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ACKNOWLEDGMENTS

Great River Greening, City of Mendota Heights, Dakota County, and the Pilot Knob Preservation Association gratefully acknowledge the community contributions to the content of the Oheyawahe/Pilot Knob Historical Landscape Plan.

STEERING COMMITTEE

• Deborah Karasov, Executive Director, Great River Greening
  • Wiley Buck, Program Manager, Great River Greening
  • Mark McNeill, City Administrator, City of Mendota Heights
  • Ryan Ruzek, Public Works Director, City of Mendota Heights
  • Chris Soutter, Pilot Knob Preservation Association
  • Autumn Hubbell, Outdoor Education Coordinator, Dakota County
  • Al Singer, Land Conservation Manager, Dakota County

CONSULTANTS

• Stewart Crosby, Senior Associate Landscape Architect, SRF Consulting Group, Inc.
  • Sean Jergens, Senior Associate Landscape Architect, SRF Consulting Group, Inc.
  • Amy Elias, Senior Landscape Architect, SRF Consulting Group, Inc.

PROJECT FUNDING

• This project was funded by a grant from the American Express Foundation
The Historic Oheyawahe/Pilot Knob site is a culturally and historically significant location on and above the river bluffs of Mendota Heights, MN. Overlooking the Minnesota and Mississippi Rivers, its vantage point high above the ancient valley is the reason it has sustained importance for centuries, both to the Native American community, and to the history of the United States. The Dakota-given name for the site “Oheyawahe” or the “hill much visited”, is a sacred site, known as a burial place for tribal communities and site for important ceremonies. Additionally, the site’s proximity to the Bdote area, the birthplace of the Dakota people, carries with it a significance that is singular. The Treaty of 1851 was signed on the hill, an act in which the Dakota ceded 35 million acres of land to the United States. The name “Pilot Knob” was given to the hill and its unique landform due to its use as a navigational reference for steam boat captains in the 1800’s, though the top twenty feet of the hill were removed in the 1920’s. A marker plaque on a boulder commemorating the historic treaty sits at the approximate location of the high point of the former Knob, directly adjacent to the Oheyawahe/Pilot Knob site on Acacia Park Cemetery land.

Over the last decade, Great River Greening, in partnership with the land-owner City of Mendota Heights and Dakota County, has worked to restore twenty-five acres of the site to an oak savanna, which was the pre-European settlement plant community. Minimal development at the site has been made in recent years to accommodate parking, a gravel trail, and modest interpretive signs, which provide access to the public and facilitate the visitor’s experience of the grand vistas and appreciation of its historical significance. Through additional relationships with the Pilot Knob Preservation Association (PKPA), the Mendota Mdewahkanton Tribal Community (MMDTC), and other Dakota bands and community members, the Oheyawahe/Pilot Knob site was saved from impending development, leading the way to its eventual listing on the National Register of Historic Places, on March 14, 2017.

PROJECT IMPETUS

This document is intended to facilitate the next phase of preservation planning, dealing primarily with visitor services and access. The current condition of the facilities and interpretive features at Oheyawahe/Pilot Knob warrants a long-term plan that will accommodate better access for the existing and future visitors to the site, while also promoting the ecological restoration goals and preserving the historically significant features that are present. Great care is taken to ensure that the perspectives of local and regional Native American communities are included in the development process for this nationally significant place.

NATIONAL REGISTER OF HISTORIC PLACES

The listing on the National Register of historic places was an important milestone in the preservation activity at Oheyawahe/Pilot Knob, and has provided acknowledgment of the site’s National historical significance. Currently, there is no physical notice of this new status anyplace at Oheyawahe/Pilot Knob.

GREAT RIVER ROAD

From a state-wide perspective, the site has been included as part of the Minnesota Great River Road tour and website, which marks significant stops along the Mississippi River with the green pilot’s wheel logo to help guide
FIGURE 1: CONTEXT LOCATION MAP
visitors to experience the history of the route.

REGIONAL TRAILS
The site is located directly adjacent to the Dakota County Big Rivers Regional Trail (a segment of the Minnesota River Greenway). The trail connection is part of the recently completed MN River Trail Interpretation Plan completed in conjunction with Dakota County, and is addressed in this project.

HISTORIC FORT SNELLING
Locally, the Historic Fort Snelling center is currently enhancing their interpretation program to incorporate more regional interpretation, including Oheyawahe/Pilot Knob and the Bdote area.

PROJECT APPROACH
This Historic Landscape Plan aims to provide Great River Greening and the City of Mendota Heights with a plan for the site’s next phase of preservation planning, including improvements to visitor facilities and access, interpretation, and signage.

The project first examines the impetus for this next phase of planning as it relates to contextually to projects and happenings that are bringing more visibility to the site. Secondly, through an examination of the site’s historical uses to the present, the project lays out a timeline of past development, and identifies the site’s current uses. Thirdly, the project graphically illustrates the current condition of the site, and outlines a synthesis of analysis describing the issues and opportunities identified. Next, the project presents a preferred concept plan graphic with recommendations for future specific site features, followed by an outline of possible interpretation plan approaches and themes. Finally, a section on Future Planning lays out proposed project phasing and accompanying costing, guidance on the government process that is required for building projects on federally recognized properties, and suggestions for working with indigenous communities as the project moves forward. The Appendix follows with concept alternatives, relevant documents, and acknowledgments to community members who contributed to the project.

PUBLIC INPUT/PROCESS
It should be stated from the start the development of the Historical Landscape Plan and any planning moving forward must include input from members of Native American tribal communities, in particular the Dakota nation. The process of soliciting input from indigenous communities for this project included reaching out by phone and email to individual community member contacts provided by the steering committee and others, receiving input from the PKPA group, and a pop-up engagement event at the Mendota Mdewahkanton Tribal Community Annual Pow-wow Wacipi.
Dakota Presence in the River Valley

The Minnesota and Mississippi river valleys have been home to the Dakota for hundreds of years, and the existence of our ancestry was sustained by their relationship with the earth and their surroundings. For generations, Dakota families fished from the rivers, gathered rice from area lakes, and hunted game on the prairies and in river valley woodlands. Along the riverbanks, leaders of the Eastern Dakota, including ŠAKPI, CASKE, MAZOMANI, WAMBIDTANKA/HUYAPA, TAČANKU WASTE, and TAOSYADETUKA, established villages. From these home sites, the Eastern Dakota traveled for hunting, gathering, and meeting with other bands of Dakota. Our ancestors lived in harmony with the world around them, and Dakota culture flourished.

The "Dakota Presence in the River Valley" mapping and data project demonstrates the strong presence of the Dakota and other native groups in the Minnesota and Mississippi river valleys. This is an ongoing project of the Shakopee Mdewakanton Dakota Community that will tap into various sources of information including elders, manuscript collections, archaeological data, survey notes, and map collections. The map and database are continuously updated to reflect the additional material we have uncovered, including differences in names, spellings, and site locations.

Figure 2: BDOTE Regional Context (adapted from map by Shakopee Mdewakanton Community Cultural Resources Dept.)
LISTING ON THE NATIONAL REGISTER OF HISTORIC PLACES

In March of 2017, Oheyawahe/Pilot Knob was officially listed on the National Register of Historic Places. According to the nomination form, the “Applicable National Register Criteria” listed for the site noted the “property is associated with events that have made a significant contribution to the broad patterns of our history”, and that the “property has yielded, or is likely to yield, information important in prehistory or history”. (See Appendix for the full National Register of Historic Places Registration Form submitted for Oheyawahe/Pilot Knob.) In total, 112 acres of the existing city-owned site and its surroundings were included in the listing. See Figure 2 for the extents of the listing, including property ownership.

