

AGENDA
CITY OF DAYTON, MINNESOTA
12260 So. Diamond Lake Road, Dayton, MN 55327
Tuesday, October 1, 2024
REGULAR MEETING OF THE PARKS COMMISSION: 6:30 P.M.

To Participate in the Meeting, Please see www.cityofdaytonmn.com Calendar for Zoom Invitation.

- 6:30 **CALL TO ORDER**
 PLEDGE OF ALLEGIANCE
6:30 **APPROVAL OF AGENDA**
6:30 **CONSENT AGENDA** *These routine or previously discussed items are enacted with one motion.*
 Minutes can be approved by those absent from meeting.

- A. Approval of Park Commission Minutes from September 3, 2024

- 6:35 **OPEN FORUM** *Limited to 3 minutes for non-agenda items; state your name and address; No action will be taken and items will be referred back to staff and/or Council.*

COUNCIL UPDATE

REGULAR MEETING

- 6:45 B. Trail Prioritization Discussion
7:00 C. Horse and Snowmobile Trails
7:15 D. CDAA Participation Charts Discussion
7:30 E. Park Dedication Cash Fee Expenditure Policy Review

NOTICES AND ANNOUNCEMENTS

- F. Next Park Commission Meeting
 Parks meeting scheduled for November 5, 2024

- 7:45 **ADJOURNMENT**

The City of Dayton's mission is to promote a thriving community and to provide residents with a safe and pleasant place to live while preserving our rural character, creating connections to our natural resources, and providing customer service that is efficient, fiscally responsible, and responsive.

MINUTES OF THE SEPTEMBER 3, 2024 PARKS COMMISSION MEETING
CITY OF DAYTON, MINNESOTA

I. CALL TO ORDER at 6:30 PM

Present: David Pikal, Kaia Chambers, Brad Cole, John Knutson, and Keri Lingard

Absent:

City Council Member Present: Matt Trost

Also in attendance: Public Works Superintendent, Marty Farrell; Activity Center Coordinator, Danielle Higgins

II. PLEDGE OF ALLEGIANCE

III. APPROVAL OF AGENDA

Higgins requested to add Item D. Adopt-A-Park Program

MOTION: Knutson motioned, seconded by Lingard, to approve the agenda as amended. Motion carried unanimously.

IV. CONSENT AGENDA

A. Approval of Park Commission Minutes from August 19, 2024.

MOTION: Lingard motioned, seconded by Chambers to approve the consent agenda as presented. Motion carried unanimously.

V. OPEN FORUM

No one present for open forum.

VI. COUNCIL UPDATE

Trost updated the Commission on Council items. Trost stated that the River Walk 3rd Addition was approved. Trost stated that a new EDA Member was approved, which fills all positions.

Trost stated that a Concept Plan for a development on French Lake Road was presented. The development was split between Dayton and Champlin. The builder requested that Champlin be allowed to annex the portion of Dayton

impacted by the development to make things easier for the developer. Trost instructed the Parks Commission to watch for more updates.

Trost stated that Mr. Kangas gave a parks update to the City Council. Trost recommended that the Parks Commission view the video.

Trost stated that term limits for Commission Members were discussed, and the discussion turned from term limits to ways to increase the applicant pool for open seats on the Commissions.

Additional conversation ensued.

Trost stated that an Interim Use Permit for a Home School Co-Op was passed, an Interim Use Permit for Magnus Event Center was passed, and the Special Event Ordinance was officially denied. Trost stated that the Council voted to pave the gravel lot for Central Park because blacktop has been super inexpensive this past year. The project will be completed sometime in November.

Pikal asked if there was any mention of the fact that the City is entertaining to prospect of hiring another firm to replace Kangas. Trost stated that the City hasn't hidden the fact that there are other firms that could do work for the City in the future. Trost stated that bringing another firm in now would put the project further behind.

Farrell stated that there are three other interested parties that the City intends to include in the RFP.

VII. REGULAR MEETING

B. Memorial Benches and Site Furniture Discussion

Farrell stated there needs to be a policy regarding pricing and regulations for memorial benches. Farrell projected a variety of benches to choose from. Farrell suggested that it might be a good idea to provide a map with specific locations for community members to choose from along with a few images of specific benches to choose from. At this time, Farrell is looking for some feedback from the Parks Commission as to exactly what the policies surrounding the memorial benches should be.

Farrell asked the Parks Commissioners if they envisioned all the parks having the same site furniture, or they envisioned different parks having different furniture. Farrell is requesting input. Farrell stated that in some instances, buying park furniture in bulk often offers better pricing.

Chambers likes the idea of a map for the potential locations of memorial benches. Pikal concurred with Chambers.

Pikal inquired about the EDA flowerpots. Farrell explained the way the EDA flowerpots are handled. Pikal suggested that perhaps the same premise could be adopted with the memorial benches. Farrell explained that there are a variety of price points for memorial donations.

Knutson stated that a memorial of brick paver walkway could be helpful.

Chambers likes the idea of a cohesive feel to all the parks, but she recognizes that some parks have a certain feel to them that would clash with bright colors.

Lingard suggested an approval process.

Additional conversation ensued.

Knutson liked the idea of a catalog of options.

Farrell suggested that the Parks Commissioners should send him images of memorial benches and park furniture and equipment that they like by the next meeting.

C. Bounce Pad Discussion

Higgins came forward and stated that Commissioner Chambers brought the concept of bounce pads to the City's attention.

Chambers shared with the Parks Commission her personal experience of the bounce pads in Iceland that were free and open to the public. If Iceland can maintain bounce pads in their frigid weather, surely Dayton can do the same. Chambers went on to state that her children really enjoy using the indoor bounce pad in Maple Grove.

Higgins provided some pricing that did not include the excavating. For about \$18,000 a bounce pad that would hold about 44 kids could be installed.

Lingard has seen a bounce pad at a Boy Scout Camp and acknowledged that her children loved it. Lingard is concerned about the City's liability.

Cole stated that one way around the liability is to clearly post safety recommendations. Cole's concern is the amount of maintenance required.

Additional conversation ensued.

There was consensus to move forward with this idea.

D. Adopt-A-Park Program (added to the agenda by Higgins)

Higgins stated that a few residents have inquired about an Adopt-A-Park program in Dayton. Higgins has researched surrounding communities and their efforts, created a plan for Dayton, and forwarded the plan to the City Attorney for review. The program guidelines are as follows: 1) Group selects a park to adopt; and 2) Group commits to visiting the park at least once per month for a solid year to collect litter, gather fallen branches/sticks, report vandalism, report safety concerns, and report equipment repair needs.

Higgins projected some signs that could be incorporated into the program. Optional signs would cost the group about \$90, and the City would install it.

Cole asked if there are any downsides to the program. None are known.

Knutson asked Farrell if Public Works would continue to keep an on the parks that are adopted. The answer is yes.

Farrell liked the idea of the program.

Lingard suggested that caution be exercised to prevent the signs from detracting from the park. Higgins stated that Staff would determine the placement of the signs.

There was consensus to support moving forward with the project.

Knutson requested that Farrell put a sign at Leathers Park to say, "Restoration in Progress."

VIII. NOTICES AND ANNOUNCEMENTS

E. Next Park Commission Meeting is scheduled for October 1, 2024.

Farrell asked if the Commissioners had anything they would like to put on the agenda.

Lingard suggested that the map be reviewed again to see if there is a different path that can move forward, since the one previously decided on is now off the table.

Lingard requested Farrell to bring the Three Rivers Park District plans to the next meeting to help in the planning.

Pikal asked if there has been any development regarding the HOA property. Farrell stated that there is nothing to report.

IX. ADJOURNMENT

MOTION: Knutson motioned, seconded by Lingard, to adjourn the meeting at 7:20 p.m. Motion carried.

Respectfully submitted,

Sandra Major, Recording Secretary
TimeSaver Off Site Secretarial, Inc.

PRESENTER: Marty Farrell

ITEM: Trail Prioritization Discussion

PREPARED BY: Marty Farrell

POLICY DECISION / ACTION TO BE CONSIDERED: Update Park Commission trail prioritization discussion.

BACKGROUND: The Park Commission has identified and prioritized trail segments for construction, from the trails master plan. Based on connections to additional trails in an effort to maximize access to the bigger trail system for the highest percentage of residents. From the initial meeting and recommendations, Staff presented refined costs and identified some considerations for final prioritization and construction.

The consensus was to complete Segment 2 (Dayton River Road from 142nd to Cloquet Park), 1 (Dayton River Road from Balsam Lane to Donie Galloway Park), & 3 9North Diamond Lake Road, Berkshire Lane to Vinewood, to 14th) Segment 4 (Territorial Road, from Territorial Trail to Ruah Creek Parkway up to entrance of Rush Creek Landing, was put off to a later date and Segment 5 removed.

Since these determinations have been made there have been some new considerations with major alterations being pursued by Hennepin County regarding rebuilding a substantial segment of Dayton River Road. This proposal would incorporate the proposed Segment 2 trail into their 2029 project and the constructions costs to be paid for by the County and Three Rivers Park District.

CRITICAL ISSUES: N/A

BUDGET IMPACT: To be incorporated into the 2024 CIP

RECOMMENDATION: None.

ATTACHMENT(S): 8-7-24 Staff Report, meeting minutes from 8-7-24 meeting, 2024 Trails accepted CIP.



Meeting Date: 08-07-2023
Item Number: B

PRESENTER: Marty Farrell

ITEM: Trail Prioritization Discussion

PREPARED BY: Marty Farrell/Stantec

POLICY DECISION / ACTION TO BE CONSIDERED: Discussion regarding Park Commission trail prioritization.

BACKGROUND: The Park Commission has identified trails from the trails master plan that they would like to prioritize for construction based on connections to additional trails in an effort to maximize access to the bigger trail system for the highest percentage of residents.

Staff have presented high level costs for trail segments, from that further recommendations were made by the Park Commission. Staff took those recommendations and had Stantec refine the costings and identify potential obstacles for the trail construction.

CRITICAL ISSUES: N/A

BUDGET IMPACT: To be incorporated into the 2024 CIP

RECOMMENDATION: None.

ATTACHMENT(S): Proposed trail analysis sheets.

Segment 1

Along North side of Dayton River Road from Balsam Lane N to Donie Galloway Park



Estimated cost \$410,000.00

Crossings Dayton River Rd
HAWK System would be recommended if County would permit it

Other agencies Champlin, Hennepin County

Considerations Crossing Dayton River Road - multiple locations could be considered, each with their own cons
Some portion would be constructed in Champlin
Working in Hennepin County right of way
Additional right of way would likely be necessary
Tree removal would likely be necessary

Segment 2

Along North side of Dayton River Road from Cloquet Overlook Park to 142nd Ave N



Estimated cost \$1,090,000.00

Crossings None

Other agencies Hennepin County

Dayton owns an 8.3' wide strip of land along Dayton River Rd in this area.
Work would need to occur in Hennepin County right of way

Segment 3

Along North side of North Diamond Lake Rd to Vinewood Ln
and along North/East side of Vinewood to 140th Ave N



Estimated cost \$900,000.00

Crossings North Diamond Lake Road
Crossing unfavorable so close to the intersection of Dayton River Rd and North Diamond Lake Road

Other agencies Hennepin County

Additional right of way along North Diamond Lake Road would be necessary at least to cross some properties
ROW along Vinewood Lane N is ~60' wide. In most locations, would need to acquire right of way / trail easement
Could save some cost if willing to utilize Vinewood Lane for trail traffic rather than a separate trail

Segment 4

Along North side of Territorial Road from Territorial Trail to Rush Creek Rd
and along North side of Rush Creek Rd from Territorial Rd to Rush Creek Landing



Estimated cost \$830,000.00

Crossings None

Other agencies None

Additional right of way/easement would be necessary

Segment 5 Along North side of 129th Ave N from Pineview Lane N to Jonquil Lane N



Estimated cost \$660,000.00

Crossings None

Other agencies Hennepin County

Work in Hennepin County right of way

Significant wetland impacts

Significant grading work necessary

Both ends of this segment currently have crossings into the park

Extract from Meeting Minutes from August 7 2023 Park Commission Meeting**VIII. REGULAR MEETING****B. Trails Priority Discussion**

Farrell stated that he listed the five trails that were discussed as priorities at the previous Parks Commission meeting. Farrell made mention of the fact that there are firmer prices attached to each trail along with some of the challenges that go along with each crossing point. This is the time to discuss exactly where the Parks Commission would like to spend the \$2.5 million over what timeframe, and in what particular order.

