

# Committee Report

Community Development Committee



**Committee Meeting Date:** January 17, 2023

**For the Metropolitan Council:** January 25, 2023

## Business Item: 2023-9

Carver County, Southwest Regional Trail and Minnesota River Bluffs Regional Trail Long-Range Plan Amendments

### Proposed Action

That the Metropolitan Council:

1. Approve the Southwest Regional Trail Long-Range Plan Amendment.
2. Approve the Minnesota River Bluffs Long-Range Plan Amendment.
3. Require Carver County, prior to initiating any construction of new or updating of existing paths, trails, bridges, or any other construction project, to send preliminary plans to the Metropolitan Council Environmental Services Interceptor Engineering Assistant Manager.

### Summary of the Community Development Committee Discussion

This business item was passed as part of the Community Development Committee's consent agenda on January 17, 2023.

# Committee Report

Metropolitan Parks and Open Space Commission



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### Summary of Metropolitan Parks and Open Space Commission Discussion

Tracey Kinney, Senior Planner, presented the staff report to the Metropolitan Parks and Open Space Commission on January 5, 2023. Marty Walsh, Carver County Parks and Recreation Director, was in attendance and responded to questions.

Chair Yarusso asked if this amendment has any relation to Scott County's Minnesota River Bluffs Extension and Scott County Connection Regional Trails, included in their recent Parks and Trails Legacy Program Fiscal Year 2024-25 funding proposal. Walsh responded that Scott County's regional trail intersects with Carver County's Minnesota River Bluff Regional in the City of Carver.

Commissioner Harris asked how acquisition costs are determined. She noted that the project acquisition costs are nearly the same as the cost to develop the entire trail. Walsh responded that the cost of the acquisitions is determined through an appraisal process. The majority of the trail development will be achieved through city-led residential development projects and will use a variety of funding sources. The County works with city partners to implement the long-range plan through park dedication and other mechanisms. Agencies seek a wide array of funding sources for trail development and acquisition.

Commissioner Peichel asked about the long-range plan's wayfinding approach. Walsh responded that the County is piloting a new wayfinding program that includes signage at trailheads that are located at destinations in communities including an elementary school and a library. Peichel asked if the business community has shown interest in the new trail alignments. Walsh responded that the trail realignment through Chaska was driven by participant's advice and not as much from interactions with the business community.

Chair Yarusso asked if federal transportation and Safe Routes to School Funding will be considered for the trail implementation. Walsh responded affirmatively.

Commissioner Taylor asked if Carver County investigated the concern that the Minnesota River Bluffs Regional Trail seems unsafe. Walsh responded that during the planning process, residents raised this concern and it remains a priority for the County. Taylor asked if the County will be conducting any programming in response to these concerns similar to a learn-to-ride program.

Walsh responded that the County is working directly with the mobile home community to learn more, as well as they are working to provide bikes through a grant from the State Health Improvement Program. The County also conducts outreach through the school district. Taylor asked if E-bikes or a bike share program will be provided to the community similar to the Landscape Arboretum's program for the Highway 5 Regional Trail. Walsh responded that the County has not considered a bike share program for these trail corridors yet.

The Metropolitan Parks and Open Space Commission voted unanimously to approve the proposed actions.

Motion by Commissioner Jeremy Peichel, seconded by Commissioner Cecily Harris. Motion carried.



# Business Item

Metropolitan Parks and Open Space Commission



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<b>District(s), Member(s):</b>	District B, Robert Moeller District 4, Deb Barber
<b>Policy/Legal Reference:</b>	Minn. Stat. § 473.313; <i>2040 Regional Parks Policy Plan</i> : Chapter 5, Planning Policy Strategy 1, Master Plans
<b>Staff Prepared/Presented:</b>	Tracey Kinney, Senior Planner (651-602-1029)
<b>Division/Department:</b>	Community Development / Regional Planning

### Proposed Action

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1. Approve the Southwest Regional Trail Long-Range Plan Amendment.
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3. Require Carver County, prior to initiating any construction of new or updating of existing paths, trails, bridges, or any other construction project, to send preliminary plans to the Metropolitan Council Environmental Services Interceptor Engineering Assistant Manager.

### Background

The Southwest Regional Trail and Minnesota River Bluffs Regional Trail are located in the southwest part of the Regional Parks System in Carver County. The 8-mile Southwest Regional Trail links the Lake Minnetonka LRT Regional Trail, as well as Carver Park Reserve to the Minnesota River Bluffs Regional Trail between the cities of Victoria and Chaska. The 15-mile Minnesota River Bluffs Regional Trail extends from Carver County's eastern border near Chanhassen and traverses southwest along the Minnesota River connecting people to the Seminary Fen, a rare natural feature that is home to unique and protected plant species, as well as intersects the Minnesota Valley State Recreation Area and Minnesota Valley National Wildlife Refuge (Figures 1 and 2).

Carver County is amending the long-range plans for both the Southwest Regional Trail and Minnesota River Bluffs Regional Trail to realign both trail segments. The Southwest Regional Trail has a 2006 original long-range plan with a 2016 amendment. The Minnesota River Bluffs Regional Trail has a 2008 original long-range plan with amendments in 2011 and 2018. The Southwest Regional Trail includes a north-south connection to the future extension of the Lake Minnetonka Regional Trail, a route along Marsh Lake Road, as well as a north-south connection to the City of Chaska connecting to the Minnesota River Bluffs Regional Trail. The Minnesota River Bluffs Regional Trail is routed along County Road 61 through the City of Chaska (Figure 3).

## Rationale

As described in the Analysis section of this report, the Southwest Regional Trail and Minnesota River Bluffs Regional Trail Long-Range Plan Amendments are consistent with the requirements of the *2040 Regional Parks Policy Plan (RPPP)* including Chapter 5, Planning Policy Strategy 1, Master Plans.

## Thrive Lens Analysis

The Southwest Regional Trail and Minnesota River Bluffs Regional Trail Long-Range Plan Amendments advances the Thrive outcome of Livability by increasing access to nature and outdoor recreation, which enhances quality of life in the region.

## Funding

The total cost to complete the long-range plan is approximately \$14,500,000 including \$7,400,000 for development, \$7,100,000 for acquisition, and \$46,000 annually for operations and maintenance (Table 1).

Table 1. Southwest Regional Trail and Minnesota River Bluffs Costs

Regional Trail	Development Costs	Acquisition Costs	Maintenance Costs
Southwest Regional Trail	\$5,015,600	\$2,459,200	\$16,000
Minnesota River Bluffs Regional Trail	\$2,407,000	\$4,620,000	\$30,000
<b>Total</b>	<b>\$7,422,600</b>	<b>7,079,200</b>	<b>\$46,000</b>



Figure 1. Southwest Regional Trail and Minnesota River Bluffs Regional Trail locations within the Regional Parks System