Other details of note in the form list the areas of significance to be: past Native American use, a Treaty site, and contain Prehistoric Archaeology. The period of significance listed is: AD 1650-2016, as the site continues to be a Dakota ceremonial site. Four (historic) functions of the site were also listed on the form: a gathering site for Indigenous nations, a ceremonial site, a cemetery, and a natural feature. The historical information presented below is a brief summary of information included in the nomination form.

HISTORICAL TO THE PRESENT

PRE-1650 TO THE INTRODUCTION OF EUROPEAN SETTLEMENT

While the Dakota are known to have been the primary inhabitants of the region, it is likely that other nations have occupied the region prior to migrating elsewhere. European sources mention the Dakota in the area as early as 1650, though they may have been there much earlier, establishing villages near Bdote Mni Sota, which refers to the mouth of the Minnesota River. The geographical location of the confluence became a strategic location for gatherings, ceremonials and burials. As settlers moved into the area, in the later 1700’s, they began to establish outposts for trading.

1800’S DEVELOPMENT OF FORT SNELLING

In 1805, the famous Lieutenant Zebulon M. Pike expedition to the region lead to the negotiation with Dakota leaders for a tract of land that would in 1819 become developed into the military fort, Fort Snelling. The earliest white settlement in the Minnesota region occurred in the 1920’s at the Fort Snelling reservation at Coldwater, and at the trading post of Henry H. Sibley, what is now the village of Mendota. Oheyawahe/Pilot Knob was located within the original boundaries of the Fort Snelling Reservation and was an important part of the landscape of the fort.

The earliest references to Oheyawahe/Pilot Knob by European settlers called the bluff “Pilot Hill”, likely referring to the unique landmark it served for explorers and steamboats. Contrastingly, Dakota people had identified the landmark long before Europeans arrived as a sacred part of their creation story, where important ceremonies were held, and a protected place where burials could occur. It was generally known among the early settlers that the site was a burial place, as scaffold burial structures were observed at the site. Several paintings by the artist Seth Eastman record burial scaffolds. One in particular titled “Indian Graves at the Mouth of the St. Peters” from 1847,
FIGURE 3: NATIONAL REGISTER HISTORIC DESIGNATION BOUNDARY MAP AND LAND OWNERSHIP
suggests the summit of Pilot Knob.

Oheyawahe/Pilot Knob was the location for the second of two Dakota treaties in 1851, between the US government and the Mdewakanton and Wahpekute bands. The treaty effectively transferred the remaining Dakota lands in Minnesota Territory, including a portion of present-day South Dakota, as well as land in Iowa, from the Dakota to the United States - a total of approximately 35 million acres. The exact location of where the treaty was signed is not known, though a plaque marker dedicating the treaty in 1922 places the location at the summit of Oheyawahe/Pilot Knob. This was around the same time that the homes of fur traders Henry H. Sibley and Hypolite Dupois, both now part of the National Register Old Mendota Historic District - were preserved in the village of Mendota. The result of the treaty effectively removed nearly all Dakota people from Minnesota, which later lead to the US-Dakota Conflict of 1862, and resulted in an internment camp below Fort Snelling. The US government held hundreds of Dakota people at the camp, many who perished, prior to the removal of the surviving members to Dakota territory in the summer of 1863.

1900’S DEVELOPMENT OF OHEYAWAHE/PILOT KNOB

In 1925, 35 acres of the hill were purchased with the intention of making it into a cemetery - what would later be known as Acacia Park Cemetery. At this point, the top 20 feet of the knob were removed to develop the cemetery design. The cemetery eventually acquired a total of 79 acres. The cemetery maintained property on the east side of Pilot Knob Road, including a couple homes, a maintenance shed, and several smaller structures. Homesteads and agricultural lands took up much of the rest of the hill during the 20th century. Other development from the 1970’s and 80’s on the lower bluff of the site included a gas station and motel, adjacent to the Mendota Bridge. Several private properties still occupy the site on the southeast edge of the nominated property.

2000’S DEVELOPMENT OF OHEYAWAHE/PILOT KNOB

In 2003, the Preservation Alliance of Minnesota identified Oheyawahe/Pilot Knob as “one of the 10 most endangered historic places in Minnesota”. That spurred the formation of the PKPA, to advocate for protection of Oheyawahe/Pilot Knob as a public cultural and historic resource. In 2004, a private developer nearly succeeded in building a housing development in the northern portion of the hill; however, urgings from local indigenous communities, residents, community leaders, and many others against the development lead the Mendota Heights City Council to reassess the site, and reconsider it as a public open space. The developers plans eventually failed. In 2006, the City was able to purchase approximately 8-acres of the site, secured through grants from a number of sources - known as Phase I. In 2008, Acacia Park cemetery sold an additional 17-acres to the city - known as Phase II. Together, these 25-acres comprise Historic Pilot Knob. In 2007, the City of Mendota Heights, in conjunction with Dakota County, hired Great River Greening to develop a natural resource management plan to restore the open space and develop the site for public access. Challenges
arose because restoration on a burial site limits the restoration process from seeding using a harrow - which disturbs the top six inches of the soil. Instead, native seedlings were planted by hand by volunteers from the community. Hand seeding was done in other areas of the site, as well as planting groves of oaks, and acorns - all through GRG’s large volunteer base. In 2015, additional restoration occurred through an easement along Highway 55, with the Minnesota Department of Transportation, to remove non-native plantings in the right-of-way, and replace them with native plant species. Several buildings were removed, and utility lines were buried to maintain a more historic character to the site. Controlling invasives has been a significant challenge, and GRG has utilized many strategies: buckthorn removal, prescribed burns and conservation grazing with a combination of horses, sheep, and goats. As of the the writing of the nomination form, 1652 volunteers have given over 5000 hours in support of Oheyawahe/Pilot Knob by working on restoration efforts.
FIGURE 4: 1937 AERIAL PHOTO OF OHEYAWAHE/PILOT KNOB SITE

FIGURE 5: 1970 AERIAL PHOTO OF OHEYAWAHE/PILOT KNOB SITE
Figure 6: Historical Development Disturbance: 1937 - Present

Legend:
- High Disturbance
- Medium Disturbance
- Low Disturbance

Sites and areas:
- Former Motel
- Former Residential Buildings
- Former Cemetery Buildings
- Former Agriculture
- Former Road
- Current Parking Lot

Site locations:
- MN Hwy 55
- MN Hwy 62
CURRENT OHEYAWAHE/PILOT KNOB SUPPORTERS

In addition to the efforts of GRG, there are a number of other non-profit groups that currently use the site to advance understanding of its cultural, historical, and ecological importance.

PILOT KNOB PRESERVATION ASSOCIATION (PKPA):

In addition to PKPA’s successes in helping to preserve Oheyawahe/Pilot Knob from development, the non-profit group remains active in advocating for the site through programming and projects such as the Oheyawahe/Pilot Knob Pocket Guide. The fold-out brochure was written with assistance from professional historians, and provides cultural, historical and ecological interpretive information about the site. The guides are available at the upper parking lot and lower trail connection to Big Rivers Regional Trail.

INVERTEBRATE CONSERVATION:

Over the past decade, Great River Greening has restored the central 25 acres of Pilot Knob/Oheyawahe to oak savanna and prairie, which reflects the native vegetation that existed before European settlement. This restoration retains the passive, sacred nature of the site. A survey, in partnership with

the Xerces Society, was conducted to monitor native bee’s abundance, diversity, and foraging patterns – including searches for the endangered rusty patched bumble bee, yellow bumble bee, and other rare Minnesota species. This data is part of an ongoing monitoring project that will help Great River Greening evaluate the correlation between restoration practices and pollinator management.