Farrell projected a PowerPoint presentation with the trails in the order that the Parks Commission pre-selected.

1) This segment is along North Dayton River Road from Balsam Lane North to Donie Galloway Park will cost approximately \$410,000. It will cross Dayton River Road, which will require some sort of crossing system because of the high volume of traffic. Some portion would be constructed in Champlin. Additional right-of-way would likely be necessary. Tree removal would be necessary.

Lingard stated that Champlin already has a trail in this area. Farrell stated that the Dayton Trail would connect to the Champlin Trail. Lingard and Knutson both agreed this would be a good solution if it works out.

Trost asked if the Three Rivers Park District would assist financially. Farrell stated that they have a different plan, and it is unlikely that they could be convinced to keep going on the North side.

There was some discussion regarding crosswalks.

2) This segment is along the North side of Dayton River Road from Cloquet Overlook Park to 142nd Avenue North. The estimated cost is approximately \$1,090,000. There are no crossings. Dayton would have to acquire some right-of-way from Hennepin County.

Trost asked why we would need County approval to work in the stretch of right-of-way that the City owns. Quisberg stated that the City would need a Permit because you would almost certainly encroach on the County's property because of the nature of the work. Hennepin County would also have authority to review for storm water concerns. Quisberg does not foresee any strong opposition from the County as long as the requirements are met.

Trost asked Quisberg how much he believes it will cost to cross the ravine. Quisberg stated that the estimated costs are "high level costs," meaning the costs could easily increase. Trost stated that by high level, you have to have an idea as to how you're going to get through there. Quisberg stated that the project hasn't even been reviewed.

3) This segment is along the North side of North Diamond Lake Road to Vinewood Lane and along the Northeast Side of Vinewood Lane to 140th Avenue North. The estimated cost is approximately \$900,000. There would be a crossing at North Diamond Lake Road, which is too close to the intersection of Dayton River Road and North Diamond Lake Road. There will be involvement with Hennepin County with right-of-way concerns.

Baines asked if this segment would lead to the Boardwalk. The answer is yes. Lingard stated that it would also lead to the Trail on South Diamond Lake Road and to Elm Creek.

Trost stated that because LC Stevens Park is becoming the City's most centrally located park, this segment is good because it would lead to LC Stevens Park by traveling in the opposite direction.

Trost stated that there will eventually be a road that cul-de-sacs at Vinewood Lane. Perhaps the City could work with the developer to give us four feet of easement on either side of the road.

Lingard stated that one single neighborhood is being serviced by two different segments.

Trost raised concerns about putting another expensive tunnel in place.

Additional discussion ensued. The two segments serve different needs.

4) This segment is along the north side of Territorial Road from Territorial Trail to Rush Creek Road and along the north side of Rush Creek Road from Territorial Road to Rush Creek Landing. The estimated cost for this segment is approximately \$830,000. It requires no crossings, and there are no other agencies to work with. Additional right-of-way would need to be purchased.

5) This segment is along the north side of 129th Avenue North from Pineview Lane North to Jonquil Lane North. The estimated cost is approximately \$660,000. There are no crossings. Hennepin County would be involved. There will be significant impact to the wetlands and significant grading work would be necessary. Both ends of this segment currently have crossings into the park.

Lingard stated that this particular segment doesn't seem too important, and she doesn't see the need for both of the park accesses to connect. She further expressed her memories of past discussions.

Baines discussed the route he and his dog walk that pertains to the third segment. Baines ultimately got to the statement that it would be nice to have an intersection or cross walk at North Diamond Lake Road and Dayton River Road.

Quisberg stated that it will be very difficult to get any cross walks approved on the County roads. He elaborated, at length, on the rationale.

Baines asked the Commission for input as to how they would prioritize the five segments that Farrell presented.

Baines stated that segments one and two are very similar to each other.

Baines asked if they are overlooking an opportunity in the west quadrant of the City. Farrell stated that he presented the five segments that the Parks Commission presented as their top picks.

Trost stated that most of the new growth in the City is not in the west. The money that funds the trails comes from the new homes being built. Currently there is not a lot of development going on in the West side of town. The development that is happening in the west side of town is non-residential, and they are installing Trails as they develop.

Baines expressed concern about the appearance of showing favoritism for certain areas of the City over other areas.

Quisberg stated that most of the trails that are going in are in the northeast quadrant of the City. The homes there are older and were built at a time prior to the creation of the trail system. The newer homes have all been built with connecting trails or at least plans for connecting trails. It makes sense to allot your dollars in the spaces that connect the most residents to the Trail system.

Trost restated that the major goal is to give people access.

Lingard stated that segment two would be her number one pick.

Quisberg noted that Lingard's number one pick does not have any County road crossings, which would help considerably with the implementation of that particular segment. He also cited the alignment of the Three Rivers Park District Trail as a positive aspect of this segment.

Knutson stated that he would prioritize them as follows: Segment 1; Segment 2; Segment 4; and Segment 3. Segment 3 is his last choice due to the crossing concern. Knutson agreed with Lingard that Segment 5 seems to have the least amount of impact.

Baines stated that his priorities are ordered as follows: Segment 2; Segment 3; Segment 1; Segment 4; and Segment 5.

Lingard stated that Segment 4 would be her second option, and Segment 1 would be her third option.

Trost re-visited the builder option that he mentioned earlier. Discussion between Trost and Quisberg ensued, noting there are many right-of-way issues.

Quisberg reiterated that dealing with the County makes the work a lot more difficult, and more costly.

Trost stated that even though our new Commissioner can't vote, if Baines is okay with it, he can certainly weigh in.

Cole stated that his preference is as follows: Segment 2; Segment 1; and Segment 3.

There was consensus to complete segments 2, 1, and 3, in this order.

Baines asked how we would know what Three Rivers Park District's plans are, and how can we hitch on to them. Farrell stated that once the City nails down a desired direction, negotiation can begin with the Three Rivers Park District.

Trost asked if the goal is to complete segments 2, 1, and 3 by next year. Farrell stated that there will be a lot of hoops to jump through. The work will likely happen over the course of at least two years so that all the money is not depleted at one time.

Lingard questioned if it is wise to use almost all the budget at once since we know that the money comes from new residential construction, and that seems to be slowing down.

Farrell stated that the money in the budget can be used solely for trails. As new construction of residential homes moves forward, additional money will be funneled into this fund for future use.

There was discussion about spreading the projects out so as not to deplete the entire budget.

Baines stated that he wants to make the plan so that the City has a talking point with the Three Rivers Park District.

Trost stated that the plan needs to be put in the budget. Trost stated that perhaps the Commission could list two of the trails to be completed next year and the third one to be completed the following year.

Farrell reminded the Commission that the numbers still have a lot of refining left to be done.

Baines stated that the entire project hinges on the type of support we can get from others.

Farrell asked for clarification on the finalized order for the projects. Segment 2 was the top pick. Segment 1 was the second pick. Segment 3 was the third pick.

Trost asked if the Planning Commission wants to keep Segment 5 as a future option. There was agreement to remove segment 5 altogether. Quisberg stated that there are a lot of challenges that have not yet been identified with Segment 5. Removing it is the perfect solution.

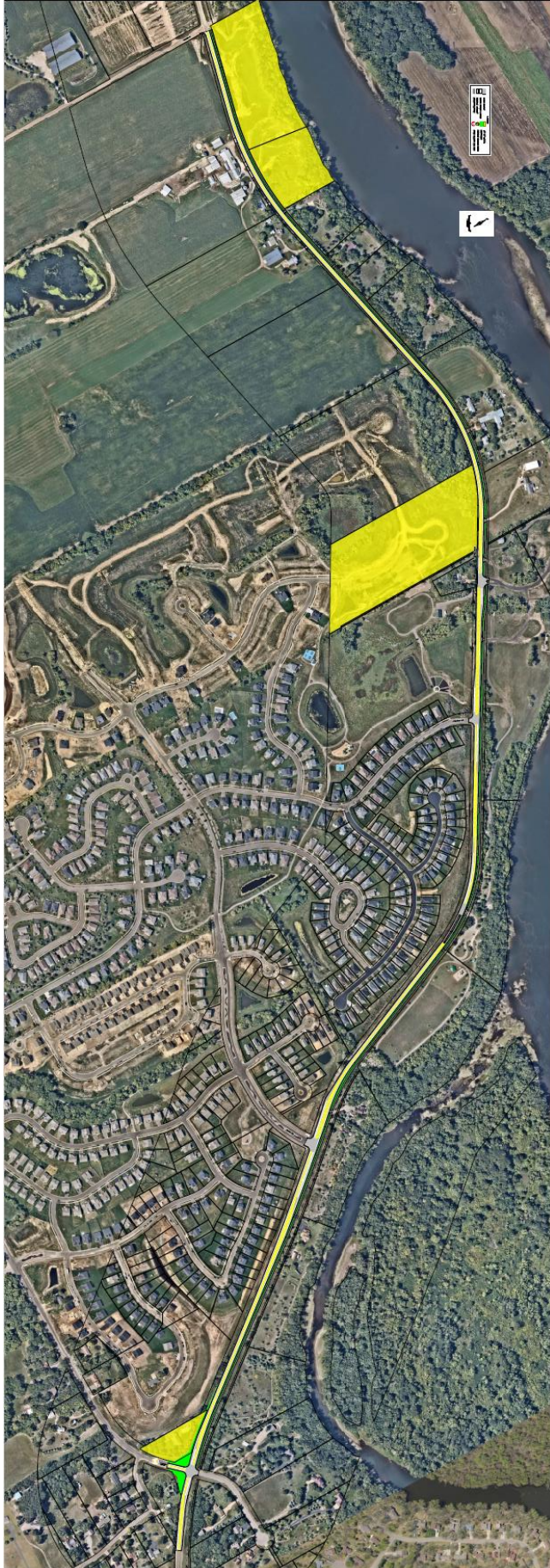
Baines asked what would happen to Segment 4. Farrell stated that he would put it in the budget as a place holder for a few years out.

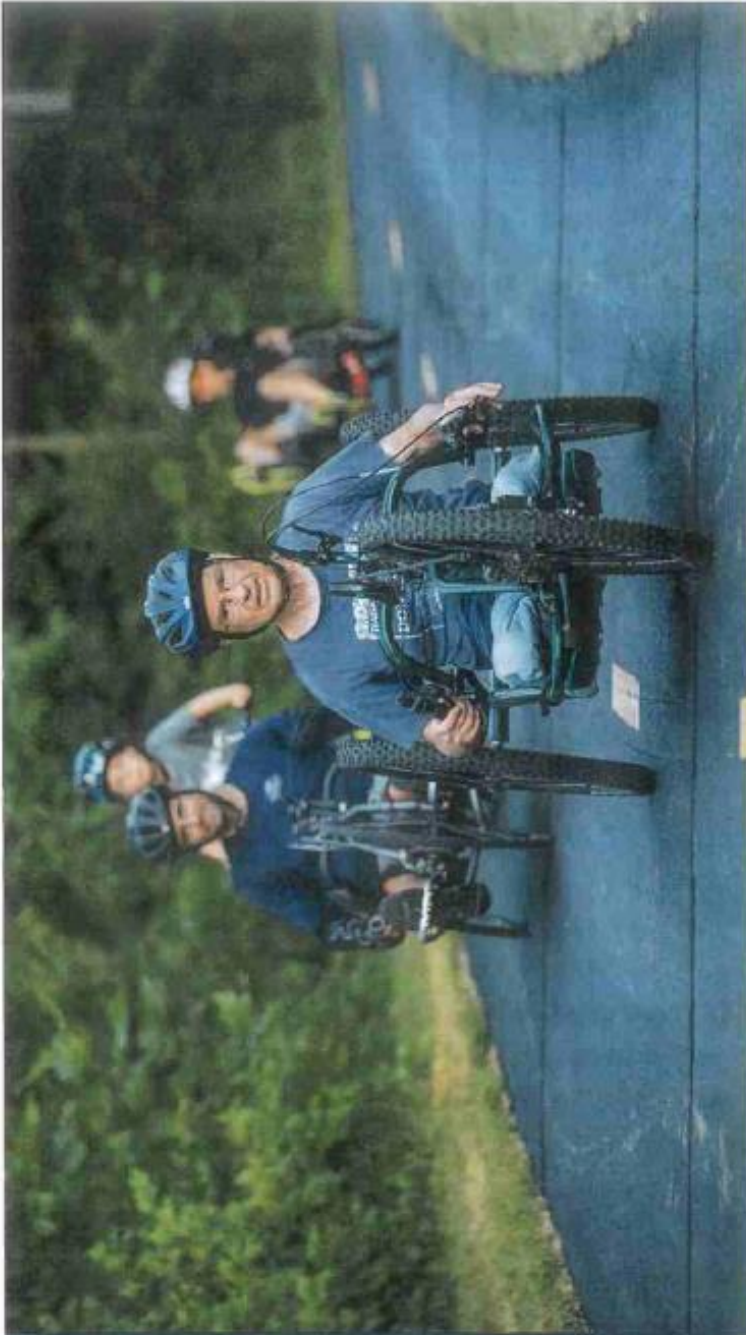
Quisberg noted that there is some quite a bit of grading that will be required for Segment 4. There is a significant hill and a significant ditch that creates a flood zone.

