	-	3,000,000	-	-	19,240,000	Dakota County
60	63-27	New "63"	CSAH 26 to north new alignment	ROW Acquisition	Inver Grove Heights	1,102,100	495,945	-	-	-	-	606,155	4,073,400	Dakota County
<b>2019 Expansion Subtotal:</b>						<b>7,852,100</b>	<b>3,558,445</b>	<b>-</b>	<b>-</b>	<b>3,687,500</b>	<b>-</b>	<b>606,155</b>	<b>-</b>	
<b>RESOURCES:</b>														
32	6-06	CR 6	At CSAH 73 (Oakdale Ave)	Design	West St Paul	230,000	103,500	-	-	-	-	126,500	2,105,000	Dakota County
36	9-56	CSAH 9	Gerdine Path to Dodd Lane	Design	Lakeville	408,300	183,735	-	-	224,565	-	-	7,265,250	Dakota County
53	42-124	CSAH 42	CSAH 42 Corridor	Consultant Construction Administration	Apple Valley	384,000	129,600	-	-	254,400	-	-	-	Dakota County
67	80-12	CSAH 80	CSAH 23 to TH 3	Design	Castle Rock, Eureka Twp	297,124	-	-	-	297,124	-	-	13,496,124	Dakota County
76	91-29	CSAH 91	210th St to TH 316	Design	Marshan Twp	375,000	-	-	-	150,000	-	225,000	6,375,000	Dakota County
77	91-30	CSAH 91	Miesville Trail to TH 61	Design	Miesville, Douglas Twp	250,000	-	-	-	100,000	-	150,000	4,075,000	Dakota County
79	96-07	CSAH 96	West Dak Co line to CSAH 23	Design	Greenvale Township	378,000	-	-	-	-	-	378,000	8,310,400	Dakota County
91			Attorney Reimbursement			240,877	-	-	-	-	-	240,877	1,222,721	Dakota County
92			CIP Reimbursement to Operations			5,061,035	1,055,131	-	-	1,925,796	-	2,080,108	26,087,108	Dakota County
93			Future Studies/Professional Services			300,000	135,000	-	-	-	-	165,000	1,500,000	Dak Co/Consultant
94			Township Road Distribution			20,900	-	-	-	-	-	20,900	104,500	Dakota County
95			Consultant Construction Administration			850,000	-	-	-	425,000	-	425,000	3,400,000	Consultant
<b>2019 Resources Subtotal:</b>						<b>8,795,236</b>	<b>1,606,966</b>	<b>-</b>	<b>-</b>	<b>3,376,885</b>	<b>-</b>	<b>3,811,385</b>	<b>-</b>	
<b>2019 TOTAL:</b>						<b>80,917,781</b>	<b>10,049,934</b>	<b>6,954,560</b>	<b>-</b>	<b>40,244,002</b>	<b>200,000</b>	<b>23,469,285</b>	<b>-</b>	

Dakota County Comprehensive Plan, DC2040

Table 6.4: 2018–2022 Transportation Capital Improvement Plan, 2020 Section Summary

PAGE #	PROJECT NO.	ROAD	SEGMENT	PROJECT DESCRIPTION	CITY LOCATION	ANNUAL COST	CITY SHARE <sup>(1)</sup>	FEDERAL	STATE	CSAH	GRAVEL TAX & OTHER	COUNTY FUNDS	TOTAL PROJECT COST	LEAD AGENCY
<b>2020 Section</b>														
<b>PRESERVATION:</b>														
23			Highway Surface - Bituminous	Highway Surface - Bituminous		6,365,245	-	-	-	4,419,000	200,000	1,746,245	28,560,980	Dakota County
26			Highway Surface - Gravel			910,000	-	-	-	-	-	910,000	4,475,000	Dakota County
27			Highway Surface - Gravel	Spot Locations		50,000	-	-	-	-	-	50,000	250,000	Dakota County
28			Traffic Control Devices			500,000	-	-	-	-	-	500,000	2,500,000	Dakota County
29			Bike Trail			700,000	-	-	-	-	-	700,000	3,500,000	Cities/Others
30			Storm Sewer System Repair			500,000	100,000	-	-	-	-	400,000	2,500,000	Dakota County/Cities
<b>2020 Preservation Subtotal:</b>						<b>9,025,245</b>	<b>100,000</b>	<b>-</b>	<b>-</b>	<b>4,419,000</b>	<b>200,000</b>	<b>4,306,245</b>	<b>-</b>	
<b>MANAGEMENT:</b>														
32	6-06	CR 6	At CSAH 73 (Oakdale Ave)	ROW Acquisition	West St Paul	325,000	146,250	-	-	-	-	178,750	2,105,000	Dakota County
36	9-56	CSAH 9	Gerdine Path to Dodd Lane	ROW Acquisition	Lakeville	1,959,000	881,550	-	-	1,077,450	-	-	7,265,250	Dakota County
46	31-79	CSAH 31	At CSAH 32 Signal Rep - Dbl Left Turns	ROW Acquisition	Egan	1,570,000	706,500	-	-	863,500	-	-	5,488,700	Dakota County
52	38-AV	CSAH 38	Placeholder - limits TBD	Repair/Replace Retaining Walls	Apple Valley	500,000	-	-	-	500,000	-	-	500,000	Dakota County
59	62-26	CSAH 62	Realign CSAH 62; turnlanes on CSAH 47	Construction	Vermillion Township	1,500,000	-	-	-	900,000	-	600,000	1,950,000	Dakota County
85			Jurisdictional Classification			600,000	-	-	-	-	-	600,000	2,600,000	Dakota County
86			ROW Preservation & Management			500,000	225,000	-	-	-	-	275,000	2,500,000	Dakota County
87			Safety and Management Projects			1,500,000	342,000	-	-	275,000	-	883,000	7,500,000	Dakota County
88			Signal Projects - Various Locations	Signal Revisions		200,000	100,000	-	-	100,000	-	-	1,050,000	Dakota County
<b>2020 Management Subtotal:</b>						<b>8,654,000</b>	<b>2,401,300</b>	<b>-</b>	<b>-</b>	<b>3,715,950</b>	<b>-</b>	<b>2,536,750</b>	<b>-</b>	
<b>REPLACEMENT:</b>														
53	42-124	CSAH 42	CSAH 42 Corridor	Construction	Apple Valley	4,800,000	1,620,000	-	-	3,180,000	-	-	8,179,200	Dakota County
63	73-19	CSAH 73	Bonaire Path to IGH/Rosemount line	Construction	Rosemount	3,960,000	1,320,000	-	-	-	-	2,640,000	4,710,000	Dakota County
66	78-12	CSAH 78	CSAH 79 (Blaine) to CSAH 47	Construction (+ new Bridge)	Castle Rock Twp, Hampton	4,240,000	-	-	-	2,240,000	-	2,000,000	5,493,700	Dakota County
67	80-12	CSAH 80	CSAH 23 to TH 3	ROW Acquisition	Castle Rock, Eureka Twp	2,000,000	-	-	-	1,000,000	-	1,000,000	13,496,124	Dakota County
71	86-34	CSAH 86	CSAH 23 to TH 3	Construction	Eureka, Castle Rock, Greenvale and	11,000,000	-	4,200,000	-	3,800,000	-	3,000,000	13,478,300	Dakota County
75	91-25	CSAH 91	TH 50 (240th St) to 210th St	Construction	Miesville, Douglas, Marshan	8,219,400	-	-	-	2,219,400	-	6,000,000	10,405,000	Dakota County
76	91-29	CSAH 91	210th St to TH 316	ROW Acquisition	Marshan Twp	1,500,000	-	-	-	1,500,000	-	-	6,375,000	Dakota County
77	91-30	CSAH 91	Miesville Trail to TH 61	ROW Acquisition	Miesville, Douglas Twp	825,000	-	-	-	825,000	-	-	4,075,000	Dakota County
79	96-07	CR 96	West Dak Co line to CSAH 23	ROW Acquisition	Greenvale Township	1,632,400	-	-	-	-	-	1,632,400	8,310,400	Dakota County
89			Signal Projects - Various Locations	Replace/New/Geometric Improve		2,000,000	1,000,000	-	-	1,000,000	-	-	9,350,000	Dakota County
90			Replacement Projects/Turnbacks	ROW Acquisition		2,250,000	-	-	-	-	-	2,250,000	10,850,000	Dakota County
<b>2020 Replacement Subtotal:</b>						<b>42,426,800</b>	<b>3,940,000</b>	<b>4,200,000</b>	<b>-</b>	<b>15,764,400</b>	<b>-</b>	<b>18,522,400</b>	<b>-</b>	
<b>EXPANSION:</b>														
35	9-55	CSAH 9	At CSAH 50 & 3/4 at Icenic, Heritage	Construction	Lakeville	3,125,000	1,406,250	-	-	1,000,000	-	718,750	4,855,000	Dakota County
42	26-54	CSAH 26	TH 55 to TH 3	Construction	Egan, Inver Grove Heights	12,800,000	5,760,000	-	-	4,000,000	-	3,040,000	19,240,000	Dakota County
60	63-27	New "63"	CSAH 26 to north new alignment	Construction	Inver Grove Heights	2,742,700	1,234,215	-	-	-	-	1,508,485	4,073,400	Dakota County
<b>2020 Expansion Subtotal:</b>						<b>18,667,700</b>	<b>8,400,465</b>	<b>-</b>	<b>-</b>	<b>5,000,000</b>	<b>-</b>	<b>5,267,235</b>	<b>-</b>	
<b>RESOURCES:</b>														
39	23-BRT	CSAH 23	At 140th Street	Design Ped Overpass	Apple Valley	300,000	60,000	-	-	-	-	240,000	4,000,000	Dakota County
50	33-15	CSAH 33	At 140th/Connemara	Design	Apple Valley/Rosemount	200,000	90,000	-	-	110,000	-	-	2,500,000	Dakota County
68	81-14	New "81"	CSAH 66 (200th St) to CSAH 46/48	Design	Empire Township	244,800	-	-	-	244,800	-	-	5,969,100	Dakota County
69	83-10	CR 83	CSAH 88 (292nd St) to Cannon River	Design	Randolph City/Township	53,000	-	-	-	-	-	53,000	1,293,300	Dakota County
73	88-23	CSAH 88	CR 94 (Cooper Ave) to TH 56	Design	City of Randolph	272,200	-	-	-	162,200	-	110,000	4,843,500	Dakota County
74	89-07	CR 89	TH 50 (240th St) to CSAH 62	Design	Hampton, Douglas, Marshan Twps	481,400	-	-	-	-	-	481,400	11,739,200	Dakota County
91			Attorney Reimbursement			244,490	-	-	-	-	-	244,490	1,222,721	Dakota County
92			CIP Reimbursement to Operations			5,212,866	1,086,785	-	-	1,983,570	-	2,142,511	26,087,108	Dakota County
93			Future Studies/Professional Services			300,000	135,000	-	-	-	-	165,000	1,500,000	Dak Co/Consultant
94			Township Road Distribution			20,900	-	-	-	-	-	20,900	104,500	Dakota County
95			Consultant Construction Administration			600,000	-	-	-	300,000	-	300,000	3,400,000	Consultant
<b>2020 Resources Subtotal:</b>						<b>7,929,656</b>	<b>1,371,785</b>	<b>-</b>	<b>-</b>	<b>2,800,570</b>	<b>-</b>	<b>3,757,301</b>	<b>-</b>	
<b>2020 TOTAL:</b>						<b>86,703,401</b>	<b>16,213,550</b>	<b>4,200,000</b>	<b>-</b>	<b>31,699,920</b>	<b>200,000</b>	<b>34,389,931</b>	<b>-</b>	



Dakota County Comprehensive Plan, DC2040

Table 6.5: 2018–2022 Transportation Capital Improvement Plan, 2021 Section Summary

PAGE #	PROJECT NO.	ROAD	SEGMENT	PROJECT DESCRIPTION	CITY LOCATION	ANNUAL COST	CITY SHARE <sup>(1)</sup>	FEDERAL	STATE	CSAH	GRAVEL TAX & OTHER	COUNTY FUNDS	TOTAL PROJECT COST	LEAD AGENCY
<b>2021 Section</b>														
<b>PRESERVATION:</b>														
23			Highway Surface - Bituminous			6,365,245	-	-	-	4,419,000	200,000	1,746,245	28,560,980	Dakota County
26			Highway Surface - Gravel			910,000	-	-	-	-	-	910,000	4,475,000	Dakota County
27			Highway Surface - Gravel	Spot Locations		50,000	-	-	-	-	-	50,000	250,000	Dakota County
28			Traffic Control Devices	Durable Pavement Markings		500,000	-	-	-	-	-	500,000	2,500,000	Dakota County
29			Bike Trail			700,000	-	-	-	-	-	700,000	3,500,000	Cities/Others
30			Storm Sewer System Repair			500,000	100,000	-	-	-	-	400,000	2,500,000	Dakota County/Cities
<b>2021 Preservation Subtotal:</b>						<b>9,025,245</b>	<b>100,000</b>	<b>-</b>	<b>-</b>	<b>4,419,000</b>	<b>200,000</b>	<b>4,306,245</b>	<b>-</b>	
<b>MANAGEMENT:</b>														
32	6-06	CR 6	At CSAH 73 (Oakdale Ave)	Construction	West St Paul	1,550,000	69,750	1,395,000	-	-	-	85,250	2,105,000	Dakota County
36	9-56	CSAH 9	Gerdine Path to Dodd Lane	Construction	Lakeville	4,897,950	2,204,075	-	-	2,693,875	-	-	7,265,250	Dakota County
37	11-27	CSAH 11	At Burnsville Parkway	Construction	Burnsville	350,000	157,500	-	-	192,500	-	-	350,000	Dakota County
39	23-BRT	CSAH 23	At 140th Street	ROW Acq Ped Overpass	Apple Valley	700,000	140,000	-	-	-	-	560,000	4,000,000	Dakota County
46	31-79	CSAH 31	At CSAH 32 Signal Rep - Dbl Left Turns	Construction	Eagan	3,918,700	353,115	3,134,000	-	431,585	-	-	5,488,700	Dakota County
50	33-15	CSAH 33	At 140th/Connemara	ROW Acquisition	Apple Valley/Rosemount	350,000	157,500	-	-	192,500	-	-	2,500,000	Dakota County
69	83-10	CR 83	CSAH 88 (292nd St) to Cannon River	ROW Acquisition	Randolph City/Township	265,300	-	-	-	-	-	265,300	1,293,300	Dakota County
73	88-23	CSAH 88	CR 94 (Cooper Ave) to TH 56	ROW Acquisition	City of Randolph	1,306,000	-	-	-	1,306,000	-	-	4,843,500	Dakota County
85			Jurisdictional Classification			400,000	-	-	-	-	-	400,000	2,600,000	Dakota County
86			ROW Preservation & Management			500,000	225,000	-	-	-	-	275,000	2,500,000	Dakota County
87			Safety and Management Projects			1,500,000	342,000	-	-	275,000	-	883,000	7,500,000	Dakota County
88			Signal Projects - Various Locations	Signal Revisions		200,000	100,000	-	-	100,000	-	-	1,050,000	Dakota County
<b>2021 Management Subtotal:</b>						<b>15,937,950</b>	<b>3,748,940</b>	<b>4,529,000</b>	<b>-</b>	<b>5,191,460</b>	<b>-</b>	<b>2,468,550</b>	<b>-</b>	
<b>REPLACEMENT:</b>														
67	80-12	CSAH 80	CSAH 23 to TH 3	Construction (+Bridge)	Castle Rock, Eureka Twp	10,944,000	-	-	-	10,944,000	-	-	13,496,124	Dakota County
68	81-14	New "81"	CSAH 66 (200th St) to CSAH 46/48	ROW Acquisition	Empire Township	1,224,300	-	-	-	1,224,300	-	-	5,969,100	Dakota County
74	89-07	CR 89	TH 50 (240th St) to CSAH 62	ROW Acquisition	Hampton, Douglas, Marshan Twps	2,407,800	-	-	-	-	-	2,407,800	11,739,200	Dakota County
76	91-29	CSAH 91	210th St to TH 316	Construction	Marshan Twp	4,500,000	-	-	-	4,000,000	-	500,000	6,375,000	Dakota County
77	91-30	CSAH 91	Miesville Trail to TH 61	Construction	Miesville, Douglas Twp	3,000,000	-	-	-	2,501,865	-	498,135	4,075,000	Dakota County
79	96-07	CR 96	West Dak Co line to CSAH 23	Construction	Greenvale Township	6,300,000	-	-	-	-	-	6,300,000	8,310,400	Dakota County
90			Replacement Projects/Turnbacks	Construction		7,350,000	-	-	-	-	-	7,350,000	10,850,000	Dakota County
89			Signal Projects - Various Locations	Replace/New/Geometric Improve		2,000,000	1,000,000	-	-	1,000,000	-	-	9,350,000	Dakota County
<b>2021 Replacement Subtotal:</b>						<b>37,726,100</b>	<b>1,000,000</b>	<b>-</b>	<b>-</b>	<b>19,670,165</b>	<b>-</b>	<b>17,055,935</b>	<b>-</b>	
<b>EXPANSION:</b>														
45	28-48	CSAH 28	TH 3 to 0.62 mile east	ROW Acquisition	Inver Grove Heights	1,056,000	475,200	-	-	580,800	-	-	1,656,000	Inver Grove Heights
<b>2021 Expansion Subtotal:</b>						<b>1,056,000</b>	<b>475,200</b>	<b>-</b>	<b>-</b>	<b>580,800</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>RESOURCES:</b>														
44	28-44	CSAH 28	At Elrene Rd, at Mike Collins Dr	Design	Eagan	40,000	18,000	-	-	22,000	-	-	440,000	Dakota County
91			Attorney Reimbursement			248,157	-	-	-	-	-	248,157	1,222,721	Dakota County
92			CIP Reimbursement to Operations			5,369,252	1,119,388	-	-	2,043,078	-	2,206,786	26,087,108	Dakota County
93			Future Studies/Professional Services			300,000	135,000	-	-	-	-	165,000	1,500,000	Dak Co/Consultant
94			Township Road Distribution			20,900	-	-	-	-	-	20,900	104,500	Dakota County
95			Consultant Construction Administration			600,000	-	-	-	300,000	-	300,000	3,400,000	Consultant
<b>2021 Resources Subtotal:</b>						<b>6,578,309</b>	<b>1,272,388</b>	<b>-</b>	<b>-</b>	<b>2,365,078</b>	<b>-</b>	<b>2,940,843</b>	<b>-</b>	
<b>2021 TOTAL:</b>						<b>70,323,604</b>	<b>6,596,528</b>	<b>4,529,000</b>	<b>-</b>	<b>32,226,503</b>	<b>200,000</b>	<b>26,771,573</b>	<b>-</b>	

Dakota County Comprehensive Plan, DC2040

Table 6.6: 2018–2022 Transportation Capital Improvement Plan, 2022 Section Summary