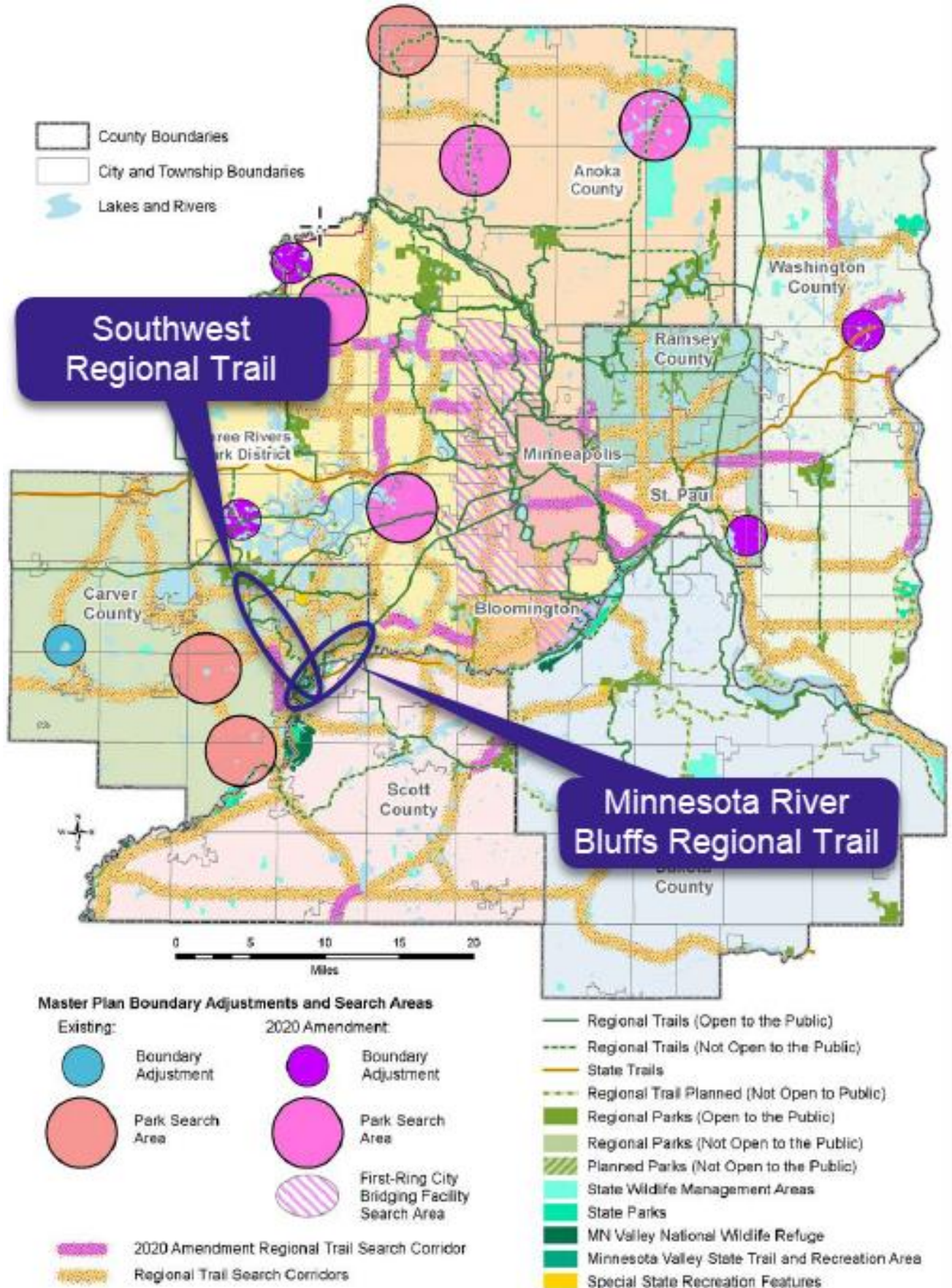
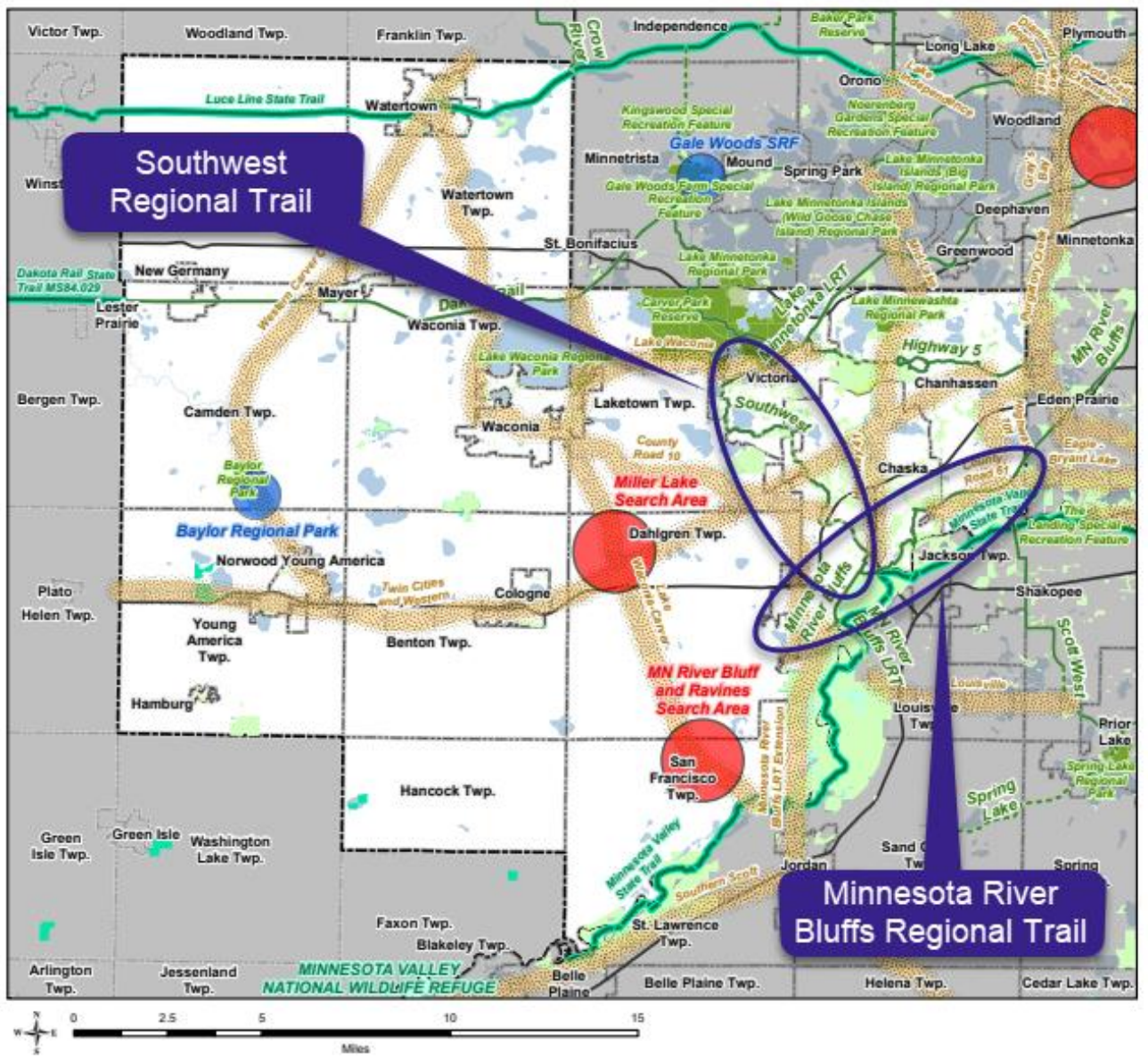
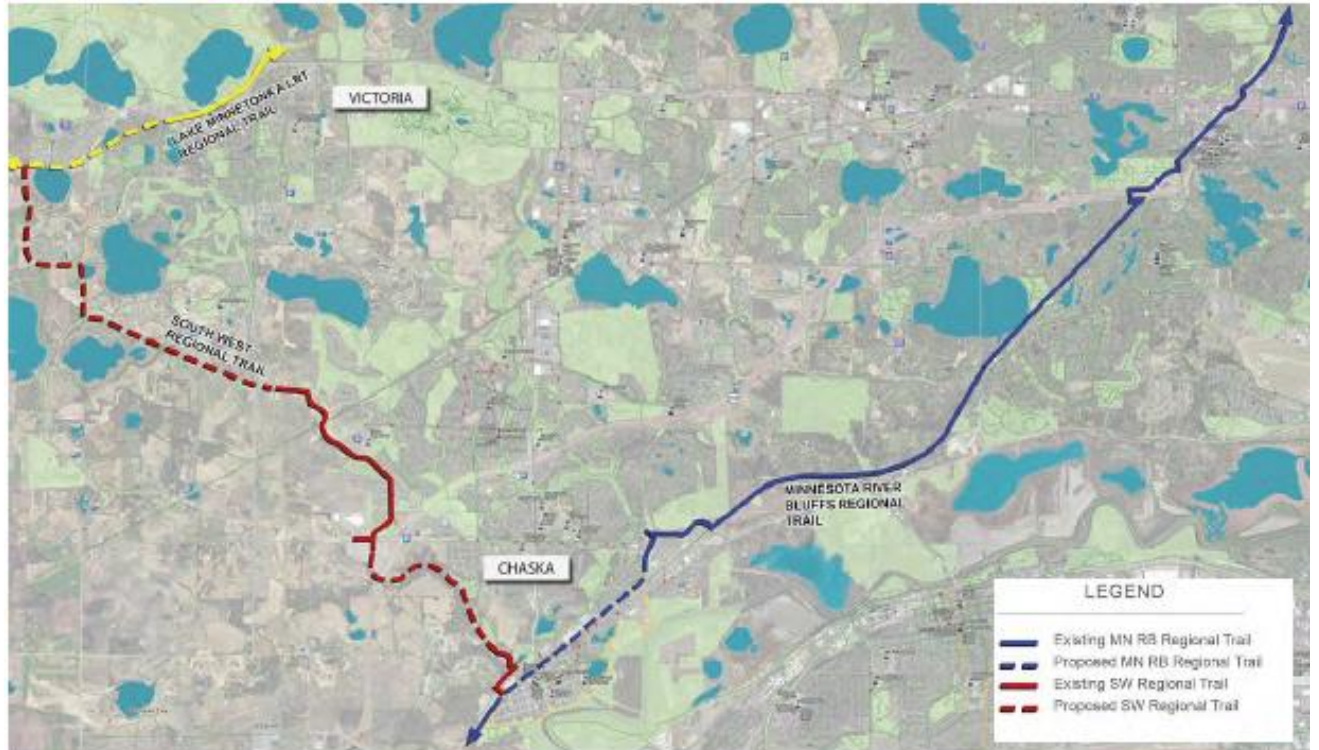