MINNESOTA HUMANITIES CENTER (MHC):

The MHC offers programming like the tour Learning From Place: Bdote. The field trip is led by Dakota scholars and educators who share their stories of this land and its first people, bringing visitors to sites in St. Paul and Minneapolis that are of significance to Dakota people and learning about them from a Dakota perspective. Oheyawahe/Pilot Knob is one stop on the tour.

HEALING MINNESOTA STORIES (HMS):

HMS grew out of the Saint Paul Interfaith Network (SPIN), in an effort to address religion and racism. Through programming like the Sacred Sites Tour, they visit several locations within the Bdote area and share stories to bring awareness to the value of American Indian language, culture, and our
shared history. Oheyawahe/Pilot Knob is one stop on the tour.

SAINT PAUL PUBLIC SCHOOLS (SPPS):

SPPS, through their Center for Equity and Culture, have developed 5th grade curriculum that fulfills the Minnesota State Social Studies Standards for learning about pre-European North American cultures. Through partnerships with the MHC, SPPS trains non-indigenous educators around teaching Dakota content. To date, approximately five-hundred 5th graders have participated in Bdote tours, most of which include a stop at Oheyawahe/Pilot Knob.
Over the course of the project, the planning team made two visits to the site to observe its dynamic features during the course of the spring and summer. Observations from these visits, plus documents provided by GRG, anecdotal evidence provided by site users, and historic imagery were compiled to inform the Historic Landscape Plan.

**ACCESS AND CIRCULATION**

The only vehicular entrance is on Pilot Knob Road, accessed via Acacia Boulevard from the east and Pilot Knob Road from the south. Off-road trail access runs along Acacia Boulevard, as well as from Big Rivers Regional Trail, on the northwest end. Several driveways abut Pilot Knob Road from Acacia Park Cemetery on the west. There are three ways for pedestrians to enter the site trail system: at the parking lot, at the northern terminus of Pilot Knob Road, and at the Big Rivers Regional Trail connection.

**NATIVE PLANT COMMUNITY RESTORATION**

Great River Greening has completed extensive non-native invasive plant species removal and vegetative restoration to achieve native prairie and oak savanna plant communities. Through a phased management plan, GRG has made recommendations for continued restoration and management of the vegetation at Oheyawahe / Pilot Knob.

**FEATURES AND SIGNAGE**

The site currently has five interpretive features: two Medicine Wheels, the Seven Council Fires Overlook, and the Seven and Four Oaks Gathering Areas. Signage on the site is minimal - there are two exiting interpretive signs, and two areas to find a Pocket Guide for the site. The vistas experienced at the site are like no other, with views of the river valleys, Historic Fort Snelling, the Bdote area, the skyline of Minneapolis, among others.
EXISTING ACCESS AND CIRCULATION

FIGURE 7: EXISTING SITE ACCESS AND CIRCULATION DIAGRAM

LEGEND
- Parking
- Main Vehicular Access to Site
- Driveway
- Trail Access to Site
- Entry Points to Site
NATIVE PLANT COMMUNITY RESTORATION

FIGURE 8: NATIVE PLANT COMMUNITY RESTORATION ZONES DIAGRAM

LEGEND
- PRAIRIE GRASS ESTABLISHMENT
- WOODY PLANTING
- MnDOT RIGHT-OF-WAY RESTORATION
- MESIC PRAIRIE
- TALL GRASS PRAIRIE
- PRAIRIE RECONSTRUCTION
- OAK PLANTINGS
- CONTOURS - 2'FT

FIGURE 8: NATIVE PLANT COMMUNITY RESTORATION ZONES DIAGRAM
EXISTING FEATURES AND SIGNAGE

FIGURE 9: EXISTING FEATURES, INTERPRETIVE SIGNAGE, AND KEY VIEWS DIAGRAM
EXISTING CONDITIONS ANALYSIS

The analysis of existing site conditions has been further synthesized to develop and Issues and Opportunities map, to illustrate the site's most important features and limitations. The Key provided references descriptions of the significance of the feature and challenges and opportunities that the project team identified.

KEY MAP DESCRIPTIONS

1. **Entrance**
   - **Significance:** Acacia Boulevard and Pilot Knob Road provide vehicular and bicycle access to the site; possible existing easement with Acacia for allee of trees along Acacia Boulevard.
   - **Issues:** Shares the intersection with Acacia Cemetery entry, which has a monumental entry sequence, while Oheyawahe/Pilot Knob has no entry signage to indicate it is there, or that you’ve arrived.
   - **Opportunities:** Add entry sign monument to make the Oheyawahe/Pilot Knob site more visible and create an entry experience and sense of arrival.

2. **Parking Lot**
   - **Significance:** Parking lot is very small, with some limited services/features: accommodates approximately 8 vehicles, a waste receptacle, portable toilet, small sign, wood rail fence, trail entrance.
   - **Issues:** Lack of orientation of the site: inadequate signage for main parking area, unclear trail access or way-finding system, lack of designated bus drop-off/turnaround/parking, lack of bicycle parking.
   - **Opportunities:** Improve sense of entry for pedestrians with signage/interpretive area and clear trailhead; improve parking lot to accommodate desired number of vehicles; provide area for bus drop-off and pedestrian waiting/staging area, add bike parking and enhanced facilities.

3. **Pilot Knob Road + Utilities**
   - **Significance:** Paved road providing access to parking lot, and used by Acacia cemetery for site maintenance work; overhead powerlines follow road.
   - **Issues:** The road past the parking lot is confusing, and the gated entry is unfriendly and distracts from the entry sequence; the overhead power does not fit the character of the site.
   - **Opportunities:** Bury the power lines if possible, and remove road pavement to reduce amount of impervious surface; keep some pavement in place for a portion of an accessible trail.

4. **Gravel Road Extension**
   - **Significance:** Vestige of past agricultural development of site and former connection to Hwy 55; still used utility access drive; “short-cut” to the Seven Council Fires Overlook.
   - **Issues:** Barrier to restoration and visual/experiential disruption of the site
   - **Opportunities:** If necessary for utility access, convert surface to green, but drivable condition; or remove if not needed.

5. **Existing Trail**
   - **Significance:** The existing gravel trail guides visitors to several overlooks/features on the site.
   - **Issues:** Non-accessible in some areas due to slope and uneven surface; provides limited experience of the site and interpretive capacity; erosion issues. Currently the formal trail ends at the Seven Council Fires Overlook.
   - **Opportunities:** Regrade/redesign trail to accommodate more users; off alternative loops to increase interpretive capacity.

6. **Bluff Slope**
   - **Significance:** Only access from trail connection to the upper site; adjacent to
ISSUES AND OPPORTUNITIES

FIGURE 10: ISSUES AND OPPORTUNITIES KEY MAP

KEY FEATURES
1. Entry Area
2. Parking Lot
3. Pilot Knob Road + Utilities
4. Gravel Road Extension
5. Existing Trail
6. Bluff Slope
7. Existing Interpretive Panels
8. Medicine Wheel Overlook - South
9. Seven Oaks Gathering Area
10. Four Oaks Gathering Area
11. Medicine Wheel Overlook - North
12. Seven Council Fires Overlook
13. Big River Regional Trail Stop
14. Privately Owned Parcels
15. Acacia Park Cemetery - East-side
16. Acacia Park Cemetery - North-side
17. Off-Leash Dog Area
18. MnDOT Right-of-Way Restoration

LEGEND
- EXISTING TRAILS
- OFF-STREET TRAIL
- KEY VIEWS
- WETLAND
- INTERPRETIVE FEATURE

N

0° 200° 400°
a small wetland feature.