PAGE #	PROJECT NO.	ROAD	SEGMENT	PROJECT DESCRIPTION	CITY LOCATION	ANNUAL COST	CITY SHARE <sup>(1)</sup>	FEDERAL	STATE	CSAH	GRAVEL TAX & OTHER	COUNTY FUNDS	TOTAL PROJECT COST	LEAD AGENCY
<b>2022 Section</b>														
<b>PRESERVATION:</b>														
23			Highway Surface - Bituminous			6,365,245	-	-	-	4,419,000	200,000	1,746,245	28,560,980	Dakota County
26			Highway Surface - Gravel			910,000	-	-	-	-	-	910,000	4,475,000	Dakota County
27			Spot Locations	Highway Surface - Gravel		50,000	-	-	-	-	-	50,000	250,000	Dakota County
28			Traffic Control Devices			500,000	-	-	-	-	-	500,000	2,500,000	Dakota County
29			Bike Trail			700,000	-	-	-	-	-	700,000	3,500,000	Cities/Others
30			Storm Sewer System Repair			500,000	100,000	-	-	-	-	400,000	2,500,000	Dakota County/Cities
<b>2022 Preservation Subtotal:</b>						<b>9,025,245</b>	<b>100,000</b>	<b>-</b>	<b>-</b>	<b>4,419,000</b>	<b>200,000</b>	<b>4,306,245</b>	<b>-</b>	
<b>MANAGEMENT:</b>														
39	23-BRT	CSAH 23	At 140th Street	Construct Ped Overpass	Apple Valley	3,000,000	120,000	2,400,000	-	-	-	480,000	4,000,000	Dakota County
44	28-44	CSAH 28	At Elrene Rd, at Mike Collins Dr	Construction	Eagan	400,000	180,000	-	-	220,000	-	-	440,000	Dakota County
50	33-15	CSAH 33	At 140th/Connemara	Construction	Apple Valley/Rosemount	1,950,000	877,500	-	-	1,072,500	-	-	2,500,000	Dakota County
68	81-14	New "81"	CSAH 66 (200th St) to CSAH 46/48	Construction	Empire Township	4,500,000	-	-	-	4,500,000	-	-	5,969,100	Dakota County
69	83-10	CR 83	CSAH 88 (292nd St) to Cannon River	Construction	Randolph City/Township	975,000	-	-	-	-	-	975,000	1,293,300	Dakota County
73	88-23	CSAH 88	CR 94 (Cooper Ave) to TH 56	Construction	City of Randolph	3,265,300	-	-	-	3,265,300	-	-	4,843,500	Dakota County
85			Jurisdictional Classification			400,000	-	-	-	-	-	400,000	2,600,000	Dakota County
86			ROW Preservation & Management			500,000	225,000	-	-	-	-	275,000	2,500,000	Dakota County
87			Safety and Management Projects			1,500,000	342,000	-	-	275,000	-	883,000	7,500,000	Dakota County
88			Signal Projects - Various Locations	Signal Revisions		200,000	100,000	-	-	100,000	-	-	1,050,000	Dakota County
<b>2022 Management Subtotal:</b>						<b>16,690,300</b>	<b>1,844,500</b>	<b>2,400,000</b>	<b>-</b>	<b>9,432,800</b>	<b>-</b>	<b>3,013,000</b>	<b>-</b>	
<b>REPLACEMENT:</b>														
74	89-07	CR 89	TH 50 (240th St) to CSAH 62	Construction	Hampton, Douglas, Marshan Twps	8,850,000	-	-	-	-	-	8,850,000	11,739,200	Dakota County
89			Signal Projects - Various Locations	Replace/New/Geometric Improve		2,000,000	1,000,000	-	-	1,000,000	-	-	9,350,000	Dakota County
<b>2022 Replacement Subtotal:</b>						<b>10,850,000</b>	<b>1,000,000</b>	<b>-</b>	<b>-</b>	<b>1,000,000</b>	<b>-</b>	<b>8,850,000</b>	<b>-</b>	
<b>EXPANSION:</b>														
45	28-48	CSAH 28	TH 3 to 0.62 mile east	Construction	Inver Grove Heights	600,000	-	-	-	600,000	-	-	1,656,000	Inver Grove Heights
<b>2022 Expansion Subtotal:</b>						<b>600,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>600,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>RESOURCES:</b>														
78	94-05	CR 94	CSAH 47 to CSAH 88 (292nd St)	Design	Waterford, Sciota, Randolph	432,500	-	-	-	-	-	432,500	432,500	Dakota County
91			Attorney Reimbursement			251,880	-	-	-	-	-	251,880	1,222,721	Dakota County
92			CIP Reimbursement to Operations			5,530,329	1,152,970	-	-	2,104,370	-	2,272,989	26,087,108	Dakota County
93			Future Studies/Professional Services			300,000	135,000	-	-	-	-	165,000	1,500,000	Dak Co/Consultant
94			Township Road Distribution			20,900	-	-	-	-	-	20,900	104,500	Dakota County
95			Consultant Construction Administration			600,000	-	-	-	300,000	-	300,000	3,400,000	Consultant
<b>2022 Resources Subtotal:</b>						<b>7,135,609</b>	<b>1,287,970</b>	<b>-</b>	<b>-</b>	<b>2,404,370</b>	<b>-</b>	<b>3,443,269</b>	<b>-</b>	
<b>2022 TOTAL:</b>						<b>44,301,154</b>	<b>4,232,470</b>	<b>2,400,000</b>	<b>-</b>	<b>17,856,170</b>	<b>200,000</b>	<b>19,612,514</b>	<b>-</b>	

**Table 6.7: 2018–2022 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.

PAGE #	PROJECT NO.	JL Key	PROJECT TITLE	PROJECT DESCRIPTION	ANNUAL COST	CITY SHARE (1)	FEDERAL	STATE	MET COUNCIL	MVTA	TRANSPORTATION SALES & USE TAX	AUTHORITY FUNDS	TOTAL PROJECT COST	LEAD AGENCY	
<b><u>2018 Section</u></b>															
4	RR00001	RR00001	METRO Orange Line - Phase I	Authority and CTIB Share	3,221,750	-	-	-	-	-	-	3,221,750	5,802,834	Met Council	
5	RR00002	RR00002	METRO Orange Line Extension	Preliminary Design/Environmental	300,000	-	-	-	-	-	-	300,000	10,500,000	Met Council	
6	RR00003	RR00003	Apple Valley Transit Station	Design	64,250	-	-	-	-	-	-	64,250	1,284,984	MVTA	
<b>2018 Total</b>					<b>3,586,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,586,000</b>	<b>17,587,818</b>		
<b><u>2019 Section</u></b>															
4	RR00001	RR00001	METRO Orange Line - Phase I	Authority & CTIB Share	2,181,084	-	-	-	-	-	-	2,181,084	5,802,834	Met Council	
5	RR00002	RR00002	METRO Orange Line Extension	Design	285,000	-	-	-	-	-	-	285,000	10,500,000	Met Council	
	NEW	NEW	Bicycle and Pedestrian Improvements	METRO Red Line	100,000	20,000	-	-	-	-	-	80,000	222,926	Authority	
8	NEW	NEW	Palomino Station and Transit Travel Lane Study	Contingent upon TH77 MnPass Evaluation	250,000	-	-	-	-	112,500	-	137,500	250,000	Authority	
<b>2019 Total</b>					<b>2,816,084</b>	<b>20,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>112,500</b>	<b>-</b>	<b>2,683,584</b>	<b>16,775,760</b>		
<b><u>2020 Section</u></b>															
5	RR00002	RR00002	METRO Orange Line Extension	Construction	9,915,000	-	7,000,000	1,050,000	-	-	-	1,865,000	10,500,000	Met Council	
10	NEW	NEW	Cliff Road Walk-up Station - METRO Red Line	Design	433,360	-	-	-	-	-	-	433,360	2,600,160	Met Council	
<b>2020 Total</b>					<b>10,348,360</b>	<b>-</b>	<b>7,000,000</b>	<b>1,050,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,298,360</b>	<b>13,100,160</b>		
<b><u>2021 Section</u></b>															
10	NEW	NEW	Cliff Road Walk-up Station - METRO Red Line	Construction	2,166,800	-	1,733,440	-	433,360	-	-	-	2,600,160	Met Council	
8	NEW	NEW	METRO Red Line - Palomino Station	Preliminary Design/Environmental	1,742,100	-	-	1,045,260	-	-	696,840	-	33,000,000	TBD	
<b>2021 Total</b>					<b>3,908,900</b>	<b>-</b>	<b>1,733,440</b>	<b>1,045,260</b>	<b>433,360</b>	<b>-</b>	<b>696,840</b>	<b>-</b>	<b>35,600,160</b>		
<b><u>2022 Section</u></b>															
	NEW	NEW		METRO Red Line	122,926	24,585	-	-	-	-	98,341	-	222,926	Authority	
9	NEW	NEW	Robert Street Transitway	Design	100,000	-	-	-	-	-	100,000	-	30,603,154	Authority	
11	NEW	NEW	METRO Red Line - Palomino Station	Design	1,742,100	-	-	1,045,260	348,420	-	348,420	-	33,000,000	TBD	
12	NEW	NEW	METRO Red Line - Implementation Plan Update	METRO Red Line	491,702	-	-	-	-	-	491,702	-	491,702	TBD	
<b>2022 Total</b>					<b>2,456,728</b>	<b>24,585</b>	<b>-</b>	<b>1,045,260</b>	<b>348,420</b>	<b>-</b>	<b>1,038,463</b>	<b>-</b>	<b>64,317,782</b>		
Note: (1) Cost share policy subject to change, actual project cost to be determined based on Adopted County Policy at time of Joint Powers Agreement.															
					<b>YEAR</b>	<b>ANNUAL COST</b>	<b>CITY SHARE</b>	<b>FEDERAL</b>	<b>STATE</b>	<b>MET COUNCIL</b>	<b>MVTA</b>	<b>TRANSPORTATION SALES &amp; USE TAX</b>	<b>AUTHORITY FUNDS</b>		
					2018	3,586,000	-	-	-	-	-	-	3,586,000		
					2019	2,816,084	20,000	-	-	-	112,500	-	2,683,584		
					2020	10,348,360	-	7,000,000	1,050,000	-	-	-	2,298,360		
					2021	3,908,900	-	1,733,440	1,045,260	433,360	-	696,840	-		
					2022	2,456,728	24,585	-	1,045,260	348,420	-	1,038,463	-		

**Table 6.8: 2018–2022 Transportation Sales Tax Capital Improvement Plan**

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. 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

PAGE #	PROJECT NO.	PROJECT TYPE	PROJECT TITLE	PROJECT DESCRIPTION	ANNUAL COST	CITY SHARE (1)	FEDERAL	SALES TAX FUNDING	TOTAL PROJECT COST	LEAD AGENCY
<b>2018 Section</b>										
<b>Capital Improvement Program:</b>										
7	NEW	Regional County Highway Project	Reconstruction of CSAH 70 from east of I-35 to CSAH 23 (Cedar Ave) in Lakeville	Preliminary Design	1,750,000	787,500	-	962,500	21,875,000	Dakota County
8	NEW	Regional Trail Project	Reimburse Parks CIP: MRRT Rosemount East	Construction	1,000,000	-	-	1,000,000	2,000,000	Dakota County
9	NEW	Transit Service Expansion	MVTA Bus Shelter Pads and Installation	Various Locations	25,000	-	-	25,000	25,000	MVTA
11	NEW	Trunk Highway	NB - MnPass Lane	Preliminary Engineering	50,000	-	-	50,000	50,000	MnDOT
12	NEW	Transit Service Expansion	Transit Service Expansion Capital and Operating - Set aside	Various Locations	975,000	-	-	975,000	975,000	Dakota County
21	NEW	Regional County Highway Project	"New" County Road 32 (Cliff/117th St) from CSAH 32/CSAH 71 (Rich Valley Boulevard) to Trunk Highway 52 in Inver Grove Heights	Design	1,000,000	-	-	1,000,000	7,000,000	Inver Grove Heights
<b>Operating Program: (2)</b>										
None										
					<b>2018 CIP Subtotal</b>					
					4,800,000	787,500	-	4,012,500		
					<b>2018 Operating Subtotal</b>					
					-	-	-	-		
					<b>2018 Total</b>					
					4,800,000	787,500	-	4,012,500		
<b>2019 Section</b>										
<b>Capital Improvement Program:</b>										
7	NEW	Regional County Highway Project	Reconstruction of CSAH 70 from east of I-35 to CSAH 23 (Cedar Ave) in Lakeville	ROW Acquisition	2,625,000	1,181,250	-	1,443,750	21,875,000	Dakota County
8	NEW	Regional Trail Project	Reimburse Parks CIP: MRRT Rosemount East	Construction	1,000,000	-	-	1,000,000	2,000,000	Dakota County
13	NEW	Transit Service Expansion	MVTA Bus Shelter Pads and Installation	Various Locations	50,000	-	-	50,000	50,000	Dakota County
14	NEW	Transit Service Expansion	Transit Service Expansion Capital and Operating - Set aside	Various Locations	950,000	-	-	950,000	950,000	Dakota County
21	NEW	Regional County Highway Project	"New" County Road 32 (Cliff/117th St) from CSAH 32/CSAH 71 (Rich Valley Boulevard) to Trunk Highway 52 in Inver Grove Heights	ROW Acquisition	2,000,000	-	-	2,000,000	7,000,000	Inver Grove Heights
<b>Operating Program: (2)</b>										
None										
					<b>2019 CIP Subtotal</b>					
					6,625,000	1,181,250	-	5,443,750		
					<b>2019 Operating Subtotal</b>					
					-	-	-	-		
					<b>2019 Total</b>					
					6,625,000	1,181,250	-	5,443,750		
<b>2020 Section</b>										
<b>Capital Improvement Program:</b>										
7	NEW	Regional County Highway Project	Reconstruction of CSAH 70 from east of I-35 to CSAH 23 (Cedar Ave) in Lakeville	Construction	17,500,000	7,875,000	7,000,000	2,625,000	21,875,000	Dakota County
15	NEW	Transit Service Expansion	MVTA Bus Shelter Pads and Installation	Various Locations	50,000	-	-	50,000	50,000	Dakota County
16	NEW	Transit Service Expansion	Transit Service Expansion Capital and Operating - Set aside	Various Locations	950,000	-	-	950,000	950,000	Dakota County
21	NEW	Regional County Highway Project	"New" County Road 32 (Cliff/117th St) from CSAH 32/CSAH 71 (Rich Valley Boulevard) to Trunk Highway 52 in Inver Grove Heights	Construction	4,000,000	-	-	4,000,000	7,000,000	Inver Grove Heights
<b>Operating Program: (2)</b>										
None										
					<b>2020 CIP Subtotal</b>					
					22,500,000	7,875,000	7,000,000	7,625,000		
					<b>2020 Operating Subtotal</b>					
					475,767	-	-	475,767	1,472,732	Dakota County
					475,767	-	-	475,767		
					<b>2020 Total</b>					
					22,975,767	7,875,000	7,000,000	8,100,767		
Note: (1) Cost share policy subject to change, actual project cost to be determined based on Adopted County Policy at time of Joint Powers Agreement.										
Note: (2) Transit and Transitway Operating Costs eligible for use of Sales Tax revenues per MN Statute §297A.993										



Dakota County Comprehensive Plan, DC2040

Table 6.8: 2018–2022 Transportation Sales Tax Capital Improvement Plan, continued

PAGE #	PROJECT NO.	PROJECT TYPE	PROJECT TITLE	PROJECT DESCRIPTION	ANNUAL COST	CITY SHARE (1)	FEDERAL	SALES TAX FUNDING	TOTAL PROJECT COST	LEAD AGENCY
<b>2021 Section</b>										
<b>Capital Improvement Program:</b>										
17	NEW	Transit Service Expansion	MVTA Bus Shelter Pads and Installation	Various	50,000	-	-	50,000	50,000	Dakota County
18	NEW	Transit Service Expansion	Transit Service Expansion for Capital and Operating - Set aside	Various Locations	950,000	-	-	950,000	950,000	Dakota County
					<b>2021 CIP Subtotal</b>	<b>1,000,000</b>	<b>-</b>	<b>-</b>	<b>1,000,000</b>	
<b>Operating Program: (2)</b>										
22	NEW	Transitway	METRO Orange Line Phase I	Transitway Operations	490,753	-	-	490,753	1,472,732	Dakota County
23	NEW	Transitway	METRO Orange Line Extension	Transitway Operations	1,327,582	-	-	1,327,582	2,696,983	Dakota County
24	NEW	Transitway	Reimburse Regional Railroad Authority Capital Costs	Transitway Operations	696,840	-	-	696,840	1,735,303	Dakota County
					<b>2021 Operating Subtotal</b>	<b>2,515,175</b>	<b>-</b>	<b>-</b>	<b>2,515,175</b>	
					<b>2021 Total</b>	<b>3,515,175</b>	<b>-</b>	<b>-</b>	<b>3,515,175</b>	
<b>2022 Section</b>										
<b>Capital Improvement Program:</b>										
10	NEW	Transit Service Expansion	City of Burnsville - Pedestrian Crossing	TH 13 @ Nicollet	825,000	-	-	825,000	825,000	Burnsville
19	NEW	Transit Service Expansion	MVTA Bus Shelter Pads and Installation	Various Locations	50,000	-	-	50,000	50,000	Dakota County
20	NEW	Transit Service Expansion	Transit Service Expansion for Capital and Operating - Set aside	Various Locations	950,000	-	-	950,000	950,000	Dakota County
					<b>2022 CIP Subtotal</b>	<b>1,825,000</b>	<b>-</b>	<b>-</b>	<b>1,825,000</b>	
<b>Operating Program: (2)</b>										
22	NEW	Transit	METRO Orange Line Phase I	Transitway Operations	506,212	-	-	506,212	1,472,732	Dakota County
23	NEW	Transit	METRO Orange Line Extension	Transitway Operations	1,369,401	-	-	1,369,401	2,696,983	Dakota County
24	NEW	Transit	Reimburse Regional Railroad Authority Capital Costs	Transitway Operations	1,038,463	-	-	1,038,463	1,735,303	Dakota County
					<b>2022 Operating Subtotal</b>	<b>2,914,076</b>	<b>-</b>	<b>-</b>	<b>2,914,076</b>	
					<b>2022 Total</b>	<b>4,739,076</b>	<b>-</b>	<b>-</b>	<b>4,739,076</b>	

## 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

Dakota County Comprehensive Plan, DC2040

Table 6.9: 2018–2022 Parks and Greenways Capital Improvement Plan, 2018 Section Summary

