



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14287 - Circle the Brick Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:

Submitted

Submitted Date:

05/15/2020 9:28 AM

Primary Contact

Name:*

Salutation	Kevin	Middle Name	Ringwald
First Name		Last Name	

Title:

Community Development Director

Department:

Community Development

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City	Chaska	State/Province	Minnesota	Postal Code/Zip	55318
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Phone:*

Phone	952-448-9200	Ext.	
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Fax:

What Grant Programs are you most interested in?

Planning Assistance Grants

Organization Information

Name:

CHASKA, CITY OF

Jurisdictional Agency (if different):

Organization Type:	City		
Organization Website:			
Address:	1 CITY HALL PLAZA		
	PO BOX 81		
	CHASKA	Minnesota	55318-1962
	City	State/Province	Postal Code/Zip
County:	Hennepin		
Phone:*	612-448-2851		
		Ext.	
Fax:			
PeopleSoft Vendor Number	0000020931A2		

Project Information

Project Name	Circle the Brick Trail Connection
Primary County where the Project is Located	Carver
Cities or Townships where the Project is Located:	Chaska
Jurisdictional Agency (If Different than the Applicant):	City of Chaska

This project will fill a trail gap along CSAH 61, and an RBTN Tier 1 Alignment, in the City of Chaska utilizing the former C & NW Railroad right-of-way. This new centralized community link will connect over 50% of Chaska's population and 30% of the city's employment (within one mile) to the downtown business district, an existing SW Transit park and ride lot, and new location for the Carver County Library. This Circle the Brick Trail alignment runs directly through the site of the city council approved future library location which includes a trail head with bike repair amenities and indoor bathroom facilities.

The 2 miles of new 10' wide paved ADA accessible trail will connect into the existing Southwest Regional Trail Connection at each end, thus filling the last gap in the former railroad corridor connecting Carver, Chaska, Victoria, Chanhassen and into Eden Prairie. Locally, completion of this project will result in a 5-mile loop connecting Chaska's downtown, neighborhoods, core business areas, transit, parks, and regional and state trails. The southwest extent of this project starts in Athletic Park at a trail 'confluence' where two regional and one state trail merge. At the northeast extent, the trail provides connectivity for a 78-unit townhouse development, surrounding single family homes, a nearby mobile home park and transit along Stoughton Ave.

The demand for this trail can be seen today with foot and bike paths in the grass boulevard of the proposed alignment leading to destinations along the highway and in the downtown. This trail has been documented and publicly expressed as a need for many years and has yet to be constructed due to its cost burden and direct connection into an existing at-grade crossing of the TH 41/CSAH 61 intersection. However, a pedestrian underpass of TH 41 is now fully funded and will be constructed in

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

2022 as part of a larger Downtown TH 41/CSAH 61 reconstruct. With that major crossing barrier addressed, the community is now ready to complete this vital connection into Downtown Chaska.

This project is a key piece in other City, County, and MnDOT extensive planning and investments to improve safety and mobility for all users along TH 41 and CSAH 61 within and connecting to the downtown. This project will utilize the 2022 pedestrian underpass of TH 41 and downtown streetscape expansion along TH 41 from CSAH 61 to south of the Minnesota River Bridge.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
DESCRIPTION - will be used in TIP if the project is selected for funding. [See MnDOT's TIP description guidance.](#)

Construct new Circle the Brick Multiuse CSAH 61 Trail Connection in Chaska

Project Length (Miles)

2.1

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

\$1,245,632.00

Match Amount

\$315,408.00

Minimum of 20% of project total

Project Total

\$1,561,040.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage

20.2%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

City Fund

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one:

2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years:

2022, 2023

Select all years that are feasible if funding in an earlier year becomes available.

Project Information

County, City, or Lead Agency

City of Chaska

Zip Code where Majority of Work is Being Performed

55318

(Approximate) Begin Construction Date

05/01/2023

(Approximate) End Construction Date

10/31/2023

Name of Trail/Ped Facility:

Circle the Brick Trail

(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)

From:

(Intersection or Address)

725 W 1st Street

To:

(Intersection or Address)

Chaska Boulevard/County Highway 61

DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Or At:

Miles of trail (nearest 0.1 miles):

2.1

Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):

2.1

Is this a new trail?

Yes

Primary Types of Work

Earthwork, grading, bridge structure, agg base, bit surf,
concrete surf, ped ramp, striping, lighting

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,
SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH,
PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Structure is Over/Under

(Bridge or culvert name):

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Goal: Safety and Security (p. 60)

Objective: Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport (p. 60)

Strategies: B1, B4, B6 (2.7)

Goal: Access to Destinations (p. 62)

Objectives: Increase the availability of multimodal travel options, especially in congested highway corridors; Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations (p. 62)

Strategies: C1, C2, C15, C16, C17 (2.8-2.10)

Briefly list the goals, objectives, strategies, and associated pages:

Goal: Competitive Economy (p. 64)

Objective: Invest in a multimodal transportation system to attract and retain businesses and residents (p. 64)

Strategies: D1, D3, D4 (2.11)

Goal: Healthy Environment (p. 66)

Objectives: Reduce transportation-related air emissions; Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles; Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations (p. 66)

Strategies: E1, E3 (2.12)

Goal: Leveraging Transportation Investment to Guide Land Use (p. 70)

Objective: Encourage local land use design that integrates highways, streets, transit, walking, and bicycling (p. 70)

Strategies: F6, F7, F10 (2.15-2.16)

(Limit 2,800 characters; approximately 400 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

The Circle the Brick Trail is consistent and supportive of the following plans and studies:

2040 Chaska Comprehensive Plan Chapter 7 describes the primary objective of all trails towards providing safe and convenient travel routes. Description in Chapter 7 on page 17 recognizes regional and local existing and planned connections to Carver Regional Park Reserve to the Minnesota Valley State Trail and completing a loop regional trail system connecting Hopkins, Victoria and Chaska:

The 2012 Downtown Chaska Master Plan, Guiding Principles:

-Page 42, Streets, Sidewalk and Trail Connections, identifies the need - In line with the impressive network of trails in the rest of Chaska, a network of downtown trails will be completed that facilitates good connections between downtown and the rest of the community, as well as connections to the regional recreational trail network.

-Page 45, Implementation, provides: Downtown's streets and sidewalks should be designed and reconstructed to create a desirable and balanced environment for pedestrians, bicyclists, and drivers, creating a Complete Streets network in downtown. Convenient street and trail connections should be created between downtown and surrounding areas.

Carver County 2040 Comprehensive Plan Bicycle and Walking Chapter, Pages 4.86 and 4.89 recognizes the proposed project as being on an RBTN Tier 1 Alignment and directly connecting to an existing Park and Ride Lot in Downtown Chaska. Page 4.90 identifies the proposed project as a future linking trail within the comprehensive network. The Parks, Trails, and Open Space Chapter, Pages 6.7 through 6.9 discusses the goals for achieving the vision and value statements

List the applicable documents and pages:

that provide focus and direction as it relates to trails and the benefits it offers to those living in and visiting Carver County. Such visions and goals highlight the need for a connected network of trails, providing transportation opportunities to jobs and regional centers, as well as opportunities for active living, and providing accessibility to all members of the community

(Limit 2,800 characters; approximately 400 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement. Yes

5. Applicants that are not State Aid cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

6. Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

Multituse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$250,000 to \$1,000,000

Check the box to indicate that the project meets this requirement. Yes

8. The project must comply with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets this requirement. Yes

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

Date plan completed: 04/20/2020

Link to plan:

<https://www.chaskamn.com/DocumentCenter/View/3164/City-of-Chaska-ADA-Transition-Plan-PDF?bidId=>

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

10. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

Check the box to indicate that the project meets this requirement. Yes

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets this requirement. Yes

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

Check the box to indicate that the project meets this requirement.

Upload Agreement PDF

Check the box to indicate that the project is not in active railroad right-of-way. Yes

Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

Check the box to indicate that the project meets this requirement. Yes

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

4.All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

Check the box to indicate that the project meets this requirement.

5.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$62,600.00
Removals (approx. 5% of total cost)	\$10,000.00
Roadway (grading, borrow, etc.)	\$129,600.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$15,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$36,500.00
Striping	\$5,000.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$36,500.00
Bridge	\$440,000.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$262,840.00

Other Roadway Elements	\$0.00
Totals	\$998,040.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$452,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$28,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$24,000.00
Streetscaping	\$0.00
Wayfinding	\$75,000.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$579,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$1,577,040.00
Construction Cost Total	\$1,577,040.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map 1589388895159_Upload_Project to RBTN Orientation Summary Maps.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 15088

Existing Employment Within One Mile (Integer Only) 4218

Upload the "Population Summary" map 1589388961825_Upload_Population_Employment Summary Maps.pdf

Please upload attachment in PDF form.

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

*1. **Sub-measure:** Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

Response:

This trail need has been documented for over a decade. Community engagement began with the City's 2008 Comp Plan followed by the 2012 Downtown Master Plan. The 2017 Highway 41 and 61 Improvements Study highlighted this project as a key connection to Downtown Chaska and included engaging the Downtown Business Alliance, emergency services, school district, transit providers, water resource stakeholders, and property owners. Over 100 public and stakeholder meetings, across 2.5 years, including 3 public open houses (100+ attendees) and many interviews and focus group meetings influenced the vision and showed community support for this project as a key piece in larger downtown improvements to address the lack of safe and inviting ped/bike facilities along CSAH 61 and TH 41. Public meeting notifications included press releases, stakeholder email list, and a 500+ mailing list that reached several nearby affordable housing units and low-income populations.

The City's 2040 Comp Plan highlights this need and included an online survey, open house, and public Planning Commission and City Council hearings leading to plan adoption. The survey returned 1,267 responses, over 50% wanted more paved bike trails and improved ped-friendly areas to and within the downtown to be high priorities for the City. 21% of respondents were not Chaska residents demonstrating the community as a regional destination.

(Limit 2,800 characters; approximately 400 words)

2.Sub-measure: *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a.Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

Ten percent of Chaska's population identifies as Hispanic/Latino. Downtown Chaska is a employment destination for much of the Hispanic/Latino population. According to city data, the neighborhoods south of CSAH 61 and east of TH 41 are 31% Hispanic/Latino, has a median household income of \$42K, a 3.75% unemployment rate, and 11.5% of the population lives below the poverty level. At the east project extent is the Riverview Terrace Mobile Home Park, offering safe and quite affordable housing for Chaska residents and prides itself in offering "well kept homes and private streets with the convenience of the city just minutes away".

Response:

Equity populations often rely on non-motorized connections to daily needs, employment, transit, and educational resources. The demand for this trail is seen today by foot and bike paths in the grass boulevard along CSAH 61, from these neighborhoods to destinations along the highway, transit stops, and the downtown. This project will provide a safe and dedicated connection, making pedestrian presence known to CSAH 61 motorized traffic, and is ADA accessible. This project will directly connect equity populations to the fully funded TH 41 pedestrian underpass and the future County Library and Licensing Center facility.

This new facility will include a trail head, for this project and the greater Southwest Regional Trail, with bike maintenance amenities, bike parking, wayfinding and indoor public restrooms. The facility will also include 4,000 square feet of library-supporting retail and eateries. The new facility location and redevelopment concept was approved by City Council on December 5, 2018. The new library facility will provide improved resources for Chaska residents and opportunity to expand upon current job training programs including test preparation tools and career resources.

According to City data, Chaska's employment opportunities are expected to grow 23% by 2040. Much of this growth will be planned development projects in downtown Chaska, such as City Square West. The 2022/23 Highway 41 Improvements project, a corridor reconstruct to increase safety and mobility for all users, will be the catalyst for redevelopment of City Square West, the Licensing Center and Library, and other areas throughout Downtown Chaska.

This project will connect over 50% of Chaska's population and 30% of the city's employment (within one mile) to an existing SW Transit 40-vehicle park and ride at CSAH 61 and Walnut Street. SW Transit provides Chaska residents express bus service Monday through Friday to downtown Minneapolis, the University of Minnesota, and to job concentration centers. Express bus service is also offered for all Vikings and Gopher football home games and weekday home Twins games.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

The City of Chaska does not anticipate any negative project impacts to any populations within the project area. Construction efforts will not impact access to any businesses, homes, other private properties, or to the downtown.

Both CSAH 61 and TH 41 are regional freight and commuter corridors of which will see no impact to traffic speed or operations during construction of this project. This is allowed by the trail's setback from the highway, utilization of the abandoned rail line, and the existing wide CSAH 61 boulevard.

This project will have no negative impacts on the surrounding natural environment. Much of the new trail alignment will utilize an abandoned railroad bed, limiting the environmental impact and additional construction impacts such as dust and noise due to excavation and earthwork. Utilizing the old railroad corridor also provides opportunity to construct the trail set back from the highway with minimal impacts to existing trees or natural features. Repurposing the abandoned rail bed for a vital community connection can now finally occur with the fully funded TH 41 pedestrian underpass, that will provide users safe and convenient access to and throughout Downtown Chaska.

Surrounding properties will be notified and updated when construction activities are occurring and how long they will last. Signage and construction site barriers will be used to ensure that community members, commuters, and travelers understand what is currently under construction; where bicycle, and pedestrian traffic is not allowed until construction completion.

Many positive impacts will be provided to populations within the project area which including:

Response:

-A dedicated, ADA trail connection where one does not exist today

-Elimination of a Tier 1 Major River Bicycle Barrier Crossing over a stream identified in the 2019 Technical Addendum to the Regional Bicycle Barriers Study

-Replacement or repair of existing bridge structures not structurally sound or ADA compliant in which pedestrians currently walk across

-Contribution to elimination of the TH 41 pedestrian barrier by utilizing the fully funded pedestrian underpass to be construction in the 2022/2023 Highway 41 Improvements project

-Direct connection into the pedestrian streetscape as part of the 2022/2023 Highway 41 Improvements project which will improve safety and mobility of pedestrian and bicyclists throughout downtown Chaska.

-Direct connection to an existing SW Transit park and ride, existing and future employment, and amenities in Downtown Chaska

-Connection to existing and future enhanced at-grade pedestrian crossings of major pedestrian and bicycle barriers within Downtown Chaska (CSAH 61 and TH 41)

(Limit 2,800 characters; approximately 400 words)

Select one:

3. Sub-measure: Bonus Points *Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*

a. 25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b. 20 points to projects within an Area of Concentrated Poverty

c. 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d. 10 points for all other areas

Project is located in an Area of Concentrated Poverty where 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color:

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

(up to 40% of maximum score)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map

1589389279128_Upload_Socio Economic Conditions
Summary Maps.pdf

Measure B: Part 1: Housing Performance Score

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Chaska	15088.0	1.0	95.0	95.0

Total Project Length

Total Project Length 2.1

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 15088.0

Total Housing Score 95.0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

There are 362 units of housing affordable at or below 60% AMI and one mobile home park within ½ mile of the proposed Circle the Brick Trail.