Issues: Extremely steep grades and unstable slopes create erosion and safety issues. Very slippery and unsafe when muddy or wet.

Opportunities: Improve surface and route to create a safe foot path; correct erosion control issues along the trail and adjacent slope; connect path to Dakota County Big Rivers Trail at the bottom of slope.

7 Existing Interpretive Sign Panels
Significance: The only major interpretive signage on the site; includes bilingual Dakota-approved descriptions of the site, located at important panoramic view locations.

Issues: Old, damaged and need replacement; height and design interferes with landscape views.

Opportunities: Re-design and construction of sign panels so they do not rise above horizon and interfere with views.

8 Medicine Wheel Overlook - South
Significance: Used by groups who visit the site; Used by individual Dakota people and groups for ceremonies and prayer.

Issues: Design of the feature requires maintenance, and needs repair/ replacement; original design by non-native individual; no interpretation.

Opportunities: Re-design or new design by Dakota artist; provide seating and interpretive signage.

9 Seven Oaks Gathering Area
Significance: Naturalized gathering are for larger groups; designed and installed as part of GRG management plan.

Issues: Access to the area is limited - there is no trail; unclear if area is utilized by Native American groups.

Opportunities: Incorporate the are in a loop trail, with or without additional access to the gathering are; include signage or interpretation, and managed plan for the interior space.

10 Four Oaks Gathering Area
Significance: Naturalized gathering area for smaller groups

Issues: Access to the area is limited - there is no trail; unclear if area is utilized by Native American groups.

Opportunities: Connect the are to a loop trail, with or without additional access to the gathering area; include signage or interpretation, and managed plan for the interior space.

11 Medicine Wheel Overlook - North
Significance: Overlook feature used by Dakota groups; suitable for gatherings, and has panoramic views.

Issues: Not visited often because of distance and noise from highway; similar issues as South overlook.

Opportunities: Provide planted buffer to mitigate noise or relocate/redesign feature elsewhere on site, by Dakota artist; provide seating and interpretive signage.

12 Seven Council Fires Overlook
Significance: Non-indigenous artist-designed feature overlook with 7 stones representing the 7 tribes of the Dakota nation; dramatic views of the landscape; visited by tour groups.

Issues: Far distance for less able-bodied individuals; no signage; bonfires have been held outside of local ordinances.
Opportunities: Create signage for interpretation; manage vegetation/edge of the feature

13 Big Rivers Regional Trail Connection
Significance: Provides the potential for a future connection for regional trail users to the Oheyawahe / Pilot Knob.
Issues: Lack of pull-off area or parking for trail users; inadequate wayfinding signage or acknowledgement of Oheyawahe / Pilot Knob; unsafe access across wet ditch.
Opportunities: Design small pull-off area with bike parking, seating, signage, safer site access; more accessible lower trail loop

14 Privately Owned Parcels
Significance: Several privately owned parcels lie within the boundary of the area listed on the National Register.
Issues: City would need to acquire properties from private owners; restoration of the parcels with native vegetation would be required.
Opportunities: Future acquisition of properties could provide additional access via Valencour Circle, land for additional trials, and interpretation.

Acacia Park Cemetery - East-side
Significance: Green space adjacent to the main site entrance
Issues: Cemetery landscape treatment contrasts with native prairie and savanna plant community.
Opportunities: Partnership with Acacia Cemetery to blend the two landscape treatments to provide a more seamless transition between properties.

16 Acacia Park Cemetery - North-side
Significance: Large natural area adjacent to Oheyawahe / Pilot Knob.
Issues: Lack of vegetation maintenance and non-complementary uses (brush pile); steep slopes.
Opportunities: Permanent easement; natural resource management; soft surface tails; relocation of non-complementary uses

17 Off-Leash Dog Area
Significance: Large undeveloped area adjacent to the site; within the boundary of the area listed on the National Register.
Issues: Access across the road from Oheyawahe / Pilot Knob.
Opportunities: Expansion of the site to this area, with potential to create a future Dakota Cultural Interpretation Center (expressed by Native American community members).

18 MnDOT Right-of-Way Restoration
Significance: GRG has worked with MnDOT to replace non-native species planted in the ROW with species more complementary to the native plant community restoration.
Issues: Additional areas of non-native species remain where the site is visible from the highway.
Opportunities: Perform additional vegetative removal/replacement near the bluff area to the west in coordination with MnDOT.
The Historic Landscape Preferred Concept plan was developed through a combination of the analysis presented above, and input from the project steering committee and the community. Two alternative concepts were initially developed and presented to the steering committee and other groups. Comments and feedback were gathered to inform a preferred concept, which is referred to as the Preferred Concept. Refer to the Appendix to see Alternative Concepts A and B.

**HISTORIC LANDSCAPE CONCEPT PLAN DESCRIPTION**

**ENTRY**
A proposed monument entry sign is located at the northeast corner of the Pilot Knob Road and Acacia Boulevard intersection. Existing pine trees will remain in place, but non-native vegetation and brush will be cleared to open the area up to views of the site and create a more visible entry.

**BUS DROP-OFF**
A dedicated area for bus drop-off is located along Acacia Boulevard, where an off-road, accessible trail guides visitors through additional interpretative features and the Gateway Area.

**PARKING**
The proposed parking lot overlaps the existing lot, and expands north to accommodate 16 vehicular spaces. The existing road bed will be used to expand the lot north, while pervious paving options will be explored for the stalls to minimize the amount of impervious areas. The terminus of the drive will be curb-and-gutter, and provide an area for vehicles to back in and out. This will also be the entrypoint for any service vehicles. The current gate will be removed. In addition to pervious surfacing, the parking lot will be an example of sustainable stormwater design, by directing all runoff to a new bio-swale and raingarden/pollinator feature. An area for bicycle parking, water fountain and portable restroom area is at the south end of the lot.

**GATEWAY AREA**
A wide sidewalk leads from the parking area to the Gateway Area. This area is proposed as a integrated trailhead and interpretive feature that could potentially provide some kind of shelter from the elements. This will be the primary hub for interpretive information about the site. Informal seating could also be incorporated to provide additional gathering space.

**BIG RIVERS REGIONAL TRAIL PULL-OUT**
In conjunction with Dakota County, the design for the trail pull-off will feature entry signage, an interpretive kiosk, bicycle parking, and benches, in a way that is consistent with the County’s goals and trail standards.

**TRAILS**

**Bus Drop-off**
An accessible trail is proposed from the bus drop-off area to a staging area and interpretive feature for groups. The accessible trail then continues to the Gateway Area and restrooms.

**Accessible Trail Loop**
An accessible, paved loop trail is proposed off of the main entry from the parking lot, to provide users of all mobility levels with a more user-friendly experience of the site. Several areas for interpretive features are proposed along the loop trail, as well as areas for seating and enhanced native plantings. The northernmost point of the loop offers open views of the valley with additional seating and interpretive features. The former section of Pilot Knob Road roadbed north of the parking lot will be modified to create a winding trail that can also accommodate occasional service vehicle access. The existing roadbed that is removed to create this feature will be replaced with enhance native plantings and trees.

**Trail Spurs**
Three trail spurs have been developed that will guide visitors to two existing
features on the site - the Seven Oaks and the Four Oaks gathering areas, and one proposed location at the northeast end of the site where there is opportunity for an interpretive feature and viewing point. Materials options for a soft surface trail should be explored for these.

Bluff Trail

While alternative routes and trail accessibility were explored for the route traversing the bluff, it is clear that relocating the trail would create significant disturbance on the site; therefore, the Bluff Trail will remain in the same relative location. Surfacing options and grading to alleviate erosion should be explored in future planning phases, including boardwalks and timber steps.