Additionally, there are some properties that will likely be developed in the area so that the grading will be taken care of by the developer who purchases those properties, and the City may even be able to have the developer take on the entire project. Quisberg stated that this a good segment to put on the bottom of the priority list because it will likely get it done for a lot less money by waiting.

City of Dayton, Minnesota
Capital Improvement Plan - Park Trail Development Fund 408
Schedule of Planned Capital Outlay 2023 to 2033

Department	Paid By	Replacement Year	Item	Cost	2023-2026			
					2023 Estimated Amounts	2024 Estimated Amounts	2025 Estimated Amounts	2026 Estimated Amounts
Parks and Recreation	City	2023	Water Trails Implementation (Phase 1)	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -
Parks and Recreation	City	2023	Easement Acquisition for West Miss Reg Trail	\$0,000	\$0,000	-	-	-
Parks and Recreation	Fed Grant/NPS	2024	Water Trails Construction Phase 1	4,000,000	-	4,000,000	-	-
Parks and Recreation	City	2024	Easement Acquisition for West Miss Reg Trail	\$0,000	-	\$0,000	-	-
Parks and Recreation	City	2024	Trail Extension along DRR from Balsam to Donne Galloway Park in Champlin	410,000	-	410,000	-	-
Parks and Recreation	City/TRPD (60/60)	2024	Trail Extension along DRR from 142nd Ave to Cloquet Overlook Park	1,060,000	-	1,060,000	-	-
Parks and Recreation	City	2025	Easement Acquisition for West Miss Reg Trail	\$0,000	-	\$0,000	-	-
Parks and Recreation	City	2025	Water Trails Construction Phase 2	250,000	-	250,000	-	-
Parks and Recreation	City	2025	Trail on North Diamond Lake Rd from Berkshire to Vinewood to 140th Ave	900,000	-	900,000	-	-
Parks and Recreation	City	2026	Easement Acquisition for West Miss Reg Trail	\$0,000	-	\$0,000	-	50,000
Parks and Recreation	City	2026	Trail on Temitorial Road from Temitorial Trail to Rush Creek Parkway	830,000	-	-	-	830,000
Parks and Recreation	City	2027	Water Trails Construction Phase 3	\$250,000	-	-	-	-
Parks and Recreation	City	2028	Pineview Ln Trail (137th-Dayton River Rd)	325,000	-	-	-	-
Parks and Recreation	City	2028	Trail along Fernbrook Ln from Rush Creek Pkwy To 3 Rivers underpass	180,000	-	-	-	-
				\$ 300,000	\$ 5,560,000	\$ 1,200,000	\$ 880,000	\$





City of Dayton
General 2024 Park and Trail Updates
July 9, 2024





	2023 Annual Passes
Swim Pond	296
Dog Off Leash Area	132
Cross Country Skiing	22
Archery	17
Boat Trailer	15
Elm Creek Alpine	10
Disc Golf	6
Rec Pass Plus	43
TOTAL	554

Dayton residents' participation SNAPSHOT*



Three Rivers visitation by Dayton residents mirrors that of Dayton's proportion of the population for Suburban Hennepin County.

Most visited Parks:

- #1 Elm Creek (23,300 summer visits)
- #2 Mississippi Gateway (900 summer visits)
- #3 Fish Lake (200 summer visits)

Most visited trails:

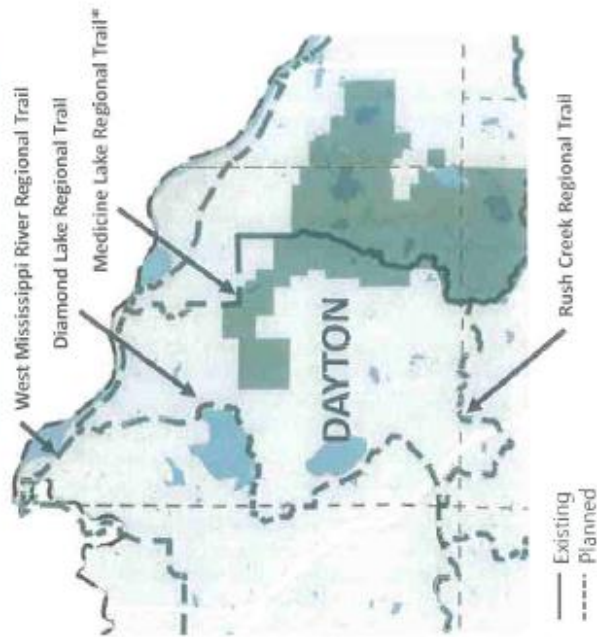
- #1 Rush Creek Regional Trail (500 summer visits)
- #2 Dakota Rail Regional Trail (400 summer visits)

Most popular park activity:

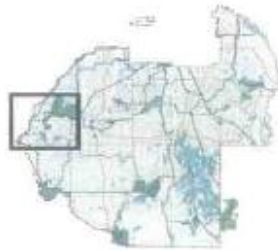
- #1 Hiking/walking/running (17,200 summer visits)

* Unless otherwise noted, findings are from the 2018 and 2018 park and regional trail surveys.

Dayton regional trails SNAPSHOT



2040 Regional Trail System



	Approx. Miles in Dayton (when complete)
West Mississippi River RT	6
Diamond Lake RT	7
Medicine Lake RT*	4
Rush Creek RT	1
Total	18

* Also known as the Elm Creek Connector. Mileage does not include trail segments within Elm Creek Park Reserve.

updates West Mississippi River Regional Trail



Goal

Connect with the River as much as possible and maximize distance between road and trail

Acquisition

- Goodin Island to Diamond Lake Road North (see area between **A** and **B** on map)
- Willing-seller basis only

Design and Construction

- Pending securement of property rights - and/or - as opportunities present themselves (see **C** on map)
- Anticipating partnering with Hennepin County as part of the Dayton River Road work

Goal

Connect and preserve natural resources along the trail corridor

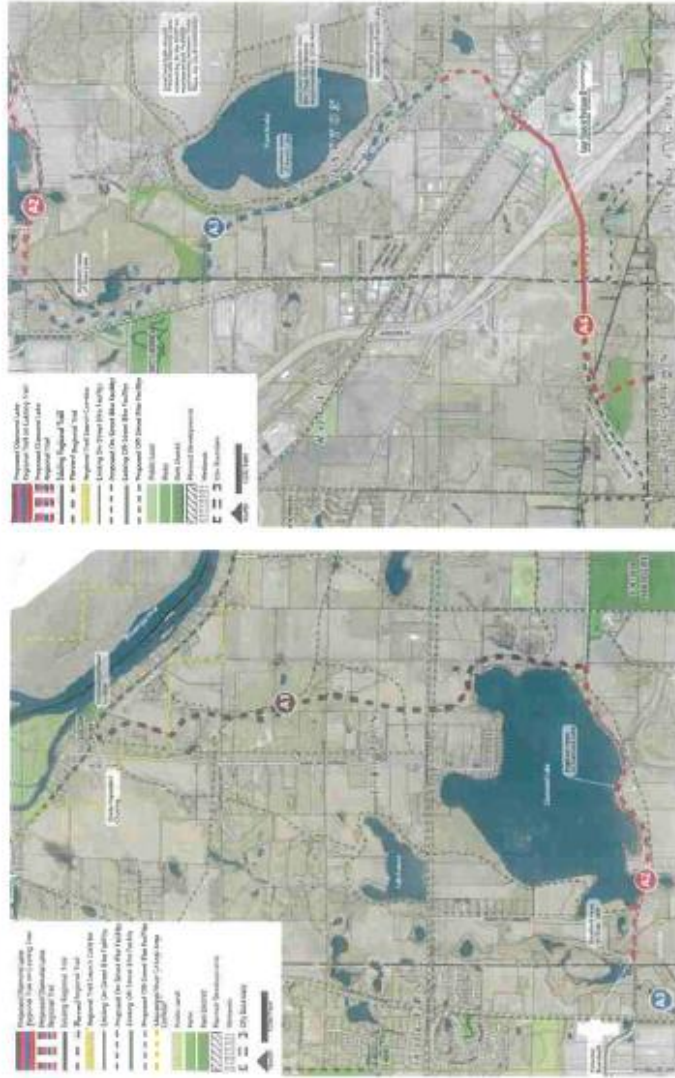
Acquisition

- Work with City/developers to preserve land for the regional trail - and/or - acquire land/property rights from property owners directly
- Willing-seller basis only

Design and Construction

Pending securement of property rights - and/or - as opportunities present themselves

Diamond Lake Regional Trail updates



updates Medicine Lake Regional Trail*

* Also known as the Elm Creek Connector.

Goal

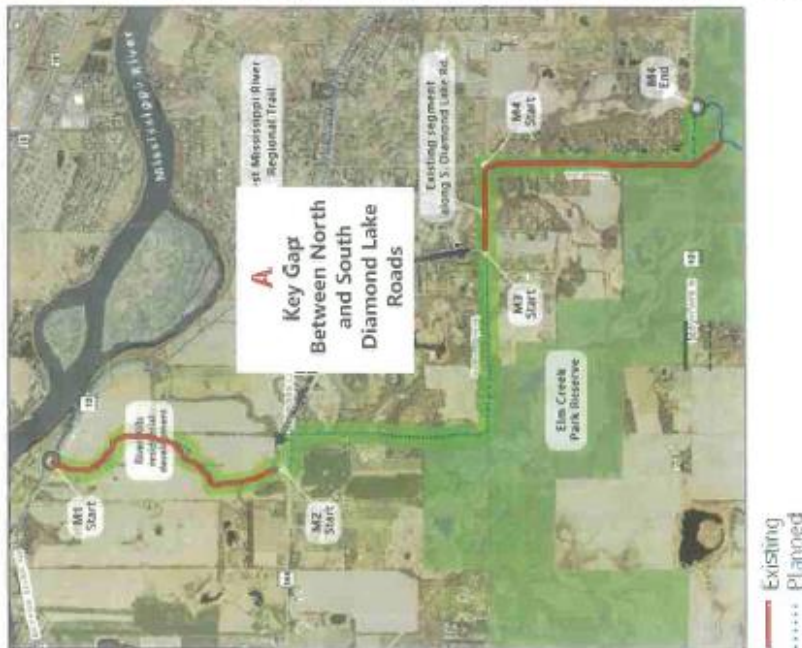
Connect West Mississippi River RT with Elm Creek Park Reserve