PAGE #	PROJECT NO.	PROJECT TITLE	PROJECT DESCRIPTION	ANNUAL COST	FEDERAL	STATE	METRO MET COUNCIL	METRO AOF	COUNTY GENERAL FUND	ENVIRONMENTAL LEGACY FUND	TRANSPORTATION SALES TAX	COUNTY PROGRAM AID	PARK FUND COUNTY	COUNTY COSTS	TOTAL PROJECT COST	
<b><u>2018 Section</u></b>																
<b>PLANNING:</b>																
15	0230	Planning: Park and Greenways	Planning	470,000	-	-	-	-	-	470,000	-	-	-	-	1,535,000	
				<b>2018 Planning Subtotal:</b>	<b>470,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>470,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>ACQUISITION:</b>																
16	P00040	Acquisition: Park and Greenway System	Acquisition	4,533,333	-	-	-	3,400,000	1,133,333	-	-	-	-	-	22,666,665	
				<b>2018 Acquisition Subtotal:</b>	<b>4,533,333</b>	<b>-</b>	<b>-</b>	<b>3,400,000</b>	<b>1,133,333</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>GENERAL:</b>																
17	P00117	Natural Resource, Greenway, and Park Improvement Grant Match	Grant Match	550,000	-	-	-	-	-	550,000	-	-	-	-	2,750,000	
32	P00134	Systemwide Pavement Reconstruction	Pavement Reconstruction	375,000	-	-	-	-	-	-	-	375,000	-	-	1,071,150	
				<b>2018 General Subtotal:</b>	<b>925,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>550,000</b>	<b>-</b>	<b>375,000</b>	<b>-</b>	<b>-</b>		
<b>GREENWAY DEVELOPMENT:</b>																
18	P00075	Greenway Development: Enhancements	Greenway Enhancements	200,000	-	-	-	-	-	200,000	-	-	-	-	1,221,020	
19	P00078	Greenway Development: Collaborative	Greenway Collaborative	400,000	-	-	-	-	-	-	-	300,000	100,000	-	2,400,000	
20	P00093	Greenway Development: MRRT/BRRT to St. Paul	MRRT/BRRT to St. Paul	500,000	-	-	-	-	-	-	-	500,000	-	-	5,177,915	
21	P00109	Greenway Development: MRRT Rosemount East	MRRT East	3,000,000	-	-	-	-	2,000,000	-	1,000,000	-	-	-	13,758,915	
23	P00085	Greenway Development: Big Rivers Regional Trailhead	BRRT Trailhead	1,574,000	-	787,000	-	-	-	-	-	787,000	-	-	1,649,000	
24	P00127	Greenway Development: Minnesota River Greenway - Fort Snelling	MnRGW - Ft Snelling	600,000	-	-	-	-	-	-	-	500,000	100,000	-	6,600,000	
	P00107	Minnesota River Regional Greenway - Eagan Segment	MnRGW - Eagan	670,000	-	-	-	-	-	-	-	-	670,000	-	2,871,483	
				<b>2018 Greenway Development Subtotal:</b>	<b>6,944,000</b>	<b>-</b>	<b>787,000</b>	<b>-</b>	<b>2,000,000</b>	<b>200,000</b>	<b>1,000,000</b>	<b>2,087,000</b>	<b>870,000</b>	<b>-</b>		
<b>NATURAL RESOURCES:</b>																
31	P00020	Natural Resource Management: Base Program Funding	NR Base	863,805	-	-	-	-	-	558,734	-	-	305,071	-	5,221,190	
				<b>2018 Natural Resources Subtotal:</b>	<b>863,805</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>558,734</b>	<b>-</b>	<b>-</b>	<b>305,071</b>	<b>-</b>		
<b>PARK DEVELOPMENT:</b>																
25	P00074	Park Development: Enhancements	Park Enhancements	250,000	-	-	-	-	-	250,000	-	-	-	-	1,526,275	
26	P00135	Lake Byllesby Master Plan Improvements	LBRP MP Improvements	1,837,711	-	-	-	-	1,011,595	230,000	-	304,913	-	291,203	4,969,609	
27	P00131	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	
36	P00133	Whitetail Woods Regional Park Dike Improvements	WWRP Dike	200,000	-	-	200,000	-	-	-	-	-	-	-	800,000	
				<b>2018 Park Development Subtotal:</b>	<b>7,146,685</b>	<b>-</b>	<b>3,192,960</b>	<b>-</b>	<b>2,501,201</b>	<b>585,000</b>	<b>-</b>	<b>304,913</b>	<b>233,531</b>	<b>329,080</b>		
				<b>2018 Total</b>	<b>20,882,823</b>	<b>-</b>	<b>787,000</b>	<b>3,192,960</b>	<b>3,400,000</b>	<b>5,634,534</b>	<b>2,363,734</b>	<b>1,000,000</b>	<b>2,766,913</b>	<b>1,408,602</b>	<b>329,080</b>	<b>79,077,196</b>

Dakota County Comprehensive Plan, DC2040

Table 6.10: 2018–2022 Parks and Greenways Capital Improvement Plan, 2019 Section Summary

PAGE #	PROJECT NO.	PROJECT TITLE	PROJECT DESCRIPTION	ANNUAL COST	FEDERAL	STATE	METRO MET COUNCIL	METRO AOF	COUNTY GENERAL FUND	ENVIRONMENTAL LEGACY FUND	TRANSPORTATION SALES TAX	COUNTY PROGRAM AID	PARK FUND COUNTY	COUNTY COSTS	TOTAL PROJECT COST	
<b>2019 Section</b>																
<b>PLANNING:</b>																
15	0230	Planning: Park and Greenways	Planning	300,000	-	-	-	-	-	300,000	-	-	-	-	1,535,000	
				<b>2019 Planning Subtotal:</b>	<b>300,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>300,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>ACQUISITION:</b>																
16	P00040	Acquisition: Park and Greenway System	Acquisition	4,533,333	-	-	-	3,400,000	1,133,333	-	-	-	-	-	22,666,665	
				<b>2019 Aquisition Subtotal:</b>	<b>4,533,333</b>	<b>-</b>	<b>-</b>	<b>3,400,000</b>	<b>1,133,333</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>GENERAL:</b>																
17	P00117	Natural Resource, Greenway, and Park Improvement Grant Match	Grant Match	550,000	-	-	-	-	-	550,000	-	-	-	-	2,750,000	
32	P00134	Systemwide Pavement Reconstruction	Pavement Reconstruction	150,000	-	-	-	-	-	-	-	150,000	-	-	1,071,150	
				<b>2019 General Subtotal:</b>	<b>700,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>550,000</b>	<b>-</b>	<b>150,000</b>	<b>-</b>	<b>-</b>		
<b>GREENWAY DEVELOPMENT:</b>																
18	P00075	Greenway Development: Enhancements	Greenway Enhancements	220,000	-	-	-	-	-	220,000	-	-	-	-	1,221,020	
19	P00078	Greenway Development: Collaborative	Greenway Collaborative	500,000	-	-	-	-	-	-	-	500,000	-	-	2,400,000	
21	P00109	Greenway Development: MRRT Rosemount East	MRRT East	3,000,000	-	-	-	-	2,000,000	-	1,000,000	-	-	-	13,758,915	
22	NEW	Greenway Development: Lake Marion Greenway - Burnsville	Lake Marion Greenway (Burnsville)	400,000	-	-	-	-	-	-	-	240,000	-	160,000	400,000	
34	NEW	Pine Bend Bluff Historical Marker Restoration	Pine Bend Historical Marker	275,000	-	50,000	-	-	-	-	-	225,000	-	-	275,000	
				<b>2019 Greenway Development Subtotal:</b>	<b>4,395,000</b>	<b>-</b>	<b>50,000</b>	<b>-</b>	<b>-</b>	<b>2,000,000</b>	<b>220,000</b>	<b>1,000,000</b>	<b>965,000</b>	<b>-</b>	<b>160,000</b>	
<b>NATURAL RESOURCES:</b>																
31	P00020	Natural Resource Management: Base Program Funding	NR Base	1,023,887	-	-	-	-	-	759,820	-	-	264,067	-	5,221,190	
				<b>2019 Natural Resources Subtotal:</b>	<b>1,023,887</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>759,820</b>	<b>-</b>	<b>-</b>	<b>264,067</b>	<b>-</b>		
<b>PARK DEVELOPMENT:</b>																
25	P00074	Park Development: Enhancements	Park Enhancements	275,000	-	-	-	-	-	275,000	-	-	-	-	1,526,275	
26	P00135	Lake Byllesby Master Plan Improvements	LBPR MP Improvements	3,131,898	-	-	1,751,870	-	-	255,000	-	952,656	-	172,372	4,969,609	
				<b>2019 Park Development Subtotal:</b>	<b>3,406,898</b>	<b>-</b>	<b>1,751,870</b>	<b>-</b>	<b>-</b>	<b>530,000</b>	<b>-</b>	<b>952,656</b>	<b>-</b>	<b>172,372</b>		
				<b>2019 Total</b>	<b>14,359,118</b>	<b>-</b>	<b>50,000</b>	<b>1,751,870</b>	<b>3,400,000</b>	<b>3,133,333</b>	<b>2,359,820</b>	<b>1,000,000</b>	<b>2,067,656</b>	<b>264,067</b>	<b>332,372</b>	<b>57,794,824</b>



Dakota County Comprehensive Plan, DC2040

Table 6.11: 2018–2022 Parks and Greenways Capital Improvement Plan, 2020 Section Summary

PAGE #	PROJECT NO.	PROJECT TITLE	PROJECT DESCRIPTION	ANNUAL COST	FEDERAL	STATE	METRO MET COUNCIL	METRO AOF	COUNTY GENERAL FUND	ENVIRONMENTAL LEGACY FUND	TRANSPORTATION SALES TAX	COUNTY PROGRAM AID	PARK FUND COUNTY	COUNTY COSTS	TOTAL PROJECT COST
<b>2020 Section</b>															
<b>PLANNING:</b>															
15	0230	Planning: Park and Greenways	Planning	290,000	-	-	-	-	-	290,000	-	-	-	-	1,535,000
<b>2020 Planning Subtotal:</b>				<b>290,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>290,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>ACQUISITION:</b>															
16	P00040	Acquisition: Park and Greenway System	Acquisition	4,533,333	-	-	-	3,400,000	1,133,333	-	-	-	-	-	22,666,665
<b>2020 Acquisition Subtotal:</b>				<b>4,533,333</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,400,000</b>	<b>1,133,333</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>GENERAL:</b>															
17	P00117	Natural Resource, Greenway, and Park Improvement Grant Match	Grant Match	550,000	-	-	-	-	-	550,000	-	-	-	-	2,750,000
32	P00134	Systemwide Pavement Reconstruction	Pavement Reconstruction	165,000	-	-	-	-	-	-	-	165,000	-	-	1,071,150
<b>2020 General Subtotal:</b>				<b>715,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>550,000</b>	<b>-</b>	<b>165,000</b>	<b>-</b>	<b>-</b>	
<b>GREENWAY DEVELOPMENT:</b>															
18	P00075	Greenway Development: Enhancements	Greenway Enhancements	242,000	-	-	-	-	-	242,000	-	-	-	-	1,221,020
19	P00078	Greenway Development: Collaborative	Greenway Collaborative	500,000	-	-	-	-	-	-	-	500,000	-	-	2,400,000
<b>2020 Greenway Development Subtotal:</b>				<b>742,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>242,000</b>	<b>-</b>	<b>500,000</b>	<b>-</b>	<b>-</b>	
<b>NATURAL RESOURCES:</b>															
31	P00020	Natural Resource Management: Base Program Funding	NR Base	1,073,566	-	-	-	-	-	1,025,772	-	47,794	-	-	5,221,190
<b>2020 Natural Resources Subtotal:</b>				<b>1,073,566</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,025,772</b>	<b>-</b>	<b>47,794</b>	<b>-</b>	<b>-</b>	
<b>PARK DEVELOPMENT:</b>															
25	P00074	Park Development: Enhancements	Park Enhancements	302,500	-	-	-	-	-	248,000	-	-	-	54,500	1,526,275
28	NEW	Thompson Park Master Plan Improvements	TCP MP Improvements	1,102,001	-	-	-	-	-	-	-	820,806	-	281,195	1,725,337
29	NEW	Spring Lake Park Master Plan Improvements	SLPR MP Improvements	1,225,647	-	-	952,620	-	-	-	-	273,027	-	-	3,446,197
<b>2020 Park Development Subtotal:</b>				<b>2,630,148</b>	<b>-</b>	<b>-</b>	<b>952,620</b>	<b>-</b>	<b>-</b>	<b>248,000</b>	<b>-</b>	<b>1,093,833</b>	<b>-</b>	<b>335,695</b>	
<b>2020 Total</b>				<b>9,984,047</b>	<b>-</b>	<b>-</b>	<b>952,620</b>	<b>3,400,000</b>	<b>1,133,333</b>	<b>2,355,772</b>	<b>-</b>	<b>1,806,627</b>	<b>-</b>	<b>335,695</b>	

Dakota County Comprehensive Plan, DC2040

Table 6.12: 2018–2022 Parks and Greenways Capital Improvement Plan, 2021 Section Summary

PAGE #	PROJECT NO.	PROJECT TITLE	PROJECT DESCRIPTION	ANNUAL COST	FEDERAL	STATE	METRO MET COUNCIL	METRO AOF	COUNTY GENERAL FUND	ENVIRONMENTAL LEGACY FUND	TRANSPORTATION SALES TAX	COUNTY PROGRAM AID	PARK FUND COUNTY	COUNTY COSTS	TOTAL PROJECT COST
<b>2021 Section</b>															
<b>PLANNING:</b>															
15	0230	Planning: Park and Greenways	Planning	275,000	-	-	-	-	-	275,000	-	-	-	-	1,535,000
				<b>2021 Planning Subtotal:</b>	<b>275,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>275,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>ACQUISITION:</b>															
16	P00040	Acquisition: Park and Greenway System	Acquisition	4,533,333	-	-	-	3,400,000	1,133,333	-	-	-	-	-	22,666,665
				<b>2021 Acquisition Subtotal:</b>	<b>4,533,333</b>	<b>-</b>	<b>-</b>	<b>3,400,000</b>	<b>1,133,333</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>GENERAL:</b>															
17	P00117	Natural Resource, Greenway, and Park Improvement Grant Match	Grant Match	550,000	-	-	-	-	-	550,000	-	-	-	-	2,750,000
32	P00134	Systemwide Pavement Reconstruction	Pavement Reconstruction	181,500	-	-	-	-	-	-	-	181,500	-	-	1,071,150
				<b>2021 General Subtotal:</b>	<b>731,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>550,000</b>	<b>-</b>	<b>181,500</b>	<b>-</b>	<b>-</b>	
<b>GREENWAY DEVELOPMENT:</b>															
18	P00075	Greenway Development: Enhancements	Greenway Enhancements	266,200	-	-	-	-	-	206,725	-	-	-	59,475	1,221,020
19	P00078	Greenway Development: Collaborative	Greenway Collaborative	500,000	-	-	-	-	-	-	-	500,000	-	-	2,400,000
				<b>2021 Greenway Development Subtotal:</b>	<b>766,200</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>206,725</b>	<b>-</b>	<b>500,000</b>	<b>-</b>	<b>59,475</b>	
<b>NATURAL RESOURCES:</b>															
31	P00020	Natural Resource Management: Base Program Funding	NR Base	1,109,286	-	-	-	-	-	1,046,586	-	62,700	-	-	5,221,190
				<b>2021 Natural Resources Subtotal:</b>	<b>1,109,286</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,046,586</b>	<b>-</b>	<b>62,700</b>	<b>-</b>	<b>-</b>	
<b>PARK DEVELOPMENT:</b>															
25	P00074	Park Development: Enhancements	Park Enhancements	332,750	-	-	-	-	-	273,275	-	-	-	59,475	1,526,275
28	NEW	Thompson Park Master Plan Improvements	TCP MP Improvements	623,336	-	-	-	-	-	-	-	403,234	-	220,102	1,725,337
29	NEW	Spring Lake Park Master Plan Improvements	SLPR MP Improvements	2,220,550	-	-	1,700,034	-	-	-	-	520,516	-	-	3,446,197
30	NEW	Miesville Ravine Park Master Plan Improvements	MRPR MP Improvement	1,068,730	-	-	1,068,730	-	-	-	-	-	-	-	1,731,747
				<b>2021 Park Development Subtotal:</b>	<b>4,245,366</b>	<b>-</b>	<b>-</b>	<b>2,768,764</b>	<b>-</b>	<b>-</b>	<b>273,275</b>	<b>923,750</b>	<b>-</b>	<b>279,577</b>	
				<b>2021 Total</b>	<b>11,660,685</b>	<b>-</b>	<b>-</b>	<b>2,768,764</b>	<b>3,400,000</b>	<b>1,133,333</b>	<b>2,351,586</b>	<b>-</b>	<b>1,667,950</b>	<b>-</b>	<b>339,052</b>

Dakota County Comprehensive Plan, DC2040

Table 6.13: 2018–2022 Parks and Greenways Capital Improvement Plan, 2022 Section Summary

PAGE #	PROJECT NO.	PROJECT TITLE	PROJECT DESCRIPTION	ANNUAL COST	FEDERAL	STATE	METRO MET COUNCIL	METRO AOF	COUNTY GENERAL FUND	ENVIRONMENTAL LEGACY FUND	TRANSPORTATION SALES TAX	COUNTY PROGRAM AID	PARK FUND COUNTY	COUNTY COSTS	TOTAL PROJECT COST
<b>2022 Section</b>															
<b>PLANNING:</b>															
15	0230	Planning: Park and Greenways	Planning	200,000	-	-	-	-	-	200,000	-	-	-	-	1,535,000
				<b>2022 Planning Subtotal:</b>	<b>200,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>200,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>ACQUISITION:</b>															
16	P00040	Acquisition: Park and Greenway System	Acquisition	4,533,333	-	-	-	3,400,000	1,133,333	-	-	-	-	-	22,666,665
				<b>2022 Acquisition Subtotal:</b>	<b>4,533,333</b>	<b>-</b>	<b>-</b>	<b>3,400,000</b>	<b>1,133,333</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL:</b>															
35	NEW	Park and Greenway Master Plan Improvements	General MP Improvements	2,388,698	-	-	2,118,747	-	-	-	-	49,354	-	220,597	2,388,698
17	P00117	Natural Resource, Greenway, and Park Improvement Grant Match	Grant Match	550,000	-	-	-	-	-	550,000	-	-	-	-	2,750,000
32	P00134	Systemwide Pavement Reconstruction	Pavement Reconstruction	199,650	-	-	-	-	-	-	-	199,650	-	-	1,071,150
				<b>2022 General Subtotal:</b>	<b>3,138,348</b>	<b>-</b>	<b>-</b>	<b>2,118,747</b>	<b>-</b>	<b>550,000</b>	<b>-</b>	<b>249,004</b>	<b>-</b>	<b>220,597</b>	<b>-</b>
<b>GREENWAY DEVELOPMENT:</b>															
18	P00075	Greenway Development: Enhancements	Greenway Enhancements	292,820	-	-	-	-	-	238,398	-	-	-	54,422	1,221,020
24	P00127	Greenway Development: Minnesota River Greenway - Fort Snelling	MnRGW-Ft Snelling	6,000,000	-	3,000,000	-	-	-	-	-	1,914,519	1,085,481	-	6,600,000
33	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
19	P00078	Greenway Development: Collaborative	Greenway Collaborative	500,000	-	-	-	-	-	-	-	500,000	-	-	2,400,000
				<b>2022 Greenway Development Subtotal:</b>	<b>8,042,820</b>	<b>1,000,000</b>	<b>3,000,000</b>	<b>-</b>	<b>-</b>	<b>238,398</b>	<b>-</b>	<b>2,414,519</b>	<b>1,335,481</b>	<b>54,422</b>	<b>-</b>
<b>NATURAL RESOURCES:</b>															
31	P00020	Natural Resource Management: Base Program Funding	NR Base	1,150,646	-	-	-	-	-	1,047,256	-	103,390	-	-	5,221,190
				<b>2022 Natural Resources Subtotal:</b>	<b>1,150,646</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,047,256</b>	<b>-</b>	<b>103,390</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PARK DEVELOPMENT:</b>															
30	NEW	Miesville Ravine Park Master Plan Improvements	MRPR MP Improvement	663,017	-	-	650,017	-	-	-	-	-	-	13,000	1,731,747
25	P00074	Park Development: Enhancements	Park Enhancements	366,025	-	-	-	-	-	311,602	-	-	-	54,423	1,526,275
				<b>2022 Park Development Subtotal:</b>	<b>1,029,042</b>	<b>-</b>	<b>-</b>	<b>650,017</b>	<b>-</b>	<b>311,602</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>67,423</b>	<b>-</b>
				<b>2022 Total</b>	<b>18,094,189</b>	<b>1,000,000</b>	<b>3,000,000</b>	<b>2,768,764</b>	<b>3,400,000</b>	<b>1,133,333</b>	<b>2,347,256</b>	<b>-</b>	<b>2,766,913</b>	<b>1,335,481</b>	<b>342,442</b>