Figure 2. Southwest Regional Trail and Minnesota River Bluffs Regional Trail locations within Carver County



- |  |  |   |
|--|--|---|
| <p><b>Regional Parks</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> Existing (Open to Public)</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #E0E0E0; border: 1px solid black; margin-right: 5px;"></span> In Master Plan (Not Open to Public)</li> <li><span style="display: inline-block; width: 10px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, #90EE90 2px, #90EE90 4px); border: 1px solid black; margin-right: 5px;"></span> Planned Parks and Reserves</li> </ul> <p><b>Regional Trails</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 2px; background-color: #008000; border: 1px solid black; margin-right: 5px;"></span> Existing (Open to Public)</li> <li><span style="display: inline-block; width: 10px; height: 2px; background-color: #808080; border: 1px solid black; margin-right: 5px;"></span> Existing (Not Open to Public)</li> <li><span style="display: inline-block; width: 10px; height: 2px; background-color: #FFD700; border: 1px solid black; margin-right: 5px;"></span> Planned</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #FFD700; border: 1px solid black; margin-right: 5px;"></span> Regional Trail Corridor Land</li> </ul> | <p><b>Regional Park Search Areas and Regional Trail Search Corridors</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #ADD8E6; border: 1px solid black; margin-right: 5px;"></span> Boundary Adjustments</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #FF0000; border: 1px solid black; margin-right: 5px;"></span> Search Areas</li> <li><span style="display: inline-block; width: 10px; height: 10px; background: repeating-linear-gradient(-45deg, transparent, transparent 2px, #FFD700 2px, #FFD700 4px); border: 1px solid black; margin-right: 5px;"></span> Regional Trail Search Corridors</li> <li><span style="display: inline-block; width: 10px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, #FF0000 2px, #FF0000 4px); border: 1px solid black; margin-right: 5px;"></span> First-Ring City Bridging Facility Search Area</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #008000; border: 1px solid black; margin-right: 5px;"></span> State Parks</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #008000; border: 1px solid black; margin-right: 5px;"></span> State Wildlife Management Areas (Publicly Accessible)</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> Scientific and Natural Areas (SNA)</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> Special State Recreation Features</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> Other Parks, Preserves, Refuges and Natural Areas</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #90EE90; border: 1px solid black; margin-right: 5px;"></span> Minnesota Valley National Wildlife Refuge</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #008000; border: 1px solid black; margin-right: 5px;"></span> MN Valley National Wildlife Refuge</li> <li><span style="display: inline-block; width: 10px; height: 10px; background-color: #008000; border: 1px solid black; margin-right: 5px;"></span> Minnesota Valley State Trail and Recreation Area</li> </ul> |
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Figure 3: Southwest Regional Trail and Minnesota River Bluffs Regional Trails





## Analysis

Planning Strategy 1 of the *2040 Regional Parks Policy Plan* requires that master plans for regional linking trails address 13 items: boundaries, acquisition costs, demand forecast, development concept, conflicts, public services, operations, partner engagement, public engagement and participation, equity analysis, public awareness, accessibility, and Mississippi River Corridor Critical Area (where applicable). The following analyzes the master plan against those requirements.

### **Boundaries**

#### Southwest Regional Trail

The 8-mile Southwest Regional Trail links the Lake Minnetonka LRT Regional Trail, as well as Carver Park Reserve to the Minnesota River Bluffs Regional Trail between the cities of Victoria and Chaska. The trail includes a north-south connection to the future extension of the Lake Minnetonka Regional Trail, a route along Marsh Lake Road, as well as a north-south connection to the City of Chaska connecting with the Minnesota River Bluffs Regional Trail.

#### Minnesota River Bluffs Regional Trail

The Minnesota River Bluffs Regional Trail extends from Carver County's eastern border near Chanhassen southwest along the Minnesota River. The trail is routed through the railroad corridor along County Road 61 and through the City of Chaska. (Figure 3)

### **Acquisition Costs**

Acquisitions for the long-range plan total \$7,079,200 including \$2,459,200 for the Southwest Regional Trail and \$4,620,000 for the Minnesota River Bluffs Regional Trail.

Southwest Regional Trail: The boundaries of the proposed remaining segments of the Southwest Regional Trail are anticipated to mostly remain within existing road right-of-way with no additional land acquisitions or easements necessary for trail development. Carver County will work cooperatively with the City of Chaska consistent with the City's Preferred Growth and Development Plan to identify potential opportunities for land acquisition through a willing seller process along the Creek Road corridor in segment 3. This land could allow for trailhead development, improved access to the creek and natural areas, and protection of the natural resources within this corridor to include bank stabilization efforts (Figure 4).

Minnesota River Bluffs Regional Trail: The new alignment of the Minnesota River Bluffs Regional Trail is located through downtown Chaska within the railroad greenway. These parcels are currently owned by the Carver County Regional Rail Authority from West 1st Street up to York Street. Additionally, as the trail transitions out of the rail corridor toward Audubon Road, there will likely be required land acquisition or easement needs in this area to make a connection to the existing levee trail (Figures 5 and 6).