-Privately-owned duplex: 2 units affordable at 60% AMI, funding guaranteed by MHFA HOME and Housing Tax Credits until 2032

-Privately-owned apartment building: 8 units affordable at 60% AMI, funding guaranteed by MHFA HOME and Housing Tax Credits until 2032

-Chaska Manor: 59 1-2 bedroom units affordable at 30% AMI, funding guaranteed by HUD Section 202

-MHOP Brickstone: 30 units affordable at 30% AMI, funding guaranteed by HUD Public Housing Program

-Creeks Run Townhomes: 36 2-4 bedroom units affordable at 30% and 50% AMI, funding guaranteed by MHFA LMIR and LIHTC 9% until 2047

-Village Townhomes: 28 2-3 unit bedroom units affordable at 30% AMI, funding guaranteed by HUD Section 8 (PBA) until 2021

-Crosstown Commons: 34 1-2 bedroom units affordable at 60% AMI, funding guaranteed by MHFA LIHTC 4% until 2034

-East Creek Carriage Homes: 39 units affordable at 30% AMI, funding guaranteed by HUD Public Housing Program, MHFA LHIA, and LIHTC 9% until 2025

-Riverview Terrace Mobile Home Park

The City is dedicated to providing affordable housing. As such, their 2040 Comp Plan

Response:

recognizes the need for a broader variety of housing types. The plan's housing goals include providing housing options affordable for all residents, advocating for fair housing, and providing options for a diverse population with varied housing needs.

To achieve these goals, the City of Chaska intends to develop more intense subsidy programs to provide affordable housing, advocate for denser development that allows for lower costs per unit, assist low- and moderate-income households with home loan and grant applications, establish a land trust agreement to maintain long-term affordability, and encourage the revitalization of older neighborhoods as attractive living areas. Planned redevelopment of City Square West will contribute highly to denser development that allows for lower cost per unit, with intention of providing residential units above retail spaces.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589484706947_006_Attachment_Affordable Housing Developments.pdf

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

- *Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*

- *Improving bikeability to better serve all ability and experience levels by:*

- *Providing a safer, more protected on-street facility or off-road trail;*

- *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*

- *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

TH 41 and CSAH 61 have long been physical barriers in the City of Chaska that inhibit ped and bike connections to jobs, daily needs, transit services, and desired community destinations in Downtown Chaska. The demand can be seen today with foot and bike paths in the grass boulevard of the CSAH 61 leading to destinations along the highway and in the downtown. This trail has yet to be constructed due to its cost burden and direct connection into an existing at-grade intersection crossing of TH 41/CSAH 61. With a pedestrian underpass of TH 41 now fully funded and to be constructed in 2022, these major community barriers can now be addressed.

Response:

CSAH 61 and TH 41 as Tier 3 freight and commuter corridors serve important roles in the region's economic and transportation system. The 1/2-mile area paralleling TH 41 accounts for 14,000 jobs and 35% of employment in Carver County. This project has been identified as a key non-motorized connection, in a bigger vision for the downtown, that will circumvent the highway barriers within the vastly growing community. Utilizing the fully funded TH 41 pedestrian underpass, this project will connect into other major improvements as part of the Highway 41 project that will provide pedestrian and bicycle spaces equivalent to spaces for vehicle traffic within the downtown business district.

At CSAH 61 and Pine Street an existing HAWK provides enhanced pedestrian crossing to Fireman's Park, the Curling Center, and Chaska Community Center. The 2022/23 Highway 41 Improvements project will include additional enhanced at-grade crossings of TH 41 and CSAH 61, including a future HAWK at CSAH 61 and Walnut St that will provide safer crossing directly to and from the existing SW Transit park and ride,

nearby affordable/high density housing, Fireman's Park, and daily needs provided by Walgreens and Coopers County Market. The demand for this trail and safe crossing of CSAH 61 and TH 41 will grow with near future redevelopment projects in downtown Chaska, such as City Square West (CSW). CSW and the new Licensing Center and County Library facility, will provide residents with new employment opportunities and job training programs such as test preparation tools and career resources.

This project completes a gap in the Southwest Regional Trail Connection, a 13-mile trail between Carver, Chaska, Victoria, and Chanhassen. When completed, this trail will connect the Minnesota River Bluffs Regional Trail (Southwest Light Rail Transit Corridor) to the Lake Minnetonka Regional Trail (Northwest Light Rail Transit Corridor) creating a looping trail network.

This project will repurpose or replace three railroad bridges along the proposed alignment crossing water channels. One is identified as a Tier 1 Regional Bicycle Barrier Crossing.

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Yes

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Project Improvements

In 2013, a 65-year old woman was fatally hit while crossing at an unmarked location near State Street and CSAH 61, within the project area. In 2015, a property damage only crash occurred at the intersection of CSAH 61 and Yellow Brick Road, within the project area, in which a contributing factor was a pedestrian failing to yield to the moving motor vehicle. These occurrences are part of the reason why it is vital to provide a dedicated pedestrian facility along CSAH 61, to not only increase the awareness of pedestrians already using the grass boulevard, but to provide dedicated and visible pedestrian crossing areas and mitigate the desire for pedestrians to continue to cross CSAH 61 in unmarked areas within high volumes and speeds of traffic and freight vehicles.

Response:

The Circle the Brick Trail project will provide a multiuse trail along a RBTN Tier 1 Alignment route that crosses a Tier 1 Regional Bicycle Barrier Crossing Improvement Area where one does not currently exist. Today, residents are often seen walking and biking the proposed trail route (former railroad corridor), leaving worn footpaths when not present. These footpaths, most dominant near affordable housing buildings in the area, do not provide a safe or accessible route for residents and further solidify the necessity, demand, and guaranteed immediate usage of this project.

A dedicated 10' wide paved and ADA compliant facility will provide a safer connection paralleling CSAH 61 and crossing TH 41 at the fully funded pedestrian underpass to be constructed in 2022/23. TH 41 and CSAH 61 are freight corridors that create major pedestrian and bicycle barriers in downtown Chaska. The proposed pedestrian and bicycle trail alignment will be an attractive highway crossing for pedestrians and bicyclists and contribute to a safer experience for all users.

There is already visible demand for this trail connection and major safety issues associated with it's current gap. The demand and safety concerns will only continue to grow with near future redevelopment projects in downtown Chaska, such as City Square West, the new Licensing Center and Carver County Library facility, and other increasing employment opportunities, and daily amenities along CSAH 61 and TH 41. It is only a matter of time before more pedestrian related accidents or fatalities occur within the project area.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Immediately, this project will fill a gap in a high demand pedestrian area along CSAH 61 where documented pedestrian related crashes and a fatality have occurred in the last ten years. This project will provide a 10' wide paved and ADA accessible connection where these facilities do not exist today and residents are often seen walking and biking, leaving worn footpaths in the boulevard.

CSAH 61 and TH 41 have long been documented and publicly expressed physical barriers and unwelcoming pedestrian environments that inhibit ped and bike connectivity to and within Downtown Chaska. CSAH 61 and TH 41 as Tier 3 freight and commuter corridors serve important roles in the region's economic and transportation system. TH 41 is also one of three trunk highways in Minnesota that traverses a downtown area.

Response:

This project has been identified as a key connection, in a bigger vision for the downtown, that will circumvent the physical highway barriers within the vastly growing community while still efficiently and safely serving the freight and commuter traffic. This project connects directly into the 2022/23 Highway 41 Improvements project, at a fully funded pedestrian underpass of TH 41, which will improve safety and mobility of pedestrian and bicyclists throughout the downtown by eliminating parking on TH 41 and reducing pedestrian crossings and exposure to freight and vehicles with intersection bump-outs and center median refuge islands.

This project connects directly into a Southwest Transit 40-vehicle park and ride lot at Walnut Street and Chaska Boulevard and stops along Stoughton Avenue serving routes 691, 697, and 699. These routes connect riders to Carver, Chanhassen, and

job concentration areas in Eden Prairie and I-494 in Edina, Richfield, and Minneapolis.

This project will fill the final gap in a 4.6-mile multiuse Circle the Brick Loop and the existing Southwest Regional Trail Connection, a 13-mile trail between Chaska and Victoria. When completed, this trail will connect the Minnesota River Bluffs Regional Trail (Southwest Light Rail Transit Corridor) to the Lake Minnetonka Regional Trail (Northwest Light Rail Transit Corridor) creating a looping trail network. It will also connect the Minnesota Valley State Trail and will provide access numerous regional attractions and trail networks, including several regional parks, downtown Shakopee, Valley Fair, Minnesota River Valley Refuge Visitor Center, Mall of America, Metro Transit's Blue Line (LRT), Historic Fort Snelling, and both downtown Minneapolis and St. Paul via existing regional trails.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (25 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

Attach Layout

1589487004167_Upload_Approved_layout.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (15 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

Yes

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

3)Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements required, parcels identified

Yes

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

0%

Anticipated date or date of acquisition

4)Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

1589487004201_Carver Co LOS Circle the Brick Trail 2020-05-13.pdf

Please upload attachment in PDF form.

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Anticipated date or date of executed Agreement

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public: 03/19/2019

Meeting with partner agencies: 08/16/2017

Targeted online/mail outreach: 03/19/2019

Number of respondents: 1267

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need. Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Public involvement is an integral part of defining the vision for Downtown Chaska, which included the Circle the Brick Trail Project. Input from stakeholders, business and property owners, residents, elected officials and other corridor users helped vision from the start of the planning process. As part of the CSAH 61/TH 41 Improvements Project, Chaska used the following methods to understand the issues and needs of the area:

- Focus Group Meetings: Representatives from emergency services, the school district, parks/trails, transit providers, and water resources stakeholders provided input on corridor issues and needs

- Business Advisory Committee: The City of Chaska, Carver County, and MnDOT met with members of Chaska's Downtown Business Alliance and other businesses within the corridor study areas several times to solicit input on issues and needs

Response (Limit 2,800 characters; approximately 400 words):

- Property Owner Meetings: Project staff met with several property owners in a small group or individual setting to discuss potential corridor improvement options

- Public Open Houses: Three public open houses occurred during the project to solicit input on issues, needs, and opportunities in Downtown Chaska.

- Agency Meetings: Meetings were focused on understanding each agency's vision for the study corridors where they intersect each jurisdiction in order to provide recommendations tailored to specific needs

- City Council Updates: Elected officials from each City received updates during the project at key milestones, as desired

The City of Chaska also sought feedback from the

public on the Circle the Brick Trail during the Downtown Chaska Master Plan planning process. The following engagement occurred as part of this plan:

-Community Meetings: 3 joint City Council & Commissions work sessions, which were open to the general public, were held during the process. These work sessions were designed to encourage dialogue regarding downtown's issues, opportunities, and project recommendations.

-Key Stakeholder Interviews: The project team regularly met with and gathered feedback from stakeholders in the downtown community, such as business owners.

-Downtown Development Interviews: The City conducted individual interviews with a representative group of downtown development stakeholders, including existing business owners, property owners, potential developers, realtors, and major Chaska employers.

Chaska put forth a strong effort to ensure the community residents and project partners were engaged during planning processes to incorporate the desires and needs of residents into new ped and trail facilities. On September 27, 2017, the project partners received the APA Partnerships in Planning Award highlighting the extensive partnership to achieve the vision.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$1,577,040.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,577,040.00

Points Awarded in Previous Criteria

Other Attachments

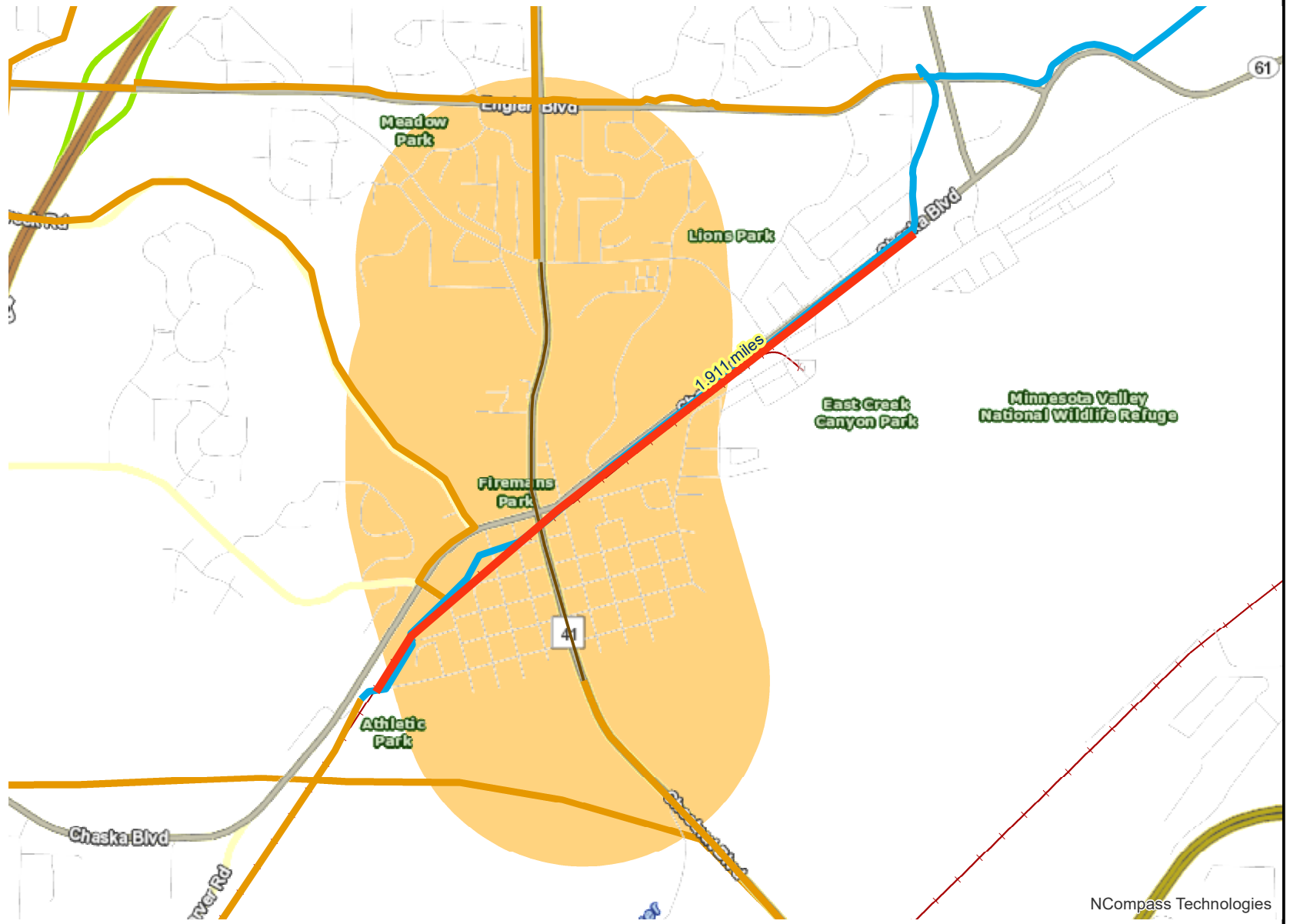
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002_Attachment_ProjectLocation_8.5x11 L.pdf	002_Attachment_ProjectLocation_8.5x11 L.pdf	592 KB
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006_Attachment_Affordable Housing Developments.pdf	006_Attachment_Affordable Housing Developments.pdf	414 KB
007_Attachment_Chaska Wayfinding Master Plan.pdf	007_Attachment_Chaska Wayfinding Master Plan.pdf	5.9 MB
008_Attachment _Chaska Trail Loop Concepts.pdf	008_Attachment _Chaska Trail Loop Concepts.pdf	8.2 MB
0092_All Public and Agency Meeting Dates.pdf	0092_All Public and Agency Meeting Dates.pdf	66 KB
009_Attachment_letters of support.pdf	009_Attachment_letters of support.pdf	408 KB
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Upload_Maintenance Letter.pdf	CTB Maintenance Agreement	283 KB
Upload_Population_Employment Summary Maps.pdf	Upload_Population_Employment Summary Maps.pdf	6.3 MB
Upload_Project to RBTN Orientation Summary Maps.pdf	Upload_Project to RBTN Orientation Summary Maps.pdf	4.4 MB
Upload_Socio Economic Conditions Summary Maps.pdf	Upload_Socio Economic Conditions Summary Maps.pdf	5.7 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Circle the Brick Trail | Map ID: 1587416612519

Results

Project IN TIER 2
Bicycle Transport Corridor.