INTERPRETIVE FEATURES

There are five proposed location for new interpretive features. Note also, the existing Medicine Wheels are either removed (South), or phased out (North), due to their condition and location. The intention is that future planning efforts would partner with Dakota and other indigenous artists and community members to develop appropriate features, or new Medicine Wheels, that would be more durable and easily maintained. At this high-level of planning, the concept or design for these have not been determined. Possible themes for the features are explored more in the Interpretation chapter.

NATIVE PLANT COMMUNITY RESTORATION

Restoration efforts are expected to continue under the Ecological Management Plan established by GRG. Battling invasive species and working towards balance of ecosystems is ongoing. In addition to the general maintenance of the site, an area of new native vegetation restoration is proposed in the northwest corner of the site - within the MnDOT right-of-way. The area is thick with vegetation, and if opened up, would provide additional views into the site for vehicles crossing the Mendota Bridge.
FIGURE 11: PREFERRED CONCEPT PLAN
FIGURE 12: ENLARGEMENT OF ENTRY AND ADA LOOP TRAIL

- Area for Interpretive Feature
- Stone Seating Viewing Area
- Interpretive Path/Service Vehicle Drive
- Accessible Loop Trail
- Enhanced Native Planting Areas
- Area for Interpretive Feature with Seating
- Rain Garden/Pollinator Garden
- Parking Area 16 Spaces
- Gateway Area: Trailhead Interpretation/Potential Shelter/Area for Interpretive Feature
- Enclosed Portable Restroom/Bike Parking
- Staging for Groups/Area for Interpretive Feature
- Entry Monument Sign (Cleared Trees)
- Bus Drop-Off Area and Path Entrance
PRECEDENT IMAGERY

PARKING LOT/SUPPORT FACILITIES/TRAIL PULL-OUT

- Parking lot facility which incorporates native vegetation, pollinator habitat, and stormwater bio-infiltration.
- Paved pathway with gravel parking areas that allows for stormwater infiltration.
- Trail pulloff area with trash receptacle, bench seating, bike rack, bike maintenance station, and artfully-designed enclosure for satellite restroom.
- Example of a well-designed kiosk that uses a variety of natural materials, special paving, and informational signage.
- Example of a typical Dakota County Parks regional trail kiosk, with postings regarding parking programing, events, and general information.
- Monument sign at Jeffers Petroglyphs Historic Site uses native stone material for base, blends into the prairie landscape, and acknowledges the Minnesota State Historical Society.
TRAIL SURFACING

- Crushed gravel trail.
- Asphalt surface accessible trail.
- Mowed grass path.
- Special pavement as interpretive element or public art in gathering area.

CONSTRUCTED TRAIL/FOOTPATH

- Timber stair construction on grade meanders down a slope at Tettegouche State Park.
- Timber and metal grate trail construction with helical piles on a steep slope.
- Timber trail and boardwalk construction on a steep slope.
- Timber boardwalk bridge crosses a gully at Richard T. Anderson Conservation Area in Eden Prairie.
GATEWAY AREA/TRAILHEAD/STAGING AREA

Gathering space constructed of natural materials provides shade and partial enclosure at Ft. Snelling State Park.

Example of a simple gathering area with pergola structure, wood decking, and panoramic views.

Example of a gathering space designed as a piece of public art to resemble a bee honeycomb structure.

Inside the gathering space at Ft. Snelling State Park, which accommodates a group of approximately 30 people.

Example of a gathering area with a custom designed pergola structure to provide shade in summer.

Example of a gathering area framed by natural boulders and native prairie landscape.
PREFERRED CONCEPT SUMMARY AND RECOMMENDATIONS FOR FUTURE IMPLEMENTATION

After undergoing the planning and design process, meeting with stakeholders, and evaluating the environmental, cultural, educational, and accessibility needs of the project, the Oheyawahe/Pilot Knob Historic Landscape planning team makes the following recommendations for future improvements at the property:

- Strengthen the entry experience by enhancing the sense of arrival to the site, and increasing visibility of the parking lot and entry area; add substantial and visible entry monument sign.

- Acknowledge the National Register of Historic Places status on signage at the entry.

- If opportunities arise, consider adding current privately-owned property within the National Register boundary (on the east side of the site) to the publically-owned Oheyawahe/Pilot Knob Historic Site.

- Bury overhead power lines and remove former Pilot Knob Road pavement as much as possible.

- Expand the parking area to accommodate up to 16 cars; use permeable surface in the parking lot and incorporate bioinfiltration and native plantings to treat runoff.

- Create a gathering area for students and visitors to stage before or after loading bus.

- Make a trail connection to the bus parking area on Acacia Blvd.

- Add an accessible asphalt trail loop that connects the parking lot to future interpretive nodes, view areas, and satellite restroom facilities.

- Develop a trailhead kiosk area adjacent to the parking lot. Information should acknowledge Oheyawahe as a sacred site, and provide guidance on proper, respectful conduct.

- Make a direct connection to Dakota County Big Rivers regional trail that minimizes physical impact to the slope, corrects and prevents erosion, and is aesthetically compatible with the landscape. Assume the Bluff Trail will not meet accessibility requirements and will require stairs. No biking will be allowed on the Bluff Trail.

- Coordinate with Dakota County for future Big Rivers Trail pull-off at the bottom of the bluff slope.

- Concentrate most future development or implementation activities near the parking lot, site entry, and/or in previously disturbed areas of the site. The native prairie/savanna landscape and panoramic views should be the dominant feature for visitors in most of the site.

- Encourage and support the educational enrichment of visitors to Oheyawahe/Pilot Knob by developing an interpretive program and supporting interpretive signage. Signage should be minimal so as not to add visual clutter to the landscape.

- Find opportunities to work with Dakota and other indigenous artists during development of interpretive features and gathering areas.

- Use both Dakota and English language on all future signage, and coordinate with Dakota community to confirm correct usage and spelling. Consider use of QR code technology that links to more information, including audio recordings of the Dakota language.

- Make stronger connections to the historic Church of St. Peter and Mendota village area via the Big Rivers Regional Trail with way-finding and directional signage.

- Place point of interest or informational sign acknowledging Oheyawahe/Pilot Knob along east-bound MN Hwy 55/62 on the Mendota Bridge.
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THEMES

The project team developed a list of basic themes that address the cultural, historical, and ecological narratives surrounding Oheyawahe/Pilot Knob. The list is by no mean exhaustive, but is intended to be a starting point for future interpretive planning efforts. Furthermore, the themes presented are based upon the project team's investigation through analysis, research, and conversations. Further input and vetting from the Dakota community is considered integral to the integrity of the themes and sub-themes.

DAKOTA CULTURAL/HISTORICAL SIGNIFICANCE

The historical record of the site acknowledges centuries of use by Dakota people that saw the area as a sacred place.

- Bdote connection
- Ceremonial site
- Burial site
- Treaty of 1851

PATH TO HISTORICAL DESIGNATION

For many sacred indigenous sites, development is a constant threat that must be fought from many sides in order to gain acknowledgement and protection.

- Settlement by non-indigenous community
- Threat of development
- Pilot Knob Preservation Society
- Historic designation and significance

CONTEMPORARY DAKOTA SIGNIFICANCE

The sacred site has contemporary significance to indigenous cultures that want to bring awareness to the relevance and thriving nature of their communities, through the sharing of absent narratives and languages and their continued fight against the threat of development of other sacred sites.