### **Demand Forecast**

The Metropolitan Council's [July 2021 Metro Stats](#) report states that the Twin Cities region will gain 818,000 residents between 2020 and 2050, bringing the region's population to 4,001,000 in 2050. Over the next three decades, the region's population will become more racially and ethnically diverse—a trend already evident in today's K-12 schools and workplaces. The population of color almost doubles between 2020 to 2050. In contrast, the region's White non-Latino population will level-off around 2030, then decline slightly through 2050. People of color will comprise a greater share of our region's population, going from 28% in 2020 to 44% in 2050. More specifically, Black, Latino, and Asian populations are all rapidly growing, with numbers more than doubling between 2020 to 2050. Additionally, the aging of baby boomers will lead to a rapid doubling of the 75-and-older population by 2030 and tripling by 2050.

According to the [January 2022 Thrive MSP 2040 - Forecasts](#), Carver County is projected to have a 50% increase in population of over 160,000 individuals in 2040 as compared to 108,626 in 2020. According to the U.S. Census Bureau, Carver County was ranked number one for growth in the

state between 2010 and 2020, with an approximate 17.4% increase in population. Additionally, Victoria, Chaska and Chanhassen are shown as the fastest growing cities in Carver County between 2010 and 2016. Demographic changes from the 2010 to 2020 census indicate that Carver County will become more racially and ethnically diverse. African American populations increase from 1.2% to 2.1%; Hispanic/Latino populations increase from 3.9% to 5.0% and Asian populations increase from 2.7% to 3.4%. In contrast, White populations decrease from 92.8% to 86.5%.

According to the Metropolitan Council's [2021 Visitor Study](#), system-wide regional trail visits grew 11% over 2019, and Carver County had the largest percentage increase in regional park and trail visitation at 13.9% as compared to 2019.

The recent improvements to the Minnesota Bluffs Regional Trail segments and additional trail expansions in this area which includes a new pedestrian bridge over Highway 101 and connections to the Hwy 101 and County Road 61 trails. These improvements along with repairing the slope failure that closed the trail for over 5 years, have increased overall awareness of the trail system that will continue to attract new visitors now that the trail is completely open.

The completion of the Southwest Regional Trail would likely be heavily used as it links together the Lake Minnetonka Regional Trail and Minnesota Bluffs Regional Trail providing greater connectivity across several communities that are seeing dramatic population growth, both for recreation as well as transportation.

### ***Development Concept***

The Southwest Regional Trail and Minnesota River Bluffs Regional Trail are mostly 10-foot bituminous wide trails that are separated from vehicle traffic. The trails include wayfinding and trailheads planned throughout the alignments. The plan organizes the development concept for the Southwest Regional Trail in segments 1-3 and the Minnesota Bluffs Regional Trail in segments 3 and 4 (Figures 7-10).

#### **Segment 1**

Segment 1 of the Southwest Regional Trail includes a new connection to a future extension of the Lake Minnetonka Regional Trail via a boardwalk. The new trail will run south through future development along the Tellers Road right-of-way. The new trail turns south along County Road 43 until it crosses the road and connects to Marsh Lake Road at grade. Long term plans for the County Road 43 crossing include a roundabout.

#### **Segment 2**

Segment 2 of the Southwest Regional Trail connects an existing segment of trail on Pioneer Trail. A new portion of trail will close a small gap in the trail for a railroad crossing. Additional crosswalks are planned for street crossings and a trailhead opportunity is sited for the Cloverhead Elementary School.

#### **Segments 3 and 4**

Segment 3 of the Southwest Regional Trail connects from Chaska Creek Way with a new trail south of Engler Boulevard and Creek Road. This segment may be decommissioned in the future, making way for the new trail. A trailhead is planned at Creek Road. The trail then connects to an existing portion of trail at Veteran's Park and Fireman's Park. The trail crosses Creek Road onto Chaska Boulevard/County Road 61 with an improved crosswalk then connects to the Minnesota River Bluffs Regional Trail at Hickory Street with a signalized crosswalk.

The Minnesota River Bluffs Regional Trail extends southwest on an existing portion of the trail. Next, it connects to the Minnesota River Bluffs LRT Trail Search Corridor. The trail also extends northeast on a new trail within railroad right-of-way along Chaska Boulevard/County Road (which is part of this current amendment). The trail crosses Highway 41/North Chestnut Street through an underpass then continues to an existing trail segment on Audubon Road. The trail then connects to the existing portion of the Minnesota River Bluffs Regional Trail at County Road 10 and then



extends to the County boarder connecting to the Three Rivers Park District managed Minnesota River Bluffs LRT Regional Trail.

### **Conflicts**

No major land use or other conflicts are anticipated with the regional trail alignments. Where the trail is shown to traverse private property, it is anticipated that land and easements will be obtained under a willing seller basis as part of future developed proposals that would be overseen and approved by Chaska and Victoria. As development occurs, Chaska and Victoria, in concert with Carver County, will determine which route in these instances best serves the public's best interests while minimizing any conflicts that may arise.

### **Public Services**

Carver County will include storm sewer infrastructure in the trail construction plans and work with the local cities as development plans for roads are established, which will identify adequate road right-of-way for trail development.

### **Operations**

The annual operations and maintenance cost of the long-range plan is approximately \$46,000. The Parks Department has an annual operations and maintenance budget of approximately \$1.4 million to operate and maintain the County's park and trail system, with approximately 7 permanent full-time employees. As trails and other park land and facilities are further developed, there will be new or expanded maintenance services provided. The County will budget additional resources as appropriate to operate and maintain new units of the park system.

### **Partner Engagement**

Carver County Parks collaborated with the cities of Victoria and Chaska and asked for advice from the City of Chanhassen to shape the long-range plan. The main topics of discussion focused on the previous and proposed Southwest Regional Trail routes. Previous routes through Victoria were found to be less feasible due to recent land developments, so new routes were developed. The City of Chaska provided advice about the draft routes for both trails, which led to the preferred route proposed in this long-range plan. In general, the various Boards, Councils, and Commissions that have jurisdiction along the trail route provided feedback that was very favorable and supportive of the proposed plan (Attachments 4-6).

### **Public Engagement and Participation**

Carver County conducted a broad and targeted public engagement process that shaped the long-range plan. Advice provided during the planning process is identified below, and it includes the advice contained in the equity analysis section of this report.

#### Minnesota Bluffs Regional Trail - Engagement Themes

- The trail is important for both recreation and transportation.
- Some youth and a few adults noted they use the trail from Chaska to Carver quite often.
- The trail seems unsafe since it is wooded, lacks visibility, and has some steep embankments.
- People tended to use other trails in more developed areas as compared to this trail.
- Many familiar with the Chaska area tend to use the Levee Trail and asked about the previous bridge crossing by the Courthouse that has since been removed.
- A safe north-south connection over the railroad tracks is needed on MN Hwy 41 / Chestnut Drive.

#### Southwest Regional Trail - Engagement Themes

- People value the connection to the City of Victoria to access new businesses and developments.
- Many were not aware of the trail systems within the community.
- There is a desire for better maps so users feel safer exploring trails without getting lost.



## ***Equity Analysis***

Carver County conducted an equity analysis as part of the long-range plan. The advice heard during the planning process shaped the long-range plan.

### Project Data

The long-range plan considered populations within approximately one mile of the Southwest and Minnesota River Bluffs Regional Trails.

Within the Southwest Regional Trail travelshed, the demographics of the communities adjacent to the Pioneer Trail to the City of Chaska segment include:

- Approximately 30% of the population under the age of 15
- 2-10% Hispanic
- 4% African American
- 5% Asian
- 5% have an ambulatory disability.
- Income levels are on average \$170,338.

