



# Veterans Memorial Greenway Phase II Right of Way and Alignment Updates

## Physical Development Committee

October 14, 2025

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## Presentation Outline



- Veterans Memorial Greenway Overview
- Phase II – Agreements and Easements
- Alternative Analysis Updates
- Discussion and Questions

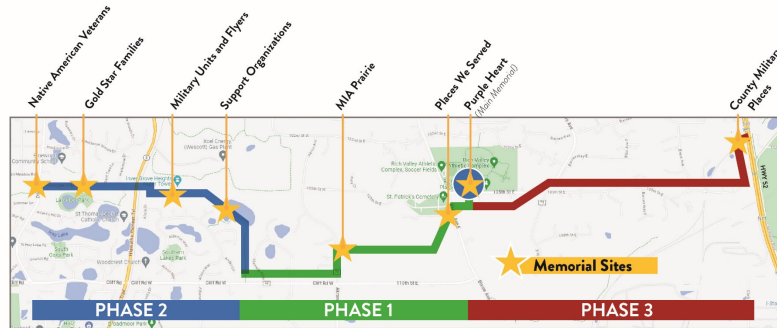


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## Project Overview



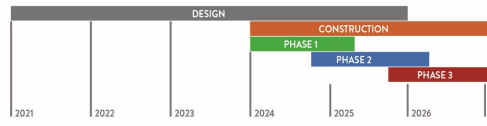
### Veterans Memorial Greenway



#### Phased construction

Veterans Memorial Greenway construction will take place in three phases with a planned completion in late 2026 or 2027. Tentative construction estimates are:

- Phase 1 (central) — 2024-2025
- Phase 2 (west) — 2024-2025/2026
- Phase 3 (east) — 2025-2026/2027



For more information about Veterans Memorial Greenway, visit [www.dakotacounty.us](http://www.dakotacounty.us), search **veterans greenway**

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## Greenway — Definitions, Principals, Goals



### Greenway Guidebook

“2008 vision proposes more than a trail system – it suggests enhanced open space corridors that provide multiple functions and provide multiple community benefits in areas of **1. habitat 2. recreation 3. water quality 4. transportation (with trails, greenways and linking destinations).**”

### 2050 Parks, Greenways, and Natural Systems Vision Plan

**Definition** – “Greenways are linear parks that perform multiple functions and provide community benefits in the areas of water quality, habitat, recreation, and nonmotorized transportation.”



**Transportation Plan** - Goal 3: Management to Increase Transportation System Efficiency, Improve Safety and Maximize Existing Highway Capacity – listed under CIP Investment Categories – Bicycle, and Greenway Trail Gaps and Crossings

### State and Regional

#### Metropolitan Council

*Metropolitan Council 2050 Regional Trails Policy Plan*

Regional Trails provide recreational opportunities along linear pathways or potentially via waterways throughout the metropolitan area. Regional trails play a prominent role alongside the Regional Bicycle Transportation Network, providing recreation and transportation services

#### MnDOT

*2022 State Multimodal Transportation Plan*

**TRANSPORTATION SYSTEM** Transportation system refers to the various elements and networks that constitute the overall state transportation system such as state and local road networks, sidewalks and trails, transit systems, rail networks, ports and airports, etc

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## Phase II – Easements & Agreements



- Regional Trail Easement
- Construction Agreement or Permit

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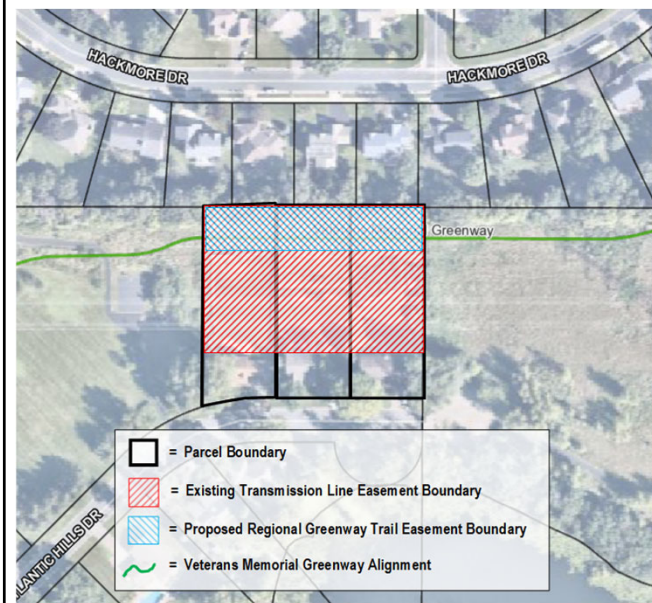
## Phase II – Negotiations