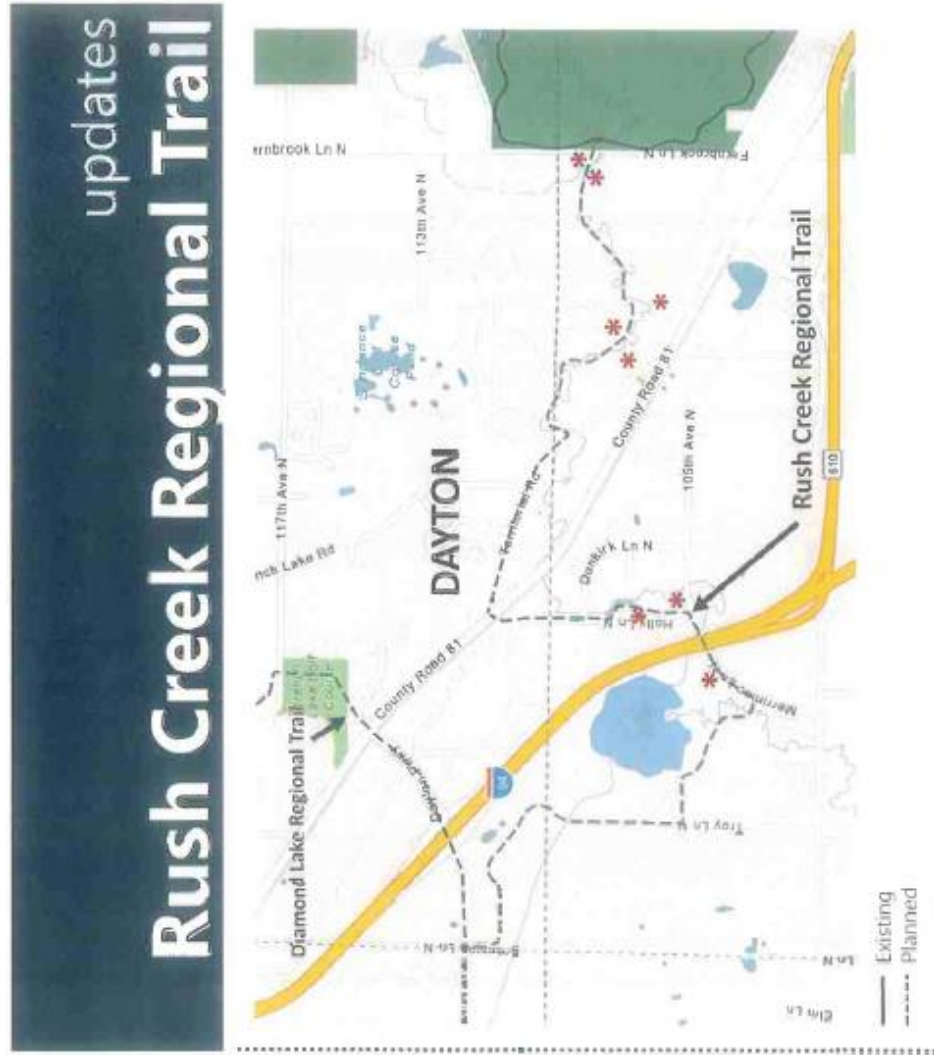
Acquisition

Pending development/willing sellers between North and South Diamond Lake Roads (see **A** on map)

Design and Construction

Pending securement of property rights - and/or - as opportunities present themselves (i.e. Pineview Reconstruction)





Goal

Extend Rush Creek RT west to Crow-Hassan Park Reserve while connecting and preserving natural resources along the trail corridor

Acquisition

- Elm Creek Park Reserve to Brocton Ln Area (see * on map)
- Willing-seller basis only

Design and Construction

Pending securement of property rights - and/or - as opportunities present themselves

Parks, trails, and open space, increase property values and are a major selling point for home buyers.

While an older study, the **Impact of Open Space on Property Values** (Paul Frisman) findings, are consistent with more recent research:

- ...properties adjacent to 1,300 acre greenbelt were valued 32% higher than those located 3,200 feet away...
- ...the price of land adjacent to the Adirondack Forest Preserve was about 17.5% more per acre more than non-adjacent land...
- ...preservation of a significant tract of forest land accounted for at least 15% of the value of a house within one-quarter mile...

Research suggests that **home buyers desire proximity to parks, trails and open space** and sellers often note it as a primary amenity when listing homes for sale.

Omaha Study Omaha Recreational Trails: Their Effect on Property Values and Public Safety (Donald L. Greer, University of Nebraska at Omaha, June 2000)

- 63.8% of respondents who bought their homes after trail construction reported that the trail had positively influenced their purchase decision
- 77% of those surveyed said that the trail increased their quality of life

City of Vancouver 1999 Bicycle Plan: Reviewing the Past, Planning the Future

- 85% of realtors felt that bicycle routes are an amenity to the community around them
- 65% of realtors use bike routes as a selling feature of the home

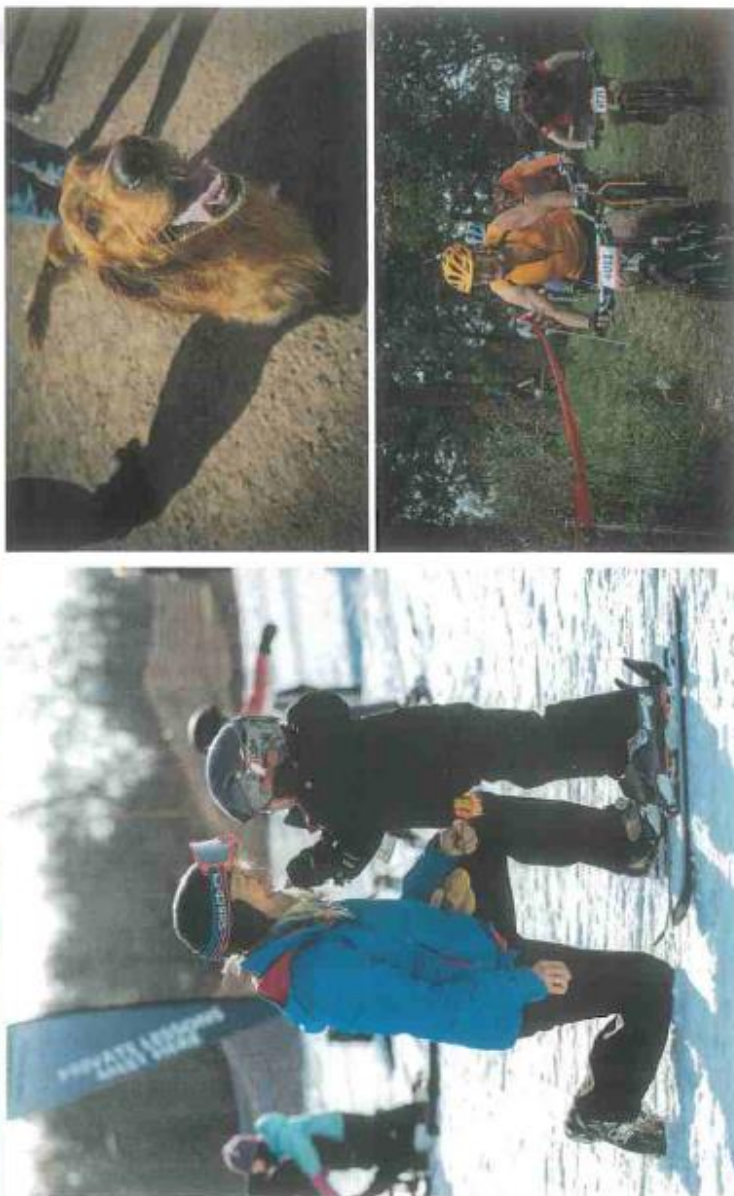
Parks are an essential component of healthy, active communities that are desirable places to live, work and play and their impacts affect many facets of people's lives and livelihoods.

[illegible]

City of Dayton 2024 Three Rivers Updates

Questions,
Concerns,
and Discussion

Kelly Grissman
Director of Planning
Kelly.Grissman@threeniversparks.org



ITEM:

Horse & Snowmobile Trails

PREPARED BY:

Jon Sevald, Community Development Director

BACKGROUND/OVERVIEW:

In previous Park Commission meetings the Commission has discussed if there is a desire for city snowmobile and horse trails. City trails would connect to Three Rivers Park trails and regional snowmobile trails. The overall intent is to establish a permanent and dedicated “city trail system”, whereas the current temporary trail system is likely to be discontinued as development occurs, and horses and snowmobile use is looked upon as a public nuisance. If horse and snowmobile trails are of value, the city should establish a trail system with significant buffers from incompatible uses.

CRITICAL ISSUES:

1. Is there an interest in acquiring land for a multi-use horse (summer) and snowmobile (winter) trail?
2. If yes, a committee should be established, representing horse and snowmobile communities, and impacted landowners, residents, and businesses to define the project, trail length, points of interest, and design standards.
3. Once trail length and design standards are drafted, Staff can estimate costs of land acquisition and trail preparation, research grants, and place the project in the Long-term Capital Improvement Plan. It is likely that costs will exceed funds available. One option is to increase the Trail Dedication Fee. Another option is for a Referendum, asking voters to approve a property tax increase specific for trails.

RELATIONSHIP TO COUNCIL GOALS:

Build Quality Infrastructure

- Address Current Facility Needs

Planning Ahead to Manage Thoughtful Development

Preserving our Rural Character

- Promote awareness of our Parks and Trails

Create a Sough After Community

- Focus on Expanding Amenities and Activities

ROLE OF PARK COMMISSION:

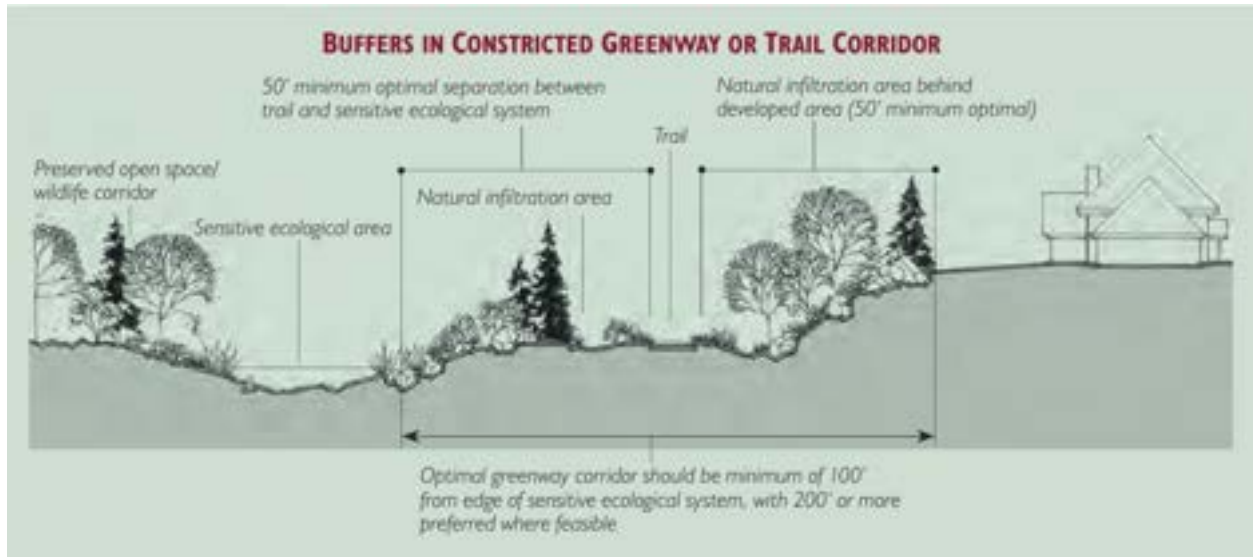
Provide direction

RECOMMENDATION:

Provide direction

ATTACHMENT(S):