Within the Minnesota River Bluffs Regional Trail, the demographics of communities adjacent to the City of Chaska to Engler Boulevard segment include:

- Approximately 25% under the age of 15
- 31% Hispanic
- 13% African American
- 3% Asian
- 4% with an ambulatory disability
- 23% do not own a vehicle
- Income levels in this area are on average \$63,000.

Both trails serve these communities by providing access and connectivity to parks and natural resource areas, business centers, and other places people want to go.

### Public Engagement

Carver County conducted four targeted engagement events to build awareness about the planning process and gain advice for development of the long-range plan. The pop-up events were mainly held in Chaska to engage populations of Hispanic, low income, and people without vehicles. In July 2021, Carver County engaged residents at the Riverview Terrace Manufactured Home Community in Chaska. Carver County, in conjunction with Carver County Health and Human Services, held a targeted event on-site with food and activities to promote discussion of the trail systems. Approximately 15+ attendees provided responses with the majority being of Hispanic/Latino ethnicity. Comments received highlighted the communities general lack of awareness of the two trail systems. Some indicated concerns for safety along the Minnesota River Bluffs Regional Trails due to lack of visibility and steep areas. Others indicated they like the proposed trail routes and methods to connect to McDonald's, businesses and other destinations. Others noted the importance of bike safety programs, maps, and social media to increase awareness and trail use.

### Evaluation Summary

Carver County realigned the Minnesota Regional Trail along County Road 61 to more directly connect underserved populations to goods, services, and recreation in the City of Chaska and beyond. Additionally, the Southwest Regional Trail improves connectivity from Victoria to Chaska across the varying communities.

The public engagement findings have highlighted the need for improved signage and wayfinding related to the trail system, as well as the importance of continued recreation programs that promote awareness, teach new skills, and enhance the sense of community through outreach. Carver County will continue to implement desired programs to meet these identified needs with continued outreach



efforts that build upon the successful planning and engagement efforts. Carver County will also work on implementation of a more robust wayfinding program for improved awareness and placemaking.

### ***Public Awareness***

Carver County continues to expand its outreach effort, to improve public awareness of its park and trail facilities and programs. Outreach methods used includes printed materials, electronic communication, marketing initiatives, and other outreach consisting of fair displays, social media, news releases, and feature articles for other departments and partner agencies.

### ***Accessibility***

The Southwest Regional Trail and Minnesota River Bluffs Regional Trail will be open to the public and free of charge. Trails will be constructed with firm and stable surface materials to meet accessibility guidelines. The trail is relatively flat with uniform grades that meet Americans with Disability standards. There are ample opportunities for trail visitors of all abilities to find a place to recreate.

### ***Mississippi River Corridor Critical Area***

The Mississippi River Corridor Critical Area (MRCCA) is a State-designated land corridor along 72 miles of the Mississippi River in the Twin Cities Metropolitan Area. Minnesota Statute § 116G.15 establishes Minnesota policy and authority for administrative rules for the MRCCA. The Southwest Regional Trail and Minnesota River Bluffs Regional Trail are not within the MRCCA.

### **Consistency with Other Council Policies and Systems**

Community Development – Forecasts (Todd Graham, 651-602-1322) – Met Council forecasts Carver County will grow 71% during growth from 2010 to 2040; this forecast is reflected on pages 21-23 of the Master Plan. "In turn, the growth in population is expected to increase usage of the local and regional trail systems further and identifying a need for the SWRT linking trail." (page 23) Met Council staff agree with this assessment.

Community Development – Solar Resources and Access Protection – (Tim Anderson, 651-602-1380) Council staff recommend that the County consider solar installations at any associated parking facilities or shelters for the regional trails. If any segments of the trail are to be lighted, consider using solar lighting.

Environmental Services – Sewers (Roger Janzig, 651-602-1119) – The construction of any new or updating of existing paths, trails, bridges, or any other construction project may have an impact on multiple Metropolitan Council Interceptors in multiple locations. To assess the potential impacts to our interceptor system; prior to initiating any project, preliminary plans should be sent to Tim Wedin, Interceptor Engineering Assistant Manager (651-602-4571) at the Metropolitan Council Environmental Services.

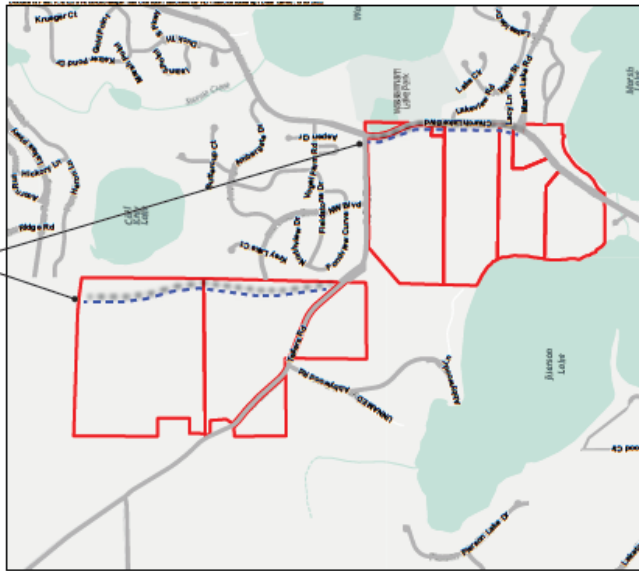


Figure 4. Southwest Regional Trail Acquisitions

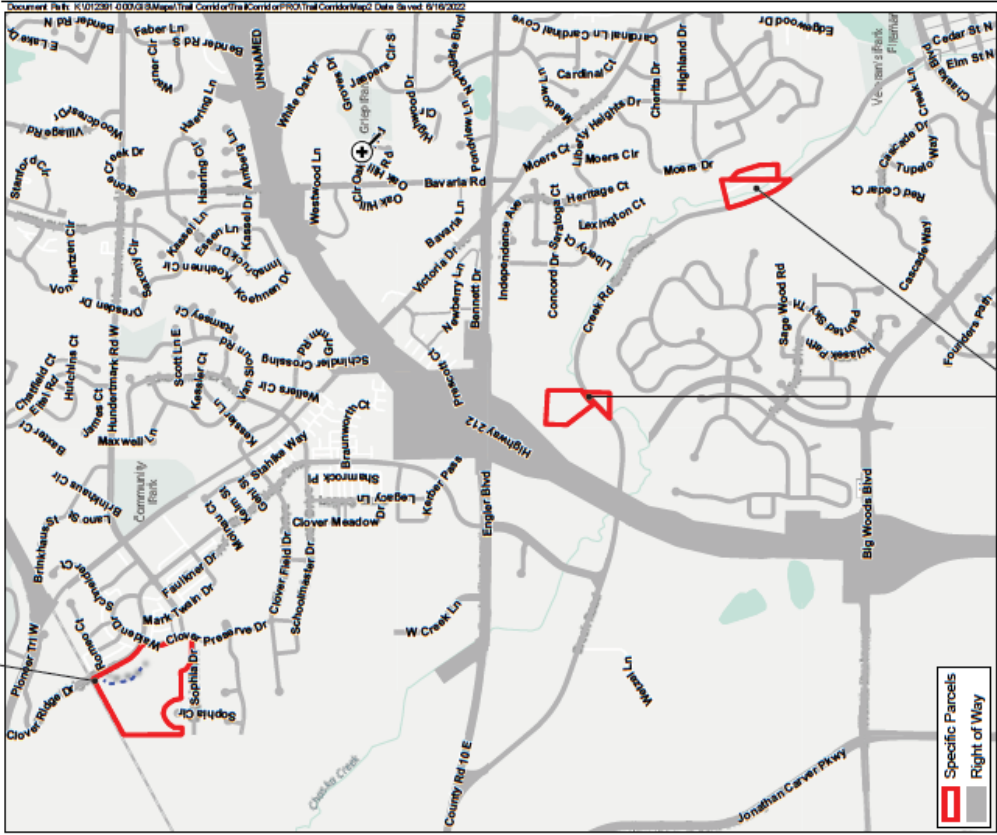


Metropolitan Council

Trail route from Victoria to Marsh Lake Road  
not currently owned.