- Orange: properties/easements acquired from private landowners
- Blue: properties acquired via agreement
- Red: properties that remain unsettled

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## Phase II – Negotiations



This map depicts the existing 200-foot-wide Xcel Energy transmission line easement that runs through the backyard of the subject properties (shown in red hashmarks)

The proposed 60-foot-wide greenway trail easement (shown in blue hashmarks) is located entirely within the existing Xcel Energy easement

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## Phase II – Negotiations



### Summary of VMG Trail Easement Negotiations

| Parcel                           | 3                          | 4                    | 5                      |
|----------------------------------|----------------------------|----------------------|------------------------|
| Parcel number                    | 10-44300-01-160            | 10-44300-01-170      | 10-44300-01-180        |
| Owner                            | Jacquelynn and Scott Baker | Robert Snyder        | Nicole and Chris Medin |
| Perm Easement (sq-ft)            | 6026                       | 6054                 | 6023                   |
| Temp Easement (sq-ft)            | 0                          | 1506                 | 1501                   |
| Appraised Value total            | \$24,000                   | \$25,850             | \$24,850               |
| First Offer                      | \$24,000                   | \$25,850             | \$24,850               |
| Property Owners 1st Counteroffer | \$100,000                  | \$100,000            | \$100,000              |
| Owner Concerns                   | Screening & security       | Screening & security | Screening & security   |
| Screening cost                   | Part of Project Cost       | Part of Project Cost | Part of Project Cost   |
| Security cost                    | \$10,000                   | \$10,000             | \$10,000               |
| Second Offer                     | \$34,000                   | \$35,850             | \$34,850               |
| Property Owners 2nd Counteroffer | \$100,000                  | \$100,000            | \$100,000              |

- After directly addressing property owners' concerns with our 2nd offer, the owners remain firm that \$100,000 is their price.
- July 30<sup>th</sup> letter sent informing residents of alignment analysis in front of homes, and 2<sup>nd</sup> offer still being valid. To date, no response to letter, emails or calls.

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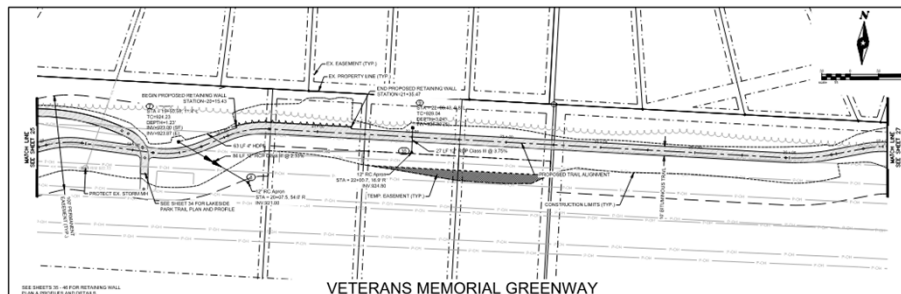
## Alignment Matrix