- Project
- RBTN Tier 2 Alignment
- Minor Arterials
- RBTN Tier 2
- RBTN Corridor Centerlines
- Principal Planned Arterial
- Railroads
- RBTN Tier 1 Alignment
- Principal Arterials
- RBTN Tier 1

0 0.25 0.5 1 1.5 2 Miles

Created: 4/20/2020
LandscapeRSA6



For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/notice.aspx>

NCompass Technologies

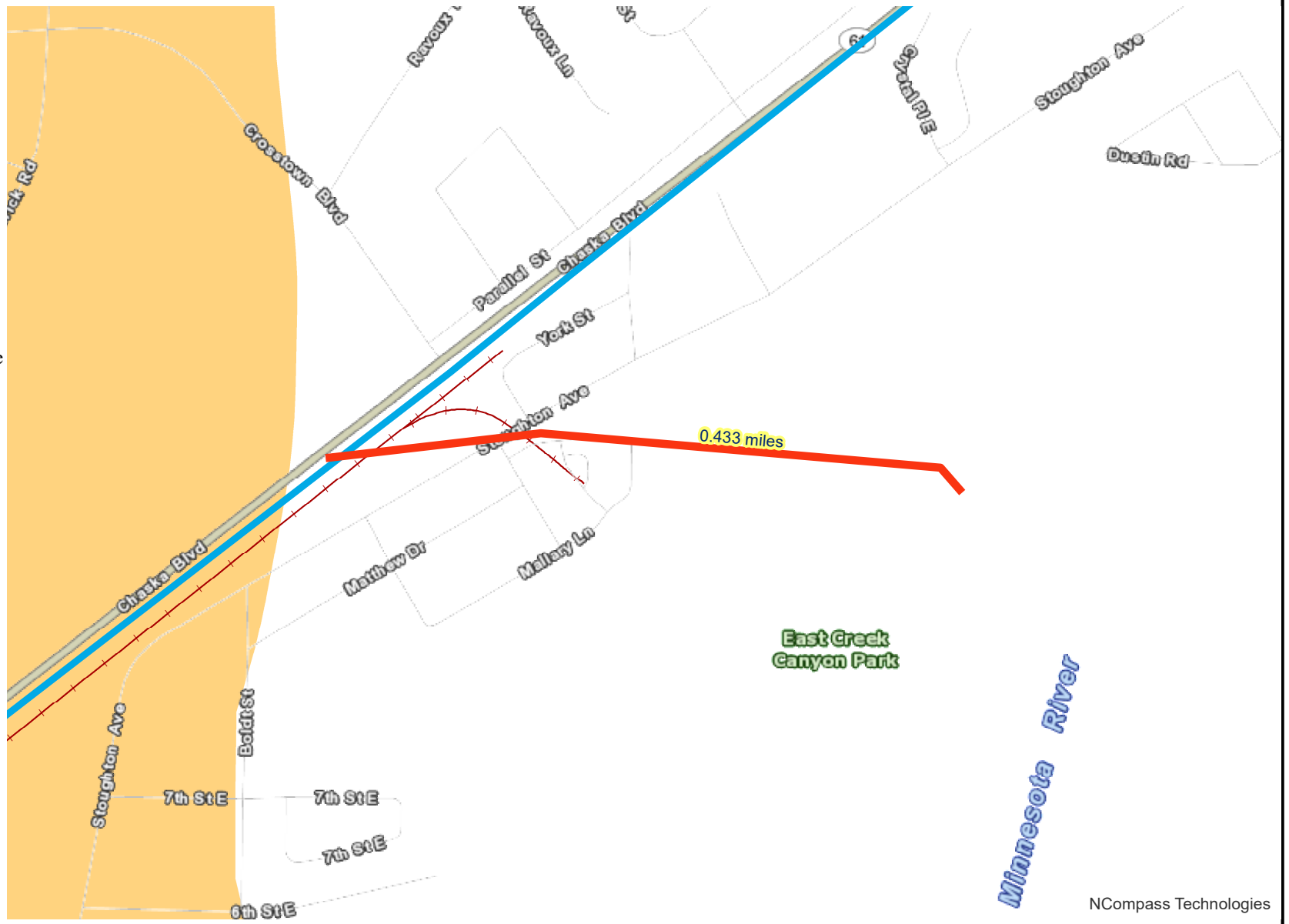


Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Circle the Brick Trail | Map ID: 1587416950294

Results

Project **NOT IN** Regn'l Bicycle
Transportation
Corridor.



- Project
- RBTN Tier 1 Alignment
- Principal Arterials
- Minor Arterials
- Railroads
- RBTN Tier 1
- RBTN Tier 2

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 4/20/2020
LandscapeRSA6



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NCompass Technologies



Population/Employment Summary

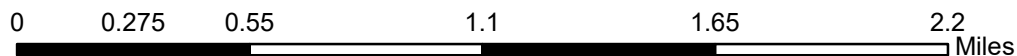
Results

Within ONE Mile of project:
Total Population: 15088
Total Employment: 4218

Multiuse Trails and Bicycle Facilities Project: Circle the Brick Trail | Map ID: 1587416612519



- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 4/20/2020
LandscapeRSA4



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Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Circle the Brick Trail | Map ID: 1587416950294



Results

Within ONE Mile of project:
Total Population: 12287
Total Employment: 3884

 Project Points  Project Area
 Project  2016 TAZ

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 4/20/2020
LandscapeRSA4



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<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>



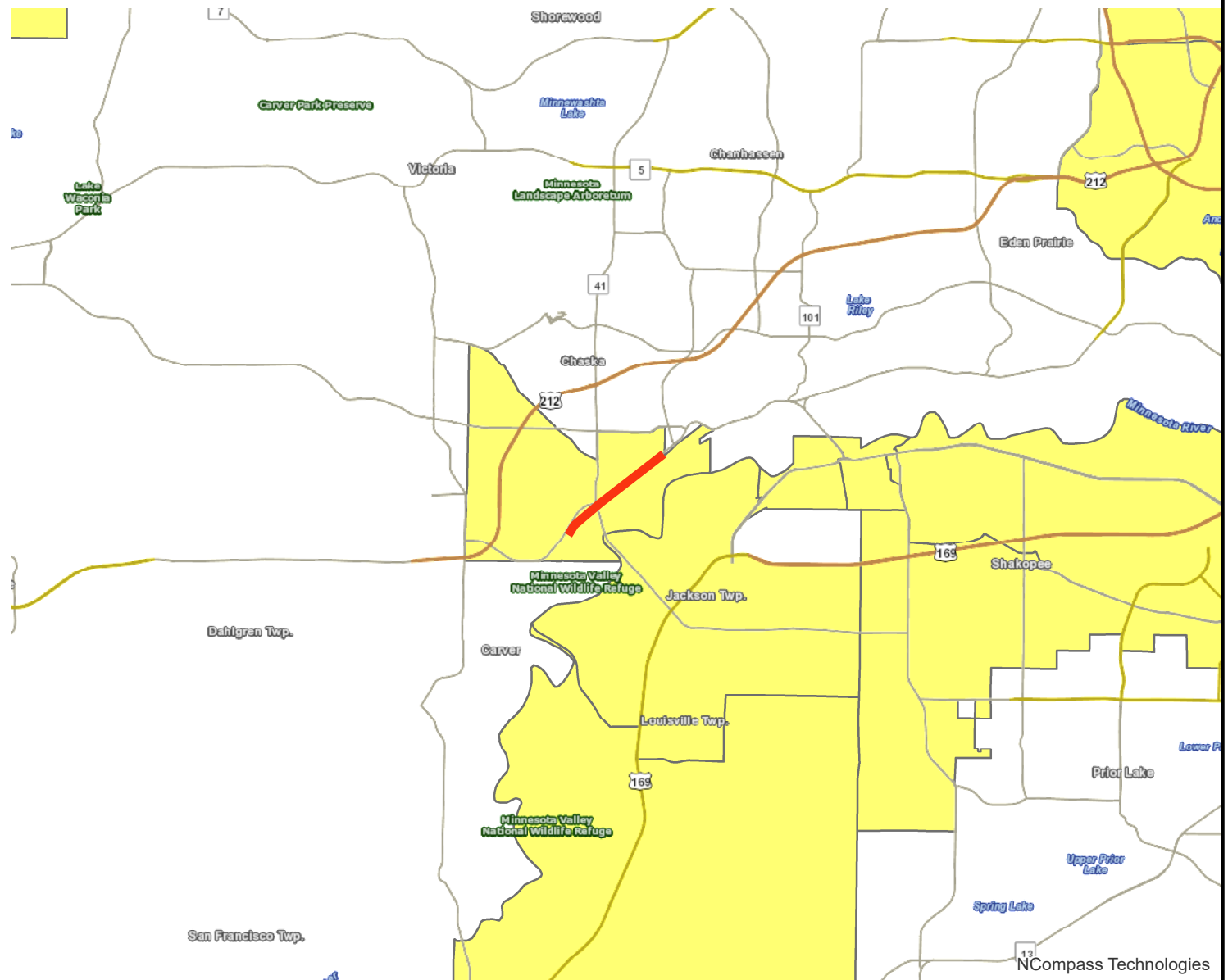
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Circle the Brick Trail | Map ID: 1587416612519

Results

Project census tracts are above the regional average for population in poverty or population of color:
(0 to 18 Points)

Tracts within half-mile:
80700 90900 91000
91100



— Lines



Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty

0 1.5 3 6 9 12 Miles

Created: 4/20/2020
LandscapeRSA2



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



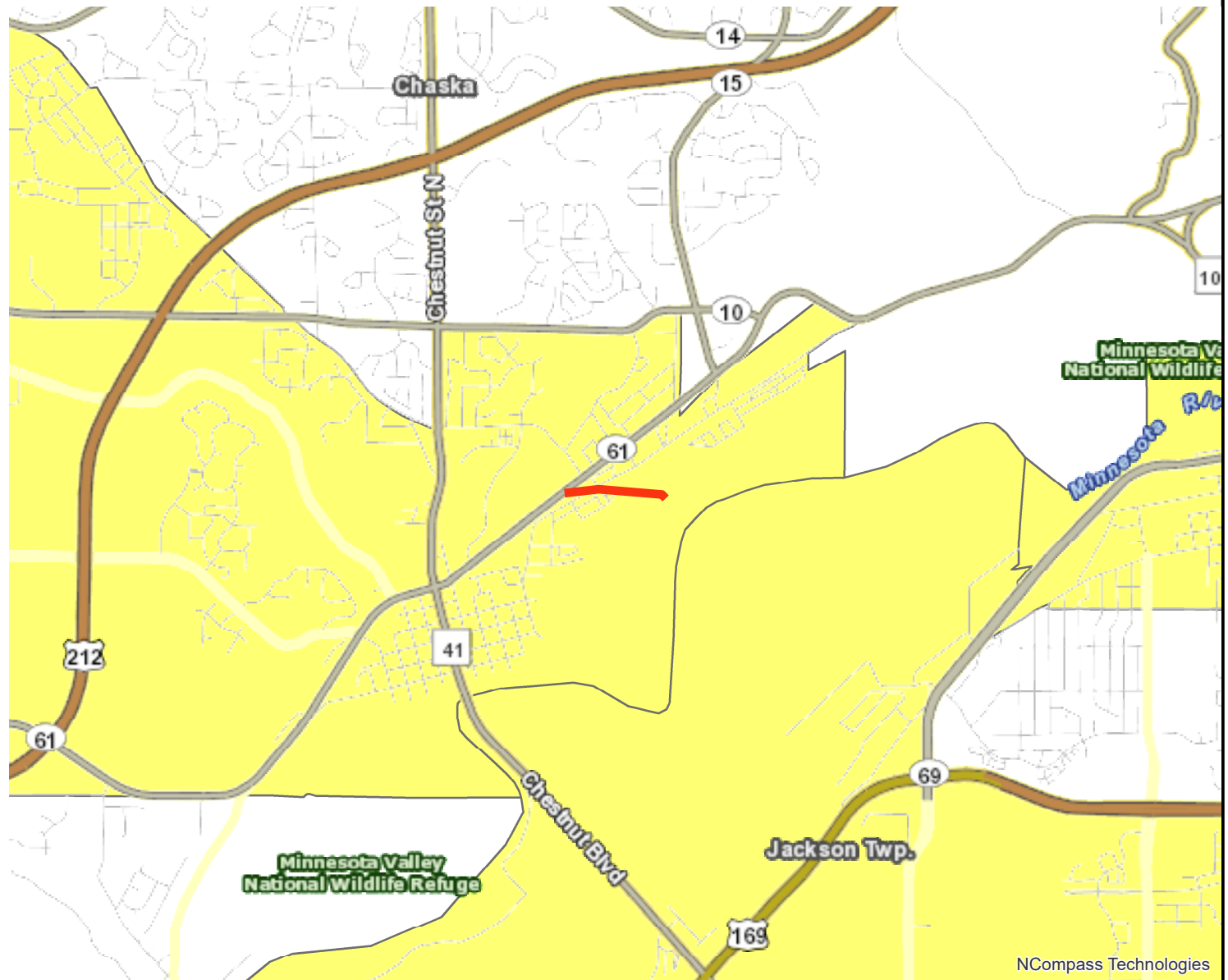
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Circle the Brick Trail | Map ID: 1587416950294

Results

Project census tracts are above the regional average for population in poverty or population of color:
(0 to 18 Points)