Trail route in greenway through Clover Ridge  
neighborhood not owned



Parcels in consideration for  
trailheads along Creek Road

Figure 5. Minnesota River Bluffs Regional Trail Acquisitions – Railroad Corridor



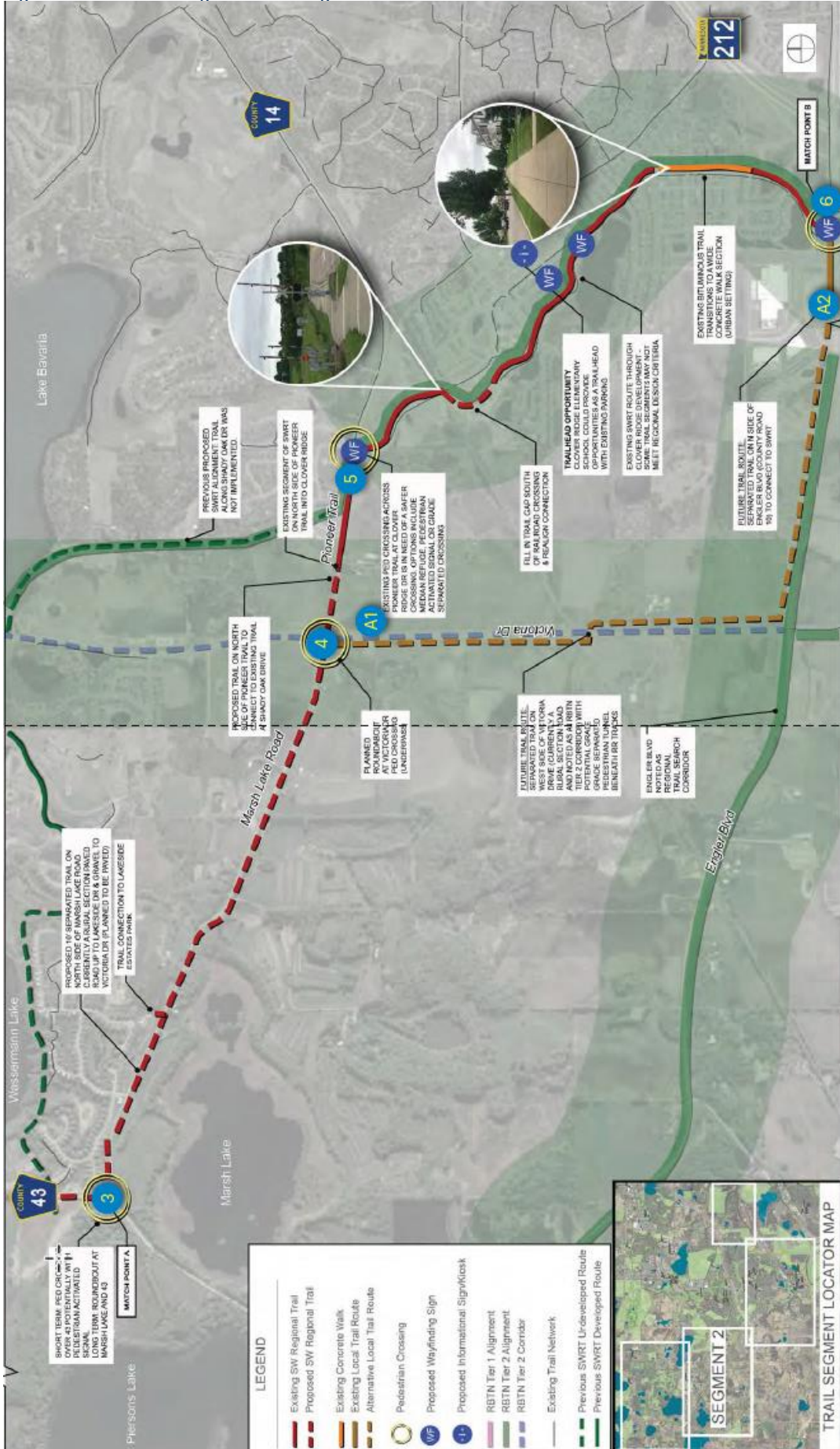
Figure 6. Minnesota River Bluffs Regional Trail Acquisitions – Future Acquisition Area