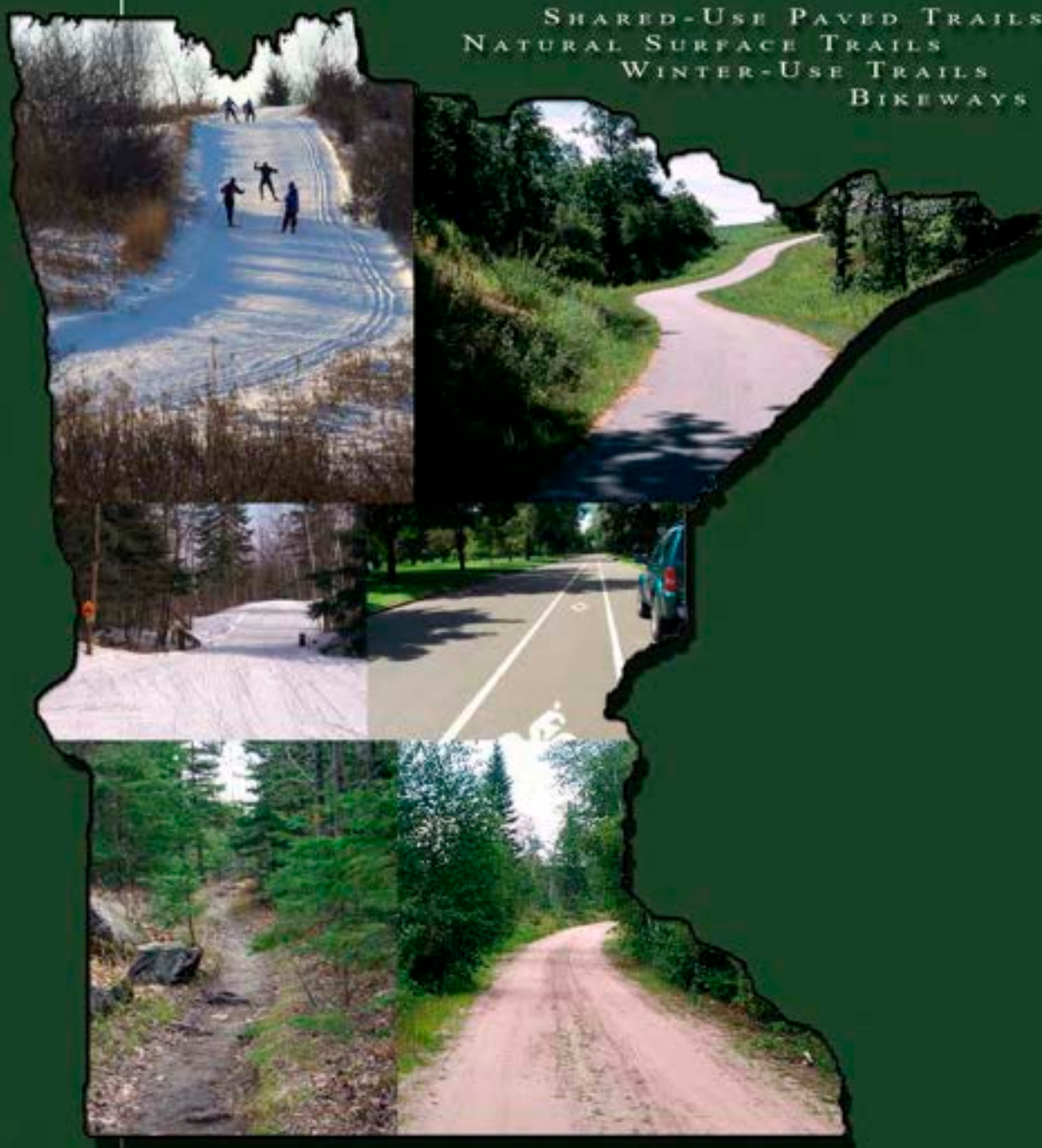
MnDNR Trail Planning, Design and Development Guidelines (Snowmobile Trails)



Mn DNR Trail Planning, Design, and Development Guidelines

TRAIL PLANNING, DESIGN, AND DEVELOPMENT GUIDELINES

SHARED-USE PAVED TRAILS
NATURAL SURFACE TRAILS
WINTER-USE TRAILS
BIKEWAYS



MINNESOTA DEPARTMENT OF NATURAL RESOURCES
TRAILS AND WATERWAYS

SNOWMOBILE TRAILS

The following guidelines provide general design and grooming parameters for snowmobile trails. As with other types of trails, the guidelines are not intended to be a substitute for site-specific design that responds to local conditions, development requirements, and safety concerns.

TRAIL TREAD WIDTHS AND CONFIGURATIONS

The physical space required for the one- and two-way trails provides the base-line for determining the optional width for snowmobile trails, as the following graphic illustrates.

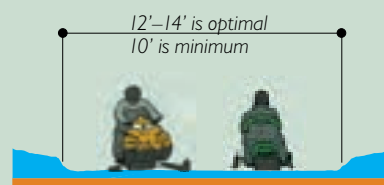
TYPICAL TRAIL WIDTHS FOR SNOWMOBILE TRAILS

The following defines the basic trail widths and directional configurations for snowmobile trails. (These correspond with the snowmobile trail configurations defined in Section 4 – Trail Classifications and General Characteristics.)



One-Way Snowmobile Trail

One-way trails are occasionally used in a snowmobile trail system where a moderate length loop is provided or the corridor is particularly narrow.



Two-Way Snowmobile Trail

Two-way trails are often the most practical and thus common type of snowmobile trail. These are well suited for longer, integrated trail systems with moderate to high use levels.

The trail widths shown in the graphic are general and are often modified to accommodate site-specific conditions. A 12- to 14-foot wide snowmobile trail is considered optimal to allow for ease of passing oncoming traffic. Going any wider is not always desirable since it requires more grooming and takes away from the setting and experience of being close to nature.

Trails wider than the optimal width are typically only provided where traffic is especially heavy, such as near a trailhead or between popular destinations. The need for a wider trail in these situations is field determined by the local trail sponsors. At busy trailheads and trail intersections, the first 200 to 300 feet of trail is sometimes a couple of feet wider to allow snowmobilers to wait along one side for their riding group to assemble and still allow for two-way traffic on the trail. The following photos illustrate common trail widths for snowmobile trails.



These classic two-way snowmobile trails are groomed to between 12 and 14 feet wide. The trail on the left runs through a northern forest where sightlines are more limited, which helps keep riding speeds lower. In the middle photo, the long abandoned rail-grade trail is very flat with long sightlines. Here, too, 12 to 14 feet is adequate to accommodate two-way traffic.



Near trailheads, the trail is sometimes groomed a few feet wider to accommodate riders grouping up alongside the trail.

TRAIL CLEARANCE ZONES

The clearance zone is defined as the physical space above and on either side of the trail that is free from obstructions. A 12-foot minimum vertical clear area above the snow surface is recommended for all snowmobile trails, with 14 feet being required when larger grooming equipment is used.

The horizontal clearance zone should extend a minimum of 24 inches on either side of the groomed area. The horizontal clearance zone should increase at trail or roadway crossings to at least double the width of the trail and standard clearance zone – 32 to 36 feet for a two-way snowmobile trail. The clearance width should also be enlarged near a hazard, such as a bridge or culvert. The extent to which it is enlarged should be determined in the field based on site-specific conditions, taking into consideration sightlines and anticipated speeds. The following photos illustrate common clearance zones adjacent to snowmobile trails.



This is a common example of a comfortable clearance zone adjacent to a groomed and tracked trail. The clearance zone is especially important where trees and brush are present on downhills. Note that by limiting the clearance zone, trail "creep" can be controlled, as can cross-country travel.



The clearance zone should take into consideration the terrain and sightlines. Even with rolling terrain, a couple of feet of clearance on either side of the trail is usually enough for a safe experience. However, the clearance zone should be widened whenever a rider's view is obstructed at normal riding speeds for the trail.



It is common and recommended that the clearance zone be widened at bridge approaches, hazards, and roadway crossings to give riders ample opportunity to react to trail conditions.

TRAIL GRADES, CURVES, AND SIGHT DISTANCES

Snowmobile trails should provide a variety of terrain consistent with the setting. An important distinguishing aspect of snowmobile trails is that they should cross contours at right angles to prevent the snowmobile from rolling over or sliding sideways and tearing up the trail.

As a general guideline, snowmobile trails should incorporate a variety of hills and undulating terrain to add interest. On hilly sections, grades between 10 and 25 percent are acceptable, although 10 percent or less is preferred for safety reasons and sightlines. (The grade percentage of a slope can be measured with a clinometer or calculated using the following formula: percent of grade = rise/run x 100.)

Steeper grades require adequate approaches and run-outs at least as long as the slope itself to give riders ample space to control their machines prior to entering a curve. It is important to maintain vegetation on trails traversing steeper slopes to prevent off-season erosion, which could cause a rough trail and hence grooming and snowmobile handling problems.

On grades of 8 percent or greater, consider separating the trail into uphill and downhill sections to avoid conflicts.

CURVES

Curves should be as gentle as possible and well signed. Longer curves enhance rider safety and also make trail maintenance easier since snow is not as easily pushed to the edge as can be the case with a sharper turn. As a general guideline, a 100-foot or longer radius is recommended, with 50 feet being the minimum if adequate run-out space and sightlines are provided. Typically, a minimum of 15 feet of clearance zone on the outside of sharp curves is needed to allow riders to regain control if they enter the turn too fast. Warning signs should be provided up to 300 feet ahead of any sharp turn, especially those that require a change in speed.



Longer, flowing curves with adequate sightlines are preferred for snowmobile trails. Sightlines should be long enough for the rider to react to oncoming conditions but not so long as to entice excessive speeds.

SIGHT DISTANCES

Sight distances are important on snowmobile trails, with final determinations dependent on the character of the trail and anticipated speeds. As a base-line, sightlines should generally be at least 100 feet and increase from there depending on site conditions and expected travel speeds. At 50 mph, a sightline of 300 feet or more is necessary, especially if a trail is icy. Where sightlines are compromised, warning signs should be provided at least 100 feet and up to 300 feet prior to a hazard. Hazards include roadway crossings, trail intersections, steep drop-offs, and sharp curves.

The following photos illustrate a variety of trail grades, curve situations, and sightlines encountered on snowmobile trails.



The wide-open sightlines of this trail encourage riders to go faster. The lack of a clearly defined corridor also tempts riders to wander off trail onto adjoining private property, which can lead to trail restrictions. Where the corridor is not obvious, blazes along the trail are recommended to keep riders on the approved trail tread – and remind them of the consequences of not staying on the trail.



Approaching hills at a right angle is important with snowmobile trails to prevent rollovers. On steep slopes on two-way trails, separating the uphill and downhill sections is sometimes used to increase safety and reduce the potential for conflict. With the open sightlines and modest grade of this hill, two-way traffic on a single 12- to 14-foot tread works well.



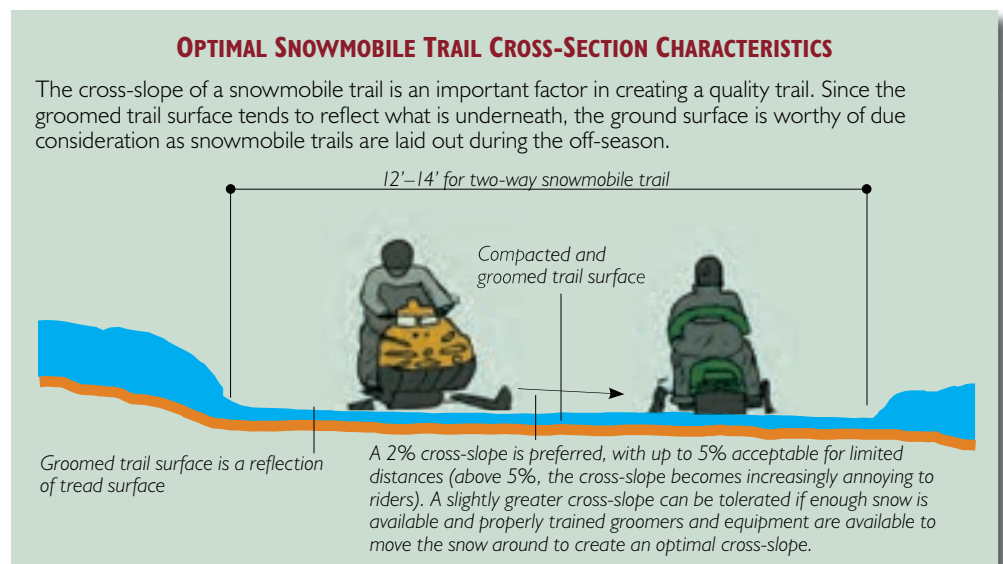
Provide adequate visual cues of an approaching tight curve to enhance trail safety. From this direction, the gate and other signs at the trailhead alert the rider of the approaching curve. From the other direction, a warning sign is provided about 100 feet prior to the curve to alert riders to slow down and approach with caution.