**Table 6.14: 2018–2022 Land Conservation Capital Improvement Plan**

PAGE #	PROJECT NO.	PROJECT TITLE	PROJECT DESCRIPTION	ANNUAL COST	STATE	ENVIRONMENTAL LEGACY FUND	TOTAL PROJECT COST
<b><u>2018 Section</u></b>							
	NEW	Wetland Restoration and Water Retention Basins on Agricultural Lands	Wetland Restoration/Water Retention	100,000	-	100,000	2,450,000
	NEW	Habitat Protection and Restoration	Habitat Protection/Restoration	3,050,666	2,288,000	762,666	11,335,000
			<b>2018 Total</b>	<b>3,150,666</b>	<b>2,288,000</b>	<b>862,666</b>	<b>13,785,000</b>
<b><u>2019 Section</u></b>							
	NEW	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	Habitat Protection and Restoration	Habitat Protection/Restoration	5,284,334	3,962,000	1,322,334	11,335,000
			<b>2019 Total</b>	<b>7,634,334</b>	<b>5,922,000</b>	<b>1,712,334</b>	<b>13,785,000</b>
<b><u>2020 Section</u></b>							
			<b>2020 Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b><u>2021 Section</u></b>							
	NEW	Habitat Protection and Restoration	Habitat Protection/Restoration	3,000,000	2,250,000	750,000	11,335,000
			<b>2021 Total</b>	<b>3,000,000</b>	<b>2,250,000</b>	<b>750,000</b>	<b>11,335,000</b>
<b><u>2022 Section</u></b>							
			<b>2022 Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>



## 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.”

[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](#) (2001) — 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 6.15: DC2030-DC2040 Crosswalk		
DC2030 Chapters and Topics	DC2040 Location	Notes / Location for Information
<b>Chapter 1: Introduction</b>	<b>Chapter 1: Introduction</b>	
<b>Chapter 2: Natural Systems</b>	<b>Chapter 5: Land Use-Natural Resources</b>	Chapter reorganized
• Sustainability	<i>Retained as a systems guiding principle</i>	
• Education	<i>Embedded in selected strategies</i>	
• Climate Change		Dakota County Energy Plan
• Energy		County standards, programs, and practices for Capital Facilities, Fleet
• Solid Waste Management	<b>Chapter 5: Land Use-Natural Resources</b>	
• Building Green		Capital Facilities Building Standards
• Healthy Environment		County Public Health programs
• Contaminated Sites	<b>Chapter 5: Land Use-Natural Resources</b>	
• Land Resources	<b>Chapter 5: Land Use-Natural Resources</b>	
• Water Resources	<b>Chapter 5: Land Use-Natural Resources</b>	
• Other Natural Resources	<b>Chapter 5: Land Use-Natural Resources</b>	
• Environment Summary	<b>Chapter 5: Land Use-Natural Resources</b>	Presented with individual topics
• Mississippi River Critical Area	<b>Chapter 5: Land Use-Natural Resources</b>	
• Park System Plan	<b>Chapter 4: Parks Chapter</b>	Chapter only, not the full Plan
<b>Chapter 3: Transportation Plan</b>	<b>Chapter 3: Transportation Chapter</b>	Chapter only, not the full Plan
<b>Chapter 4: Land Use/Growth</b>	<b>Chapter 5: Land Use-Natural Resources</b>	Chapter reorganized
• Housing		CDA Consolidated Plan
• Economic Development		CDA Economic Development Guiding Principles, 2006
• Historic Preservation	<b>Chapter 4: Parks Chapter, for resources in County Parks, on greenways</b>	Dakota County Historical Society Strategic Plan
• Wastewater Treatment	<b>Chapter 5: Land Use-Natural Resources</b>	
• County Facilities		County standards, programs, and practices for Capital Facilities
<b>Chapter 5: Growing and Nurturing People</b>		
• Demographics	<b>Chapter 2: Demographics</b>	
• Active Living	<i>Reflected in Land Use, Parks, and Transportation chapters</i>	Dakota County Public Health, Statewide Health Improvement Partnership (SHIP), Community Health Improvement Plan
• Aging Initiative	<i>Reflected in Land Use, Parks, and Transportation chapters</i>	Dakota County Communities for a Lifetime
• Public Engagement	<b>Chapter 1: Introduction</b>	

## 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. [Link to: All-Hazard Mitigation Plan](#)

### 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: [Historical Society 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. [Link to: Solid Waste Master Plan](#)

### **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: Dakota County Transportation Plan](#)



# 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	Adjacent Communities	Independent School Districts
Apple Valley	Bloomington	191; Burnsville-Eagan-Savage
Burnsville	Cottage Grove	192; Farmington
Castle Rock Twp.	Credit River Twp.	194; Lakeville
Coates	Denmark Twp.	195; Randolph
Douglas Twp.	Grey Cloud Island Twp.	196; Rosemount-Apple Valley-Eagan
Eagan	New Market Twp.	197; West St. Paul-Mendota Hts.-Eagan
Empire Twp.	Newport	199; Inver Grove Heights
Eureka Twp.	Savage	200; Hastings
Farmington	St. Paul	252; Cannon Falls
Greenvale Twp.	St. Paul Park	6; South St. Paul
Hampton	Hennepin County	659; Northfield
Hampton Twp.	Ramsey County	
Hastings	Scott County	<b>Watershed Management Orgs.</b>
Inver Grove Heights	Washington County	Black Dog WMO
Lakeville		Capitol Region WD
Lilydale	<b>Out-of-Region Communities</b>	Eagan-Inver Grove Heights WMO
Marshan Twp.	Cannon Falls	Lower Minnesota River WD
Mendota	Cannon Falls Twp.	Lower Mississippi River WMO
Mendota Heights	Goodhue County	North Cannon River WMO
Miesville	Northfield	Ramsey Washington Metro WD
New Trier	Northfield Twp.	Scott County WMO
Nininger Twp.	Rice County	South Washington Watershed District
Randolph	Stanton Twp.	Vermillion River Watershed JPO
Randolph Twp.	Webster Twp.	
Ravenna Twp.	Welch Twp.	<b>Regional Park Agencies</b>
Rosemount		St. Paul Parks Department
Rural Collaborative	<b>Agencies</b>	Washington County Parks
Sciota Twp.	National Park Service, MNRRA	Three Rivers Parks
South St. Paul	MN DNR, MRCCA and Reg. 3	Bloomington Parks
Sunfish Lake	MN DOT	Scott County Parks
Vermillion	MN Valley Transit Auth.	Ramsey County Parks
Vermillion Twp.		
Waterford Twp.		
West St. Paul		

Table A.2 includes the comments received and proposed responses.

Table A.2: Agency Review Comments		
Jurisdiction	Comments	Proposed Response
Apple Valley	<p><i>Transportation:</i></p> <ol style="list-style-type: none"> <li>Page 26 – Proposed Roadway Expansion Projects: <ul style="list-style-type: none"> <li>CSAH 23 (Cedar Ave) to be expanded to more than 6 lanes.</li> <li>CSAH 42 (150<sup>th</sup> Street W.) to be expanded to more than 6 lanes.</li> <li>CSAH 42 (150<sup>th</sup> Street W.) to be expanded to 6 lanes.</li> <li>CSAH 31 (Pilot Knob Road) to be expanded to 6 lanes.</li> <li>CSAH 46 (160<sup>th</sup> Street W.) to be expanded to 6 lanes.</li> </ul> <p>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.</p> </li> <li>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.</li> <li>Page 51 – Contributing Planning Activities: Does not include the Metropolitan 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.</li> <li>The City notes several projects of interest in the Dakota County CIP that could impact the City. <ol style="list-style-type: none"> <li>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.</li> <li>The City notes that the County intends to study the Palomino station in 2021 and 2022.</li> <li>The City notes that the County intends to update the Red Line IUP in 2022.</li> </ol> </li> </ol>	<p><i>Transportation:</i></p> <ol style="list-style-type: none"> <li>The County will re-evaluate expansion needs after the new travel demand model is done as part of the full Plan update, and will work with the City</li> <li>Comment noted. Scoring criteria were applied consistently County-wide with different results than at a city level. Dakota County will work cities to address gaps along County highways.</li> <li>Comment noted</li> <li>a) 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. <ol style="list-style-type: none"> <li>Comment noted</li> <li>Comment noted</li> </ol> </li> </ol>
Burnsville	<p><i>Parks-Trails:</i></p> <ol style="list-style-type: none"> <li>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</li> </ol>	<p><i>Parks-Trails:</i></p> <ol style="list-style-type: none"> <li>Comment noted</li> </ol>

Table A.2: Agency Review Comments		
Jurisdiction	Comments	Proposed Response
	<p>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.</p> <p>2. 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.</p> <p>3. 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.</p> <p><i>Land Use-Natural Resources:</i></p> <p>1. 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.</p>	<p>2. Comment noted</p> <p>3. Comment noted</p> <p><i>Land Use-Natural Resources:</i></p> <p>1. Comments 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.</p>
Inver Grove Heights	<p><i>Transportation:</i></p> <p>1. Update Map 3.1, County Transportation System, to include the Amana Trail segment of CSAH 28.</p> <p>2. Update Map 3.22, Ten-Ton Highways, to include CSAH 26 from 55/149 to the New 63?</p>	<p><i>Transportation:</i></p> <p>1. Map has been updated</p> <p>2. Map has been updated</p>
ISD 197: West St. Paul- Mendota Heights- Eagan	<p><i>Transportation:</i></p> <p>1. 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.</p> <p><i>Parks-Trails:</i></p> <p>1. We have more specific comments regarding Thompson Park Activity Center (TPAC) given our ongoing partnership with the County. There is a need to increase 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, even 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 area 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.</p>	<p><i>Transportation:</i></p> <p>1. Existing and future land uses identified in City plans will be reflected in the 2040 traffic modeling to be completed in the next full Transportation Plan update. Capacity improvement needs identified in the plan update will be based on these 2040 traffic projections.</p> <p><i>Parks-Trails:</i></p> <p>1. Comments noted and will be addressed in the current master plan update for Thompson County Park</p>

Table A.2: Agency Review Comments		
Jurisdiction	Comments	Proposed Response
Lakeville	<p><i>Transportation:</i></p> <ol style="list-style-type: none"> <li>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)</li> <li>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).</li> <li>Figure 3.1 (p 17) Consider identifying figure as “existing” or adding “future” county highway segments in legend.</li> <li>Figure 3.2 (p 18). Review for consistency with Lakeville Transportation Plan.</li> <li>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 &lt; 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).</li> <li>Figure 3.8 (p 26). Consider identifying “2 lanes” in legend as 2 lanes <i>divided</i>. 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.).</li> <li>Consider identifying transitways with METRO reference (i.e., Orange, Red) in “Integration of Modes” (pp51-56).</li> <li>“Transit Planning and Operations” (p 28). Consider referencing partnership with I35W Solutions Alliance.</li> <li>“Regional Transitways” (p 29). METRO Red Line should be reviewed/revise 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/revise to clarify that the planned transitway stops at Burnsville Parkway with Phase 1. Future station at Kenrick Avenue Park and Ride is being studied.</li> <li>Figure 3.11 should be reviewed/revise to reflect Metro Transit – Express Service along I-35 to the Kenrick Avenue Park and Ride to I-</li> </ol>	<p><i>Transportation:</i></p> <ol style="list-style-type: none"> <li>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.</li> <li>Lakeville boundary checked, comments on project status noted</li> <li>Map has been revised</li> <li>Comment noted. The County used its GIS data and the MN GEO Spatial Commons as source. Please consider updates to those as needed.</li> <li>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.</li> <li>Comments noted, will consider in next plan update</li> <li>Plan has been revised</li> <li>Plan has been revised</li> <li>Map updated for METRO Red Line, Orange Line is correct as-shown.</li> <li>Comment noted</li> <li>Comment noted</li> <li>Data verified and updated</li> <li>Comment noted</li> <li>Comment noted, map</li> </ol>



Table A.2: Agency Review Comments		
Jurisdiction	Comments	Proposed Response
	<p>35/CSAH 60 Park and Pool to Scott County.</p> <p>11. “Transit Facilities” (p 31). Consider adding Kenrick Avenue Park and Ride Facility.</p> <p>12. Table 3.3 should be reviewed/revise to reflect correct addresses for Kenrick Avenue and Lakeville Cedar Park and Ride facilities.</p> <p>13. Figure 3.13 (p 35). Consider adding future I-35 MnPASS/HOV lanes extension to CSAH 70.</p> <p>14. 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.”</p> <p>15. “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.</p> <p>16. 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.</p> <p><i>Land Use-Natural Resources:</i></p> <p>1. 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?</p> <p>2. 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.”</p> <p>3. 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.”</p>	<p>used Metro Council data</p> <p>15. Noted, plan revised</p> <p>16. 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, runway 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.</p> <p><i>Land Use-Natural Resources:</i></p> <p>1. 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.</p> <p>2. Comment noted, Lakeville’s support is appreciated</p> <p>3. Comment noted, Lakeville’s support is appreciated</p>
Lower Minnesota River Watershed District	<p><i>Land Use-Natural Resources:</i></p> <p>The following recommendations for inclusion in the DC2040 are suggested to strengthen the County’s plan and better align the DC2040 and the District plan:</p> <p>1. In Ordinance 132, Dakota County Storm Sewer System, include a</p>	<p><i>Land Use-Natural Resources:</i></p> <p>1. Comments noted. Ordinance changes will be considered upon approval on the Comprehensive</p>

Table A.2: Agency Review Comments		
Jurisdiction	Comments	Proposed Response
	<p>standard that restricts infiltration practices within 50 feet of a septic tank or drain field.</p> <p>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.</p>	Plan
Metro Airports Comm.	<p><i>Transportation:</i></p> <p>1. 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.</p> <p>2. 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 located 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.</p> <p>3. 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). <del>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.</del></p> <p>4. 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:</p> <ul style="list-style-type: none"> <li>Displacing the Runway 12 threshold to provide airspace clearance over railroad tracks</li> <li>Extending Runway 12-30 with declared distances to maximize overall airfield utility for existing users</li> <li>Reconfiguring the taxiway and expanding the apron area</li> </ul> <p>Any required environmental review for the planned improvements at Airlake Airport will be completed prior to construction.</p>	<p><i>Transportation:</i></p> <p>1. Map has been updated</p> <p>2. Comment noted. This will require further discussion between the County and MAC to ensure traffic safety is not compromised.</p> <p>3. Plan has been updated with suggested language</p> <p>4. Plan has been updated with suggested language</p>
Minnesota DNR,	<p><i>Land Use-Natural Resources:</i></p> <p>Mississippi River Corridor Critical Area Plan preliminarily approved with</p>	<p><i>Land Use-Natural Resources:</i></p> <p>1. Plan has been revised to</p>

<b>Table A.2: Agency Review Comments</b>		
<b>Jurisdiction</b>	<b>Comments</b>	<b>Proposed Response</b>
Mississippi River Corridor Critical Area	<p>these changes:</p> <ol style="list-style-type: none"> <li>1. Please acknowledge provisions in 6106.0130, Subp 4. ROW maintenance</li> <li>2. Clarify that County does not operate barge fleeting.</li> <li>3. Clarify that County does not operate recreational marinas</li> </ol>	<p>include the desired maintenance standards under MR22.</p> <ol style="list-style-type: none"> <li>2. Plan has been revised</li> <li>3. Plan has been revised. Note that the 2003 Spring Lake Park Reserve Master Plan proposed future houseboat camping at the shore and a boating day use area below Schaar’s bluff.</li> </ol>
Minnesota DNR, Region 3	<p><i>Transportation:</i></p> <ol style="list-style-type: none"> <li>1. 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 style="list-style-type: none"> <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> </ol> <p><i>Parks and Trails:</i></p> <ol style="list-style-type: none"> <li>1. 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</li> </ol>	<p><i>Transportation:</i></p> <ol style="list-style-type: none"> <li>1. Comments noted and will be considered in the update of the County’s full Transportation Plan in 2019.</li> </ol> <p><i>Parks and Trails:</i></p> <ol style="list-style-type: none"> <li>1. Comments noted. Plan revised to include more information on other public recreation areas.</li> </ol> <p><i>Land Use-Natural Resources:</i></p> <ol style="list-style-type: none"> <li>1. Comment noted and addressed under water resources section</li> </ol>

Table A.2: Agency Review Comments		
Jurisdiction	Comments	Proposed Response
	<p>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></p> <p><i>Land Use-Natural Resources:</i></p> <ol style="list-style-type: none"> <li>1. 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.</li> <li>2. 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?</li> <li>3. Calcareous Fens. Consider adding the following information underlined (source, DNR wetland web pages) to the Calcareous Fens description: <u>Calcareous fens, one of the rarest natural communities in the United States, are wetlands fed by groundwater with large quantities of dissolved calcium carbonate (CaCO<sub>3</sub>, 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.</u> DNR identifies the following calcareous fen areas in Dakota County, all located within the Minnesota River valley.</li> <li>4. 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: <i>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</i></li> </ol>	<ol style="list-style-type: none"> <li>2. Comment noted</li> <li>3. Plan has been revised</li> <li>4. Plan has been revised</li> <li>5. Comment noted. DNR staff from the MRCCA program provided a courtesy review of the draft DC2040.</li> <li>6. Comments noted             <ol style="list-style-type: none"> <li>a. Plan revised</li> <li>b. Plan revised</li> <li>c. Plan revised</li> <li>d. Plan revised</li> <li>e. Plan revised</li> <li>f. Plan revised</li> </ol> </li> </ol>