Tracts within half-mile:
80700 90900 91000



— Lines



Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty

0 0.4 0.8 1.6 2.4 3.2 Miles

Created: 4/20/2020
LandscapeRSA2



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gis/notice.aspx>



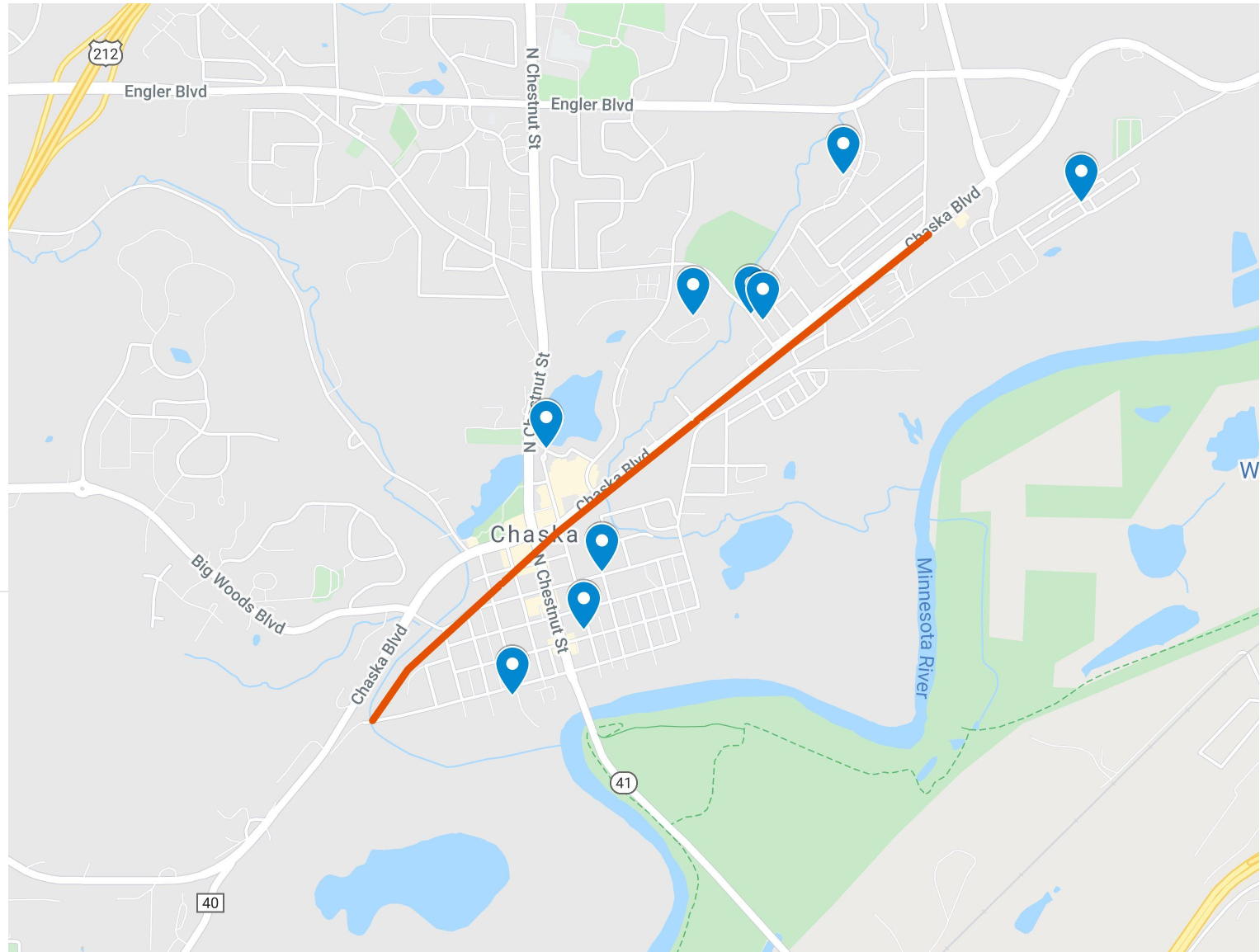
Circle the Brick Trail - Affordable Housing Developments

Affordable Housing Developments

- Chaska Manor
- Mhop Brickstone
- Private Apartment
- Private Duplex
- Creeks Run Townhomes
- Village Townhomes
- Crosstown Commons
- East Creek Carriage Homes
-

Riverview Terrace Mobile Home Park

Circle the Brick Trail



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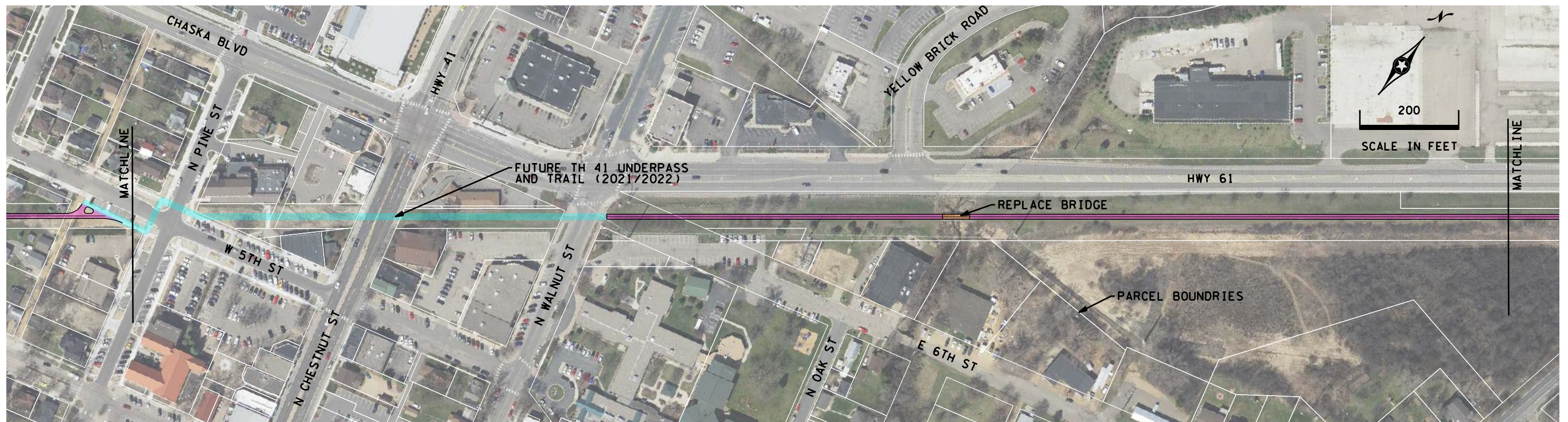
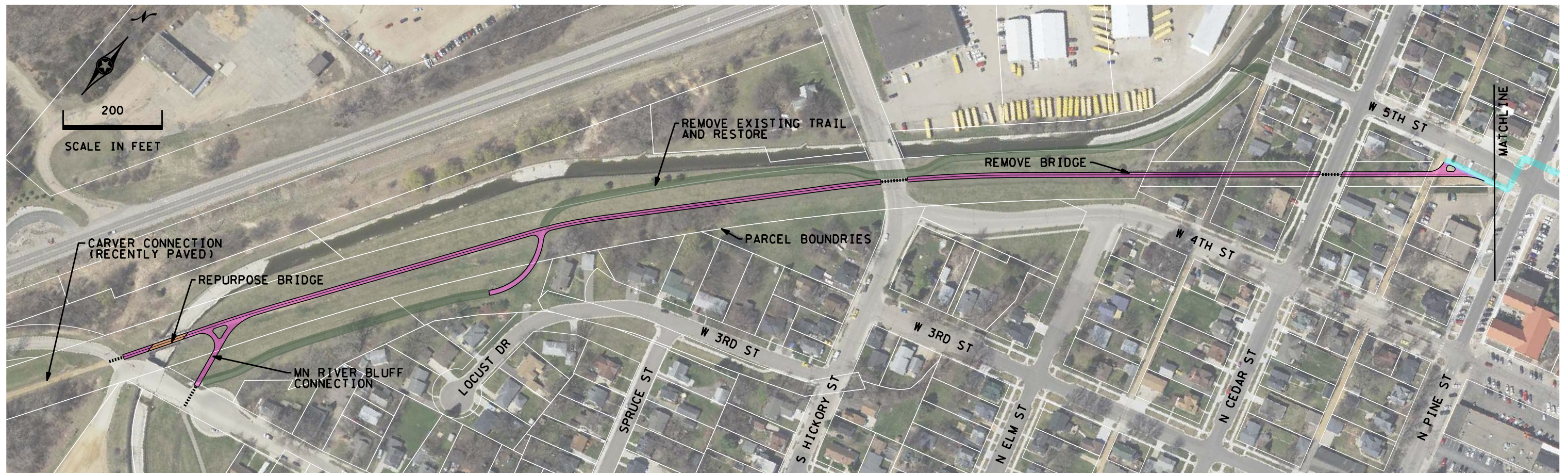
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7/12/2018

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time



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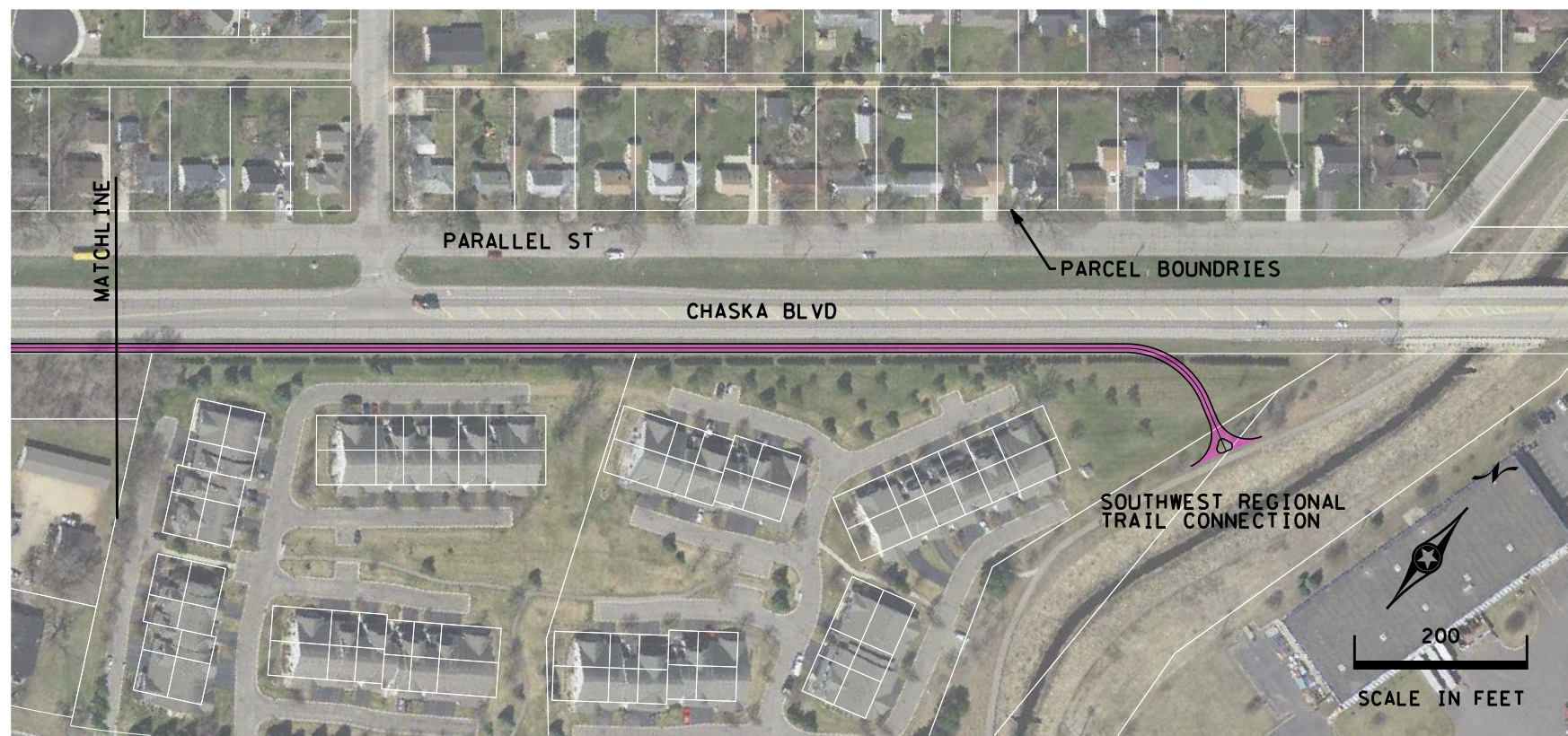
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7/10/2018

bmi.tbl

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time





**Carver County
Public Works**

11360 Highway 212, Suite 1
Cologne, MN 55322

May 13, 2020

Matt Podhradsky
City Administrator, City of Chaska
Chaska City Hall
1 City Hall Plaza
Chaska, MN 55318

RE: Letter of Support for the Circle the Brick Trail 2020 Regional Solicitation Application

Dear Mr. Podhradsky,

Carver County and the Carver County Regional Rail Authority (CCRRA) extend support for the City of Chaska's federal funding application to the Metropolitan Council's Regional Solicitation for the proposed Circle the Brick Trail improvement along CSAH 61. This project will complete a gap in the regional trail system and provide better bicycle and pedestrian access and connectivity to downtown Chaska.

Carver County is aware of and understands the proposed project being submitted. Support from the County and CCRRA is required due to the County's jurisdiction of CSAH 61 and the potential future permitting, construction, and operation needs for the trail on CCRRA property. The County and CCRRA are supportive of the proposed project and acknowledge potential future permitting, construction, and operation project needs within the CCRRA property and County right of way. The County will work with the City of Chaska in accordance with maintenance policies for the proposed facilities for its useful design life.

Carver County appreciates the City's efforts to secure funding for this regional trail improvement and is supportive of the City of Chaska's application for the Circle the Brick Trail.

Sincerely,

Lyndon Robjant, P.E.
Public Works Director/County Engineer

CARVER COUNTY

**BOARD OF COUNTY COMMISSIONERS
CARVER COUNTY, MINNESOTA**

Date: July 10, 2018 Resolution No: 51-18
Motion by Commissioner: Ische Seconded by Commissioner: Lynch

**RESOLUTION OF SUPPORT FOR THE CITY OF CHASKA’S CIRCLE THE BRICK TRAIL
CONNECTION APPLICATION**

WHEREAS, the Regional Solicitation Program provides federal transportation funding for projects as part of the Metropolitan Council’s federally-required continuing, comprehensive, and cooperative transportation planning process for the 7-County Twin Cities Metropolitan Area; and

WHEREAS, the Metropolitan Council is accepting candidate projects for the Fiscal Years (FY) 2022-2023 and providing up to 80 percent of the project construction cost for transportation projects; and

WHEREAS, the proposed budget for Fiscal Years (FY) 2022 and 2023 is \$200 million, with the maximum award available for an individual Multiuse Trail and Bicycle Facilities project of \$5.5 million; and

WHEREAS, the City of Chaska is seeking Regional Solicitation funds to construct the Circle the Brick Trail Connection, which is approximately 2.5 miles of multiuse trail primarily paralleling Highway 61 (Chaska Boulevard) from Athletic Park to a quarter mile west of Highway 15 (Audubon Road) and will require a permit within existing Carver County Regional Rail Authority property and potentially portions of Highway 61; and

WHEREAS, Carver County recognizes that construction of this multiuse trail segment will complete a gap in a trail system that better facilitates non-motorized connections into Downtown Chaska and provide connection to the Highway 41 pedestrian underpass to be constructed in 2021; and

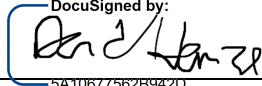
NOW THERE FORE BE IT RESOLVED, that Carver County Board of Commissioners, supports the City of Chaska’s FY 2022-2023 Regional Solicitation application and will partner to grant any necessary permit and construction and operations needs within the County’s right of way along Highway 61 for the multiuse trail connection primarily paralleling Highway 61 (Chaska Boulevard) from Athletic Park to a quarter mile west of Highway 15 (Audubon Road).

YES	ABSENT	NO
<u>Degler</u>	<u></u>	<u></u>
<u>Ische</u>	<u></u>	<u></u>
<u>Lynch</u>	<u></u>	<u></u>
<u>Maluchnik</u>	<u></u>	<u></u>
<u>Workman</u>	<u></u>	<u></u>

STATE OF MINNESOTA
COUNTY OF CARVER

I, Dave Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 10th day of July, 2018, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

Dated this 10th day of July, 2018.