Figure 8. Southwest Regional Trail Segment 2



Metropolitan Council

Figure 9. Southwest Regional Trail Segment 3

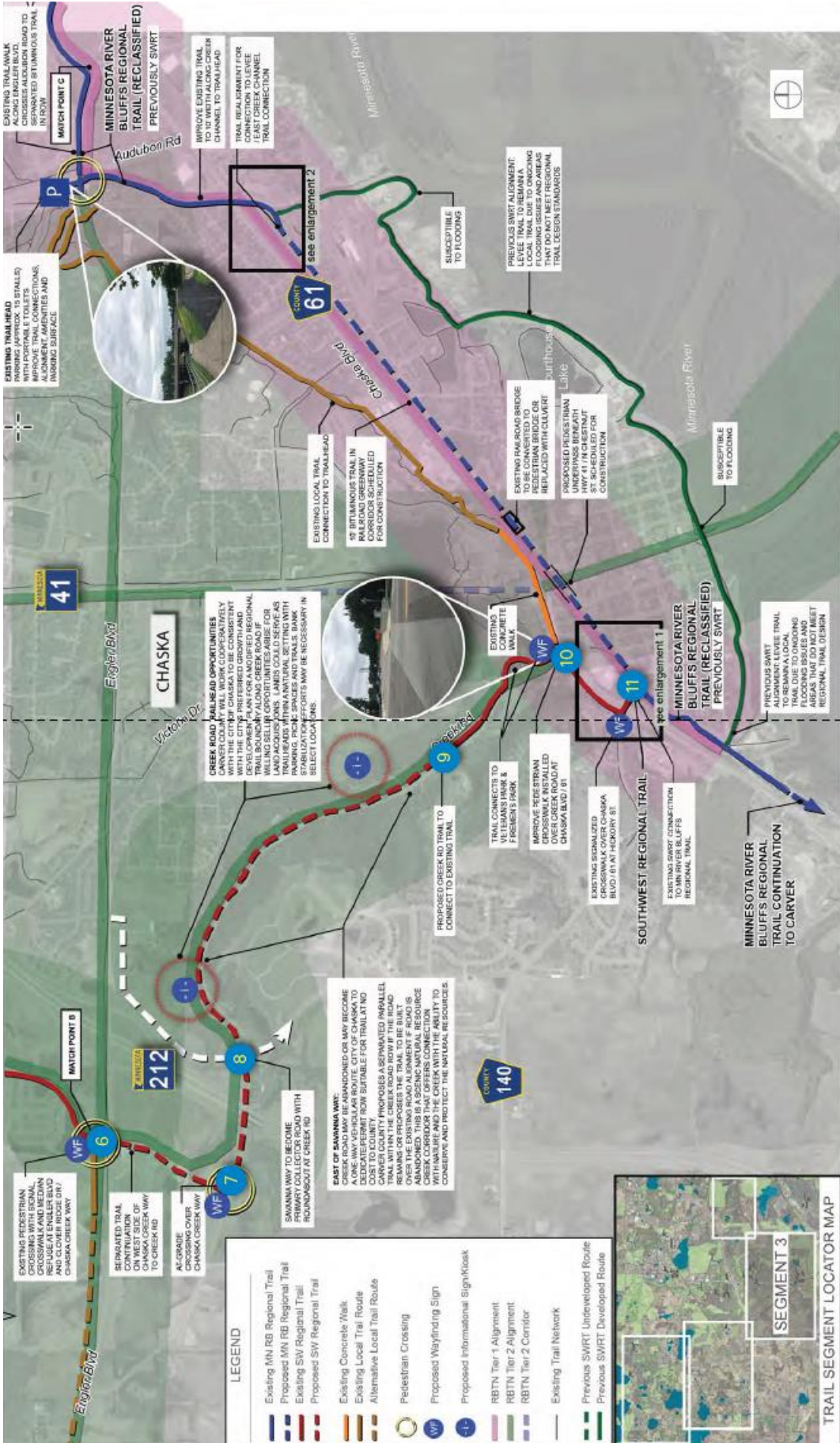
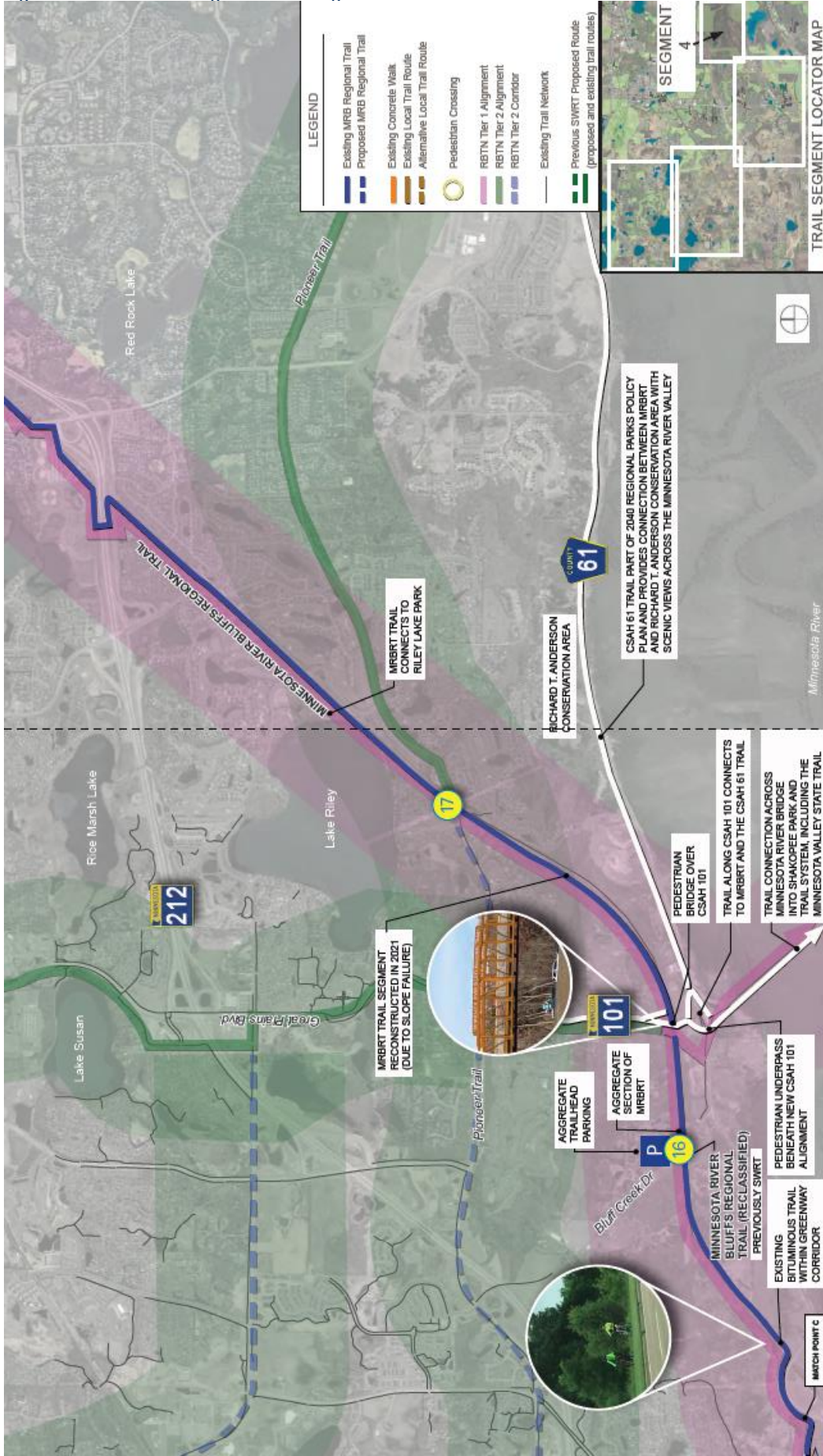


Figure 10. Southwest Regional Trail Segment 4





Carver County Board of Commissioners  
November 22, 2022  
Special Session/Work Session

The County Board Room is open to the public.

Individuals who are not able to attend in person and wish to provide public comments can do so by email at [admin-contact@co.carver.mn.us](mailto:admin-contact@co.carver.mn.us) or by leaving a voicemail at (952) 361-1516. Public comments received in writing such as those received by e-mail will be summarized during the meeting and posted on the County website at

<https://www.co.carver.mn.us/government/county-board-of-commissioners/county-board-meetings-and-agendas> following the meeting. Voicemail public comments will be played during the meeting. If you would like to join the Regular Session videoconference please send an e-mail, no later than noon on the Monday prior to the scheduled meeting date, to Carver County Administration at [admin-contact@co.carver.mn.us](mailto:admin-contact@co.carver.mn.us) to receive a WebEx invitation.

Public comments that relate to an item on the agenda will be heard when that agenda item is discussed. Please limit your public comments to five minutes or less.

The Regular Session portion of the meeting will be webcast live at: <https://youtube.com/@CarverCountyMN>

- 9:00 a.m. 1. a) CONVENE
  - b) Pledge of allegiance
  - c) Public comments
- 2. Agenda review and adoption
- 3. Approve minutes of November 15, 2022, Regular Session ..... 1-4
- 4. Community Announcements
- 9:20 a.m. 5. CONSENT AGENDA
  - Finances: Improve the County's financial health and economic profile*
  - 5.1 Review Health & Human Services and Commissioner Warrants..... NO ATT



consistent with the administration and enforcement of the Minnesota State Building Code (Minnesota State Statutes) for the unincorporated (Township) areas of the County. The Building Regulation amendments include but may not be limited to: removal of redundancies (i.e., text), previous code adoption text (i.e., years) and clarifying county permit fees.

Workman moved, Fahey seconded, to open the public hearing on Ordinance 87-2023 to consider changes to the 2023 fee schedule. Motion carried unanimously.

Mary Kaye Wahl, Assistant Finance Director, explained the revised fee schedule reflects changes brought forth by Division Directors. She explained Statutes allows the County to charge fees to cover its costs associated with providing services.

The Board discussed the number of data requests and applying fees to recoup staff time. Nick Koltavy, Assistant Administrator, clarified Statutes outlines how and when Counties can charge for data requests.

No public testimony was received.

Workman moved, Lynch seconded, to close the public hearing. Motion carried unanimously.

Workman offered the following Resolution, seconded by Udermann:

Resolution #94-22  
Adopting Ordinance 87-2023  
2023 Carver County Fee Schedule

On vote taken, all voted aye.

Ordinance 87-2023, Amendments to Ordinance 87, the Carver County Fee-For-Service Schedule.