Table A.2: Agency Review Comments		
Jurisdiction	Comments	Proposed Response
	<p><i>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.</i></p> <p>5. 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.</p> <p>6. Suggested Technical Edits</p> <ol style="list-style-type: none"> <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>	
Minnesota DOT	<p><i>Transportation:</i></p> <ol style="list-style-type: none"> <li>Due to strong freight activity in Dakota County, it should consider additional emphasis in the following areas: Play a leading role in: <ul style="list-style-type: none"> <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:</li> </ol>	<p><i>Transportation:</i></p> <ol style="list-style-type: none"> <li>&amp; 2. 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.</li> </ol>

Table A.2: Agency Review Comments		
Jurisdiction	Comments	Proposed Response
	<ul style="list-style-type: none"> <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>	
MVTA	<p><i>Transportation:</i></p> <ol style="list-style-type: none"> <li>1. Comments on guiding principles, page 13. <b>Public and Agency Involvement:</b> Transit providers should also be included in transportation planning documents, studies, and projects. <b>Context-Sensitive Design:</b> 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.</li> <li>2. 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.</li> <li>3. 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.</li> <li>4. Page 36: Five transit stations (first bullet) including Rosemount Transit Station.</li> <li>5. 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.</li> <li>6. 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.</li> <li>7. 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.</li> <li>8. 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.</li> <li>9. Page 40: Rosemount Transit Center: and Downtown Saint Paul (Route 484).</li> <li>10. Park and Ride Table: Consider updating this table to use the 2017</li> </ol>	<p><i>Transportation:</i></p> <ol style="list-style-type: none"> <li>1. Suggestions for Transportation Guiding Principles will be addressed when the County's full Transportation Plan is updated in 2019.</li> <li>2. Comment noted, will consider in full transportation Plan update</li> <li>3. Comment noted, will consider in full transportation Plan update</li> <li>4. Noted, plan text revised</li> <li>5. Noted, language on working with providers has been added</li> <li>6. Map updated</li> <li>7. Map updated</li> <li>8. Noted, plan revised</li> <li>9. Noted, plan revised</li> <li>10. Noted, plan revised</li> <li>11. Noted, plan revised</li> </ol>

Table A.2: Agency Review Comments		
Jurisdiction	Comments	Proposed Response
	<p>Annual Regional Park-and-Ride System Report as it contains more accurate and up-to-date information on MVTA facilities.</p> <p>11. 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.</p> <p>12. 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.</p>	<p>12. Comment noted</p>
National Park Service, Mississippi National River and Recreation Area	<p><i>Land Use-Natural Resources:</i></p> <p>1. Clarify relation between MNRRA and MRCCA, e.g., <i>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.</i></p> <p>2. 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) ...”</p> <p>3. 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.</p> <p>4. 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.</p> <p>5. 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</p> <p>6. 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</p>	<p><i>Land Use-Natural Resources:</i></p> <p>1. Plan has been revised</p> <p>2. Comment noted</p> <p>3. 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.</p> <p>4. See above</p> <p>5. Plan has been revised</p> <p>6. Plan has been revised</p>

Table A.2: Agency Review Comments		
Jurisdiction	Comments	Proposed Response
	for future use of the plan.	
Ravenna Township	<p><i>Land Use-Natural Resources:</i></p> <ol style="list-style-type: none"> <li>Chapter 5: Land Use &amp; 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 Commissioners, including all future amendments made as a result of State law and rules. If this includes the Vermillion River Watershed Joint Powers Organization standards we have a concern over a new standard of theirs. They are making a change to their standard regarding Stormwater Prevention requirements for building projects. The practices are being reduced from 1 acre (43,560 sq. ft.) to 5,000 sq. ft. As a township, we are rejecting this standard.</li> </ol>	<p><i>Land Use-Natural Resources:</i></p> <ol style="list-style-type: none"> <li>Comment noted. The VRWJPO standard is not a County standard, and would not be administered by the County.</li> </ol>
Rosemount	<p><i>Transportation:</i></p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ol> <p><i>Land Use-Natural Resources:</i></p> <ol style="list-style-type: none"> <li>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</li> </ol>	<p><i>Transportation:</i></p> <ol style="list-style-type: none"> <li>Comment noted. The City will be involved in plan update</li> <li>Noted, the Arterial Connector Study is identified as a contributing planning activity.</li> <li>Comment noted and appreciated</li> </ol> <p><i>Land Use-Natural Resources:</i></p> <ol style="list-style-type: none"> <li>Comment noted. Demographics of communities within the County vary, and the</li> </ol>



Table A.2: Agency Review Comments		
Jurisdiction	Comments	Proposed Response
	<p>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.</p> <ol style="list-style-type: none"> <li>P104 indicates that there is wastewater treatment within Rosemount. This is no longer the case, as the Metropolitan Council has closed that Plant.</li> <li>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.</li> </ol> <p><i>Parks-Trails:</i></p> <ol style="list-style-type: none"> <li>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.</li> </ol>	<p>County seeks to work with each community based on their needs.</p> <ol style="list-style-type: none"> <li>Plan has been revised.</li> <li>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.</li> </ol> <p><i>Parks-Trails:</i></p> <ol style="list-style-type: none"> <li>Comment noted</li> </ol>
Rural Collaborative via Bolton and Menk	<p><i>Transportation:</i></p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ol> <p><i>Land Use-Natural Resources:</i></p> <ol style="list-style-type: none"> <li>There are two new MUSA staging areas planned in western Empire Township, bordering Lakeville. These are shown in the draft Dakota</li> </ol>	<p><i>Transportation:</i></p> <ol style="list-style-type: none"> <li>Comment noted</li> <li>Comment noted, the study identifies this as a potential future local jurisdiction roadway.</li> <li>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.</li> </ol> <p><i>Land Use-Natural Resources:</i></p> <ol style="list-style-type: none"> <li>Comment noted</li> </ol> <p><i>Parks-Trails:</i></p>

Table A.2: Agency Review Comments		
Jurisdiction	Comments	Proposed Response
	<p>County Rural Collaborative Plan submitted to the County April 30, 2018 and in the image below.</p> <p><i>Parks-Trails:</i></p> <ol style="list-style-type: none"> <li>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 following natural areas in your final draft: <ul style="list-style-type: none"> <li>Chimney Rock SNA in Marshan Township</li> <li>Hampton Woods WMA, located in both Castle Rock and Hampton Townships</li> <li>Mud Creek WMA in Greenvale Township</li> </ul> </li> <li>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 shown on the DNR website/GIS data.</li> </ol>	<ol style="list-style-type: none"> <li>Map revisions have been addressed.</li> <li>Map will be changed.</li> </ol>
Scott County	<p><i>Transportation:</i></p> <ol style="list-style-type: none"> <li>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.”</li> <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 style="list-style-type: none"> <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> <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> </li> <li>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</li> </ol>	<p><i>Transportation:</i></p> <ol style="list-style-type: none"> <li>Comment noted and plan revised</li> <li>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.</li> <li>Dakota County will seek Scott County’s</li> </ol>

<b>Table A.2: Agency Review Comments</b>		
<b>Jurisdiction</b>	<b>Comments</b>	<b>Proposed Response</b>
	<p>our common objectives. When Dakota County begins updating the transportation plan in 2019, please consider ways to collaborate with Scott County.</p> <ol style="list-style-type: none"> <li>Scott County and the City of Savage requests Dakota County’s continued support to 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.</li> <li>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 and present case studies on how AV/CV could impact local development patterns and interact with existing infrastructure. We are happy to share the results of this student-led research to Dakota County staff once completed.</li> </ol>	<p>involvement in the full Plan update.</p> <ol style="list-style-type: none"> <li>Dakota County identifies the TH 13 corridor study, 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.</li> <li>Thank you</li> </ol>
Three Rivers Park District	<p><i>Parks-Trails:</i></p> <ol style="list-style-type: none"> <li>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.</li> <li>Please label Murphy-Hanrehan Park Reserve, noting the hyphen between Murphy and Hanrehan.</li> <li>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.</li> </ol>	<p><i>Parks-Trails:</i></p> <ol style="list-style-type: none"> <li>Comment noted</li> <li>Plan has been revised</li> <li>Map updated</li> </ol>
Vermillion River Watershed Join Powers Organization	<p><i>Land Use-Natural Resources:</i></p> <ol style="list-style-type: none"> <li>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.</li> <li>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</li> </ol>	<p><i>Land Use-Natural Resources:</i></p> <ol style="list-style-type: none"> <li>Comment noted. The Plan vision describes a desired future state, including sustainable agriculture.</li> <li>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</li> </ol>

Table A.2: Agency Review Comments		
Jurisdiction	Comments	Proposed Response
	<p>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.</p> <p>3. 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.</p> <p>4. 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.</p> <p>5. 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.</p>	<p>has been revised to add air quality to Objective 4.</p> <p>3. Plan has been revised</p> <p>4. Plan has been revised</p> <p>5. Plan has been revised</p>
Washington County	<p><i>Transportation:</i></p> <p>1. 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.</p> <p>2. Page 29: Washington County is grateful to Dakota County for its contribution to our joint transitway planning efforts and looks forward to continued collaboration.</p> <p>3. 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.</p> <p>4. Page 35: Please consider updating the METRO Gold Line alignment to turn south at Helmo Avenue/Bielenberg Drive terminating at Woodbury Theatre.</p> <p>5. 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.</p> <p>6. 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.</p> <p>7. Pages i, 36, and 38-42: Continue to identify health, equity, transportation, and park/trail needs through studies and gap analysis.</p> <p><i>Land Use-Natural Resources:</i></p> <p>1. 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:</p>	<p><i>Transportation:</i></p> <p>1. 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.</p> <p>2. Thank you</p> <p>3. Comment noted, language modified to “implementation plan does not suggest Hastings service implementation in the near- to medium-term.”</p> <p>4. Map has been revised</p> <p>5. Map has been revised</p> <p>6. Comment noted, table revised</p> <p>7. Comment noted</p> <p><i>Land Use-Natural Resources:</i></p> <p>1. Comment noted</p> <p>2. Comment noted</p> <p>3. Comment noted</p> <p>4. Comment noted</p>



Table A.2: Agency Review Comments		
Jurisdiction	Comments	Proposed Response
	<p>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:</p> <ul style="list-style-type: none"> <li>• Page i: Trends identified which can impact health including:                             <ul style="list-style-type: none"> <li>○ Growth and density of a suburban area</li> <li>○ The need for transit and multimodal transportation</li> <li>○ Environmental factors effecting or promoting health</li> </ul> </li> <li>• Page 3: Demonstrated commitment to community engagement during the planning process, utilizing a variety of methods to gather resident input.</li> <li>• Areas of the plan that reflect “Health in All Policies” concepts include:                             <ul style="list-style-type: none"> <li>○ Pages 11-13: Guiding Principles for Transportation</li> <li>○ Pages 12, 59, 75, 88: Regional opportunities for connectedness</li> <li>○ Pages 13 and 33: Complete Streets</li> <li>○ Page 33: Transit Oriented Development</li> <li>○ Page 59: Guiding Principles for Park System</li> </ul> </li> </ul> <p>2. Pages i, 36, and 38-42: Continue to identify health, equity, transportation, and park/trail needs through studies and gap analysis.</p> <p>3. Page 3: Consider implementing ongoing community input and methods to hear from diverse or underserved populations when addressing equity.</p> <p>4. Page 154: Consider building on the Farm Land plan to a) include agriculture assets to provide access to healthy, locally sourced food, b) County, city and township support/collaboration to have access to healthy, safe and affordable food, c) consider access to healthy food and locally sourced food as an economic development factor.</p> <p><i>Parks-Trails:</i></p> <p>1. Page 61: Consider a reference to tobacco free recreation space for visitors (either 4.1 Great Places or 4.3 Protected Places).</p>	<p>5. Comments noted – efforts are being collaboratively addressed with Dakota County Public Health.</p> <p><i>Parks-Trails:</i></p> <p>1. Comment noted.</p>

## 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.





# 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  | <b>Dakota County Planning Commission</b> 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 | <b>Dakota County Board of Commissioners</b> 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		Staff Present		Others Present
Mike Greco	<input checked="" type="checkbox"/>	Barry Graham	<input checked="" type="checkbox"/>	Rita Trapp (HKGi) Fred Rozumalski (Barr Engineering) Anne Koutnik (Eagan)
Jerry Rich	<input checked="" type="checkbox"/>	Ramraj Singh	<input checked="" type="checkbox"/>	
Timothy Tabor	<input checked="" type="checkbox"/>	Christopher Ross	<input checked="" type="checkbox"/>	
Lori Hansen	<input checked="" type="checkbox"/>	Nate Reitz	<input type="checkbox"/>	
Jill Smith	<input checked="" type="checkbox"/>	Jim Guttman	<input checked="" type="checkbox"/>	
Greg Oxley	<input checked="" type="checkbox"/>	Tony Nelson	<input checked="" type="checkbox"/>	
Amy Hunting	<input checked="" type="checkbox"/>	Donald Post	<input checked="" type="checkbox"/>	
		Kurt Chatfield	<input checked="" type="checkbox"/>	
		Steve Sullivan	<input checked="" type="checkbox"/>	
		Jessica Johnson	<input checked="" type="checkbox"/>	
		Lil Leatham	<input checked="" type="checkbox"/>	
		Joe Walton	<input checked="" type="checkbox"/>	
		Mary Jackson	<input checked="" type="checkbox"/>	
		Brad Becker	<input checked="" type="checkbox"/>	

**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 Guttman

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.

**Dakota County Board of Commissioners  
Comprehensive Plan Public Hearing**

**DAKOTA COUNTY BOARD OF COMMISSIONERS**

---

**Public Hearing To Receive Comments On Draft Dakota County Comprehensive Plan**

Meeting Date: 11/27/2018	Fiscal/FTE Impact:
Item Type: Regular-Action	<input checked="" type="checkbox"/> None <input type="checkbox"/> Other
Division: Physical Development	<input type="checkbox"/> Current budget <input type="checkbox"/> Amendment requested
Department: Physical Development Administration	<input type="checkbox"/> New FTE(s) requested
Contact: Chatfield, Kurt	Board Goal: Excellence in public service
Contact Phone: (952) 891-7022	Public Engagement Level: Level 3 - Involve
Prepared by: Jackson, Mary	

**PURPOSE/ACTION REQUESTED**

Conduct a public hearing to receive comments on the draft Dakota County 2040 Comprehensive Plan (DC2040).

**SUMMARY**

Dakota County has prepared a draft DC2040, as required by Minn. Stat. § 473.175. The required six-month public review and comment period on the draft DC2040 was held from April 1 to October 1, 2018. The Physical Development Committee of the Whole reviewed public comments and the revised the draft DC2040 at the November 13, 2018 meeting, and authorized submittal of the plan to the Metropolitan Council for their review and approval. Dakota County's deadline for submittal of the draft DC2040 to the Metropolitan Council is December 31, 2018, under timelines established by Minn. Stat. § 473.858.

Minnesota Statute § 375.51 and 394.29 require that a public hearing be held on comprehensive plan updates prior to adoption. At their October 23, 2018 meeting (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. Notice of the public hearing was published in the Hastings Star Gazette for two consecutive weeks, on November 8 and 15, 2018, and posted on the Dakota County website DC2040 project page.

Next steps include submittal of the draft DC2040 to the Metropolitan Council in early December, for their review and consideration of plan approval. The Metropolitan Council is allowed up to 120 days to complete their review. If the draft DC2040 is approved or only minor revisions are requested, the County Board will be asked to consider plan adoption in April or May of 2019.

**RECOMMENDATION**

Staff recommends the Dakota County Board of Commissioners open the public hearing and receive comments on the draft DC2040.

**EXPLANATION OF FISCAL/FTE IMPACTS**

None.



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.

**STATE OF MINNESOTA**  
County of Dakota

	YES		NO
Slavik	<u>  X  </u>	Slavik	_____
Gaylord	<u>  X  </u>	Gaylord	_____
Egan	<u>  X  </u>	Egan	_____
Atkins	<u>  X  </u>	Atkins	_____
Workman	<u>  X  </u>	Workman	_____
Holberg	<u>  X  </u>	Holberg	_____
Gerlach	<u>  X  </u>	Gerlach	_____

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 27<sup>th</sup> day of November, 2018, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 3<sup>rd</sup> day of December, 2018.



\_\_\_\_\_  
Clerk to the Board

## Plan Submittal to Metropolitan Council

### DAKOTA COUNTY PHYSICAL DEVELOPMENT COMMITTEE

---

#### Approval Of Submittal Of Draft Dakota County Comprehensive Plan To Metropolitan Council

Meeting Date:	11/13/2018	Fiscal/FTE Impact:	
Item Type:	Regular-Action	<input checked="" type="checkbox"/> None	<input type="checkbox"/> Other
Division:	Physical Development	<input type="checkbox"/> Current budget	<input type="checkbox"/> Amendment requested
Department:	Physical Development Administration	<input type="checkbox"/> New FTE(s) requested	
Contact:	Chatfield, Kurt	Board Goal:	Excellence in public service
Contact Phone:	(952) 891-7022	Public Engagement Level:	Level 3 - Involve
Prepared by:	Jackson, Mary		

#### PURPOSE/ACTION REQUESTED

Approve submittal of the draft Dakota County Comprehensive Plan (DC2040) to the Metropolitan Council.

#### SUMMARY

The Metropolitan Council issued a new System Statement for Dakota County in 2015, initiating the decennial update of the County's Comprehensive Plan. The updated plan must conform to Thrive MSP 2040, the regional vision and policy document adopted by the Metropolitan Council (Minn. Stat. § 473.175).

On March 27, 2018 (Resolution No. 18-173), the Dakota County Board of Commissioners released an updated draft DC2040 for public review and comment from April 1 to October 1, 2018. 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. Adjacent and potentially affected jurisdictions, including local governments, watershed management organizations, and school districts were notified of the plan's availability for review and invited to provide comments to the County. Per Minn. Stat. § 375.51 and 394.29, a public hearing also must be held, and has been scheduled for the November 27, 2018 Dakota County Board of Commissioners meeting.

Over the formal six-month review period, comments were provided by many jurisdictions within and adjacent to Dakota County, state and federal agencies, and members of the public (Attachment A). The draft DC2040 has been revised accordingly to improve conformance and compatibility with guidelines, correct omissions, and clarify information. The revised draft is available online at:

<https://www.co.dakota.mn.us/Government/Planning/CompPlan/Documents/DC2040Draft.pdf>.

If approved by the County Board, the draft DC2040 will be submitted to the Metropolitan Council before the December 31, 2018 deadline, in accordance with comprehensive plan update timelines established under Minn. Stat. § 473.858. The Metropolitan Council will have 120 days to review the draft DC2040 and provide their findings to the County. If the Metropolitan Council approves the DC2040 or requests only minor revisions, the County Board will be asked to consider plan adoption in April or May, 2019. If more substantial revisions are requested, the draft DC2040 may be reviewed by the Planning Commission before plan adoption is requested from the County Board.

#### RECOMMENDATION

Staff recommends approval of submittal of the draft DC2040, to the Metropolitan Council for their review and consideration of plan approval.

#### EXPLANATION OF FISCAL/FTE IMPACTS

None.

**BOARD OF COUNTY COMMISSIONERS  
DAKOTA COUNTY, MINNESOTA**

November 27, 2018  
Motion by Commissioner Slavik

Resolution No. 18-589  
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 through 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.