- Ceremonial uses
- Dakota language
- Cultural meaning
- Current and future story of Oheyawahe / Pilot Knob

GEOGRAPHICAL SIGNIFICANCE

The unique landform of Pilot Knob and situation to the confluence of the Minnesota and Mississippi Rivers was created through major changes in Minnesota's landscape, and greatly impacted exploration and settlement of the region.

- Glaciation
- Vistas
- River navigation
- Transportation

ECOLOGICAL RESTORATION

The site is a palimpsest - from its prairie beginnings, to the many disruptions the site encountered through development, to the return of a native habitat through restoration.

- Restoration of the site
- Significant plants, animals, insects
- Pollinator habitat
- Migratory bird flyway
The Preferred Concept notes several opportunities for areas “for interpretive feature”. The intention for these spaces is to create opportunities for collaboration with Dakota and other indigenous artists to develop public art features that contribute to the cultural and historical narratives of Oheyawahe/Pilot Knob.

**APPROACH/METHODS**

Several approaches to deploying interpretation at the site were studied earlier in the process, including a loop-based narrative, and a site-based narrative. The loop-based narrative can provide a themed-based, deeper exploration experience for a visitor, while a site-based approach allows for multiple themes to overlap or to bring awareness to site-specific features. Both approaches can be useful, but it is especially important for the Oheyawahe/Pilot Knob site to have a balanced, minimalist approach, to avoid taking away from simply experiencing the site.
SIGNAGE

To tell Oheyawahe/Pilot Knob's story in an effective way, yet be respectful of the site, the interpretive information available to the public should be primarily located at the Gateway Area of the site. Visually engaging panels covering the various themes shall be presented both in English and Dakota, with options for audio-based recordings.

To provide additional interpretation along the trail, a small number of low and discreet signs with QR-codes can be placed in appropriate locations. This type of interpretive method is helpful for self-guided tours, and can augment traditional signage by connecting to a larger base of multimedia-based information.

The two existing interpretive panels will be updated to be lower to the ground, and mounted using a different type of structure and material. The panels shall not reach higher than 42 inches tall, in order to maintain views of the landscape. The existing text on the panels has been through extensive vetting with the Dakota community, and shall remain essentially the same in content. Similarly, the remounted panels will be placed in virtually the same locations, as these were also vetted by the Dakota community, and the narratives correspond to the particular views.
Examples of various types of interpretive signage.
PROPOSED SITE PHASING

Future implementation of the Historic Landscape Plan for Oheyawahe/Pilot Knob may be broken into phases, depending on the funding that is available for final design and construction. Adequate time should be included in the design and construction scope to allow for permitting coordination, including for cultural resource and historic issues. Public engagement with the residents of Mendota Heights, Dakota County, and the members of affected Native American Tribal communities must also be included.

WORKING WITHIN THE HISTORIC DESIGNATION

Oheyawahe/Pilot Knob was nominated and placed on the National Register of Historic Places in 2017.

Any future final design work or implementation of the physical improvements in this document that receive federal funds or require a federal permit (e.g., Section 404 authorization from the US Army Corps of Engineers) would require a review under Section 106 of the National Historic Preservation Act of 1966, as amended. Applicable state rules, including the Minnesota Field Archaeology Act, Minnesota Historic Sites Act, and Minnesota Private Cemeteries Act, may govern whether, and how, any changes to the site are made. Additionally, the Minnesota environmental review program requires an Environmental Assessment Worksheet (EAW) for the destruction, in whole or part, or the moving of a property that is listed on the National Register of Historic Places or State Register of Historic Places (Minnesota Rules 4410.4300, Subp. 31).

The federally recognized Dakota Communities in Minnesota, as well as the Mendota Dakota Community and Native American tribal communities in adjacent states and the midwest region should be informed and engaged as part of any future work on the site. A more detailed survey and analysis of Oheyawahe / Pilot Knob, such as the use of ground-penetrating radar, archaeological digs, or other investigations by professional historians and archeologists may be needed to verify that no disturbance is made to below-ground artifacts. Therefore we strongly recommend that all future planning, final design, and construction activity be closely coordinated with the State Historic Preservation Office, State Archaeologist, and Minnesota Indian Affairs Council.

ENGAGEMENT WITH INDIGENOUS GROUPS

This project has sought to engage with various Native American communities as part of the development of the Historic Landscape Plan. However, we recognize that further and more in-depth engagement and solicitation of feedback is needed at the time when future detailed design and implementation is undertaken.
CONSTRUCTION COST ESTIMATE

All costs are "concept level" and may vary depending on final design.

Notes:
1. Construction cost estimate includes a 20% design and administration fee and an additional 20% construction contingency for unknown costs.
2. Estimates are based on 2018 construction costs.
3. Assumes utility pole relocation or burial of overhead power line cost will be addressed by utilities.
4. Trail construction cost includes grading, Class 5 base material and 3" bituminous pavement.
5. Includes all erosion control materials, labor and turf establishment.
6. Interpretive Feature costs are TBD pending determination of size, scope, and final design.

### Excavation, Removals, and Roadway Elements

<table>
<thead>
<tr>
<th>Estimated Qty.</th>
<th>Unit</th>
<th>Total (in Dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Misc. Common Excavation</td>
<td>1100 CY</td>
<td>$10,000</td>
</tr>
<tr>
<td>Sawcut Bituminous Roadway</td>
<td>100 LF</td>
<td>$500</td>
</tr>
<tr>
<td>Remove Bituminous Roadway</td>
<td>1100 SY</td>
<td>$4,400</td>
</tr>
<tr>
<td>Pervious Concrete Paver Parking Lot (x 16 spaces)</td>
<td>3100 SF</td>
<td>$93,000</td>
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**Total:** $107,900

### Trails and Circulation

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<th>Unit</th>
<th>Total (in Dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessible 10-Foot Wide Paved Trail Loop, 3&quot; Thickness</td>
<td>1650 LF</td>
<td>$156,750</td>
</tr>
<tr>
<td>Bus Drop-off 10-Foot Wide Paved Trail, 3&quot; Thickness</td>
<td>210 LF</td>
<td>$19,950</td>
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<tr>
<td>Compacted Gravel 6&quot; Wide Buff Trail</td>
<td>370 SY</td>
<td>$8,880</td>
</tr>
<tr>
<td>Compacted Gravel 6&quot; Wide Spur Trails</td>
<td>560 SY</td>
<td>$13,440</td>
</tr>
<tr>
<td>Concrete Pedestrian Ramp w/Truncated Domes</td>
<td>3 EA</td>
<td>$9,000</td>
</tr>
<tr>
<td>Bluff Trail Timber stairs</td>
<td>1 LS</td>
<td>$60,000</td>
</tr>
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**Total:** $268,020

### Entry and Wayfinding Signage

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<th>Estimated Qty.</th>
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<tr>
<td>Entry Monument Sign</td>
<td>1 EA</td>
<td>$20,000</td>
</tr>
<tr>
<td>Parking Lot Signage</td>
<td>1 LS</td>
<td>$5,000</td>
</tr>
<tr>
<td>Trail Way-finding and Directional Signage</td>
<td>1 LS</td>
<td>$1,500</td>
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**Total:** $27,000