TREAD PREPARATION

The tread refers to the underlying trail beneath the compacted and groomed snow. Proper off-season evaluation of trail alignments and tread surface preparation and maintenance is critical to setting the stage for quality snowmobile trails. The following considers the most important aspects of preparing the tread for winter use.

TRAIL CROSS GRADES

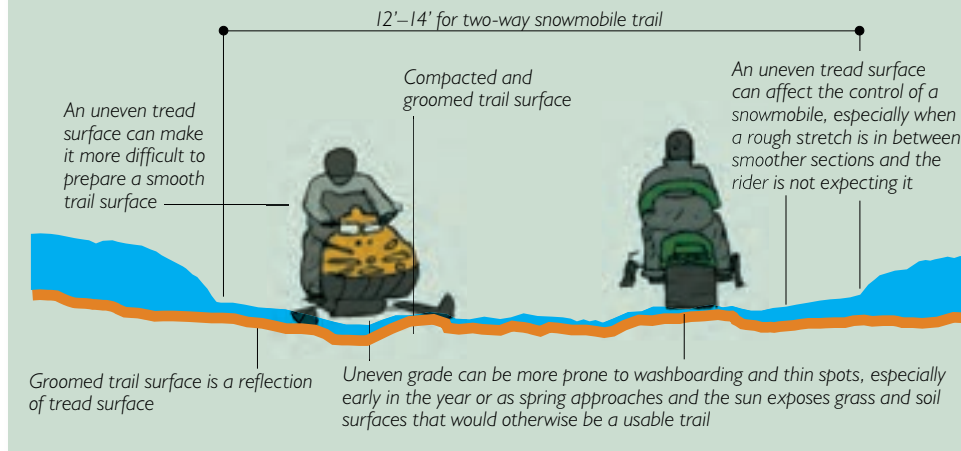
The optimal snowmobile trail cross-section is of a consistent, even grade with a 2 percent cross-slope, as illustrated in the following graphic.



As illustrated, an evenly sloped grade across the trail is optimal for snowmobiling. Abrupt grade changes or general unevenness should be avoided to make trails easier to groom and more enjoyable to snowmobile on. The following graphic illustrates these conditions.

EXCESSIVE TRAIL UNEVENNESS

Excessive trail unevenness negatively affects the ultimate smoothness of a snowmobile trail. It also requires more snow to establish a base and makes the trail more prone to washboarding.



The following photos illustrate some of the previously described cross-section conditions.



This even and smooth grade with vegetation and slight cross-slope is ideal for a snowmobile trail.



This hard-packed, gravelled route through the forest makes for a pleasant snowmobile trail in the winter as long as its use is in sync with forest access rules.



The lack of ground cover on this steeper hill is allowing erosion to take hold, making the trail unsustainable for summer use and increasingly rough for winter use.

TREAD SURFACE CONDITIONS

The tread surface is an important trail preparation and grooming consideration. A uniform grass surface is preferred across the entire width of the trail for a couple of reasons: 1) grass holds snow better than bare ground or paved surfaces and 2) grass helps prevent off-season use and erosion from creating an uneven surface.

The longer and heavier the grass, the more snow it will take to establish a base. Where feasible, mow the trail just before the season to prepare the tread and reduce the depth of base needed to create a usable trail. Under most conditions, a 6- to 12-inch snowfall is optimal to establish a base over a relatively short grassy ground cover.

Routine brushing/trimming of the woody material across the trail and on the edge of the clearance zone is also very important to maintaining the tread surface. All protruding rocks, logs, and other woody debris that would interfere with trail grooming and rider safety should be removed from the trail shortly before the season.

Although not as desirable as a natural or aggregate surface, asphalt is an acceptable surface when snowfall is sufficient. Laws pertaining to the use of studs should be considered when establishing a trail on an asphalt surface. Also, it should be expected that the snow cover will not last as long in the spring as it would on a grass-surfaced trail.



If not mowed, the longer grasses along this corridor require significantly more snow to create a usable base. Whereas mowing the trail just before the season has considerable merit, that has to be balanced against ecological and wildlife impacts, such as disturbing nesting birds. When trails traverse sensitive natural areas, the principles of ecological sustainability (as defined in Section 3) should be given due consideration. One important factor in this regard is waiting until as late in the season as possible before mowing to avoid disrupting nesting birds and bedded animals.

Tread drainage and erosion are important considerations for snowmobile trails. If drainage is poor and erosion pervasive, the tread surface will be compromised and become uneven, making it harder to groom and ride on. The most important factor in preventing erosion is making sure the trail is covered with a stabilizing ground cover during the off-season. Snowmobile trails that follow the fall line of a slope should also generally not be used for summer uses to avoid creating a single track that exposes the soils to erosion. In some cases, off-season grading and revegetation is necessary to fill in ruts, maintain drainage, and correct erosion problems.

WETLAND AND WATER CROSSINGS

Wetland areas should be avoided when aligning snowmobile trails because the tread surface is often uneven, inconsistent, and unpredictable. Potential ecological impacts are another reason to generally avoid wetland areas. If a trail does cross a wetland, select the location carefully to minimize these impacts.

Lakes and rivers inherently pose safety issues and surface quality uncertainties and should therefore be avoided for formal trails.



Designated use of lakes for snowmobile trails should be avoided given the many safety concerns, such as slush, thin spots, and unknown surface irregularities. There is also a temptation for riders to wander far and wide and also "skip" across open water.

When water drainage crossings are necessary, culverts, boardwalks, or bridges should be used. Approaches to these structures should be smooth and level (up to a 5 percent grade) and with a clear sight distance of at least 100 feet. Bridge and boardwalk decks should be flush with the trail surface with narrow or no gaps between decking boards (to allow snow to accumulate and compact). A 10-foot-wide bridge or boardwalk is optimal, with 8 feet being the minimum acceptable. Each should have a weight capacity of 10 tons or more to accommodate maintenance equipment. All bridges must be designed to meet applicable DNR bridge standards (determined on a site-by-site basis). The following photos illustrate various tread surface and bridge conditions.



A level, grass-surfaced corridor is optimal for snowmobile trails. Mowing the trail just before the season can reduce the amount of snow needed to create a usable base.



Approaches to culverts crossing drainages should be smooth and level. If the trail narrows or the shoulder is steep, place a warning sign at least 100 feet prior to the hazard.



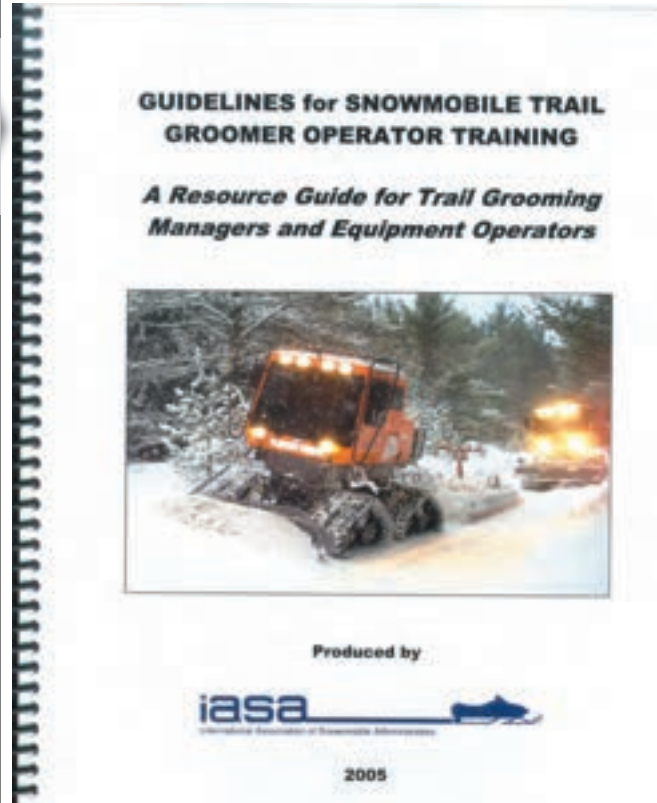
If a summer-use bridge is used for a snowmobile trail, the surface of the trail and deck should be smooth and flush. The deck boards should have minimal gaps to hold snow. Railings are also required.

TRAIL GROOMING

Grooming snowmobile trails is a specialized activity that is part art and part technique. The International Association of Snowmobile Administrators (IASA) has done considerable research on this subject and has developed a resource guide for trail grooming entitled *Guidelines for Snowmobile Trail Groomer Operator Training*. The guide covers all of the fundamental aspects of trail grooming and is a highly recommended reference.

For more information!

The grooming guidelines can be found on the IASA website (www.snowmobilers.org/groomer_guide/GroomerGuidecomplete.pdf)



ROADWAY CROSSINGS

Roadway crossings are an important safety concern for snowmobilers and motorists. All crossings should be well marked with signs, including Stop Ahead signs at least 100 feet prior to a stop sign. Snowbanks should be kept low at all crossings, with ample sightlines from both the trail and the roadway.

Where feasible, roadway crossings should be at intersections where motorists are expecting traffic from the side and thus more likely to recognize a snowmobile trail crossing. If midblock crossings are required, approaches should be as level as possible and sightlines extra long. To be level during the snow season, the approach should be designed to be 3 to 6 inches lower than the road during the none-snow season, where feasible. This will allow groomers to remove the extra snow dragged across the road by snowmobiles and to avoid creating a hump right before the crossing point.

Gateways on each side of the road can also remind riders that they are about to make a crossing and extra attention is warranted. All roadway crossings should be consistent with any applicable laws and ordinances. The optimal location for all crossings should be field determined by experienced trail designers and tested during the day and at night to ensure that they are clearly visible and as safe as possible. The following photos illustrate a number of roadway crossing considerations.



A gateway at this midblock crossing helps snowmobilers and motorists more easily recognize the crossing. The level grade on both sides of the road (similar to a farm field access drive) also improves sightlines and allows the rider to more easily position for the crossing.



Although this crossing is well marked from both sides, it is not optimal due to the guy wire from an adjoining utility pole. During the day, riders are likely to see it, but at night it poses more of a risk. Careful attention to detail is essential at all crossings given the distractions that are inherent in these situations.



A narrow tread caused by snowbanks poses two concerns: 1) it reduces the sightlines from the trail and roadway and 2) it squeezes riders into a single path just when they are about to make a crossing. On designated trails, avoid this whenever possible.



Along with proper signage, a light is added at this trail crossing to improve safety. The flatness and straightness of this trail conversion reduced the visual cues associated with identifying this intersection, warranting the addition of the light.

TRAIL SIGNAGE

Consistent with the grant-in-aid program administered by DNR, signage should be provided for direction, information, and enhancing the safety of trail users. Major signing areas include trailheads, trail junctions, and areas where the safety of the user is of particular concern. The primary reference for snowmobile trail signage is the *MN DNR's Sign Manual*, which provides reference numbers and in-depth information for each type of sign used along a snowmobile trail. The instructions manual for the snowmobile grant program administered by the DNR Division of Trails and Waterways also has an extensive listing of signing recommendations. The following provides a brief overview of signage that complements these resources.

Trailhead and trail junction signs provide maps showing route designations, distances, traffic flow direction, and the location of support facilities. Safety signs are used to caution users of steep slopes, bridges, highway crossings, or other trail hazards.

Signs on trails should be kept to the minimum necessary and be well placed to serve their purpose. Signs placed along the trail should include reassuring blazes along with Caution, Do Not Enter, Stop Ahead, Stop, and other related signs.