**STATE OF MINNESOTA  
County of Dakota**

	<b>VOTE</b>
<b>Slavik</b>	Yes
<b>Gaylord</b>	Yes
<b>Egan</b>	Yes
<b>Atkins</b>	Yes
<b>Workman</b>	Yes
<b>Holberg</b>	Yes
<b>Gerlach</b>	Yes

I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 27th day of November, 2018, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 3rd day of December, 2018.



Clerk to the Board

## 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 <b>Metropolitan Council</b> notification that Dakota County's 2040 Comprehensive Plan meets all Metropolitan Land Planning Act requirements; conforms to the regional system plans including transportation, aviation, water resources management, and parks; and is consistent with <i>THRIVE MSP 2040</i> , and is compatible with the plans of adjacent jurisdictions. Dakota County authorized to place its 2040 Comprehensive Plan into effect. |
| April 29, 2019 | <b>Minnesota Department of Natural Resources</b> final approval of the Dakota County 2040 Comprehensive Plan MRCCA component   |
| June 18, 2019  | <b>Dakota County Board of Commissioners</b> 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.
2. 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

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

*N:\CommDev\LPA\Counties\Dakota\Letters\Dakota County\_2040 CPU - Post Council Action.docx*

## 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 [matthew.bauman@state.mn.us](mailto:matthew.bauman@state.mn.us) and contact him if you have any questions about next steps.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jennifer Shillcox', is written over a light blue circular stamp.

Jennifer Shillcox  
Land Use Unit Supervisor

c: Raya Esmaili, 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



**Dakota County Board of Commissioners Adoption (Resolution 19-578)**

**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

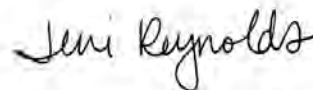
WHEREAS, the County also is required to adopt the MRCCA component of the comprehensive plan within 60 days of the MNDNR approval and submit the final adopted comprehensive plan containing the MRCCA plan with the resolution of plan adoption to the MNDNR, the Metropolitan Council, and the National Park Service within 10 days of County Board adoption of DC2040; and

**STATE OF MINNESOTA  
County of Dakota**

	YES		NO
Slavik	<u>  X  </u>	Slavik	_____
Gaylord	<u>  X  </u>	Gaylord	_____
Egan	<u>  X  </u>	Egan	_____
Atkins	<u>  X  </u>	Atkins	_____
Workman	<u>  X  </u>	Workman	_____
Holberg	<u>  X  </u>	Holberg	_____
Gerlach	<u>  X  </u>	Gerlach	_____

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 18th day of June, 2019, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 18th day of June, 2019.



\_\_\_\_\_  
Clerk to the Board



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.

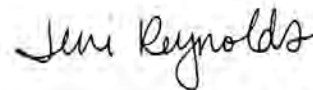
NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby adopts the Dakota County 2040 Comprehensive Plan including the Mississippi River Corridor Critical Area plan component.

**STATE OF MINNESOTA**  
County of Dakota

YES		NO	
Slavik	<u>  X  </u>	Slavik	<u>          </u>
Gaylord	<u>  X  </u>	Gaylord	<u>          </u>
Egan	<u>  X  </u>	Egan	<u>          </u>
Atkins	<u>  X  </u>	Atkins	<u>          </u>
Workman	<u>  X  </u>	Workman	<u>          </u>
Holberg	<u>  X  </u>	Holberg	<u>          </u>
Gerlach	<u>  X  </u>	Gerlach	<u>          </u>

I, Jeni Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 18th day of June, 2019, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 18th day of June, 2019.



\_\_\_\_\_  
Clerk to the Board



# 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 have updated specific TAZ data based on proposed land use changes and growth as part of their Comprehensive Plan update process. The data source (unadjusted Metropolitan Council data or the community’s updated version) is noted for each community. For communities that updated forecasts for one but not all of the projected decades (e.g., 2040), the unadjusted Council data is also provided as a base. Several, but not all communities highlighted the TAZs that are split with another jurisdiction, and indicated that the forecasts are for their portion of the TAZ only. Their notations are included.

These data are provided as a placeholder until Dakota County updates its transportation data model using projected land use information from communities in the County, in coordination with the Metropolitan Council.

**Table C.1: Demographic Forecasts by Transportation Analysis Zones (TAZ)**

Metro TAZ	City TAZ	2020 Pop.	2020 HH	2020 Jobs	2030 Pop.	2030 HH	2030 Jobs	2040 Pop.	2040 HH	2040 Jobs
Apple Valley	City Updates									
519	519	25	10	10	25	10	20	30	10	20
520	520	630	220	10	640	220	20	640	220	40
527	527	560	200	610	550	200	620	550	200	640
528	528	3,120	1,330	20	3,420	1,460	20	3,720	1,580	30
590	590	1,270	470	320	1,260	470	360	1,280	480	400
591	591	3,340	1,260	110	3,330	1,260	120	3,370	1,280	140
592	592	1,650	620	680	1,630	620	700	1,630	620	730
593	593	0	0	1,710	0	0	1,730	0	0	1,760
594	594	970	400	260	1,000	410	260	1,060	430	270
595	595	670	270	150	710	290	170	770	310	190
596	596	2,450	1,000	220	2,460	1,020	220	2,520	1,040	230
597	597	1,670	680	30	1,720	700	40	1,810	740	60
599	599	1,700	670	70	1,760	690	70	1,880	720	70
600	600	1,370	550	40	1,400	560	40	1,480	580	40
601	601	2,900	1,130	70	2,980	1,170	80	3,130	1,220	90
602	602	1,570	550	100	1,530	540	110	1,530	530	120
603	603	3,990	1,390	60	3,890	1,350	60	3,900	1,330	70
604	604	920	320	0	950	330	0	980	340	0
605	605	2,420	850	200	2,450	860	260	2,500	880	320
606	606	1,630	580	80	1,680	600	90	1,770	620	100
607	607	4,830	1,960	380	4,760	1,920	390	4,810	1,910	400
608	608	1,160	470	2,090	1,140	460	2,100	1,150	460	2,140
609	609	410	170	170	410	170	190	400	170	220
610	610	800	320	1,450	940	380	1,460	1,130	460	1,480
611	611	2,230	820	3,010	2,440	920	2,990	2,660	1,000	3,010
612	612	20	10	1,610	90	40	1,710	200	80	1,800
613	613	1,020	430	700	1,410	590	750	1,880	780	790
614	614	1,290	540	30	1,500	630	40	1,630	680	60
615	615	2,410	1,000	140	2,820	1,180	150	3,120	1,290	160
616	616	2,780	1,160	370	3,320	1,390	380	3,750	1,560	400
617	617	310	130	440	470	200	470	670	280	510
618	618	1,500	630	30	1,760	740	60	1,940	810	110

Dakota County Comprehensive Plan, DC2040

Metro TAZ	City TAZ	2020 Pop.	2020 HH	2020 Jobs	2030 Pop.	2030 HH	2030 Jobs	2040 Pop.	2040 HH	2040 Jobs
619	619	3,010	1,260	610	3,840	1,600	660	4,720	1,960	700
621	621	875	300	20	915	320	60	990	330	0
<b>Burnsville</b> <i>*Split TAZ</i>	City Updates									
541		1,740	824	325	1,808	853	349	1,874	868	398
542*		1,326	462	37	1,378	478	40	1,319	455	33
543		2,568	999	267	2,670	1,033	286	2,544	978	241
544		681	232	2,015	708	240	2,163	675	227	1,820
545		0	0	192	0	0	206	0	0	212
546		0	0	1,632	0	0	1,752	0	0	1,653
547		355	231	1,096	369	239	1,176	2,278	1,006	1,304
548		1,266	730	559	1,316	756	599	1,761	921	534
549		412	149	1,346	428	154	1,445	408	146	1,296
550		673	379	2,153	700	392	2,310	667	371	2,117
551		1,366	605	123	1,420	626	132	1,353	592	111
552		1,364	607	376	1,418	628	403	1,397	613	387
553		2,084	833	149	2,166	862	159	2,076	821	200
554		1,808	762	149	1,879	788	159	1,791	746	159
556		717	254	122	745	263	132	710	249	111
557		2,002	755	143	2,081	781	153	2,066	773	279
558		2,203	1,035	19	2,290	1,070	20	2,182	1,013	17
559		1,088	397	709	1,131	411	761	1,078	389	640
560		2,094	828	156	2,176	857	167	2,076	812	141
561		581	368	3,672	603	380	3,943	992	529	3,616
562		736	311	1,363	765	322	1,464	729	305	1,292
563		2,846	1,289	480	2,958	1,334	515	3,650	1,599	535
564		4	1	2,256	4	1	2,422	228	92	2,943
565		853	314	519	887	324	557	908	332	626
566		1,996	751	575	2,075	777	617	2,053	766	519
567		1,606	582	91	1,670	602	98	2,282	850	121
568		2,564	939	103	2,665	971	111	2,557	926	93
569		1,793	633	18	1,864	655	19	1,778	621	16
570		1,323	447	819	1,375	463	880	1,337	449	740
571		1,536	569	893	1,596	589	959	1,715	635	1,170
572		1,803	637	202	1,874	659	216	1,786	624	182
573		0	0	624	0	0	669	0	0	607
574		0	0	1,288	0	0	1,383	0	0	1,163
575		0	0	2,584	0	0	2,774	1,183	479	3,992
576		2,098	1,083	1,042	2,181	1,120	1,118	2,597	1,270	2,496
577		3	1	3,543	3	1	3,804	3	1	3,509
578		1,440	497	1,074	1,496	515	1,154	1,426	487	970
579		962	296	1,124	1,000	306	1,207	953	290	1,043
580		444	175	11	462	181	12	487	190	10
581		1,508	618	176	1,568	639	189	1,521	616	316
582		521	186	520	541	192	559	516	182	814
583*		3,488	1,527	204	3,626	1,580	219	3,567	1,540	229
584		1,622	579	32	1,686	599	34	1,610	568	29
585		926	334	16	962	346	17	919	328	14
586		344	145	120	358	150	129	343	143	1,119
587		2,918	1,278	731	3,033	1,322	785	2,890	1,251	660
588		1,926	824	263	2,002	853	281	1,919	812	237
589		545	182	11	567	188	12	540	178	10
598		1,722	651	624	1,790	673	671	1,706	637	753
661*		1,643	605	158	1,707	626	170	1,637	596	143
<b>Eagan</b>	City Updates									
472	213	0	0	1100	0	0	1100	0	0	1100
472	217	2	1	948	2	1	1000	2	1	1000
472	958	2	1	400	2	1	800	2	1	1400
472	1402	0	0	415	1857	775	621	1827	775	621
472	1571	0	0	80	0	0	280	0	0	280
473	201	0	0	400	0	0	600	0	0	700



Dakota County Comprehensive Plan, DC2040

Metro TAZ	City TAZ	2020 Pop.	2020 HH	2020 Jobs	2030 Pop.	2030 HH	2030 Jobs	2040 Pop.	2040 HH	2040 Jobs
473	209	0	0	3500	0	0	3500	0	0	3600
474	211	15	6	260	14	6	260	0	0	260
474	212	0	0	350	0	0	350	0	0	500
474	216	2	1	42	2	1	40	2	1	40
474	220	264	108	0	259	108	0	255	108	0
474	222	0	0	1100	0	0	1100	0	0	1100
474	223	0	0	431	0	0	450	0	0	450
474	225	0	0	400	0	0	400	0	0	400
475	205	0	0	2000	0	0	2000	0	0	2000
475	210	0	0	2000	0	0	2000	0	0	2000
475	214	0	0	1100	0	0	1100	0	0	1100
475	215	0	0	960	0	0	960	0	0	960
475	218	24	10	900	24	10	900	24	10	900
475	219	176	72	0	173	72	0	170	72	0
476	207	51	21	30	50	21	30	49	21	30
476	208	2	1	1300	2	1	1400	2	1	1400
476	221	225	92	0	240	100	0	255	108	0
476	224	318	130	0	383	160	0	495	210	0
477	206	0	0	250	0	0	250	0	0	300
477	238	2	1	600	2	1	700	2	1	800
477	244	0	0	620	0	0	650	0	0	700
478	257	0	0	2010	0	0	2010	0	0	2010
478	273	523	214	600	513	214	700	504	214	750
478	278	0	0	480	0	0	490	0	0	500
478	1706	0	0	0	0	0	0	0	0	0
479	285	2240	916	220	2195	916	220	2159	916	220
480	260	0	0	1800	0	0	1800	0	0	1900
480	261	110	45	300	108	45	400	106	45	500
480	264	1978	809	120	1938	809	120	1907	809	120
480	267	0	0	910	0	0	910	0	0	910
480	281	200	82	0	196	82	0	193	82	0
480	284	438	179	0	429	179	0	422	179	0
481	231	342	140	0	335	140	0	330	140	0
481	232	156	64	900	153	64	1000	151	64	1100
481	239	1946	796	110	1907	796	110	1876	796	110
481	247	682	279	250	669	279	350	658	279	350
481	250	1667	682	450	1634	682	450	1607	682	450
481	255	0	0	800	0	0	850	0	0	850
482	230	883	361	194	865	361	200	851	361	200
482	240	1345	550	0	1605	670	0	1579	670	0
482	254	381	156	216	374	156	220	368	156	220
482	269	0	0	50	0	0	50	0	0	50
483	226	0	0	612	0	0	650	0	0	650
483	235	0	0	1350	0	0	1350	0	0	1350
483	245	0	0	60	0	0	60	0	0	60
483	246	120	49	827	117	49	820	115	49	820
483	253	0	0	14	0	0	20	0	0	20
484	251	0	0	824	556	232	820	1650	700	800
484	252	694	284	189	680	284	190	669	284	190
485	248	0	0	670	0	0	700	0	0	800
485	249	0	0	223	0	0	230	0	0	230
486	227	0	0	686	0	0	690	0	0	700
486	242	0	0	281	0	0	300	0	0	400
487	228	0	0	557	0	0	560	0	0	570
487	237	0	0	1436	0	0	1500	0	0	1500
488	233	0	0	430	0	0	500	0	0	550
488	234	2	1	235	2	1	240	2	1	250
488	243	0	0	252	0	0	300	0	0	400
489	236	523	214	14	546	228	20	537	228	20
489	241	543	222	0	532	222	0	523	222	0
489	256	0	0	87	0	0	90	0	0	100
490	229	39	16	400	38	16	800	38	16	1600

Dakota County Comprehensive Plan, DC2040

Metro TAZ	City TAZ	2020 Pop.	2020 HH	2020 Jobs	2030 Pop.	2030 HH	2030 Jobs	2040 Pop.	2040 HH	2040 Jobs
494	258	2	1	1526	2	1	1600	2	1	1600
494	282	2	1	300	2	1	400	2	1	400
495	259	2	1	50	2	1	50	2	1	600
495	280	0	0	6500	0	0	6800	0	0	7000
495	287	372	152	0	364	152	0	358	152	0
496	263	1306	534	0	1280	534	0	1259	534	0
496	266	971	397	4	951	397	10	936	397	10
496	268	963	394	0	944	394	0	929	394	0
496	276	567	232	0	556	232	0	547	232	0
496	279	797	326	0	781	326	0	768	326	0
496	289	408	167	0	400	167	0	394	167	0
496	294	247	101	50	242	101	50	238	101	50
497	262	0	0	308	0	0	310	0	0	310
497	265	575	235	600	563	235	650	554	235	700
497	271	604	247	403	592	247	410	582	247	410
497	275	807	330	0	791	330	0	778	330	0
497	277	782	320	0	767	320	0	754	320	0
498	270	0	0	160	0	0	200	0	0	200
498	272	0	0	1025	0	0	1000	0	0	800
499	274	0	0	20	0	0	20	0	0	20
499	286	0	0	330	0	0	350	0	0	350
499	292	834	341	10	817	341	20	804	341	20
500	283	186	76	247	182	76	250	179	76	250
500	288	198	81	0	194	81	0	191	81	0
500	290	648	265	0	635	265	0	625	265	0
500	291	254	104	0	249	104	0	283	120	0
500	293	164	67	0	161	67	0	158	67	0
500	295	0	0	0	120	50	0	118	50	0
501	297	2	1	60	2	1	60	2	1	60
501	299	345	141	10	338	141	10	332	141	10
501	301	435	178	0	427	178	0	420	178	0
501	311	0	0	170	0	0	200	0	0	200
501	316	90	37	0	89	37	0	87	37	0
501	324	44	18	114	43	18	120	42	18	120
501	325	577	236	142	565	236	150	556	236	150
502	338	738	302	20	724	302	20	712	302	20
502	339	0	0	10	0	0	10	0	0	10
502	346	98	40	0	96	40	0	94	40	0
502	348	242	99	0	237	99	0	233	99	0
502	355	203	83	0	199	83	0	196	83	0
503	370	308	126	0	302	126	0	297	126	0
503	371	86	35	0	84	35	0	82	35	0
503	372	315	129	0	309	129	0	304	129	0
503	376	142	58	0	139	58	0	137	58	0
503	377	247	101	10	242	101	10	238	101	10
504	378	308	126	0	302	126	0	297	126	0
504	379	355	145	0	347	145	0	342	145	0
504	383	132	54	0	129	54	0	127	54	0
504	385	120	49	0	117	49	0	210	89	0
505	343	521	213	15	510	213	20	502	213	20
505	345	425	174	0	417	174	0	410	174	0
505	347	220	90	294	216	90	300	212	90	350
505	358	313	128	0	307	128	0	302	128	0
505	359	254	104	0	249	104	0	264	112	0
505	360	193	79	12	189	79	15	186	79	15
505	366	83	34	0	81	34	0	80	34	0
505	369	183	75	0	180	75	0	177	75	0
506	308	438	179	5	429	179	5	422	179	5
506	309	435	178	0	427	178	0	420	178	0
506	310	222	91	0	218	91	0	214	91	0
506	314	521	213	0	510	213	0	502	213	0
506	318	144	59	0	141	59	0	139	59	0