| Alignment                                                             | Total Cost                                 | Private Property Impacts                                                                                                                                                       | User Experience (ranked 1-5) | Public Safety (ranked 1-5) | Other Issues                                                                                                                                                                                                                                                                             |
|-----------------------------------------------------------------------|--------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Preferred:<br>Board Adopted<br>Met Council Adopted<br>Eagan Supported | \$170,000                                  | <ul style="list-style-type: none"> <li>Back Yard</li> <li>Perm easement or fee title on existing easements (avg per parcel 6,050sf, .13 acre)</li> </ul>                       | 1                            | 1                          | <ul style="list-style-type: none"> <li>Options include condemnation and negotiation</li> <li>Fee title or easement</li> </ul>                                                                                                                                                            |
| Alt 1:<br>10 ft Trail with 5 ft boulevards                            | \$300,000                                  | <ul style="list-style-type: none"> <li>Front Yard</li> <li>Temp easements (4,602 sf)</li> <li>Retaining wall on one property</li> <li>Tree removals on 3 properties</li> </ul> | 2                            | 2                          | <ul style="list-style-type: none"> <li>Master Plan Amendment required</li> <li>Met Council approval required</li> <li>Schedule delays</li> <li>State Aid Scope Change</li> <li>Lacks Eagan support</li> </ul>                                                                            |
| Alt 2:<br>12 ft Trail w/o boulevard                                   | \$270,000                                  | <ul style="list-style-type: none"> <li>Front Yard</li> <li>Temp easements (2,211 sf)</li> <li>Tree removals on 2 properties</li> </ul>                                         | 3                            | 3                          | <ul style="list-style-type: none"> <li>Master Plan Amendment required</li> <li>Met Council approval required</li> <li>Schedule delays</li> <li>State Aid Scope Change</li> <li>Lacks Eagan Support</li> <li>Snow Removal Challenges</li> </ul>                                           |
| Alt 3:<br>In road with signage                                        | \$170,000                                  | <ul style="list-style-type: none"> <li>None</li> </ul>                                                                                                                         | 4                            | 4                          | <ul style="list-style-type: none"> <li>Master Plan Amendment required</li> <li>Met Council approval required</li> <li>Schedule delays</li> <li>Contrary to Greenway and County Standards</li> <li>Sets precedent</li> <li>State Aid Scope Change</li> <li>Lacks Eagan Support</li> </ul> |
| Gap:<br>No Improvements from Lakeside Park to new bridge              | *Engineering<br>*Church Easement revisions | <ul style="list-style-type: none"> <li>None</li> </ul>                                                                                                                         | 5                            | 5                          | <ul style="list-style-type: none"> <li>Potential impacts of Federal Funding</li> <li>Schedule delays</li> <li>Incomplete Greenway</li> <li>Sets Precedent</li> <li>Lacks Eagan Support</li> </ul>                                                                                        |

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## Adopted Plan Alignment

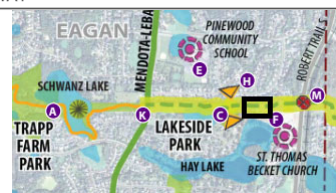


### Design Details

- 10' trail, 2' shoulders, slopes of 5% or less, includes 120' retaining wall
- Maintains 130'-150' distance from property decks/patios and homes
- Dakota County and Met Council Regional Trail design compliant
- Design is complete
- Regional Trail Easement recorded on Eagan land. City Donated

### Cost & Property Value Impact \$170,000

- Trails have been shown to be an amenity, especially when it doesn't affect the usability of the property
- Appraisal already paid and completed, cost for easement/fee known, land encumbered within transmission line easement limiting litigation risks and utility of land does not change



### County Board Adopted Alignment

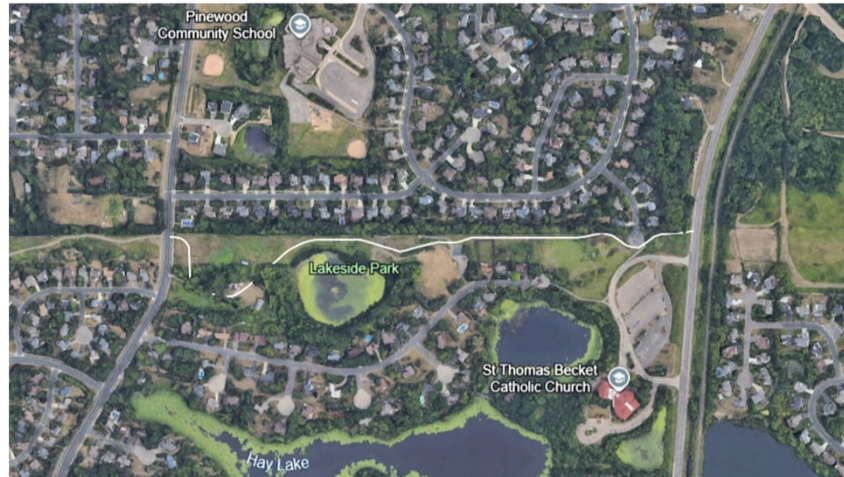
September 2017

### Eagan City Council Resolution of Support

August 2017 (2030 Regional Parks Policy Plan &amp; 2030 Comprehensive Plan compliance)