### Interpretation and Pedestrian Amenities

<table>
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<tr>
<th>Estimated Qty.</th>
<th>Unit</th>
<th>Total (in Dollars)</th>
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</thead>
<tbody>
<tr>
<td>Interpretive Site Feature 1</td>
<td>1 EA</td>
<td>TBD</td>
</tr>
<tr>
<td>Interpretive Site Feature 2</td>
<td>1 EA</td>
<td>TBD</td>
</tr>
<tr>
<td>Interpretive Site Feature 3</td>
<td>1 EA</td>
<td>TBD</td>
</tr>
<tr>
<td>Stone Seating Viewing Area</td>
<td>12 EA</td>
<td>$18,000</td>
</tr>
<tr>
<td>Group Stone Seating Circle</td>
<td>15 EA</td>
<td>$22,500</td>
</tr>
<tr>
<td>Concrete Pavement at Trailhead and Interpretive Features</td>
<td>2200 SF</td>
<td>$13,200</td>
</tr>
<tr>
<td>Salvage and Remount Existing Interpretive Sign Panel</td>
<td>2 EA</td>
<td>$4,000</td>
</tr>
<tr>
<td>Large Interpretive Sign Panel</td>
<td>4 EA</td>
<td>$12,000</td>
</tr>
<tr>
<td>Small Interpretive Sign Panel</td>
<td>8 EA</td>
<td>$12,000</td>
</tr>
<tr>
<td>Trailhead Kiosk</td>
<td>1 EA</td>
<td>$35,000</td>
</tr>
<tr>
<td>Custom Portable Restroom Enclosure</td>
<td>1 EA</td>
<td>$12,000</td>
</tr>
<tr>
<td>Bike Rack</td>
<td>8 EA</td>
<td>$3,200</td>
</tr>
<tr>
<td>Waste Receptacle</td>
<td>1 EA</td>
<td>$2,250</td>
</tr>
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**Total:** $134,150

### Landscape and Vegetation

<table>
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<th>Estimated Qty.</th>
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<th>Total (in Dollars)</th>
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<tr>
<td>Tree and Brush Removal</td>
<td>1 LS</td>
<td>$10,000</td>
</tr>
<tr>
<td>Enhanced Native Plantings (4&quot; Cont. @ 18&quot; O.C.)</td>
<td>2500 SF</td>
<td>$14,000</td>
</tr>
<tr>
<td>Rain Garden / Potomac Garden Plantings</td>
<td>2500 SF</td>
<td>$17,500</td>
</tr>
<tr>
<td>Rain Garden Soil Amendments</td>
<td>100 CY</td>
<td>$6,481</td>
</tr>
<tr>
<td>Native Deciduous Understory Tree, 2&quot; Cal. Cont.</td>
<td>12 EA</td>
<td>$3,600</td>
</tr>
<tr>
<td>Native Deciduous Canopy Tree, 2&quot; Cal. Cont.</td>
<td>4 EA</td>
<td>$2,000</td>
</tr>
</tbody>
</table>

**Total:** $53,581

### Other Costs

- **SUBTOTAL 1**: $590,000
- **Construction Contingency, 20%**: $150,000
- **SUBTOTAL 2**: $740,000
- **Design & Engineering Contingency, 20%**: $156,000

**TOTAL**: $936,000
A. FURTHER INFORMATION AND RESOURCES
B. SPECIAL THANK YOU
C. DRAFT ISSUES AND OPPORTUNITIES GRAPHIC
D. ALTERNATE CONCEPTS A & B
E. POP-UP ENGAGEMENT EVENT BOARDS
F. CITY OF MENDOTA HEIGHTS UTILITIES MAP
G. DAKOTA COUNTY BIG RIVERS REGIONAL TRAIL MAP
H. DAKOTA COUNTY MINNESOTA RIVER GREENWAY MAP
APPENDIX A - FURTHER INFORMATION AND RESOURCES

Great River Greening
http://www.greatrivergreening.org/
Deborah Karasov, Executive Director
Suite 2200
251 Starkey St, St Paul, MN 55107

Pilot Knob Preservation Association - http://www.pilotknobpreservation.org/
Oheyawahe/Pilot Knob Interactive Pocket Guide: http://www.pilotknobpreservation.org/Pocket%20Guide%20Interactive.htm
Register of known burials on Oheyawahe/Pilot Knob: http://www.pilotknobpreservation.org/PKregister.html

Dakota County Historical Society - https://www.dakotahistory.org/historical-sites/140-pilot-knob
Dakota County Land Conservation - https://www.co.dakota.mn.us/Environment/LandConservation/LandsProtected/Pages/pilot-knob.aspx

National Park Service Pilot Knob Information - https://www.nps.gov/miss/planyourvisit/pilotknob.htm

Minnesota is home to four federally-recognized Dakota (Sioux) Tribes:

  Lower Sioux Indian Community - http://lowersioux.com/

  The Lower Sioux Indian Community is located on the south side of the Minnesota River at the site of the U.S. Indian Agency and the Bishop Whipple Mission, a part of the original reservation established in the 1851 Treaty. It is in Redwood County, two miles south of Morton and six miles east of Redwood Falls.

  Prairie Island Indian Community - http://prairieisland.org/

  Prairie Island Indian Community is located in southeastern Minnesota, north of Red Wing, between Highway 61 and the Mississippi River. The people of Prairie Island are Mdewakanton Dakota and have lived on Prairie Island for countless generations.

  Shakopee Mdewakanton Sioux (Dakota) Community - https://www.shakopeedakota.org/

  The Shakopee-Mdewakanton Reservation is located entirely within the city limits of Prior Lake, in Scott County, Minnesota. The reservation was known as the Prior Lake Reservation until its reorganization under the Indian Reorganization Act on November 28, 1969. The tribal headquarters is in Prior Lake, Minnesota.

  Upper Sioux Community - http://www.uppersiouxcommunity-nsn.gov/

  The land called Pejuhutazzi Kapi (the place where they dig for yellow medicine) has been the homeland of the Dakota Oyate (Nation), for thousands of years. The Upper Sioux Community is located in Yellow Medicine County.

Mendota Dakota Community - http://mendotadakota.com/mn

  The Mendota Mdewakanton Dakota Tribal Community is working on regaining and keeping its culture and heritage so that future generations of people from all walks of life can learn and will know about the Dakota culture.

Minnesota Humanities Center - Native Nations of Minnesota Initiative - https://mnhum.org/native-nations-minnesota/
B. SPECIAL THANK YOU

We acknowledge and thank all of the community members and stakeholders who contributed their knowledge and expertise to the planning process in the preparation of the Oheyawae / Pilot Knob Historic Landscape Plan.

Perry Altendorfer, Historian, Mendota Dakota Community
Jim Bear Jacobs, Healing Minnesota Stories
Sherry Kempff, Coordinator, Center for Equity and Culture, Saint Paul Public Schools
Sharron Lenartson, Chairwoman, Mendota Dakota Community
Gail Lewellan, Pilot Knob Preservation Association
Lon Navarre, Mendota Dakota Community
Scott Russell, Healing Minnesota Stories
Chris Soutter, Pilot Knob Preservation Association
Iyekiyapiwin Darlene St. Clair
Bruce White, Turnstone Historical Research
B. DRAFT ISSUES AND OPPORTUNITIES GRAPHIC
Oȟéyawahe / Pilot Knob Historic Landscape Plan: Issues and Opportunities Map - Original

Great River Greening
City of Mendota Heights

Oȟéyawahe / Pilot Knob Historic Landscape Plan: Issues and Opportunities Map - Original

Great River Greening
City of Mendota Heights

10699 | 071318
OHEYAWAHE/PILOT KNOB: MASTER PLAN

Figure ISSUES AND OPPORTUNITIES MAP

HILL AREA
- Steep slopes causing erosion issues
- Trail is not ADA accessible
- Hillside cattail marsh is a unique feature
- Opportunity: reroute trail to avoid erosion issues and take advantage of features in the landscape; meet ADA

INTERPRETIVE PANELS
- Signs are tall and obscure views
- Good information - bilingual
- Opportunity: low-profile interpretive elements preferred; utilize groundplane for interpretation/art