Placement of most signs is consistent with the guidelines for natural trails as defined in Section 6 – Sustainable Natural Surface Trails. Signs should be placed on the right side of the trail and set back from the main tread, but within the clearing limits. Signs should be attached to posts offset 2 feet (minimum) to 3 feet (preferred) from the edge of the groomed treadway. The signs should be placed 3 feet (minimum) to 4 feet (maximum) above the expected snow depth. Setting the signs 4 feet above the bare ground typically ensures the sign will be the desired height. Posts may be wood or plastic, depending on location and availability.

Directional signs used along the trail should include trail junction blazes, directional blazes, and reassuring blazes. These signs should be placed in open areas or in other areas where a trail user might become confused. If uncertain about the effectiveness of signing, invite a nonlocal snowmobiler to identify deficiencies.

TRAILHEADS AND SUPPORT FACILITIES

Trailheads typically consist of a parking area and trailhead kiosk with trail maps and related information. The parking area for trails varies considerably depending on its popularity and the number of access points. As a general guideline, parking areas should be designed to accommodate a minimum of 10 vehicles, with room for expansion. Each space should be 10 feet wide by 45 feet long. Drive lanes should be 24 feet wide with adequate turning radii. An aggregate surface is sufficient for parking areas if used primarily for snowmobile trail use. Snowbanks from plowing should also be used as the primary means to define the parking area. Posts or other barriers can also be used on the periphery of the parking area to prevent vehicles from leaving the designated area.

Given the maintenance and cost, providing portable or permanent restroom facilities should be carefully considered. If private services are available near the trailhead, providing these facilities is generally not recommended. In select locations, snowmobile trailheads take advantage of support facilities, including restrooms, at summer-use state or county trails and parks

In addition to trailheads, support facilities that should be identified on trail maps include services such as gas, repair shops, food, lodging, medical facilities, and law enforcement offices (911 or Zenith). The nearest DNR office should also be identified, along with any other helpful information. Trailheads that are in conjunction with or near gas stations and convenience stores can be especially successful.

SUMMER USES OF SNOWMOBILE TRAILS

The compatibility of snowmobile and summer-use trails following the same corridor should not be assumed and requires site-specific evaluation. This is especially the case where snowmobile trails travel through areas of unstable or hydric soils that can support snowmobile use when frozen conditions but become unstable in summer. Summer use of these corridors should be precluded. The following photos illustrate some of these conditions.



This otherwise sustainable snowmobile corridor is not well suited to summer ATV use, as the photo clearly illustrates. An ongoing occurrence of this type of impact only leads to more restrict uses, sometimes even for those the trail was designed to accommodate.



Even seemingly stable soil conditions can be susceptible to erosion when a snowmobile trail corridor becomes a de facto ATV trail. The key point is that all trails must be designed for their purpose. It should never be assumed that a trail corridor for one purpose will be suitable for another until it is assessed for that purpose.

ELM CREEK PARK RESERVE

ThreeRivers
PARK DISTRICT

ThreeRiversParks.org

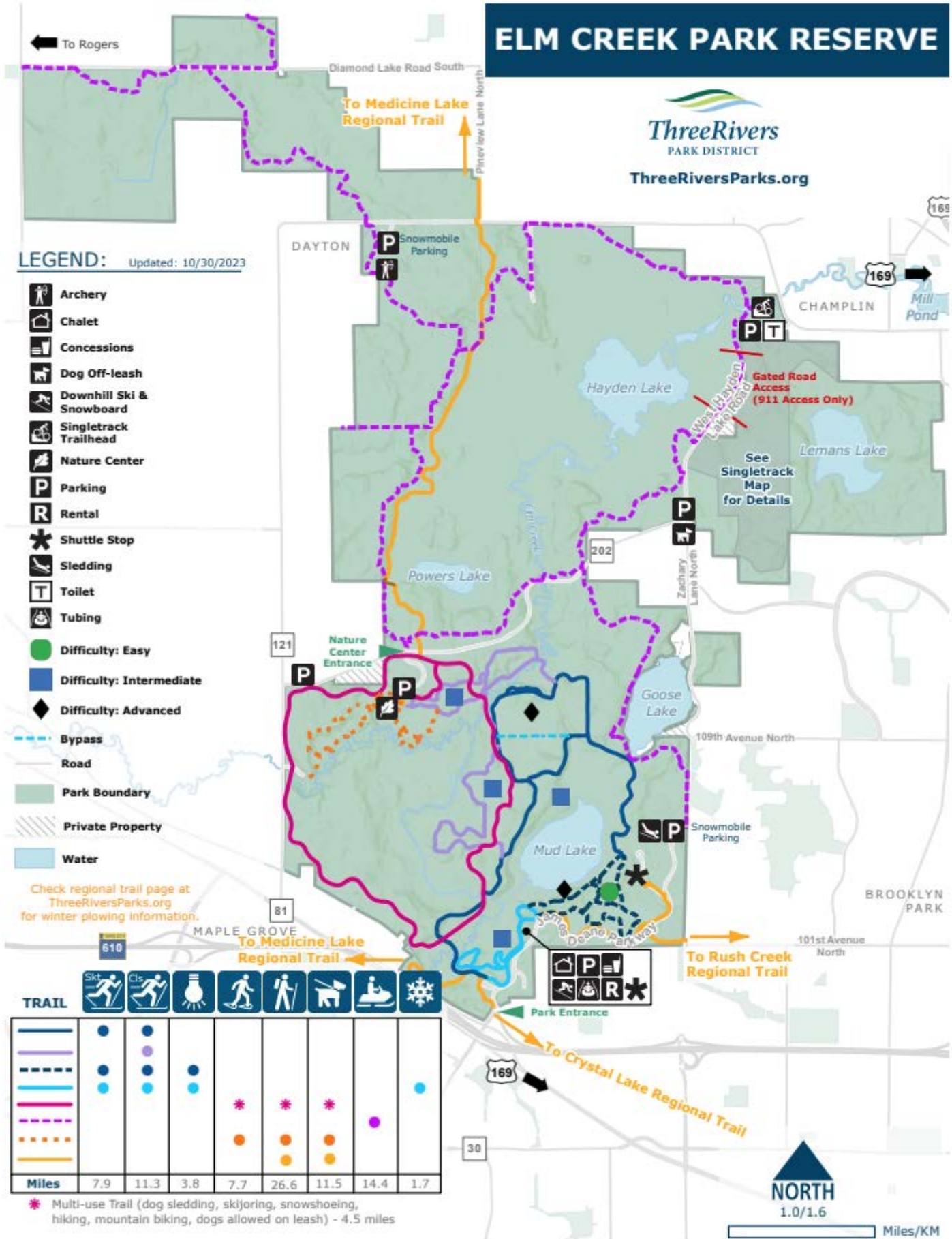
LEGEND: Updated: 10/30/2023

- Archery
- Chalet
- Concessions
- Dog Off-leash
- Downhill Ski & Snowboard
- Singletrack Trailhead
- Nature Center
- Parking
- Rental
- Shuttle Stop
- Sledding
- Toilet
- Tubing
- Difficulty: Easy
- Difficulty: Intermediate
- Difficulty: Advanced
- Bypass
- Road
- Park Boundary
- Private Property
- Water

Check regional trail page at ThreeRiversParks.org for winter plowing information.

TRAIL							
	•	•					
	•	•					
	•	•	•				
				•	•	•	
				•	•	•	•
				•	•	•	
Miles	7.9	11.3	3.8	7.7	26.6	11.5	14.4

* Multi-use Trail (dog sledding, skijoring, snowshoeing, hiking, mountain biking, dogs allowed on leash) - 4.5 miles



PRESENTER: Martin Farrell

ITEM: CDAA Participation Charts Discussion

PREPARED BY: Martin Farrell

POLICY DECISION / ACTION TO BE CONSIDERED: None.

BACKGROUND: Below are a few charts showing participation trends by City including a table with the 2023 field use data for participants aged 8 and under, which serves as a good leading indicator of future trends.

For example, overall baseball participation shows a 5:2 ratio of Champlin to Dayton participants, but for those aged 8 and under, the ratio is 2:1. This suggests that even if Dayton does not add any new homes, the Champlin to Dayton participant ratio will likely be at least 2:1 in five years. The ratio of fields provided by the two cities has been between 3:1 and 2:1, so this is consistent with participants.

However, as Dayton adds homes, the number of Dayton participants will exceed the fields provided sooner than in five years. The addition of a couple of neighborhood park fields will help, but will not be sufficient to keep up with the demand based on trends.

CDAA again encourages the city to acquire land for a larger park now. This way planning can occur, which CDAA can provide input and support financially. The fields can be added as needed with land and a plan.

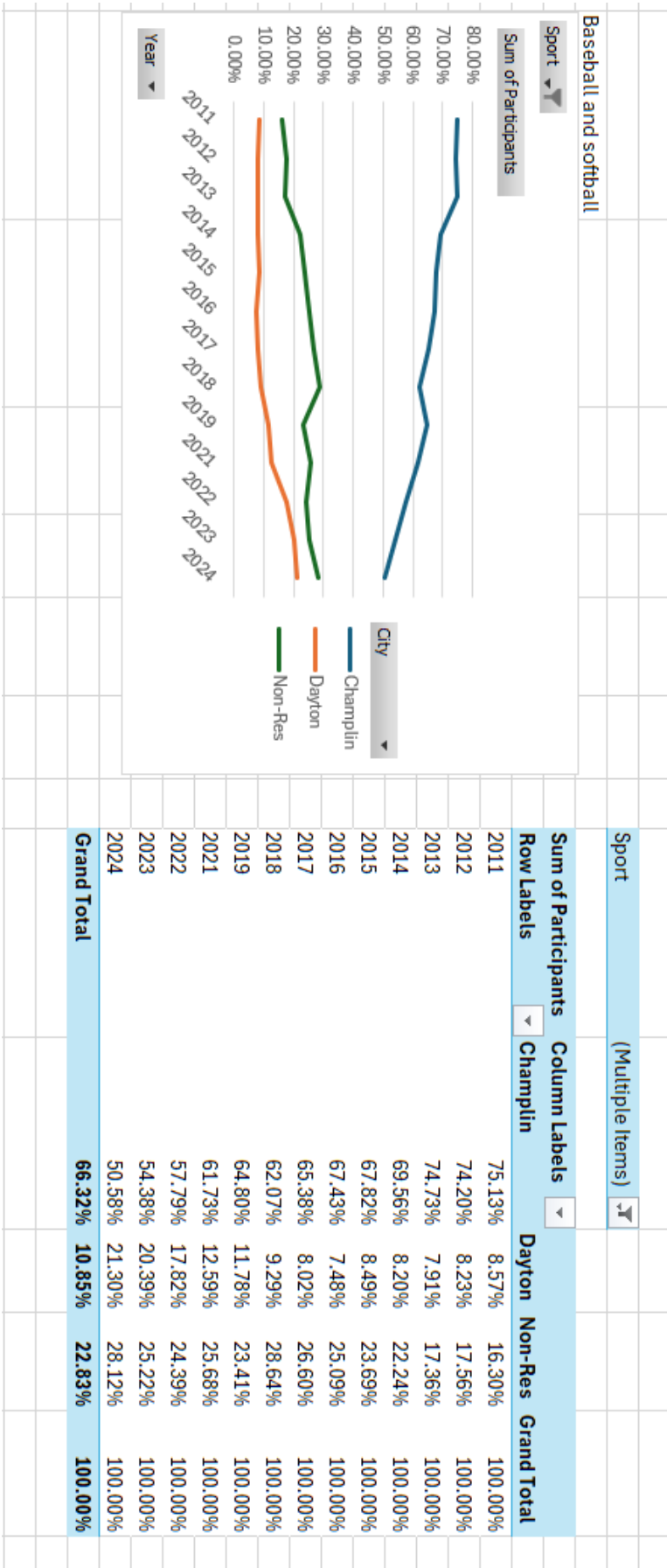
The above is an excerpt of an email from Rick Kloeppner of CDAA