DocuSigned by:

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Dave Hemze

County Administrator

BOARD OF CARVER COUNTY REGIONAL RAIL AUTHORITY
CARVER COUNTY, MINNESOTA

Date: July 10, 2018 Resolution No: CCRRA #01-18
Motion by Commissioner: Maluchnik Seconded by Commissioner: Degler

RESOLUTION TO AUTHORIZE AND SUPPORT THE CITY OF CHASKA’S CIRCLE THE BRICK TRAIL CONNECTION APPLICATION

WHEREAS, the Regional Solicitation Program provides federal transportation funding for projects as part of the Metropolitan Council’s federally-required continuing, comprehensive, and cooperative transportation planning process for the 7-County Twin Cities Metropolitan Area; and

WHEREAS, the Metropolitan Council is accepting candidate projects for the Fiscal Years (FY) 2022-2023 and providing up to 80 percent of the project construction cost for transportation projects; and

WHEREAS, the proposed budget for Fiscal Years (FY) 2022 and 2023 is \$200 million, with the maximum award available for an individual Multiuse Trail and Bicycle Facilities project of \$5.5 million; and

WHEREAS, the City of Chaska is seeking Regional Solicitation funds to construct the Circle the Brick Trail Connection, which is approximately 2.5 miles of multiuse trail primarily paralleling Highway 61 (Chaska Boulevard) from Athletic Park to a quarter mile west of Highway 15 (Audubon Road) and will require a permit within existing Carver County Regional Rail Authority property; and

WHEREAS, Carver County recognizes that construction of this multiuse trail segment will complete a gap in a trail system that better facilitates non-motorized connections into Downtown Chaska and provide connection to the Highway 41 pedestrian underpass to be constructed in 2021; and


NOW THERE FORE BE IT RESOLVED, the Carver County Regional Rail Authority supports the City of Chaska’s FY 2022-2023 Regional Solicitation application for the Circle the Brick Trail Connection and, should federal transportation funding be awarded, will partner to grant the necessary permit to right-of-way required to construct the multiuse trail connection primarily paralleling Highway 61 (Chaska Boulevard) from Athletic Park to a quarter mile west of Highway 15 (Audubon Road).

YES	ABSENT	NO
<u>Degler</u>	<u></u>	<u></u>
<u>Ische</u>	<u></u>	<u></u>
<u>Lynch</u>	<u></u>	<u></u>
<u>Maluchnik</u>	<u></u>	<u></u>
<u>Workman</u>	<u></u>	<u></u>

STATE OF MINNESOTA
COUNTY OF CARVER

I, Dave Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 10th day of July, 2018, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

Dated this 10th day of July, 2018.

DocuSigned by:


Dave Hemze County Administrator



Chaska

July 10, 2018

Metropolitan Council
Transportation Advisory Board
390 Robert St North
St. Paul, MN 55101

RE: Circle the Brick Trail Project in the City of Chaska

Dear Members of the Transportation Advisory Board:

The City of Chaska supports the advancement of the Circle the Brick Trail Project and the associated project layout as presented in this application. This new trail will fill a key missing link in our local and regional trail system.

As such, the City is applying for funding to construct this new trail connection. The City of Chaska will act as the legal sponsor for the Circle the Brick Trail. The City will provide the local match to the federal funds as well as fund the project development and right-of-way costs to ensure delivery in the funded year.

Sincerely,

Matt Podhradsky
City Administrator



**Carver County
Public Works**

11360 Highway 212, Suite 1
Cologne, MN 55322

May 13, 2020

Matt Podhradsky
City Administrator, City of Chaska
Chaska City Hall
1 City Hall Plaza
Chaska, MN 55318

RE: Letter of Support for the Circle the Brick Trail 2020 Regional Solicitation Application

Dear Mr. Podhradsky,

Carver County and the Carver County Regional Rail Authority (CCRRA) extend support for the City of Chaska's federal funding application to the Metropolitan Council's Regional Solicitation for the proposed Circle the Brick Trail improvement along CSAH 61. This project will complete a gap in the regional trail system and provide better bicycle and pedestrian access and connectivity to downtown Chaska.

Carver County is aware of and understands the proposed project being submitted. Support from the County and CCRRA is required due to the County's jurisdiction of CSAH 61 and the potential future permitting, construction, and operation needs for the trail on CCRRA property. The County and CCRRA are supportive of the proposed project and acknowledge potential future permitting, construction, and operation project needs within the CCRRA property and County right of way. The County will work with the City of Chaska in accordance with maintenance policies for the proposed facilities for its useful design life.

Carver County appreciates the City's efforts to secure funding for this regional trail improvement and is supportive of the City of Chaska's application for the Circle the Brick Trail.

Sincerely,

Lyndon Robjant, P.E.
Public Works Director/County Engineer

CARVER COUNTY



Circle the Brick Trail Project



Project Location:

South side of CSAH 61,
within the City of Chaska,
along an abandoned C &
NW Rail line



Federal \$ Request:

Federal: \$1,261,632
Local Match: \$315,408
Project Total: \$1,577,040



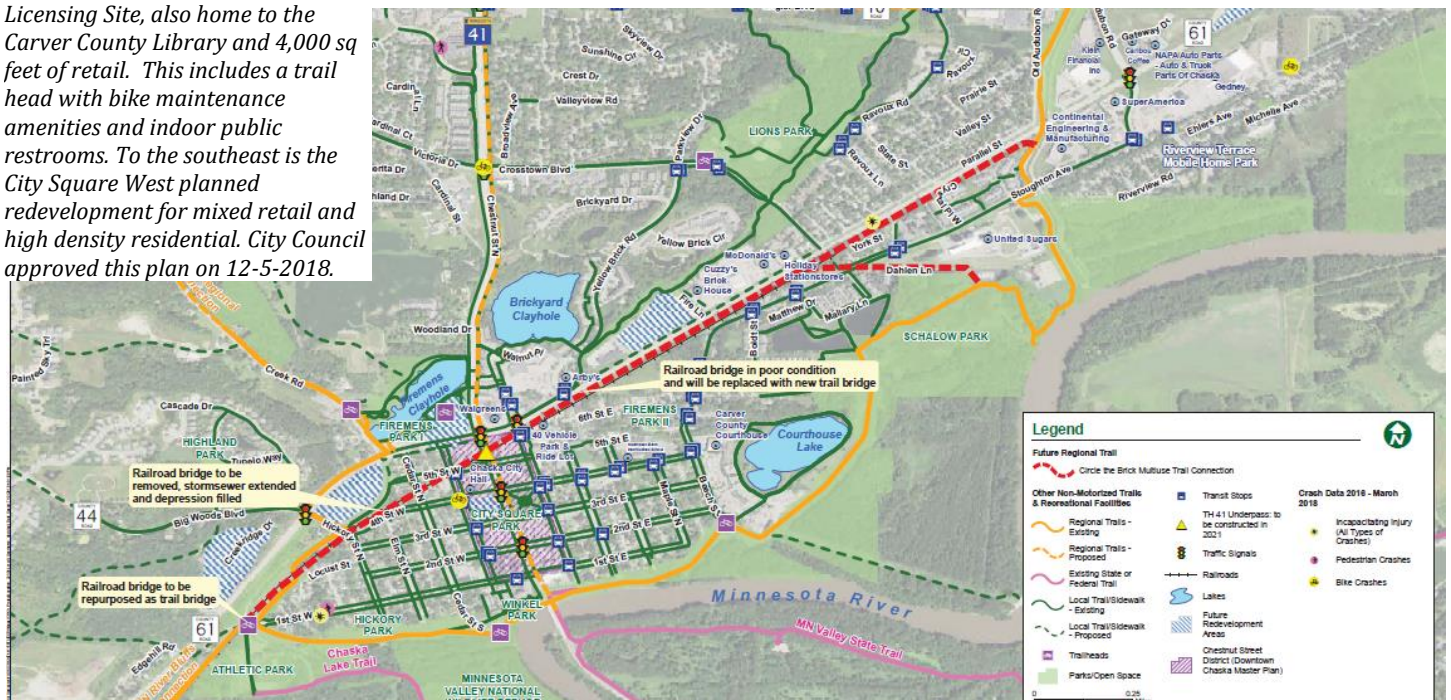
Project connection to the near future Licensing Site, also home to the Carver County Library and 4,000 sq feet of retail. This includes a trail head with bike maintenance amenities and indoor public restrooms. To the southeast is the City Square West planned redevelopment for mixed retail and high density residential. City Council approved this plan on 12-5-2018.

The Circle the Brick Trail project will fill a multiuse trail gap along CSAH 61, and an RBTN Tier 1 Alignment, in the City of Chaska utilizing the former C & NW Railroad right-of-way. This new centralized community connection will connect over 50% of Chaska's population and 30% of the city's employment (within one mile) to the historic downtown business district, an existing SW Transit park and ride lot, and the future new location for the Carver County Library.

The 2 miles of new 10' wide paved ADA accessible trail will connect into the existing Southwest Regional Trail Connection at each end, thus filling the last gap in the former railroad corridor connecting Carver, Chaska, Chanhassen and into Eden Prairie. Locally, completion of this project will result in a 5-mile continuous loop connecting Chaska's downtown, neighborhoods, core business areas, transit, parks, and regional and state trails. The southwest extent of this project starts in Athletic Park at a trail 'confluence' where two regional and one state trail merge. At the northeast extent, the trail provides connectivity for a 78-unit townhouse development, surrounding single family homes, a nearby mobile home park and transit along Stoughton Ave.

The demand for this trail can be seen today with foot and bike paths in the grass boulevard of the proposed alignment leading to destinations along the highway and in the downtown. This trail has been documented as a need for many years, in both City and County planning documents and community engagement efforts, and has yet to be constructed due to its cost burden and direct connection into an existing at-grade crossing of the TH 41/CSAH 61 intersection. However, a pedestrian underpass of TH 41 is now fully funded and will be constructed in 2022 as part of a larger Downtown Highway 41 Improvements project. With that crossing addressed, the community is now ready to complete this segment and address the highway barriers.

This project is a key piece in other City, County, and MnDOT extensive planning and investments to improve safety and mobility for all users along TH 41 and CSAH 61 within and connecting to the downtown. This project will utilize the 2022 pedestrian underpass of TH 41 and connect into the downtown streetscape expansion along TH 41 from CSAH 61 to south of the Minnesota River Bridge.



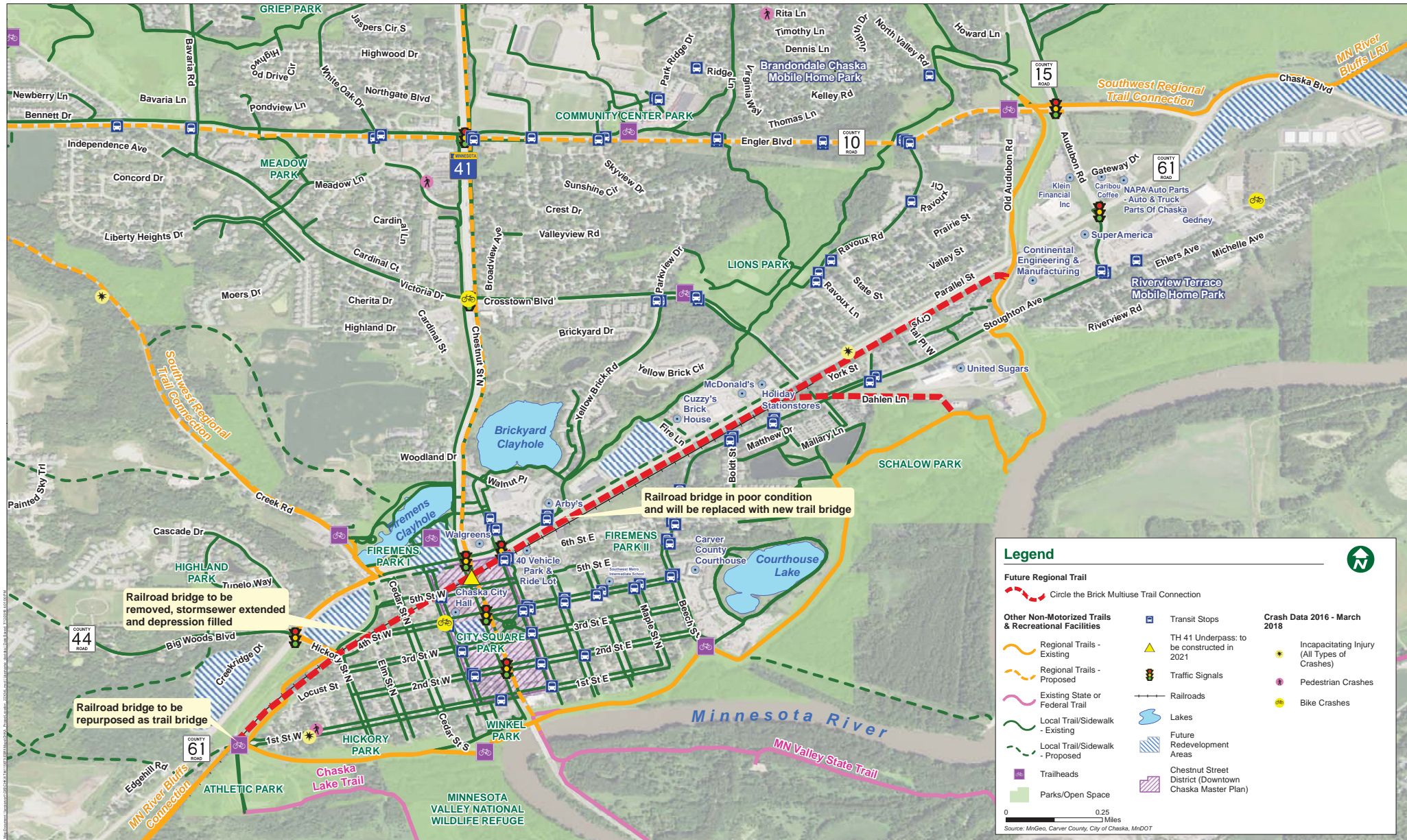


Circle the Brick Multiuse Trail Connection

City of Chaska, Minnesota

Project Location Map

July 2018



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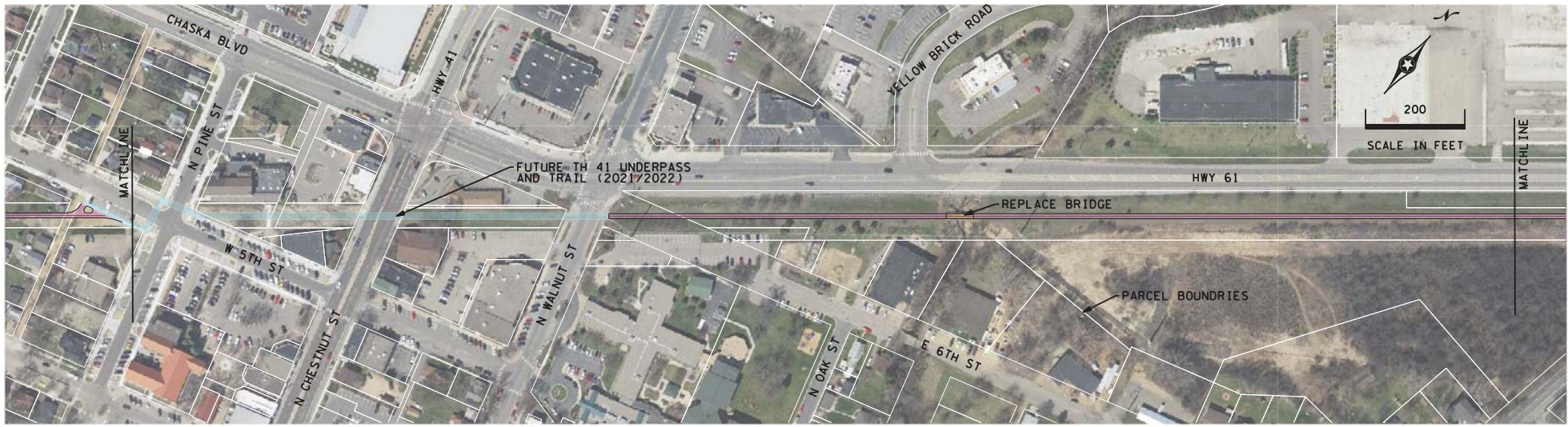
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CIRCLE THE BRICK TRAIL CONNECTION
CITY OF CHASKA, MINNESOTA