SEVEN FIRES OVERLOOK
- Great views
- Designed by public artist
- Opportunity: interpretation; manage vegetation/edges of the feature

TRAILS
- Generally follow high ground
- Opportunity: regrade/redesign trail system; add trails to system

MEDICINE WHEEL - OVERLOOKS
- Great views
- Design is not holding up well
- Unclear if this is utilized by the Dakota people
- No interpretation - is this okay?
- Opportunity: redesign with input from native Dakota tribe member; manage vegetation/edges of the feature; make it larger, or make it more intimate for individuals/small groups

SEVEN OAKS - GROUP GATHERING
- Larger group gathering space - 100 ft diameter
- Unclear if this is utilized by the Dakota people
- How to access?
- Opportunity: clarify access to the site; manage vegetation/edges of the feature; potential interpretation

PRIVATELY OWNED PARCELS
- Potential opportunity for future site expansion
- Opportunity: utilize the access road for a new entrance to the site; expand site

EXISTING GRAVEL ROAD EXTENSION
- Experientially and ecologically disrupts site
- Considered the “fast route” to the Seven Fires Overlook
- Opportunity: remove if not needed, or convert to a ‘green’, pervious surface if needed

PILOT KNOB ROAD
- Provides access to Acacia’s brush pile
- Opportunity: remove if not needed, or convert to a ‘green’, pervious surface if needed

ENTRY/PARKING LOT
- Gravel lot - 8 spaces - adequate number of parking spaces for current usage
- Lacking information/signage
- Lacking a sense of entry
- Opportunity: determine if this is the right place for the parking lot/entry; provide bicycle parking and signage; enhance (portable) restroom facility; create a staging area/gathering space

EXISTING TRAILS
- OFF-STREET TRAIL
- WETLAND

LEGEND
- EXISTING TRAILS
- KEY VIEWS
- OFF-STREET TRAIL
- WETLAND

ACACIA BLVD
ACACIA PARK CEMETARY

1000 W
1000 E
HWY 13
HWY 110 EB
HWY 110 WB
HWY 55
VALENCOURCIR
ACACIA BLVD
MORICAL HIGHTWAY
BIG RIVERS REGION
AL RAIL
LEAGEND
EXISTING TRAILS
OFF-STREET TRAIL
WETLAND
N
0
-200'
400'

DRAFT
10699
August 29, 2018
GREAT RIVER GREENING
D. ALTERNATE CONCEPTS A & B
ENLARGEMENT OF ENTRY & ACCESSIBLE LOOP TRAIL

- Proposed Opportunity for Interpretation
- Interpretive Path Service Vehicle Drive
- Opportunity for Interpretive Feature
- Proposed Accessible Loop Trail
- Bus Turnaround
- Proposed Gateway Entry: Potential Shelter/Opportunity for Interpretive Feature
- Parking Area 11 Spaces
- Proposed Enclosed Portable Restroom/Bike Parking
- Proposed Monument Sign (Cleared Trees)

SURFACING LEGEND
- Road/Parking
- Paved Trail
- Gravel Trail

SEE ENLARGEMENT OF ENTRY AND ACCESSIBLE LOOP TRAIL

The document outlines the proposed enhancements and improvements for the Oĥéyawahe / Pilot Knob Historic Landscape Plan, including the enlargement of the entry and accessible loop trail. The proposed features include various interpretive opportunities, parking areas, and trails, with specific details on the proposed locations and surfacing legens for roads, parking, paved trails, and gravel trails.

Great River Greening
City of Mendota Heights
10699
August 29, 2018

DRAFT - 8/29/18

Great River Greening
City of Mendota Heights
10699
August 29, 2018

DRAFT - 8/29/18
E. POP-UP ENGAGEMENT EVENT BOARDS
KEY FEATURES
1. Entry Area
2. Parking Lot
3. Pilot Knob Road + Utilities
4. Gravel Road Extension
5. Existing Trail
6. Bluff Slope
7. Existing Interpretive Panels
8. Medicine Wheel Overlook - South
9. Seven Oaks Gathering Area
10. Four Oaks Gathering Area
11. Medicine Wheel Overlook - North
12. Seven Council Fires Overlook
13. Big River Regional Trail Stop
14. Privately Owned Parcels
15. Acacia Park Cemetery - East-side
16. Acacia Park Cemetery - North-side
17. Off-Leash Dog Area

LEGEND
- EXISTING TRAILS
- OFF-STREET TRAIL
- INTERPRETIVE FEATURE
- WETLAND

Ohéyawahe / Pilot Knob Historic Landscape Plan: Issues and Opportunities Key Map
Great River Greening
City of Mendota Heights
Historical Disturbance 1937 - Present

Existing Site Features - Issues and Opportunities

HISTORICAL DISTURBANCE 1937 - PRESENT

NATIONAL REGISTER HISTORIC DESIGNATION BOUNDARY

EXISTING SITE FEATURES - ISSUES AND OPPORTUNITIES

## Introduction

### Significance:

- **Prehistoric**: Natural features and materials derived from prehistoric cultural activities.
- **Formative**: Material remnants of prehistoric and formative periods, including tools, implements, and structures.
- **Precontact**: Evidence of precolonial Native American activities.
- **Contact**: Evidence of contact between Native Americans and European settlers.
- **Postcontact**: Evidence of cultural activities following the contact period.

### Significance:

- **Archaeological**: Features and materials related to prehistoric, formative, precontact, and contact periods.

### Opportunities:

- **Prehistoric**: Natural features and materials derived from prehistoric cultural activities.
- **Formative**: Material remnants of prehistoric and formative periods, including tools, implements, and structures.
- **Precontact**: Evidence of precolonial Native American activities.
- **Postcontact**: Evidence of cultural activities following the contact period.

### Issues:

- **Existing Trail**: Barrier to restoration and visual/experiential disruption of the site.
- **Seven Oaks Gathering Area**: Less visited because of distance and noise from highway; similar issues as South.
- **Big River Regional Trail Connection**: Far distance for less able-bodied individuals; no signage; bonfires have been held outside of legal statutes.

### Significance:

- **Archaeological**: Features and materials related to prehistoric, formative, precontact, and contact periods.

### Opportunities:

- **Prehistoric**: Natural features and materials derived from prehistoric cultural activities.
- **Formative**: Material remnants of prehistoric and formative periods, including tools, implements, and structures.
- **Precontact**: Evidence of precolonial Native American activities.
- **Postcontact**: Evidence of cultural activities following the contact period.

### Issues:

- **Existing Trail**: Barrier to restoration and visual/experiential disruption of the site.
- **Seven Oaks Gathering Area**: Less visited because of distance and noise from highway; similar issues as South.
- **Big River Regional Trail Connection**: Far distance for less able-bodied individuals; no signage; bonfires have been held outside of legal statutes.

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F. CITY OF MENDOTA HEIGHTS UTILITIES MAP
GIS Map Disclaimer:
This data is for informational purposes only and should not be substituted for a true title search, property appraisal, plat, survey, or for zoning verification. The City of Mendota Heights assumes no legal responsibility for the information contained in this data. The City of Mendota Heights, or any other entity from which data was obtained, assumes no liability for any errors or omissions herein. If discrepancies are found, please contact the City of Mendota Heights.

Contact "Gopher State One Call" at 651-454-0002 for utility locations, 48 hours prior to any excavation.
Big Rivers Regional Trail

Trail hours: 5 a.m. to 10 p.m.

Trail conditions: [www.dakotacounty.us](http://www.dakotacounty.us) search trail conditions.

Track your location in the park using the free Avenza PDF Maps app.