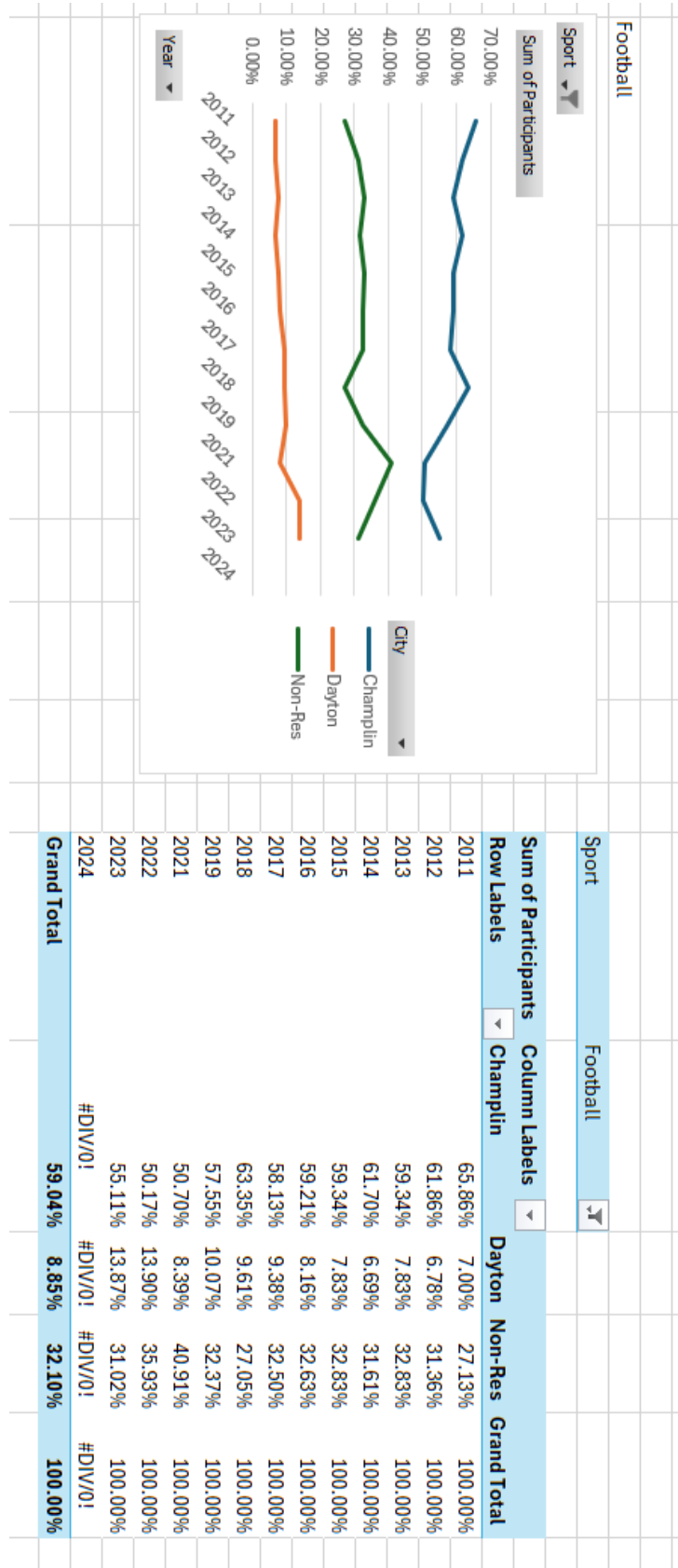
CRITICAL ISSUES: Purchase of Land for a Community Park

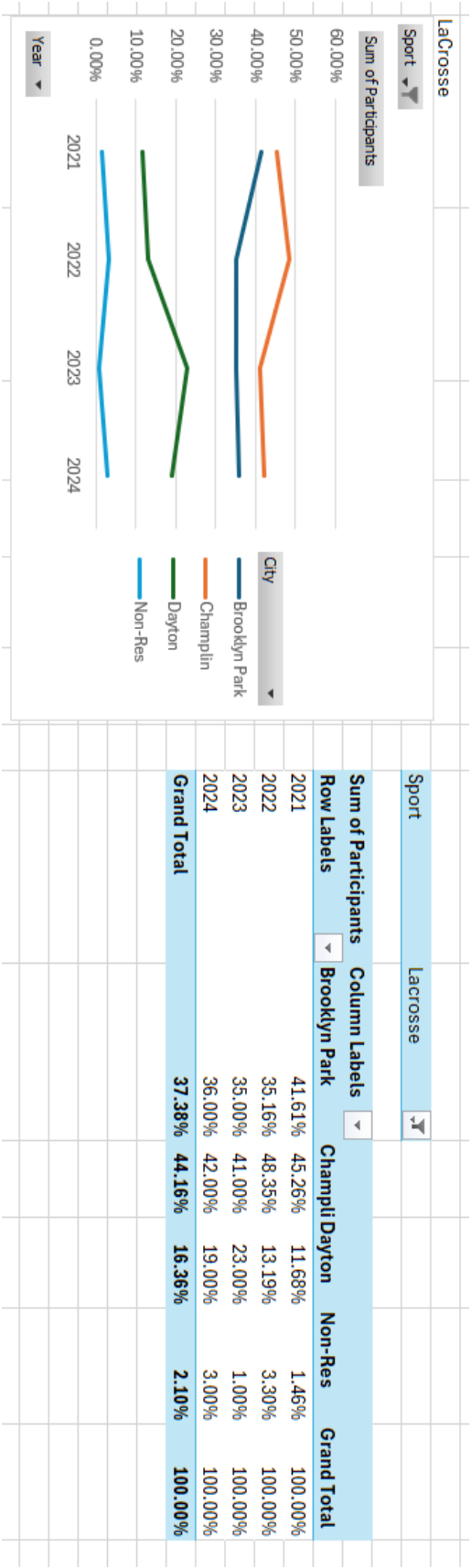
BUDGET IMPACT: None

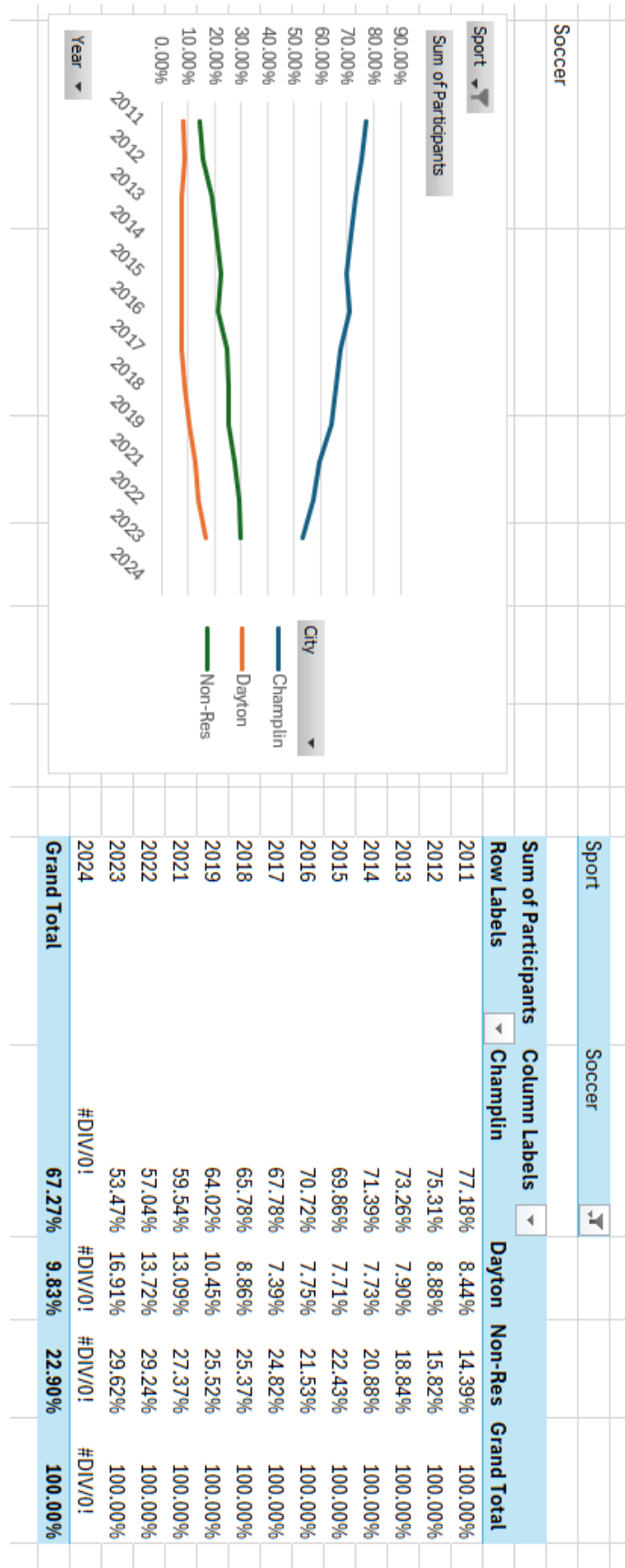
RECOMMENDATION: None.

ATTACHMENT(S): CDAA Participation Charts.









8 and under only					
Year	2023				
Sum of All 8 and under years old	Column Label				
Row Labels	Brooklyn Park	Champlin	Dayton	Non-Res	Grand Total
Baseball	0%	52%	25%	23%	100%
Football	0%	57%	15%	28%	100%
Lacrosse	0%	39%	30%	30%	100%
Soccer	0%	52%	20%	28%	100%
Softball	0%	60%	19%	21%	100%
Grand Total	0%	52%	21%	27%	100%

PRESENTER: Martin Farrell

ITEM: Park Dedication Cash Fee Expenditure Policy Review

PREPARED BY: Martin Farrell

POLICY DECISION / ACTION TO BE CONSIDERED: None.

BACKGROUND: City Staff have developed a Policy for how Park Dedication funds are distributed, there has been confusion in the past as to where the funds were used, if it was put into a central pot and distributed as needed to Parks in Developments, rather than used on the neighborhood where the funds were captured. Attached is a draft of the proposal for the policy developed by Staff. Your comments will be collected and provided to Staff for inclusion in the policy document. The document will then be reviewed by Council for adoption.

CRITICAL ISSUES: To produce a policy document that defines the usage of Park Dedication Fees.

BUDGET IMPACT: N/A

RECOMMENDATION: None.

ATTACHMENT(S): Park Dedication Cash Fee Expenditure Policy document.



Park Dedication Cash Fee Expenditure Policy

As allowed by Minnesota Statutes 462.358, subdivisions 2b and 2c which permits the City to require dedication of park land, or cash in lieu of land, as part of the subdivision process in order to fulfill its plans for recreational facilities and open spaces. At Final Plat approval, the City Council, will determine whether park dedication is required in the form of land, cash, or a combination. The City will base its determination on the need created by the proposed development, the Comprehensive Park Plan, and other park and recreational studies.

Purpose

This policy governs the use of Park Dedication cash received in lieu of land from development¹. These cash fees are to be used for park system expansions or enhancements, land acquisition, recreation facilities, or expanded amenities at previously existing parks, but not on rehabilitation or maintenance².

Application of Cash Fees

75% - Nearest Neighborhood Parks where dollars are received
25% - Premier/Destination or Community Park within Dayton

Other Funding Dollars

A portion of the improvements to community parks benefits existing development in the City. Park capital levy dollars to park capital funds are scheduled based on the long-term plan and are not a part of the Park Dedication dollars discussed in this policy. Given future growth of Dayton will continue for many years, the use of those levy dollars could be used to fulfill a funding gap if there ever was one during the construction of a new park or for the purchase of land for a new park.

Exceptions/Clarifications

If there are dollars received from development that does not have a Neighborhood Park designated within the Comprehensive Plan for Park Planning, those dollars would be allocated 100% to the Premier/Destination or Community Park.

If there are dollars received from a development that already has a neighborhood park constructed within the section of the Comprehensive Plan, those Cash Fees would remain in that area until the park is updated.

Adopted by the City Council:

Adopted by the Park Commission:

Revised by the City Council:

¹ Either an entire newly platted subdivision or just a single property being subdivided to make a new lot

² Cash payments must not be used for ongoing operation or maintenance of parks, recreational facilities, playgrounds, trails, wetlands, or open space. (MN Stat 462.358, Subd 2b(g). Also available via City Code 1002.08 Subd. 10.