PROJECT LAYOUT
SHEET 1 OF 2

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CIRCLE THE BRICK TRAIL CONNECTION
CITY OF CHASKA, MINNESOTA



PROJECT LAYOUT
SHEET 2 OF 2

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CIRCLE THE BRICK TRAIL CONNECTION
CITY OF CHASKA, MINNESOTA



EXISTING CONDITIONS
SHEET 1 OF 2

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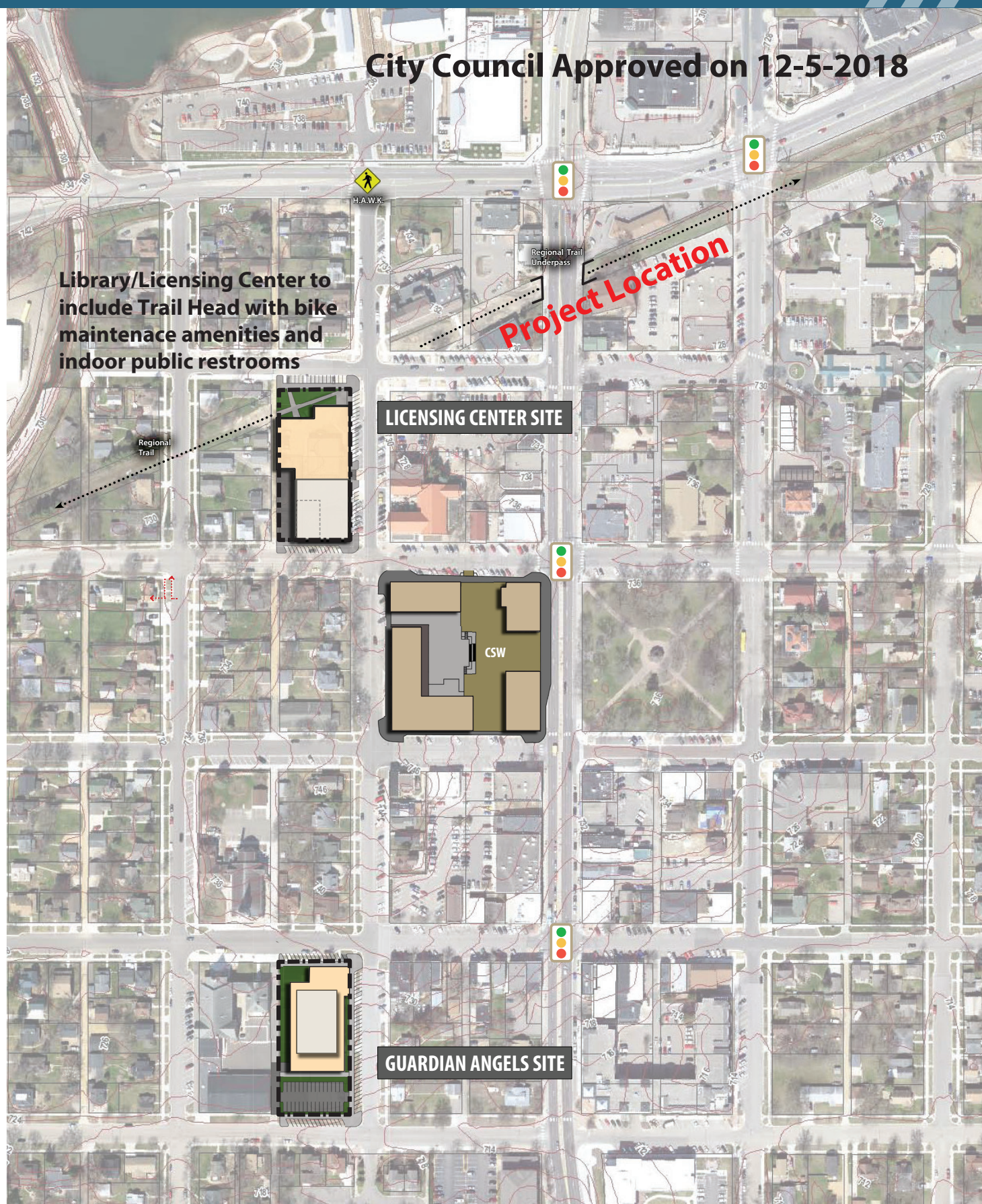
CIRCLE THE BRICK TRAIL CONNECTION
CITY OF CHASKA, MINNESOTA



EXISTING CONDITION
SHEET 2 OF 2

Chaska - Potential Library Sites

City Council Approved on 12-5-2018



Chaska - Licensing Center Site

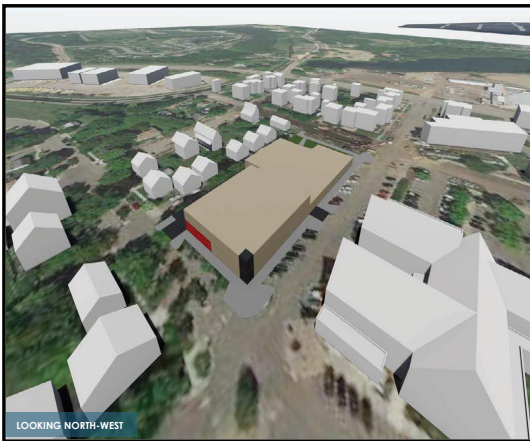


**City Council
Approved on
12-5-2018**

Licensing Center Site	SF by Level
Library - 1st Floor	22,000 SF
Library - 2nd Floor	12,000 SF
Total	34,000 SF
Commercial/Retail	4,000 SF

Parking	
Underground (Half Block)	110
Street	59
Total	169

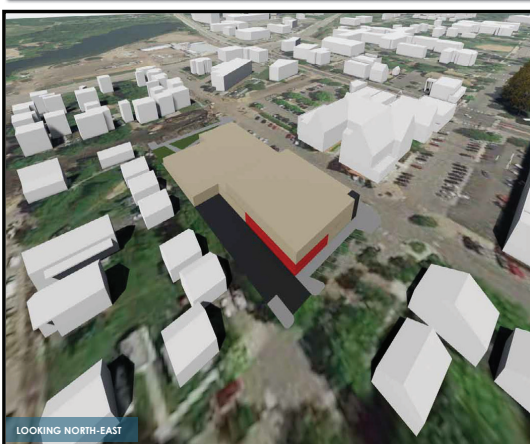
*Existing Street: 29
*Existing DMV: 31



LOOKING NORTH-WEST



LOOKING SOUTH-EAST



LOOKING NORTH-EAST



LOOKING SOUTH-WEST

REQUEST FOR ACTION CHASKA CITY COUNCIL December 5, 2018

Subject: Approval of City Square West/Library Concept Plans

Prepared By: Kevin Ringwald

Background

At its meeting on December 4, 2017, the City Council appointed a Task Force to develop a concept plan for the City Square West project located on Block 27 in Historic Downtown Chaska. The concept plan to be developed by this Task Force will be used as the basis as to how to redevelop this block with “an identifiable concentration of desirable amenities that collectively create an economic value premium in the downtown”.

The Downtown Master Plan envisions the redevelopment of Block 27 (City Square West) as a self-parked mixed-use site; possibly containing retail, multi-family residential, civic and public parking facilities. Traditional storefront buildings that complement downtown’s historic character and scale are recommended. The task force was charged with proposing the best way to locate a library and other uses; so as to maximize the catalytic potential for downtown Chaska, both inside and outside the immediate area.

The City Council appointed the following representatives to make up the Task Force:

City Square West – Task Force	
Task Force Representation	Task Force Member
City Council	Mark Windschitl
City Council	Paula Geisler
Planning Commission	Misty Bowe
Heritage Preservation Commission	Dan Madsen
Park Board	Nick Mason/Jason Branch
Chaska Historical Society	Carol Spalding
Downtown Business Alliance	Dan Keyport
Carver County Library	Heidi Hoks
Friends of the Library	Mary Kvitek
SW Transit (staff)	Len Simich
Resident (at large)	Carl Lacey
Resident (at large)	Chayna Claeyes
Resident (at large)	Greg Swan
Institutional Members (Church - GA)	Gary Van Eyll
Institutional Members (School - ISD 112)	DeeDee Kahring

Starting in mid-January 2018, the Task Force met over the course of six meetings to develop a proposed concept plan, with representatives from Hoisington Koegler Group and the Musicant Group both facilitating this process and using feedback received to develop concept plans for the City Square West site and two alternate Library sites. This group worked very effectively together, coming to a broad consensus on the objectives they wanted to accomplish on this block, and the programmatic structures and amenities that they felt were most important to meet these objectives.

Task Force Feedback Loops

Consultants and staff provided significant amounts of information to the task force during its various meetings. However, they also received input from the various groups that they represent - as well as public input.

The public input came in a variety of formats and styles. The task force engaged the public at events such as River City Days and the Fire & Ice Bonspiel, an on-line survey and a public open house which was held on August 22, 2018. Also, the task force published the information from each task force meeting on the city's website.

Additionally, the city (for the 1st time) had an employee committee provide feedback during the planning process. The employee committee consisted of a representative from each department within the city. These employee representatives did an amazing job of providing constructive feedback to ensure that the concepts could be built, maintained, programmed, financed, responded-to and be safe. Given the positive feedback received during this process it is anticipated that an employee committee will be a fixture in future catalyst projects.

Lastly, the task force held a joint worksession with the City Council, Planning Commission, Park Board and Heritage Preservation Commission on October 29, 2018. The purpose of this meeting was to ensure buy-in for the developed concept plans. Based on the positive feedback provided during that meeting the task force concluded its work.

City Square West – Concept Plan

The City Square West concept plan consists of two options; the first includes residential above the retail space along Highway 41, and the second option does not. The concept plans both have four buildings: Building A (SW) is 3 stories and contains 44 residential units; Building B (NW) is 4 stories and contains 24 residential units and 7,100 square feet of retail space; Building C (NE) is 3 stories in Option A and 1 story in Option B and contains 12 units of residential in Option A (none in Option B) and 7,450 square feet of retail space in both options; and Building D (SE) is 3 stories in Option A and 1 story in Option B and contains 12 units of residential in Option A (none in Option B) and 8,400 square feet of retail space in both options.

The maximum parking demand occurs with Option A which requires 282 parking spaces. The site provides for 296 parking spaces (252 below grade and 44 on-street), yielding a surplus of 14 parking spaces. The below grade parking deck is easily accessed mid-block off of 3rd Street (right turn off of Highway 41 and right turn into parking garage). Exiting the site would occur with a right turn onto 3rd Street a right turn onto Pine Street and then north to Chaska Boulevard or onto Highway 41 (via a right turn onto 4th Street). Utilizing right turns to get into and out of the site maximizes the efficiency of traffic flow by not having to cross traffic.

The site plan yields functional and desirable private spaces for the project. The two residential buildings that front onto Pine Street both include private roof top amenities for the residents. Building A (SW) also includes a landscape setback along Pine Street to provide separation from Pine Street and allowing a softer transition to the single family on the west side of the street. Building A (SW) also includes an interior courtyard buffer (landscaping and patio) to provide separation from the Paseo/Plaza area. In Option A, Building C (NE) also includes a private roof top amenity and in Option B the retail buildings have the potential for rooftop dining.

The Paseo/Plaza is very generous sized at just under one-acre in size (40,080 square feet or .92 acres). The main level of the paseo/plaza (including outdoor dining areas) is 25,770 square feet or 64 percent of the open space. The mid-level paseo/terrace is 12,880 square feet or 32 percent of the open space. The galley level patio deck is 1,430 square feet or 4 percent of the open space. The general balance (in areas) between these spaces feels correct to staff based on anticipated utilization. The north-south axis of the paseo/plaza is anticipated to move most of the pedestrian traffic through the space; thus, the mid-block pedestrian connections across 3rd and 4th Streets. The east-west axis of the paseo/plaza is anticipated to be more visually important.

Library – Concept Plans

License Center site – The concept on this site provides 34,000 square foot library (22,000 square feet on the 1st Level and 12,000 square feet on the 2nd Level). The primary pedestrian entrance would be at the northwest corner of Pine Street and 4th Street. This access point would pull people to (and from) City Square West, which is diagonally across Pine Street.

The site would be accessed off of Pine Street at a mid-block. The plan provides for 110 underground parking stalls and 59 on-street parking stalls.

The plan also contemplates a potential for 4,000 square feet of retail (with a drive-thru). The concept would make the entrance feel more like a Barnes & Nobles with a generous south-facing lobby with some library-supporting retail.

The plan also addresses the future regional trail link (on the former railroad spur line) with a plaza on the north side of the building. This outdoor plaza could be used by library patrons but could also function as a hub for the adjacent bike trail (i.e., restrooms, car parking, bike parking, wayfinding, minor bike maintenance, etc.,).

Guardian Angels site – The concept on this site provides 34,000 square foot library (22,000 square feet on the 1st Level and 12,000 square feet on the 2nd Level). The primary pedestrian entrance would be at the southwest corner of Pine Street and 2nd Street. This access point would pull people to (and from) the historic retail core of downtown, which is 2nd Street.

The site would be accessed off of 1st Street at the alley location, which would also access a new 30-space surface parking lot for Guardian Angels. The plan provides for 82 underground parking stalls, 30 surface parking stalls, and 66 on-street parking stalls.

The plan also accommodates a potential partnership between the City and Guardian Angels as it relates to recreational amenities. As it shows a joint playground/neighborhood park and a potential recreation building in the existing GA gymnasium. The church asked to evaluate an underground pedestrian tunnel between the school and the church. It was found feasible from a street infrastructure perspective, but further analysis would be required to determine how the school and church could connect. Lastly, the church asked to evaluate how they could better connect their campus across 2nd Street – particularly for festivals, weddings, funerals, etc., It is feasible to temporarily close-off the street during non-peak traffic periods, but additional study would be needed.