Dakota County Comprehensive Plan, DC2040

Metro TAZ	City TAZ	2020 Pop.	2020 HH	2020 Jobs	2030 Pop.	2030 HH	2030 Jobs	2040 Pop.	2040 HH	2040 Jobs
506	320	2	1	240	2	1	300	2	1	300
506	321	562	230	30	551	230	30	542	230	30
507	319	220	90	0	244	102	0	240	102	0
507	323	443	181	0	434	181	0	427	181	0
507	331	357	146	0	388	162	0	382	162	0
508	302	333	136	0	326	136	0	321	136	0
508	307	267	109	0	261	109	0	257	109	0
509	298	477	195	178	467	195	180	474	201	180
509	322	562	230	0	551	230	0	542	230	0
510	337	677	277	40	664	277	50	700	297	50
510	367	0	0	15	0	0	15	0	0	15
510	368	134	55	0	156	65	0	153	65	0
510	386	303	124	0	297	124	0	292	124	0
511	594	37	15	20	36	15	20	35	15	20
516	393	335	137	0	328	137	0	323	137	0
516	419	465	190	97	455	190	60	448	190	40
517	391	188	77	0	208	87	0	229	97	0
517	392	125	51	0	122	51	0	120	51	0
517	394	227	93	0	223	93	0	219	93	0
517	418	110	45	5	180	75	5	177	75	5
518	396	46	19	5	46	19	5	45	19	5
518	398	181	74	0	177	74	0	174	74	0
518	400	408	167	0	400	167	0	394	167	0
518	401	337	138	0	331	138	0	325	138	0
518	1724	0	0	0	0	0	0	0	0	0
521	402	423	173	0	415	173	0	408	173	0
521	403	110	45	0	108	45	0	106	45	0
521	404	276	113	5	271	113	5	266	113	5
521	407	391	160	0	383	160	0	377	160	
521	414	956	391	0	937	391	0	922	391	
521	421	210	86	0	206	86	0	203	86	0
522	340	330	135	40	323	135	40	318	135	40
522	354	262	107	0	256	107	0	252	107	0
522	373	528	216	0	518	216	0	509	216	0
522	384	95	39	10	93	39	10	139	59	10
523	326	0	0	170	0	0	180	0	0	180
523	328	215	88	0	211	88	0	207	88	0
523	330	736	301	0	721	301	0	709	301	0
523	335	457	187	90	448	187	100	441	187	100
524	351	736	301	89	721	301	90	709	301	90
524	356	196	80	0	192	80	0	189	80	0
524	361	29	12	40	29	12	40	28	12	40
524	374	633	259	0	621	259	0	610	259	0
524	387	0	0	175	0	0	200	0	0	200
524	390	0	0	187	0	0	190	0	0	190
525	352	328	134	305	321	134	310	316	134	310
525	375	1098	449	0	1076	449	0	1058	449	0
526	409	413	169	0	405	169	0	398	169	0
526	413	653	267	0	640	267	0	629	267	0
526	417	174	71	0	170	71	0	167	71	0
526	422	0	0	0	0	0	0	0	0	0
529	410	86	35	387	84	35	390	82	35	390
529	415	535	219	0	525	219	0	516	219	0
529	423	120	49	0	117	49	0	115	49	0
530	399	379	155	150	371	155	150	365	155	150
530	405	37	15	120	36	15	120	625	265	280
530	406	20	8	20	19	8	20	542	230	170
530	408	24	10	268	24	10	260	24	10	260
530	411	0	0	425	0	0	425	0	0	425
531	341	5	2	88	5	2	90	5	2	90
531	365	337	138	241	331	138	240	325	138	240
532	342	597	244	9	585	244	9	575	244	9

Dakota County Comprehensive Plan, DC2040

Metro TAZ	City TAZ	2020 Pop.	2020 HH	2020 Jobs	2030 Pop.	2030 HH	2030 Jobs	2040 Pop.	2040 HH	2040 Jobs
532	344	689	282	0	676	282	0	665	282	0
532	363	325	133	136	319	133	140	313	133	140
532	388	0	0	359	0	0	350	0	0	300
532	389	293	120	74	288	120	70	283	120	70
533	380	0	0	748	0	0	720	0	0	700
533	381	174	71	0	170	71	0	167	71	0
534	349	377	154	10	369	154	10	363	154	10
534	350	653	267	0	640	267	0	629	267	0
534	353	790	323	0	774	323	0	761	323	0
534	362	487	199	0	477	199	0	469	199	0
535	305	474	194	0	465	194	0	457	194	0
535	306	291	119	0	285	119	0	280	119	0
535	327	672	275	172	683	285	150	684	290	150
536	303	1381	565	0	1354	565	0	1332	565	0
536	304	347	142	0	340	142	0	335	142	0
536	312	966	395	3	946	395	5	931	395	5
537	333	447	183	0	438	183	0	431	183	0
537	334	1653	676	3	1620	676	5	1593	676	5
538	296	0	0	800	0	0	800	0	0	800
538	300	469	192	62	460	192	70	453	192	70
538	313	792	324	35	776	324	35	764	324	35
538	315	1440	589	150	1411	589	150	1388	589	150
538	329	963	394	61	944	394	50	929	394	50
538	332	0	0	30	0	0	40	0	0	40
539	317	570	233	138	558	233	140	549	233	140
540	336	0	0	80	0	0	80	0	0	80
540	357	169	69	10	165	69	10	163	69	10
540	364	1284	525	0	1258	525	0	1237	525	0
542	605	0	0	0	0	0	0	0	0	0
555	395	0	0	40	0	0	40	0	0	40
555	397	0	0	212	0	0	200	0	0	200
555	412	372	152	0	364	152	0	358	152	0
555	416	296	121	0	290	121	0	285	121	0
555	420	311	127	0	331	138	0	325	138	0
<b>Farmington</b> *split TAZ	City Updates									
639		6,278	1,961	126	6,278	1,961	126	6,481	2,043	126
640*		1,957	664	463	2,093	719	475	2,093	719	475
641		1,868	874	1,961	1,881	879	1,965	1,881	879	1,965
642*		238	86	775	949	370	926	1,034	405	919
643		2,672	1,051	925	2,672	1,051	982	2,672	1,051	1,056
644*		2,460	763	352	3,593	1,216	446	4,106	1,424	641
645*		3,339	1,082	149	3,952	1,327	187	3,952	1,327	187
684*		32	10	0	32	10	0	330	131	127
685*		313	109	0	313	109	0	1,155	450	56
697*		573	243	267	959	397	267	959	397	267
711*		268	92	250	268	92	354	268	92	354
713*		4,298	1,563	332	4,298	1,563	336	4,929	1,819	336
715*		2	1	0	651	260	0	954	383	0
716*		3	1	0	363	145	136	1,686	680	290
<b>Hastings</b>	City Updates									
2463		375	141	471	445	178	492	547	227	500
2484		1396	513	708	2153	830	855	2897	1151	1037
731		242	95	55	255	102	73	260	104	96
734		57	22	1	65	26	1	72	30	1
757		1145	478	571	1124	480	585	1122	489	593
759		1144	457	30	1289	520	35	1451	589	42
760		2207	925	255	2684	1149	273	3247	1402	294
761		1570	672	171	1830	802	182	2066	914	196
762		1882	763	306	2270	947	323	2687	1137	341
763		1131	478	40	1280	555	44	1512	665	48



Dakota County Comprehensive Plan, DC2040

Metro TAZ	City TAZ	2020 Pop.	2020 HH	2020 Jobs	2030 Pop.	2030 HH	2030 Jobs	2040 Pop.	2040 HH	2040 Jobs
764		738	312	424	753	326	458	773	340	498
765		1002	429	187	1167	512	194	1315	582	202
766		2284	978	734	2570	1126	777	2753	1217	827
767		769	325	586	875	379	614	954	417	643
768		1059	475	470	1189	552	497	1301	619	529
769		2096	916	1313	2384	1080	1361	2657	1237	1407
770		1760	647	1477	2019	776	1556	2280	911	1640
771		282	127	13	327	153	22	374	179	35
772		1362	565	874	1403	595	963	1453	631	1075
773		828	344	740	821	345	758	817	348	766
774		910	307	1346	916	311	1383	936	319	1406
775		1718	733	18	1696	737	24	1702	754	29
776		873	312	12	917	349	15	973	391	15
<b>Inver Grove Heights</b>	<b>City Updates</b>									
414		0	0	0	0	0	0	0	0	0
415		0	0	0	0	0	0	0	0	0
417		0	0	400	0	0	400	0	0	400
439		0	0	0	0	0	0	0	0	0
441		1,075	540	870	1,100	560	900	1,166	574	982
442		353	144	4	353	144	4	353	144	5
443		550	275	80	550	275	90	550	275	95
448		350	175	500	350	175	506	356	178	512
449		29	10	450	29	10	490	29	10	570
450		2,817	1,162	1,500	2,821	1,164	1,527	2,825	1,165	1,553
451		490	200	100	1,134	616	150	1,777	1,032	217
452		900	343	100	927	350	100	954	356	100
453		225	123	125	225	123	200	225	123	341
454		1,180	543	630	1,190	547	650	1,200	552	681
455		320	149	200	346	155	230	372	161	270
456		1,850	871	1,400	1,867	877	1,450	1,885	883	1,573
457		1,500	534	175	1,520	540	175	1,540	546	175
458		634	234	125	643	238	130	653	242	135
459		715	271	305	728	277	325	741	283	347
460		2,400	925	30	2,435	925	30	2,469	925	30
461		2,230	875	190	2,294	875	194	2,311	875	196
462		2,000	798	800	2,075	811	814	2,149	824	828
463		2,450	1,001	53	2,507	1,005	53	2,564	1,008	53
464		1,900	800	195	1,892	857	198	1,883	914	200
465		8	5	408	8	5	440	8	5	483
466		286	131	460	286	131	460	286	131	460
467		1,838	776	180	1,838	776	195	1,838	776	212
468		545	182	18	545	182	18	545	182	18
469		779	279	1	779	279	1	779	279	1
470		600	250	119	1,334	707	140	2,068	1,164	181
471		600	250	170	1,370	748	200	2,140	1,246	335
472		52	20	20	69	27	200	86	34	397
489		600	232	40	613	236	40	625	239	40
490		550	229	50	820	341	85	1,090	454	120
491		800	336	150	1,113	455	226	1,426	573	301
492		1,100	425	75	1,751	756	125	2,402	1,086	175
493		1,200	625	45	1,434	642	47	1,668	659	49
494		14	6	300	21	8	307	28	11	314
495		0	0	0	0	0	0	0	0	0
509		994	400	25	994	400	38	994	400	52
510		0	0	0	0	0	0	0	0	0
511		1,200	450	175	1,597	530	240	1,994	610	309
512		110	44	5	135	44	6	160	45	6
513		750	289	200	821	296	286	893	303	380
514		550	212	540	591	218	545	632	223	550
515		750	283	15	892	295	15	1,035	310	15
724		2	1	15	2	1	15	2	1	15

Dakota County Comprehensive Plan, DC2040

Metro TAZ	City TAZ	2020 Pop.	2020 HH	2020 Jobs	2030 Pop.	2030 HH	2030 Jobs	2040 Pop.	2040 HH	2040 Jobs
725		2	2	157	2	2	157	2	2	325
<b>Lakeville</b>	<b>City Updates</b>									
647	1	47	16	130	51	18	172	55	20	220
655	2	289	86	87	279	85	86	270	84	86
681	3	7	3	189	6	3	260	6	3	343
681	4	112	45	202	119	50	228	125	55	259
638	5	60	25	4	181	65	7	285	102	10
639	6	0	0	84	0	0	145	0	0	210
684	7	182	88	0	561	238	0	888	377	0
642	8	0	0	38	0	0	57	0	0	77
662	9	6	2	255	6	2	266	6	2	279
647	10	196	69	6	210	74	10	222	80	14
663	11	181	68	0	192	70	0	202	71	0
652	12	450	156	51	443	154	51	436	152	51
659	13	592	193	0	592	196	0	592	199	0
659	14	652	213	0	651	216	0	650	219	0
647	15	1,024	359	32	1,106	391	55	1,176	421	78
653	16	1,697	534	78	1,860	583	78	2,001	628	78
646	17	0	0	55	0	0	55	0	0	55
638	18	545	224	2	587	223	3	623	223	4
646	19	601	198	9	574	197	15	551	197	21
638	20	143	59	6	442	158	11	700	250	16
646	21	185	61	2	177	61	4	170	61	6
657	22	0	0	4	0	0	4	0	0	3
657	23	491	145	3	465	142	6	442	139	8
659	24	5	2	107	5	2	108	5	2	110
646	25	857	282	13	818	281	22	785	281	31
663	26	581	220	0	615	224	0	644	228	0
663	27	534	202	321	570	208	322	600	213	322
583	28	516	212	99	565	212	151	608	211	208
661	29	160	58	12	199	69	18	232	79	25
656	30	608	183	7	588	181	12	570	179	16
656	31	581	175	6	561	173	11	544	171	15
655	32	293	87	0	282	86	0	273	86	0
655	33	259	77	0	250	76	0	242	76	0
655	34	744	221	22	718	219	22	696	218	22
655	35	232	69	1	224	68	1	217	68	1
661	36	492	178	76	606	209	96	705	239	117
650	37	0	0	32	0	0	37	0	0	43
650	38	2	1	1	2	1	1	2	1	1
650	39	249	90	19	250	88	24	250	87	30
650	40	466	168	7	466	165	12	467	162	17
649	41	441	147	3	448	152	4	454	158	4
649	42	178	59	0	181	62	1	183	64	1
649	43	352	118	9	366	125	9	378	131	10
656	44	176	53	2	170	52	4	165	52	5
650	45	563	203	29	563	199	36	563	196	42
650	46	358	129	5	359	127	9	359	125	13
662	47	605	212	121	785	270	128	940	323	135
649	48	561	187	2	569	194	3	576	200	4
662	49	0	0	149	0	0	168	0	0	190
663	50	271	103	56	284	104	62	295	104	68
660	51	0	0	107	0	0	108	0	0	109
656	52	0	0	38	0	0	38	0	0	39
648	53	1,062	311	24	851	273	34	668	239	45
660	54	15	6	389	16	6	391	17	6	392
660	55	0	0	234	0	0	230	0	0	227
660	56	471	179	25	500	178	25	525	177	25
660	57	374	142	5	397	141	3	417	141	2
650	58	0	0	97	0	0	98	0	0	98
648	59	898	263	14	729	235	22	583	208	30

Dakota County Comprehensive Plan, DC2040

Metro TAZ	City TAZ	2020 Pop.	2020 HH	2020 Jobs	2030 Pop.	2030 HH	2030 Jobs	2040 Pop.	2040 HH	2040 Jobs
651	60	417	145	0	412	143	0	408	141	0
651	61	447	155	108	442	153	108	438	152	108
651	62	269	93	43	266	92	53	264	91	63
659	63	0	0	0	0	0	0	0	0	0
659	64	447	146	49	446	148	49	446	150	49
637	65	473	192	8	1,374	492	14	2,153	769	19
659	66	1,078	351	8	1,079	358	6	1,079	364	5
657	67	2	1	225	2	1	217	2	1	207
657	68	990	293	6	941	287	10	898	282	14
657	69	461	137	3	438	134	5	418	131	7
652	70	367	127	0	361	126	0	356	124	0
654	71	1,475	468	21	1,470	464	20	1,466	460	19
659	72	734	239	126	733	243	126	732	247	125
647	73	591	207	228	635	225	251	674	241	276
646	74	287	94	6	274	94	9	263	94	13
663	75	243	92	0	255	93	0	266	94	0
663	76	546	207	0	576	210	0	602	213	0
663	77	15	6	115	16	6	119	16	6	126
659	78	155	50	66	157	52	66	158	53	66
646	79	421	139	6	402	138	10	386	138	15
659	80	652	213	192	652	216	192	652	220	191
657	81	399	118	3	379	116	5	362	114	6
659	82	234	76	0	234	78	0	234	79	0
646	83	694	234	16	817	284	27	924	330	39
652	84	0	0	1	0	0	1	0	0	1
653	85	0	0	67	0	0	66	0	0	64
647	86	795	279	26	860	304	44	917	328	63
664	87	423	174	504	556	202	497	670	228	490
665	88	119	39	363	122	41	359	125	42	355
665	89	299	97	0	298	99	0	297	100	0
665	90	362	118	0	360	119	0	359	121	0
658	91	1,147	327	8	1,146	344	8	1,145	360	8
684	92	213	92	61	514	215	104	774	329	151
658	93	715	204	121	716	215	121	717	225	121
653	94	598	189	0	663	208	0	720	226	0
683	95	27	13	78	72	31	102	110	49	131
664	96	2	1	0	2	1	0	2	1	0
663	97	146	55	8	153	56	9	159	56	10
683	98	359	180	3	1,098	484	5	1,736	765	7
665	99	346	112	0	345	114	0	344	116	0
646	100	493	175	14	810	285	25	1,084	388	36
663	101	799	302	0	835	304	0	866	307	0
683	102	17	8	79	49	22	79	77	34	80
682	103	93	47	0	282	124	0	445	196	0
665	104	279	91	5	280	93	5	280	94	5
663	105	563	213	34	589	215	32	611	216	29
664	106	164	67	424	247	88	422	318	108	421
664	107	232	94	106	415	146	102	574	195	98
665	108	831	270	38	830	275	19	828	279	0
658	109	55	16	182	54	16	183	54	17	183
658	110	39	11	121	46	14	127	52	16	130
663	111	141	53	0	148	54	0	154	54	0
683	112	71	36	0	217	96	0	344	152	0
669	113	422	127	45	518	171	45	601	211	44
673	114	106	41	1	284	97	2	438	148	4
669	115	74	23	0	115	39	0	150	53	0
673	116	76	29	1	184	63	1	277	94	2
669	117	658	195	18	762	249	20	852	299	22
666	118	1	1	51	2	1	53	3	1	55
682	119	128	63	0	355	157	0	551	243	0
682	120	84	42	2	247	109	2	388	171	1
683	121	218	107	0	635	280	0	996	439	0

Dakota County Comprehensive Plan, DC2040

Metro TAZ	City TAZ	2020 Pop.	2020 HH	2020 Jobs	2030 Pop.	2030 HH	2030 Jobs	2040 Pop.	2040 HH	2040 Jobs
683	122	117	57	0	336	148	0	525	231	0
666	123	253	107	4	389	143	6	507	177	9
673	124	15	6	0	35	12	0	53	18	0
669	125	118	35	0	135	44	0	149	52	0
686	126	414	188	2	491	218	3	558	245	5
685	127	149	74	0	431	194	0	675	304	0
681	128	179	76	13	257	111	13	325	143	13
686	129	26	13	0	78	34	0	123	54	0
669	130	206	60	0	224	73	0	241	84	0
670	131	687	236	0	715	248	0	739	259	0
668	132	358	105	12	374	121	11	388	136	11
667	133	164	69	321	286	105	339	392	138	358
686	134	60	28	0	114	50	0	161	71	0
685	135	151	75	0	433	195	0	677	305	0
673	136	93	35	7	243	83	8	373	126	9
673	137	65	25	1	178	60	2	275	93	2
673	138	26	10	0	80	27	1	127	43	1
686	139	136	63	7	191	85	12	239	105	17
668	140	41	12	0	48	16	0	54	19	0
681	141	447	180	471	486	206	470	521	229	469
670	142	8	3	12	8	3	20	8	3	28
644	143	100	48	55	308	128	95	488	203	135
686	144	89	41	2	122	54	4	152	67	6
686	145	43	19	24	43	19	25	44	19	26
673	146	112	43	1	260	89	2	387	131	3
673	147	74	29	9	218	74	10	342	116	11
673	148	16	6	2	50	17	3	79	27	5
687	149	659	263	356	641	261	379	626	260	402
689	150	114	51	23	293	121	23	448	185	24
688	151	231	90	271	223	89	279	215	88	287
680	152	277	83	45	267	84	57	259	85	69
680	153	298	90	8	287	90	13	278	91	18
680	154	17	5	104	16	5	104	16	5	105
687	155	383	153	2	373	152	2	364	151	2
677	156	1,122	341	0	1,088	344	0	1,060	346	0
677	157	458	140	0	445	140	0	433	141	0
677	158	135	41	444	132	42	491	129	42	541
677	159	0	0	74	0	0	77	0	0	80
674	160	0	0	249	0	0	248	0	0	245
688	161	620	242	411	597	238	432	577	235	453
689	162	208	92	3	521	215	4	792	328	5
644	163	671	247	89	945	373	151	1,182	490	215
688	164	771	301	532	744	297	556	720	293	580
674	165	213	72	131	213	72	224	212	72	319
680	166	507	153	12	490	154	21	475	155	29
674	167	0	0	231	0	0	235	0	0	237
680	168	128	38	3	123	39	5	120	39	7
687	169	527	210	2	513	209	2	501	208	2
677	170	4	1	547	4	1	670	4	1	794
680	171	793	239	18	766	241	32	742	242	45
689	172	40	17	13	77	31	15	108	45	17
678	173	6	2	167	7	2	257	8	2	349
644	174	0	0	50	0	0	82	0	0	118
691	175	0	0	362	0	0	398	0	0	438
691	176	177	67	402	173	66	405	169	66	409
692	177	428	149	35	365	134	35	311	120	36
678	178	1	1	46	2	1	47	2	1	47
679	179	1,117	327	63	948	293	79	802	262	94
675	180	63	20	50	60	20	87	59	20	124
675	181	33	11	48	32	11	65	31	11	84
676	182	0	0	102	0	0	148	0	0	199
676	183	0	0	36	0	0	36	0	0	36