The following is a summary of the essential elements of Ordinance 87-2023 for the purpose of publication as required by M.S. Section 375.51. A printed official copy of the ordinance is available for inspection by any person during regular business hours at the office of the Carver County Auditor, or a copy may be purchased from the Carver County Finance Department. Ordinance 87-2023 provides for the 2023 Carver County Fee Schedule, which is a list of fees that Carver County charges to cover its costs associated with providing various services, including but not limited to recording, filing, certifying, providing copies, solid waste fees, and services provided by any county office, official, department, court, or employee. There is a reasonable relation between the fee and the cost of providing the service.


Martin Walsh, Parks Director, requested the Board approve the Southwest Regional Trail Master Plan. He reviewed the history of the Master Plan and pointed out the amendments made in 2016, 2018 and 2021. Walsh identified the requirements of the Plan and the elements that must be addressed. He noted new boundaries in Victoria and Chaska and the new trail segments between the Southwest Regional and Minnesota River Bluffs Regional Trails.

REGULAR SESSION  
November 15, 2022

Workman moved, Udermann seconded, to approve the Southwest Regional Trail Master Plan and to direct staff to submit to the Metropolitan Council for approval. Motion carried unanimously.

Lynch moved, Fahey seconded, to recess as the County Board and convene as the Carver County Regional Rail Authority. Motion carried unanimously.

Walsh requested the Rail Authority approve the new license agreement with the Veterans Memorial Registry. He explained five years ago the Rail Authority entered in to an agreement for the monument and identified the location of the monument on the trail. He pointed out the previous amendments to the site plan to include equipment pads.

He reviewed the request to  the agreement to include a second phase of development that included site grading, an additional equipment pad and the construction of a future sidewalk.

Stan Heldt, Mayer, explained the sidewalk was a safety factor and cost would be split between the County, the Veterans Memorial and City of Mayer. He highlighted improvements that would be made to the drainage and stated pads would be constructed after they knew the size of the equipment they would be getting. Heldt pointed out their website if citizens were interested in purchasing a paver or other information.

Lynch moved, Fahey seconded, to approve a new license agreement with the Veterans Memorial Registry for the Veterans Memorial in the City of Mayer pending finalization of the contract review process and authorize the Chair and Administrator to sign the Agreement and to approve expenditure of \$3,200 for construction of a sidewalk along Highway 25. Motion carried unanimously.

Udermann oved, Fahey seconded, to adjourn as the Rail Authority and reconvene as the County Board. Motion carried unanimously,

Lynch moved, Degler seconded, to go into a closed session to discuss labor negotiation strategy. Motion carried unanimously.

The Board adjourned the closed and Regular Session at 11:50 a.m.

David Hemze  
County Administrator

(These proceedings contain summaries of resolutions/claims reviewed. The full text of the resolutions and claims reviewed are available for public inspection in the office of the county administrator.)





## Resolution No. 2021-05

Moved by Black  
Seconded by Roberts

### A RESOLUTION OF SUPPORT FOR THE CARVER COUNTY SOUTHWEST REGIONAL TRAIL PLAN AMENDMENT.

**WHEREAS**, Carver County is the implementing regional parks and trails agency of the Metropolitan Council and proposes an amendment to the trail alignment for the Southwest Regional Trails, and

**WHEREAS**, Victoria supports the proposed regional trail alignment connecting the Lake Minnetonka Regional Trail and the Minnesota River Bluffs Regional Trail, and

**WHEREAS**, the proposed regional trail alignment will continue to need City support to complete the trail

**NOW, THEREFORE, BE IT RESOLVED**, Victoria hereby supports the proposed regional trail alignment for the Southwest Regional Trail

This Resolution is adopted by the City of Victoria and approved by the Mayor this 25 day of January 2021

  
Debra McMillan, Mayor

ATTEST:

  
Cindy Patnode, City Clerk



**CITY OF CHANHASSEN  
CARVER AND HENNEPIN COUNTIES, MINNESOTA**

**DATE:** October 10, 2022 **RESOLUTION NO.:** 2022-73

**MOTION BY:** McDonald **SECONDED BY:** Campion

**A RESOLUTION SUPPORTING THE CARVER COUNTY SOUTHWEST REGIONAL  
TRAIL MASTER PLAN**

**WHEREAS**, Carver County is an implementing regional park and trail agency of the Metropolitan Council; and

**WHEREAS**, Carver County proposes to amend and replace all of the previous Southwest Regional Trail Master Plans and amendments; and

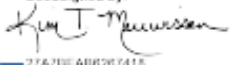
**WHEREAS**, the proposed Southwest Regional Trail Master Plan is consistent with the City's plan for trails; and


**WHEREAS**, walking and biking enhances the quality of life for our residents during all four seasons.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Chanhassen hereby supports the Southwest Regional Trail Master Plan.

**PASSED AND ADOPTED** by the Chanhassen City Council this 10<sup>th</sup> day of October, 2022.

**ATTEST:**

DocuSigned by:  
  
27A73E4B626741E  
\_\_\_\_\_  
Kim Meuwissen, City Clerk

DocuSigned by:  
  
11066D1C5705643C  
\_\_\_\_\_  
Elise Ryan, Mayor

YES

NO

ABSENT

Ryan  
McDonald  
Campion  
Rehm

Schubert



CITY OF CHASKA  
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE: 09-19-2022

RESOLUTION NO. 2022-113

MOTION BY COUNCILMEMBER HUBBARD SECOND BY COUNCILMEMBER HATFIELD

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A resolution finding that the proposed Carver County Southwest Regional Trail Master Plan Chaska to Victoria Trail and the Minnesota River Bluffs Regional Trail alignment is consistent with the Chaska Comprehensive Plan/Res. 2020-66

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**WHEREAS**, Carver County has revised the Southwest Regional Trail Master Plan which was originally created in 2006. This plan envisioned a trail which connected the communities of Chaska and Victoria as well as the North and South Light Rail Transit Lines; and

**WHEREAS**, the purpose of the revision is to update the regional trail alignments to be consistent with current and proposed development, current and planned trails, ownership of the South LRT Line in Carver County, and to update the trail segments identified as the Southwest Regional Trail and Minnesota River Bluffs Regional Trail; and

**WHEREAS**, the City's Trails Plan is intended to provide City Council, Commissions, City Staff, and developers with detailed, quantifiable standards and guidelines for achieving a unified trail system, which will serve both destination and leisure-oriented users, and which will help foster an enhanced sense of community; and

**WHEREAS**, the Comprehensive Plan includes policy statements that prioritize the implantation of its trail system, which includes a regional trail from Chaska to Victoria thereby connecting Carver Park to the Minnesota Valley State Trail and completing a loop trail system connecting Hopkins, Victoria, and Chaska; and

**WHEREAS**, On September 13th, 2022, Marty Walsh from Carver County Parks shared an update as well as presented to the Chaska Parks Commission the revised Carver County Southwest Regional Trail Master Plan. Walsh asked for a motion and recommendation from the Parks Commission to the Chaska City Council that the proposed Carver County Southwest Regional trail Master Plan Chaska to Victoria Trail and the Minnesota River Bluffs Regional Trail alignment is consistent with the Chaska Comprehensive Plan/Res. 2020-66; and

**NOW THEREFORE, BE IT RESOLVED**, the City Council of the City of Chaska, Minnesota, hereby finds that the proposed Carver County Southwest Regional Trail Master Plan Chaska to Victoria Trail and the MN River Bluffs Regional Trail alignment is consistent with the Chaska Comprehensive Plan/Res. 2020-66.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 19<sup>th</sup> day of September 2022.

  
Mark Windschitl, Mayor

Attest:   
Chaska Deputy Clerk

Metropolitan Council