Objectives

The Task Force at its 2nd meeting on March 7, 2018 developed a series of objectives that would guide the planning process. Those ***objectives*** and how the plan responds to those objectives are as follows:

- a. ***New restaurants, retail and services strengthen downtown as a vibrant multi-generational commercial destination for Chaska and surrounding communities*** – the concept plan provides for the following retail/restaurant spaces - 7,100 square feet in Building B (NW), 7,450 square feet in Building C (NE), and 8,400 square feet in Building D (SE). The generous paseo/plaza area provides for outdoor dining opportunities adjacent to each of these buildings. Currently the site contains a 19,737 square foot retail strip center, a 11,134 square bank, and a 4,057 square foot post office.
- b. ***Redevelopment is accomplished in a high quality manner that continues the City of Chaska's legacy of visionary projects as demonstrated by Chaska Community Center, Chaska Town Course, and Chaska Firemen's Park/Curling Center/Event Center*** – The generous paseo/plaza area (which is just under one-acre in size) affords the opportunity to activate the downtown by creating a highly activated/programmable outdoor "community center".
- c. ***New buildings are designed to complement the block's surrounding historic character, scale and materials without creating a false sense of historic development*** - the buildings provide for a scale and mass that are complementary (and additive) to the historic context in which they occur. It is anticipated that the elements of the buildings and the site will contain a patina that says Chaska.
- d. ***Desirable and visible destinations and amenities that collectively create an economic "value premium" in downtown Chaska to retain existing and attract new business growth, employers, residents, and visitors*** - The generous paseo/plaza area (which is just under one-acre in size) affords the opportunity to activate the downtown by creating a highly activated/programmable outdoor "community center". The paseo/plaza is envisioned to contain flexible spaces that can work independently of one another or in concert with one another.
- e. ***Evolving retail/service behavior and technology trends are accounted for in site and building design, e.g. decreasing demand for auto-oriented facilities*** - The paseo/plaza is envisioned to contain flexible spaces that can work independently of one another or in concert with one another. The pop-up retail opportunities afforded in the paseo/plaza area facilitate the incubation or expansion of retail within the community.

- f. ***Adequate parking is provided for this block to meet the proposed redevelopment's needs as well as public downtown parking*** – Under the maximum build option (Option A) the site has a surplus of 14 parking spaces. The adjacent Library development would add another 110 underground and 59 surface parking spaces to the area.
- g. ***Transparency and open lines of communication about City Square West redevelopment planning are maintained with existing property owners and their tenants*** – City Staff and its relocation consultants have met in person, in groups and had telephone conversations with the property owners and tenants at each step of this process. Given the backgrounds of the tenants the city also engaged Cantonese and Hispanic translators in an attempt to ensure clear communications. The city values these owners and tenants and has worked (and will continue to work) to ensure a respectful and fair process.
- h. ***High quality pedestrian, bicycling and open space connections are integrated into the block and to adjacent destinations, such as a pedestrian/paseo connection and views of historic City Square*** – as proposed, the paseo/plaza is just under one-acre in size; it affords a highly programmable and engaging spaces. The visual connection between the paseo/plaza area and City Square is very strong.
- i. ***City Square West's redevelopment is designed to face Chestnut Street/Hwy 41, while also mitigating the negative impacts of Highway 41's high traffic*** – the redevelopment of this block in combination with the reconstruction of Chestnut Street affords a significant change in the relationship between Highway 41 and this block. The two retail/restaurant buildings front onto Highway 41 with generous sidewalks, while allowing the sides/rear opportunities for more intimate outdoor dining/shopping experiences. Additional technical work will need to take place to balance the area between these two buildings and the paseo/plaza area to ensure that appropriate noise mitigation occurs.
- j. ***City Square West's redevelopment is designed to be welcoming to all - Chaska residents downtown, near downtown, above the bluff, as well as surrounding communities*** - The generous paseo/plaza area (which is just under one-acre in size) affords the opportunity to activate the downtown by creating a highly activated/programmable outdoor "community center". The paseo/plaza space is a unique space to the community and the region and its ability to be programmed year round will provide people the reason as to why they will want to come back.
- k. ***Opportunities for incorporating amenities that exceed people's expectations are explored in the block's redevelopment*** – the paseo/plaza will provide the opportunity for great experiences with its highly activated/programmable spaces and its outdoor "community center" concept.
- l. ***The block's redevelopment is grounded in fiscal and market realities for both private and public stakeholders*** – the project team aside from consultants also included an architectural firm (MSR) and a developer (Beard Group) that provided feedback to the concepts as they were refined. Prior to the RFP being drafted, city staff and the consultants plan to have a developer roundtable discussion – where several developers are brought in to provide feedback on the concepts and to solicit interest in the development. Lastly, staff will develop a financial model for the project to ensure that it is financially viable.

Next Steps – City Square West

- Modell's – work with the Modell's (owners of the strip retail center) on a purchase agreement that includes a mechanism that allows the existing tenants an option to relocate sooner than later and then would keep that space vacant until closing.
- Retail Tenants – after a purchase agreement with the Modell's is finalized, allow the retail tenants (in Modell's strip center) the option to relocate early, if they should choose to do so. These tenants provide valuable services to many of our residents. Staff believes that it is important to provide these tenants with the flexibility to find new retail spaces that fits their needs by expanding the window in which they have to find such a space(s).
- Klein's – work with the Klein's (Old National Bank) on a purchase agreement. Given the nature of this user, it is anticipated that the execution of that agreement would be timed to occur when funding sources become more apparent.
- Post Office – work with the owner of the Post Office site on a purchase agreement. Also work with the United States Postal Service to find a new location in downtown Chaska. Given the nature of this user, it is anticipated that the execution of that agreement would be timed to occur when funding sources become more apparent.
- RFP to developer(s) – develop a Request for Proposal (RFP) that would solicit redevelopment proposals for City Square West (Block 27). An outline for the RFP could include the following topical headings: Downtown Chaska Revitalization Momentum, City Square West Site Description, Site History and Context, Site Redevelopment Objectives, Preferred Redevelopment Concept, Land Use/Zoning Requirements and Process. The RFP would come back to council for approval prior to its distribution.
- Finance – develop a financial model for the project.

There are additional steps (i.e., grant request, purchase agreements, contracts, etc.) required to fully implement this portion of the project. It is anticipated that those steps will come back to the council for specific approvals.

Next Steps – Library

- Home for License Center – work with Carver County to find a replacement site in downtown Chaska for the License Center site. Conduct technical analysis of site to determine feasibility of construction (i.e., surveying, Phase I, soil borings, etc.).
- House at 401 Pine Street North – initiate discussions with property owner on the acquisition of property. Conduct technical analysis of site to determine feasibility of construction (i.e., surveying, Phase I, soil borings, appraisal, relocation, etc.). Prepare purchase agreement for council consideration.
- Guardian Angels – continue discussions with Guardian Angels in case the License Center site proves to be not feasible. Given that the church desires to further activate their campus; if the library is developed on the license center site, work with the congregation on other redevelopment opportunities (i.e., senior housing, etc.).
- RFP for architect - develop a Request for Proposal (RFP) that would solicit architectural/construction services for a new Library on one of the two sites. The RFP would come back to council for approval prior to its distribution.
- Finance - develop a financial model for the project.

There are additional steps (i.e., purchase agreements, contracts, etc.) required to fully implement this portion of the project. It is anticipated that those steps will come back to the council for specific approvals.

Conclusion

As noted above, this is the start to a process, this is not a finish, there's a lot of work that still needs to be done. However, staff is very excited about the products that the Task Force has produced and the potential for something transformative to occur on this block; as well as benefiting the overall downtown. Staff would like to thank the members of the task force, commissions, city staff and consultants who worked very hard to develop another catalyst project for Historic Downtown Chaska!

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution 18-140, approving the concept plans for City Square West and the two alternate Library sites, and to authorize Staff to move forward with the "Next Steps" for City Square West and the Library Sites as identified in the above staff report.

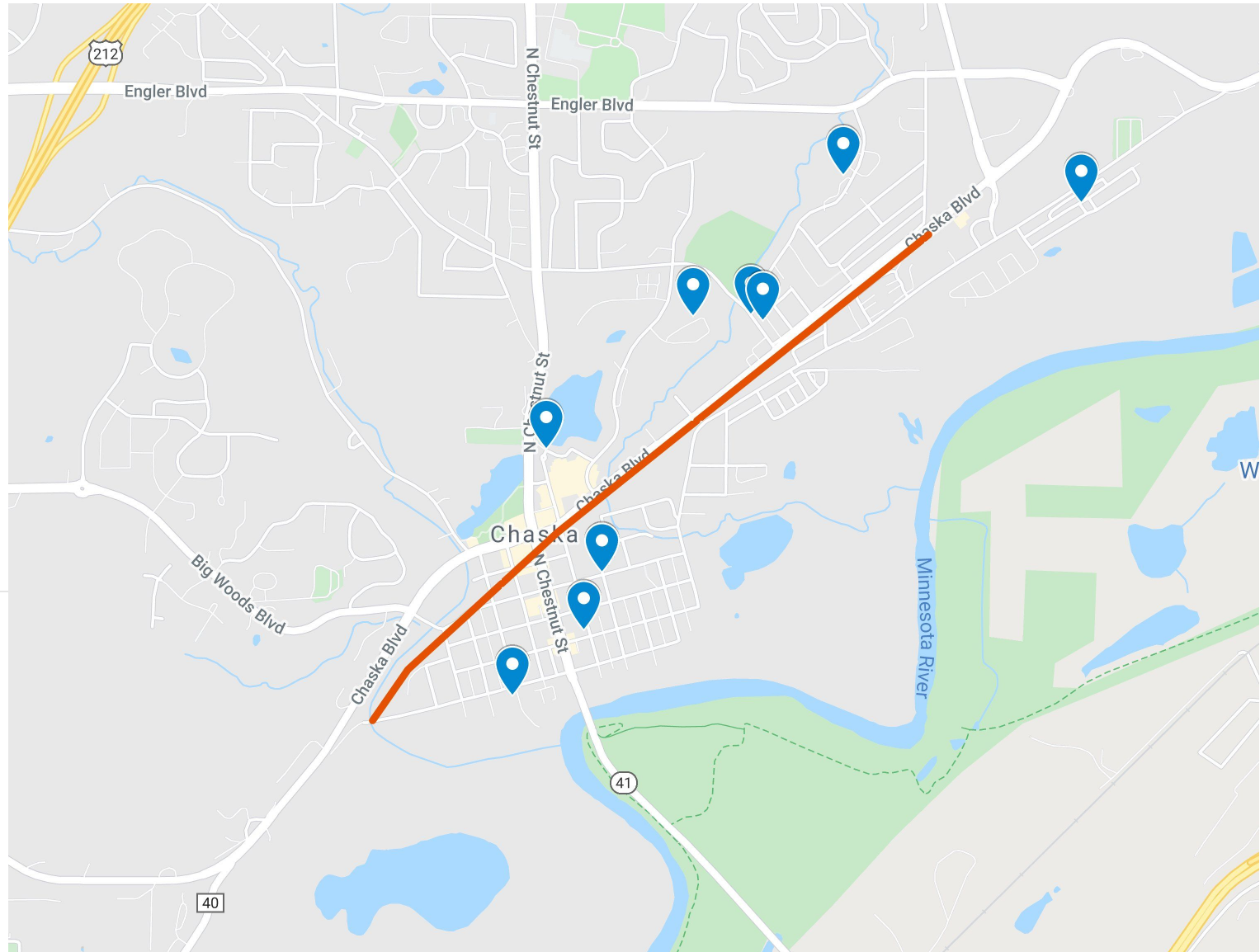
Circle the Brick Trail - Affordable Housing Developments

Affordable Housing Developments

- Chaska Manor
- Mhop Brickstone
- Private Apartment
- Private Duplex
- Creeks Run Townhomes
- Village Townhomes
- Crosstown Commons
- East Creek Carriage Homes

Riverview Terrace Mobile Home Park

Circle the Brick Trail



IMPLEMENTATION

Estimated Unit Costs by Sign Type

The estimated unit costs of the signs are based on manufacturer's quotes with an additional 15% in engineering and design. The costs are in 2017 dollars and not reflective of inflation. The costs are rounded up to be conservative, but they do not include contingencies for unforeseen circumstances, such as sight issues, or delays due to weather, materials, or labor issues. Unit costs for wayfinding signs are shown in Table 1. Unit costs for downtown heritage and community identity signs are shown in Table 2.

Recommended Phase 1 for Wayfinding Signs

The general intent for Phase 1 of implementing the wayfinding sign program will be to get key downtown signs put in place first, key signs at downtown entries from Highway 212, as well as some key trail kiosks. Phase 1 recommendations include the following signs:

- Downtown Vehicle Directional Signs 5
- Downtown Pedestrian Directional Signs 4
- Downtown Public Parking Signs 5
- Downtown Heritage Kiosks 2
- City-Wide Trailhead Kiosks 3
- City-Wide Directional Signs – Primary 4

Future phases for implementing wayfinding signs will be determined following installation and evaluation of phase 1. In general, priorities for future phasing is recommended to be:

- A. Additional Downtown Pedestrian Directional Signs and Downtown Public Parking Signs
- B. Additional Heritage Kiosks and Trail Kiosks
- C. Trail Signs
- D. Additional City-Wide Directional Signs – Primary and Secondary
- E. Trail Gateway Signs

Sign Types



Table 1: Estimated Unit Costs for Wayfinding Signs

SIGN TYPE		UNIT COST <i>(includes additional 15% for engineering and design)</i>
Downtown Signage		
A	Downtown Vehicle Directional Sign	\$11,560
B	Downtown Pedestrian Directional Sign	<i>Reconstructed Streets</i> \$4,920
		<i>Future Street Reconstructions</i> \$4,920
C	Downtown Street Name Sign	\$1,500
D	Public Parking Sign	<i>Reconstructed Streets</i> \$5,260
		<i>Future Street Reconstructions</i> \$5,260
E	Heritage Kiosk*	\$43,700
Trail Signage		
F	Trailhead Kiosk	\$32,200
G	Trail Sign	\$1,610
H	Trail Gateway Sign	\$1,470
Citywide Vehicular Signage		
I	Citywide Directional Sign - Primary	<i>Highway 212 Entries</i> \$11,560
		<i>Other Entries & Major Intersections</i> \$11,560
J	Citywide Directional Sign - Secondary	\$4,260