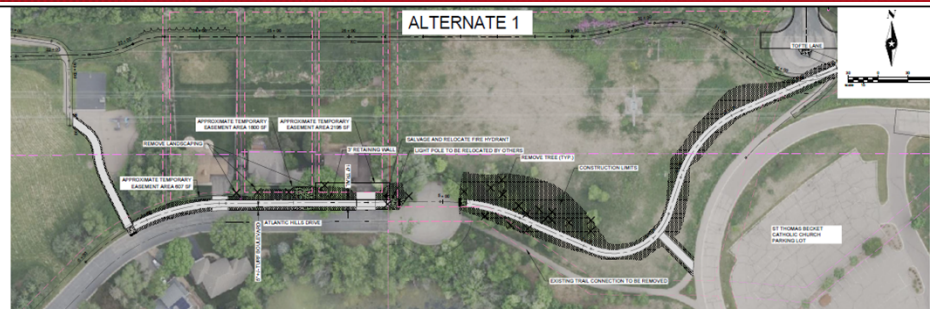
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## Preferred Alignment – Fly Through



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## Alternate 1



### Design Details

- 10' trail, 5' turf boulevard, back of trail on existing ROW line

### Property Rights Impact

- Taking TE from a current usable yard space that will permanently alter the front yards
- Eagan has not approved use of City R/W or NEW easements

### Property Value Impact

- Taking up additional front yard space and potentially removing large shade-providing trees could result in a permanent diminution of value

### ROW Costs

- Requires new appraisals, with potential for increased acquisition costs due to severance or construction interference

**\$300,000 scope change**

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## Alternative Alignments – Fly Through



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## Met Council Process & Guidance



- Atlantic Hills Drive was never identified as an alternative alignment in the Master Plan.
  - 2050 Regional Parks and Trails Planning Handbook under "Administrative Process for Minor Long-Range Plan Amendments" 1 Month review with a formal Council action letter decision
    - Memo with a description of the purpose for the change and extenuating circumstances behind a potential on-road trail segment
    - Amendment request must demonstrate consistency with:
      - Park and trail classifications (Policy Plan, Section 2 System Plan, Action 1 Classifications)
      - Locating and acquisition criteria (Planning Handbook, Section 4: Natural Systems, Action 1 Locate and Acquire Land).
- Metropolitan Council Design Guidance.
  - 2050 Regional Parks and Trails Policy Plan states "On-road bikeways should only be allowed for short segments where no other off-road solutions are reasonable/viable.
    - Trails may still be within the roadway right-of-way, but they need to be physically separated from vehicle traffic by raised curbs, large planters, or other permanent vertical barriers" and page 105 states "In general, regional trails should be developed away from roadways."



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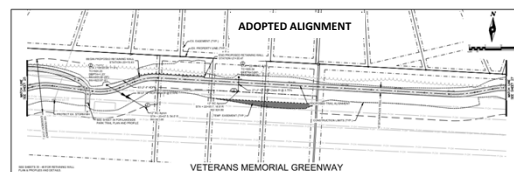
## External Funds Summary



| Budget & Funding Source Summary         | Awarded Amounts     | Expiration or Obligation Dates |
|-----------------------------------------|---------------------|--------------------------------|
| <b>External Funds</b>                   |                     |                                |
| • ML2020 State Bonding                  | \$5,000,000         | 12/31/2027 Grant Expiration    |
| • Federal Directed                      | \$4,950,000         | 9/30/2026 Funds Expire         |
| • ML2023 State Bonding                  | \$5,000,000         | 12/31/2027 Grant Expiration    |
| • Federal Directed Highway 3 Bridge     | \$1,000,000         | 9/30/2026 Funds Expire         |
| • MN Department of Admin – Tunnel Mural | \$20,000            | 6/30/2026 Funds Expire         |
| <b>Total External Funds</b>             | <b>\$15,970,000</b> |                                |

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## Discussion – Direction on Alignment



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