Dakota County Comprehensive Plan, DC2040

Metro TAZ	City TAZ	2020 Pop.	2020 HH	2020 Jobs	2030 Pop.	2030 HH	2030 Jobs	2040 Pop.	2040 HH	2040 Jobs
691	184	0	0	632	0	0	675	0	0	720
676	185	0	0	108	0	0	151	0	0	194
690	186	0	0	615	0	0	631	0	0	649
690	187	0	0	27	0	0	29	0	0	30
642	188	31	12	76	14	6	127	0	0	178
692	189	254	88	88	212	78	92	176	68	96
693	190	0	0	925	0	0	950	0	0	977
693	191	0	0	720	0	0	743	0	0	767
676	192	0	0	95	0	0	164	0	0	234
676	193	0	0	106	0	0	182	0	0	259
676	194	0	0	99	0	0	171	0	0	243
693	195	0	0	338	0	0	347	0	0	356
676	196	22	9	160	27	9	193	31	9	227
693	197	0	0	526	0	0	547	0	0	569
638	198	86	35	3	215	78	5	326	117	7
638	199	492	202	1	530	202	2	563	201	3
637	200	167	64	0	173	64	0	178	64	0
686	201	126	57	14	127	57	17	128	56	21
644	202	99	47	105	304	126	144	482	200	184
637	203	114	46	63	314	113	95	488	174	131
637	204	187	72	0	194	72	0	201	72	0
637	205	247	95	7	257	95	10	265	95	12
637	206	282	108	0	293	108	0	302	108	0
655	207	0	0	95	0	0	93	0	0	90
652	208	39	13	41	38	13	49	37	13	57
651	209	161	56	0	159	55	0	158	55	0
652	210	90	31	0	88	31	0	87	30	0
670	211	174	60	0	179	62	0	184	64	0
653	212	675	213	0	743	233	0	801	252	0
653	213	398	125	9	436	137	9	470	147	9
645	214	165	56	42	197	70	73	224	83	104
647	215	389	136	11	418	148	20	443	159	28
639	216	610	183	44	611	183	76	611	182	110
638	217	68	28	3	210	75	5	333	119	8
685	218	140	72	0	424	191	0	668	301	0
672	219	829	281	26	974	321	42	1,098	359	58
670	220	44	15	58	45	16	57	47	16	56
671	221	566	225	92	608	226	93	644	226	94
672	222	336	118	284	613	201	320	852	279	357
637	223	90	35	52	93	34	58	96	34	64
666	224	413	175	5	613	226	8	785	274	12
696	225	0	0	0	0	0	0	0	0	0
<b>Lilydale</b>	City Updates									
396		384	227	322	384	227	344	380	227	365
401		625	391	186	619	391	203	611	391	220
402		51	32	0	49	32	0	50	32	0
403		80	50	12	78	50	13	79	50	15
<b>Mendota</b>	Council data									
402		607	281	383	652	307	394	668	325	390
411		1094	457	2664	1090	456	2943	1089	456	3163
<b>Mendota Heights</b>	Council data									
396		374	171	323	352	166	343	396	203	365
397		1465	563	334	1452	572	412	1443	580	478
398		338	131	138	334	132	145	332	134	148
399		868	335	52	860	341	55	856	346	57
400		574	221	86	577	225	112	583	229	139
401		856	526	185	790	492	204	679	431	220
402		856	526	185	790	492	204	679	431	220
403		607	281	383	652	307	394	668	325	390

Dakota County Comprehensive Plan, DC2040

Metro TAZ	City TAZ	2020 Pop.	2020 HH	2020 Jobs	2030 Pop.	2030 HH	2030 Jobs	2040 Pop.	2040 HH	2040 Jobs
404		607	281	383	652	307	394	668	325	390
405		815	380	80	828	392	81	822	392	80
406		835	380	95	842	389	96	848	395	92
407		369	142	12	417	161	15	472	184	17
408		207	84	2	208	85	3	210	85	4
409		721	290	550	717	289	575	716	288	576
410		375	141	33	381	144	39	388	148	46
411		13	5	1084	14	5	1139	14	5	1135
412		3	1	5761	3	1	5965	3	1	5895
413		1094	457	2664	1090	456	2943	1089	456	3163
414		592	210	897	606	213	934	620	218	933
<b>Mendota Heights</b>	City Updates									
396								380	200	360
397								1370	560	480
398								320	130	150
399								810	330	60
400								550	220	140
402								650	320	380
403								780	380	80
404								800	380	100
405								470	180	20
406								200	80	0
407								680	280	580
408								370	140	50
409								10	0	1140
410								0	0	5900
411								1040	440	3160
412								590	210	930
413								1270	540	720
414								1640	700	90
<b>Rosemount</b>	Council data									
519		239	86	39	257	94	47	289	107	59
606		1628	575	86	1688	595	96	1774	623	107
620		1885	673	250	1820	666	322	1796	667	383
621		2423	868	90	2399	873	95	2423	888	98
622		1685	608	193	1696	627	209	1742	654	218
623		719	253	27	1103	396	30	1499	541	31
624		466	166	2	1510	546	2	3127	1135	2
625		295	101	79	1013	362	244	2136	772	504
626		2375	844	196	3249	1175	228	3872	1406	254
627		1336	475	61	1624	587	92	1627	591	135
628		1445	514	14	1969	712	17	2335	848	18
629		1007	358	6	1284	464	8	1389	504	11
630		771	274	382	913	331	415	890	323	422
631		1975	700	515	1906	691	575	1879	691	614
632		1996	710	629	2515	909	678	2673	970	677
633		2780	1004	340	2687	994	370	2657	998	386
634		523	193	768	506	192	824	497	193	846
635		2126	785	533	2050	778	561	2009	781	562
636		1954	720	50	1885	714	53	1847	716	53
721		0	0	38	1	0	40	3	1	40
722		11	4	502	12	4	640	13	4	798
723		41	17	1128	43	18	1266	44	18	1372
724		41	16	2467	39	16	2540	40	16	2468
726		29	9	539	28	9	586	27	9	596
727		13	4	1224	12	4	1553	12	4	1939
728		803	295	228	2275	833	520	4352	1586	1046
<b>Rosemount</b>	City Updates									
519	1							224	83	0

Dakota County Comprehensive Plan, DC2040

Metro TAZ	City TAZ	2020 Pop.	2020 HH	2020 Jobs	2030 Pop.	2030 HH	2030 Jobs	2040 Pop.	2040 HH	2040 Jobs
519	2							65	24	30
620	3							321	119	0
620	4							355	132	0
620	5							90	33	80
620	6							180	67	0
620	7							339	126	0
620	8							326	121	77
620	9							183	68	0
621	10							227	83	0
621	11							882	323	0
621	12							543	199	0
621	13							773	283	0
622	14							63	24	0
622	15							74	28	0
622	16							99	37	0
622	17							213	80	0
622	18							33	12	0
622	19							637	240	0
622	20							348	131	0
622	21							527	198	0
623	22							213	77	0
623	23							227	82	0
623	24							91	33	0
623	25							416	150	14
624	26							414	150	2
624	27							400	145	0
624	28							886	321	0
624	29							1038	376	0
625	30							3	1	0
625	31							89	32	0
625	32							2285	825	200
625	33							0	0	20
626	34							1642	597	110
626	35							894	325	218
627	36							176	64	0
627	37							228	83	0
627	38							404	147	0
627	39							116	42	31
628	40							275	100	16
628	41							495	180	0
628	42							817	297	0
629	43							1389	504	11
630	44							890	323	422
631	45							147	54	0
631	46							691	254	240
631	47							310	114	0
631	48							261	96	0
631	49							566	208	374
631	50							177	65	0
632	51							638	231	345
632	52							676	245	75
632	53							254	92	0
632	54							522	189	50
632	55							243	88	147
632	56							345	125	223
633	57							295	111	140
633	58							851	320	44
633	59							250	94	0
633	60							423	159	0
633	61							160	60	90
633	62							364	137	0
633	63							460	173	180

Dakota County Comprehensive Plan, DC2040

Metro TAZ	City TAZ	2020 Pop.	2020 HH	2020 Jobs	2030 Pop.	2030 HH	2030 Jobs	2040 Pop.	2040 HH	2040 Jobs
634	64							186	72	716
634	65							439	170	130
635	66							0	0	280
635	67							0	0	282
635	68							519	202	0
635	69							293	114	0
635	70							411	160	0
635	71							208	81	0
635	72							357	139	0
635	73							216	84	0
636	74							366	142	0
636	75							307	119	0
636	76							279	108	0
636	77							511	198	0
636	78							384	149	0
722	79							0	0	0
722	80							0	0	0
722	81							0	0	250
722	82							0	0	200
722	83							0	0	330
722	84							0	0	150
723	85							0	0	963
723	86							0	0	0
723	87							24	10	350
723	88							19	8	25
723	89							0	0	0
724	90							0	0	2463
724	91							40	16	255
726	92							27	9	596
727	93							0	0	787
727	94							0	0	900
727	95							0	0	500
728	96							1096	400	185
728	97							5918	2160	991
<b>South St. Paul</b>	Council data									
2096		1669	684	187	1736	705	189	1810	737	191
427		397	187	26	399	189	26	413	194	27
428		957	399	5	937	404	5	930	406	5
429		2442	965	535	2399	971	536	2382	971	534
430		10	4	272	10	4	277	9	4	282
431		1591	676	442	1587	695	499	1601	704	569
432		1545	650	601	1598	694	710	1684	734	857
433		1716	728	182	1717	752	217	1741	765	266
434		1129	472	99	1136	490	110	1160	502	123
435		1290	547	4	1295	567	4	1319	579	5
439		2030	866	560	2147	894	567	2274	928	577
442		442	195	5	439	194	5	454	201	5
443		4676	1920	382	4637	1954	375	4681	1983	363
444		3878	1639	1669	3899	1701	1790	3962	1744	1937
445		0	0	4417	0	0	4605	0	0	4826
446		138	61	573	135	61	568	135	60	557
447		2244	923	386	2234	959	375	2246	984	357
448		1848	777	479	1847	783	488	1865	791	499
457		1373	549	196	1347	563	203	1332	574	212
458		591	232	135	581	239	148	580	249	164
460		2250	934	29	2166	926	30	2128	930	31
<b>Sunfish Lake</b>	Council data									
415		393	143	4	386	152	6	464	200	8
416		503	247	4	524	253	5	539	256	6
417		819	396	1752	891	424	1842	984	461	1948



Dakota County Comprehensive Plan, DC2040

Metro TAZ	City TAZ	2020 Pop.	2020 HH	2020 Jobs	2030 Pop.	2030 HH	2030 Jobs	2040 Pop.	2040 HH	2040 Jobs
441		1236	520	841	1226	516	861	1240	519	883
450		2700	1168	1432	2660	1159	1465	2658	1166	1501
471		732	266	196	1849	712	344	3032	1210	618
<b>Sunfish Lake</b>	City Updates									
415		389	141	4	373	147	6			
471		151	49	6	147	53	4			
<b>West St. Paul</b>	City Updates									
416		503	247	7	524	253	7	538	256	7
417		819	396	1290	872	447	1300	1075	477	1330
418		835	406	1098	870	426	1098	950	448	1135
419		40	20	48	44	21	48	48	23	48
420		827	378	34	864	401	34	864	401	34
421		1569	716	852	1569	714	919	1569	714	919
422		887	405	332	924	430	332	924	430	369
423		1402	628	200	1458	658	200	1458	685	228
424		1153	523	131	1180	523	131	1235	556	131
425		527	238	584	645	282	870	822	282	870
426		1521	703	504	1518	702	504	1788	812	550
427		397	187	29	400	189	29	414	194	29
436		150	65	0	157	66	0	163	67	0
437		65	31	350	477	140	350	682	295	507
438		3	2	1490	5	2	1525	9	4	1525
439		2036	866	476	2145	866	476	2145	866	476
440		1232	595	308	1232	595	308	1323	595	308
2091		1532	621	183	1580	648	183	1605	684	234
2092		1508	616	111	1551	642	111	1560	642	111
2094		1094	447	190	1116	465	190	1116	465	205
2095		1082	447	115	1082	447	115	1104	484	215
2096		1620	664	69	1688	686	69	1764	718	69
<b>Castle Rock Twp.</b>	City Updates									
697		83	33	34	82	33	33	80	33	32
698		263	104	143	259	104	138	254	104	132
709		194	76	59	192	76	56	189	76	53
710		310	122	25	306	123	38	302	123	50
711		466	183	97	459	183	94	451	183	90
741		3	1	1	3	1	2	3	1	2
<b>Coates</b>	City Updates									
723		28	12	35	28	12	35	28	12	35
728		142	58	73	142	58	70	142	58	70
738				12			15			15
<b>Douglas Twp.</b>	City Updates									
750		240	92	23	238	96	24	232	99	27
751		139	53	0	144	58	0	150	64	0
752		235	90	38	240	97	38	246	105	42
753		116	44	59	119	48	58	122	52	61
<b>Empire Twp.</b>	City Updates									
640		285	99	4	383	139	4	489	182	4
712		166	58	37	166	61	43	193	72	48
713		106	38	29	105	40	41	123	47	56
714		90	31	1	217	79	6	410	153	16
715		2235	775	67	2584	939	71	2729	1018	76
716		25	9	71	30	11	73	34	13	73
717		123	43	81	290	105	85	542	202	86
718		57	20	0	122	44	0	219	81	0
719		71	24	8	78	27	14	76	27	18
720		12	4	3	12	4	3	12	4	4

Dakota County Comprehensive Plan, DC2040

Metro TAZ	City TAZ	2020 Pop.	2020 HH	2020 Jobs	2030 Pop.	2030 HH	2030 Jobs	2040 Pop.	2040 HH	2040 Jobs
721		0	0	38	1	0	40	3	1	40
<b>Eureka Township</b>	City Updates									
676		20	10	10	20	10	10	30	10	10
694		120	40	20	130	60	20	130	60	20
695		430	170	270	460	180	270	470	200	270
696		100	40	30	110	40	30	120	50	30
699		190	70	20	210	80	20	230	100	20
700		130	50	80	150	60	80	170	70	80
701		460	180	30	490	200	30	520	210	30
<b>Greenvale Twp.</b>	City Updates									
702		293	109	37	304	122	48	293	124	61
703		307	114	71	323	129	93	317	134	119
704		210	78	43	223	89	59	220	93	79
<b>Hampton City</b>	City Updates									
739		320	120	0	330	130	0	340	140	0
740		540	200	120	550	220	150	570	240	160
747		350	130	120	360	140	130	370	160	130
<b>Hampton Twp.</b>	City Updates									
737		11	4	4	11	5	5	11	5	4
738		14	5	0	14	6	0	14	6	0
739		141	54	2	146	58	2	151	63	2
740		25	10	29	26	11	31	28	12	29
741		143	54	6	153	61	7	168	70	8
745		92	35	0	101	40	0	117	49	0
746		261	101	35	282	113	40	308	128	42
747		251	97	13	267	107	15	284	118	14
<b>Marshan Twp.</b>	City Updates									
734		57	22	1	65	26	1	72	30	1
749		350	133	33	394	154	49	440	176	69
754		237	94	136	226	94	156	215	94	168
757		142	56	9	134	56	10	126	55	11
758		117	45	40	130	51	58	142	58	80
759		159	60	7	177	69	11	195	78	17
775		78	31	4	74	30	5	70	30	5
<b>Miesville</b>	City Updates									
752		75	32	57	75	32	61	75	32	62
753		65	28	63	65	28	69	65	28	68
<b>New Trier</b>	City Updates									
746		38	15	10	35	15	12	35	15	13
747		92	35	40	85	35	48	85	35	47
<b>Nininger Twp.</b>	City Updates									
729		199	84	63	200	86	70	195	85	74
730		126	50	7	133	53	8	135	54	10
731		242	95	55	255	102	73	260	104	96
732		39	15	19	44	18	24	47	19	31
733		115	49	1	118	51	1	115	50	1
763		15	6	0	14	6	0	14	6	0
764		158	67	0	158	68	0	154	67	0
770		36	14	16	39	15	25	40	16	38
<b>Randolph</b>	City Updates									
742		437	179	130	437	179	130	417	179	130

Dakota County Comprehensive Plan, DC2040

Metro TAZ	City TAZ	2020 Pop.	2020 HH	2020 Jobs	2030 Pop.	2030 HH	2030 Jobs	2040 Pop.	2040 HH	2040 Jobs
743		3	1	0	3	1	0	3	1	0
<b>Randolph Twp.</b>	City Updates									
742		34	13	22	35	15	22	37	15	22
743		404	159	70	392	162	71	387	160	71
744		211	82	68	212	87	68	216	89	67
746		39	15	0	39	16	0	40	16	0
<b>Ravenna Twp.</b>	City Updates									
755		631	226	20	643	245	23	653	262	23
756		856	302	18	869	326	22	875	346	22
776		873	312	12	917	349	15	973	391	15
<b>Sciota Township</b>	Council data									
706		265	96	81	273	102	104	284	112	118
707		192	69	52	195	74	73	203	82	86
708		297	115	397	303	122	427	304	124	451
<b>Vermillion City</b>	City Updates									
736		254	101	39	260	101	50	260	107	58
737		156	59	111	160	59	130	160	63	142
<b>Vermillion Twp.</b>	City Updates									
735		209	78	55	215	83	70	221	89	70
736		306	114	45	315	122	48	325	130	50
737		126	47	26	130	50	25	134	54	23
738		384	143	12	390	151	15	394	158	15
748		186	69	2	190	74	2	195	78	2
<b>Waterford Twp.</b>	City Updates									
705		197	79	370	200	82	375	199	82	385
706		60	24	37	62	25	37	62	25	38
707		26	10	0	26	11	0	26	11	0
708		218	87	343	223	92	347	223	92	356