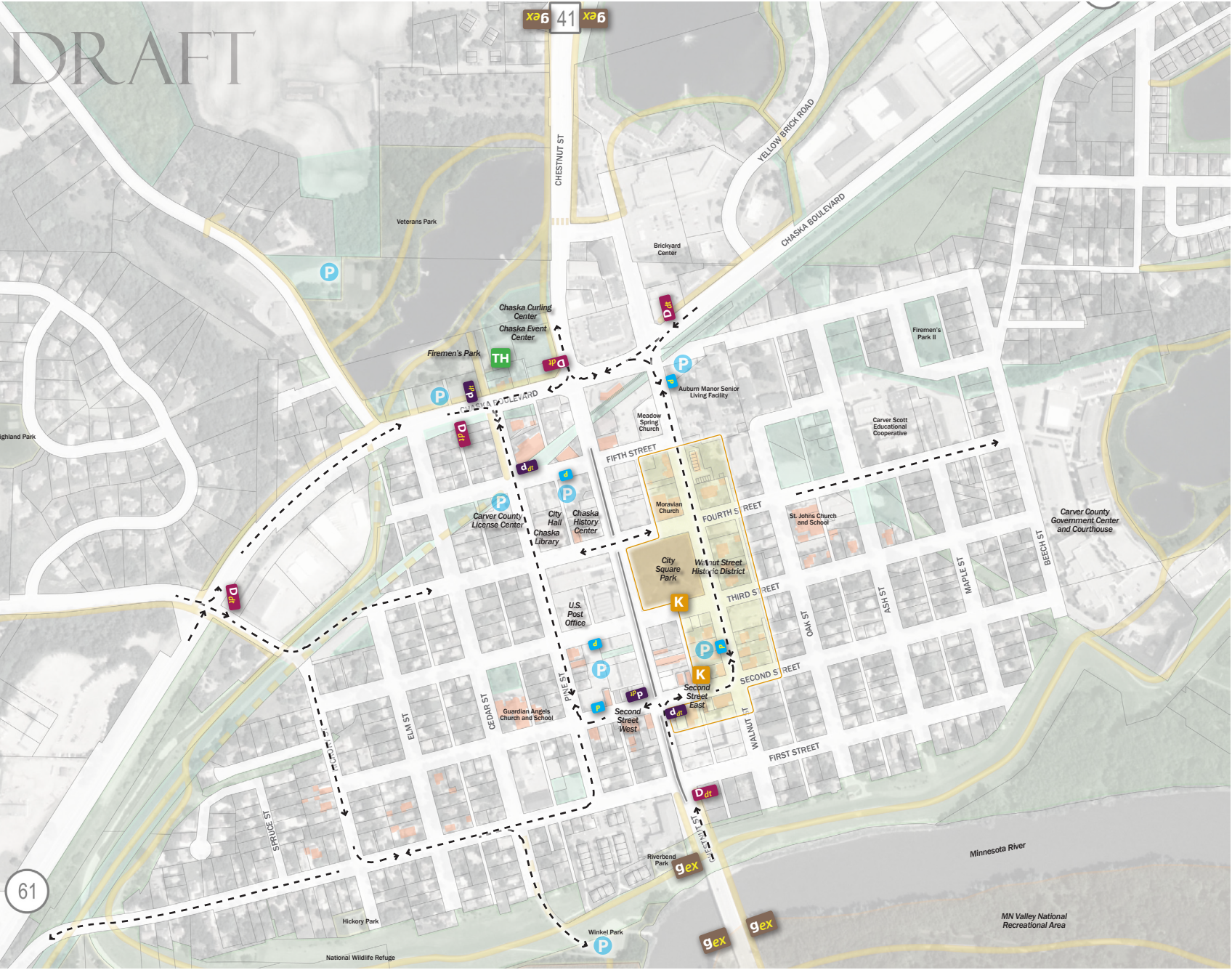
*Digital panels for the Heritage Kiosk are approximately \$28K extra

Table 2: Estimated Unit Costs for Heritage & Community Identity Signs

SIGN TYPE		UNIT COST <i>(includes additional 15% for engineering and design)</i>
Downtown Heritage Signage		
K	Heritage Plaques	<i>Heritage Columns</i> \$170
		<i>Heritage Walls</i> \$350
L	Alley Arch	\$47,730
Community Identity Signage		
M	Greenbelt Gateway Monument Sign	\$57,500
N	Gateway Boundary Marker	\$4,030

Table 3: Wayfinding Signs: Estimated Phase 1 Costs

SIGN TYPE		QUANTITY	ESTIMATED COST
Downtown Signage			
Downtown Vehicle Directional Sign		5	\$57,800
Downtown Pedestrian Directional Sign	<i>Reconstructed Streets</i>	4	\$19,680
	<i>Future Street Reconstructions</i>		
Downtown Street Name Sign			
Public Parking Sign	<i>Reconstructed Streets</i>	5	\$26,300
	<i>Future Street Reconstructions</i>		
Heritage Kiosk		2	\$87,400
Trail Signage			
Trailhead Kiosk		3	\$96,600
Trail Sign			
Trail Gateway Sign			
Citywide Vehicular Signage			
Citywide Directional Sign - Primary	<i>Highway 212 Entries</i>	4	\$46,240
	<i>Other Entries & Major Intersections</i>		
Citywide Directional Sign - Secondary			
Total		23	\$334,020 \$191,180



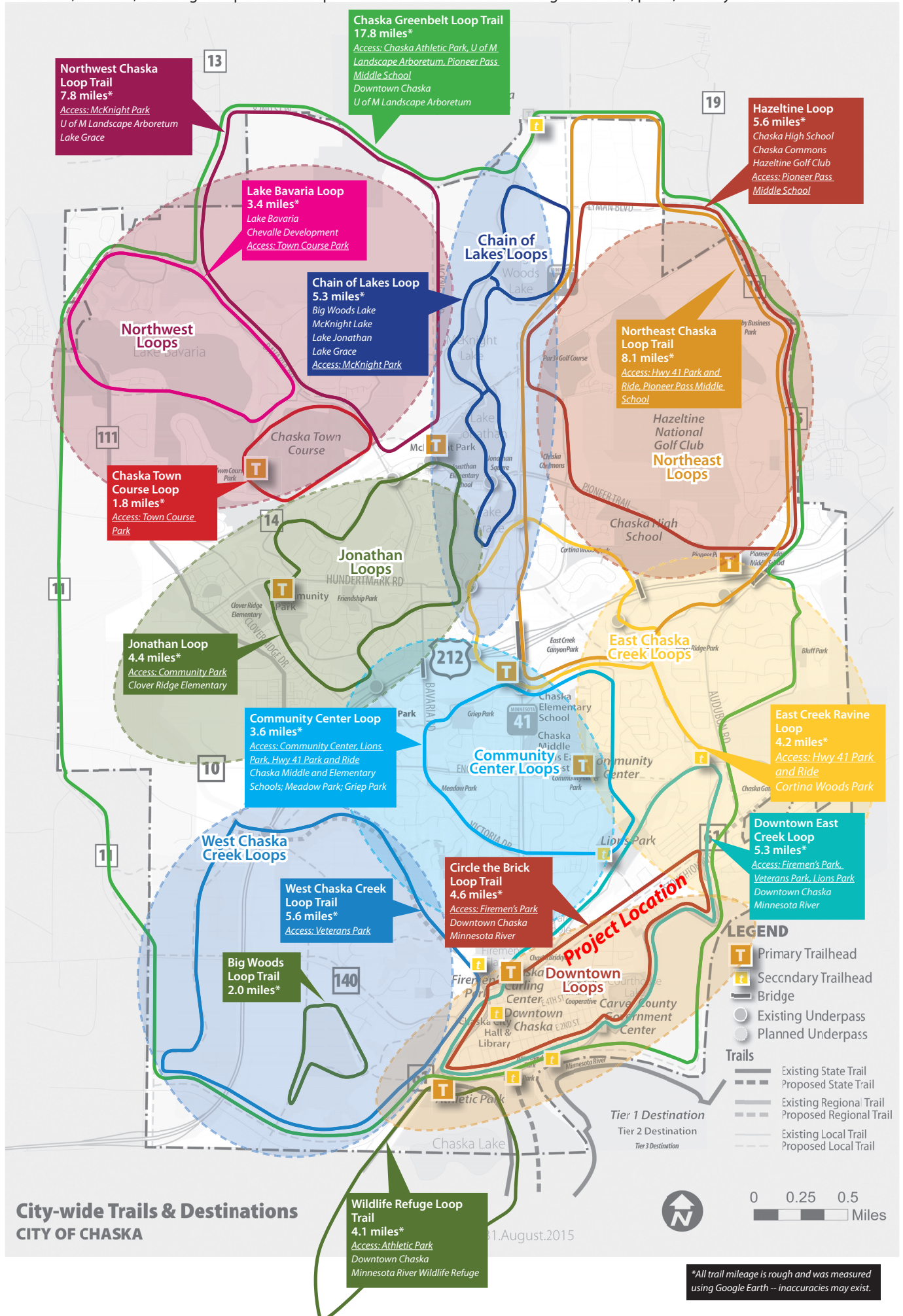
Legend:

- gex** Existing Downtown Gateway Feature
- Ddt** Downtown Vehicle Directional Sign
- dpt** Downtown Pedestrian Directional Sign
- P** Public Parking Sign
- P** Public Parking Lot
- K** Heritage Kiosk
- TH** Trailhead Kiosk
- T** Trail Sign
- G** Trail gateway (where trails enter Chaska)
- ↔** Circulation



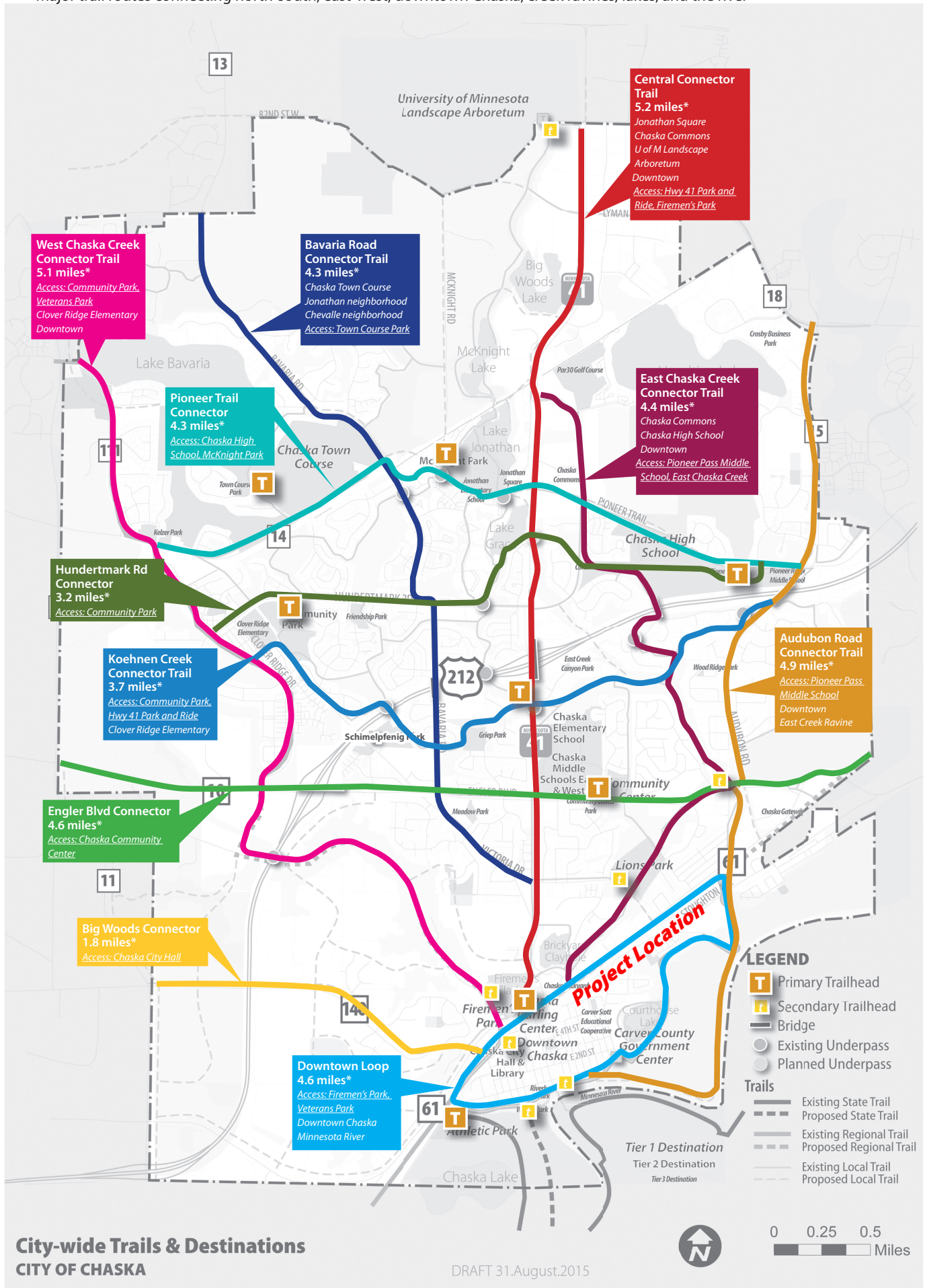
Chaska Greenbelt & Neighborhood Loops Concept (2016)

Small, Medium, and Large Loop Trails overlap to connect to each other and neighborhoods, parks, and key destinations



Chaska Connector Trails Concept (2016)

Major trail routes connecting north-south, east-west, downtown Chaska, creek ravines, lakes, and the river



List Dates of most recent meetings and outreach specific to this project:

- Meeting with general public:
 - January 13, 2016 Public Safety Focus Group
 - January 13, 2016 School District Focus Group
 - January 13, 2016 Parks and Trails Focus Group
 - January 13, 2016 Transit Focus Group
 - January 15, 2016 Business Advisory Committee Focus Group
 - April 7, 2016 Business Advisory Committee Focus Group
 - April 19, 2016 Public Open House
 - August 2016 River City Days Event
 - September 13, 2016 Business Advisory Committee Focus Group
 - September 15, 2016 Public Open House
 - April 13, 2017 Business Advisory Committee Focus Group
 - May 4, 2017 Business Advisory Committee Focus Group
 - October 11, 2017 Public Open House
 - March 19, 2019 2040 Comp Plan Open House
 - Online Public Survey open from August 6, 2018 to September 4, 2018
- Meeting with partner agencies:
 - February 23, 2017 County Parks and Trails Coordination
 - August 16, 2017 Carver County Coordination Meeting
- Targeted online/mail outreach: 4 mailings (500+ pieces) and 1 survey
 - Number of respondents: 1,267 (79% Chaska residents)



**Carver County
Public Works**

11360 Highway 212, Suite 1
Cologne, MN 55322

May 13, 2020

Matt Podhradsky
City Administrator, City of Chaska
Chaska City Hall
1 City Hall Plaza
Chaska, MN 55318

RE: Letter of Support for the Circle the Brick Trail 2020 Regional Solicitation Application

Dear Mr. Podhradsky,

Carver County and the Carver County Regional Rail Authority (CCRRA) extend support for the City of Chaska's federal funding application to the Metropolitan Council's Regional Solicitation for the proposed Circle the Brick Trail improvement along CSAH 61. This project will complete a gap in the regional trail system and provide better bicycle and pedestrian access and connectivity to downtown Chaska.

Carver County is aware of and understands the proposed project being submitted. Support from the County and CCRRA is required due to the County's jurisdiction of CSAH 61 and the potential future permitting, construction, and operation needs for the trail on CCRRA property. The County and CCRRA are supportive of the proposed project and acknowledge potential future permitting, construction, and operation project needs within the CCRRA property and County right of way. The County will work with the City of Chaska in accordance with maintenance policies for the proposed facilities for its useful design life.

Carver County appreciates the City's efforts to secure funding for this regional trail improvement and is supportive of the City of Chaska's application for the Circle the Brick Trail.

Sincerely,

Lyndon Robjant, P.E.
Public Works Director/County Engineer

CARVER COUNTY

Brakemeier Properties, Inc.

April 27, 2020

Dear Kevin Ringwald and Matt Podhradsky,

I would like to thank all the City Staff for your continued efforts to improve safety and quality of life in the City of Chaska. Currently, there is a proposal to extend the regional trail along the East Creek diversions channel. I would like to support an extension of the park trail system on the abandoned Railroad track location. I would love to see this happen.

This would greatly improve the quality of life for the homeowners in the Riverview Terrace neighborhood. There are 923 people that lives in Riverview Terrace. This would also connect other neighborhoods to the Riverview Terrace neighborhood. This would grant access to the Basketball Court, Volleyball Court, Soccer Fields, 2 large playgrounds and our unique view of the MN River during spring and fall floods. This would allow other neighborhoods access to the many events that are held several times a year like Christmas in May, Grace Church Bible studies, School Districts after the school Tutoring and other events that occur on a regular monthly basis.

Please consider extending the walking trail to the Riverview Terrace neighborhood.

Stay Healthy,



Dustin Brakemeier


Kelly Brakemeier

Tracy Brakemeier


Angie Schuette

Existing Conditions: Circle the Brick Trail Project



Worn footpaths found along Highway 61

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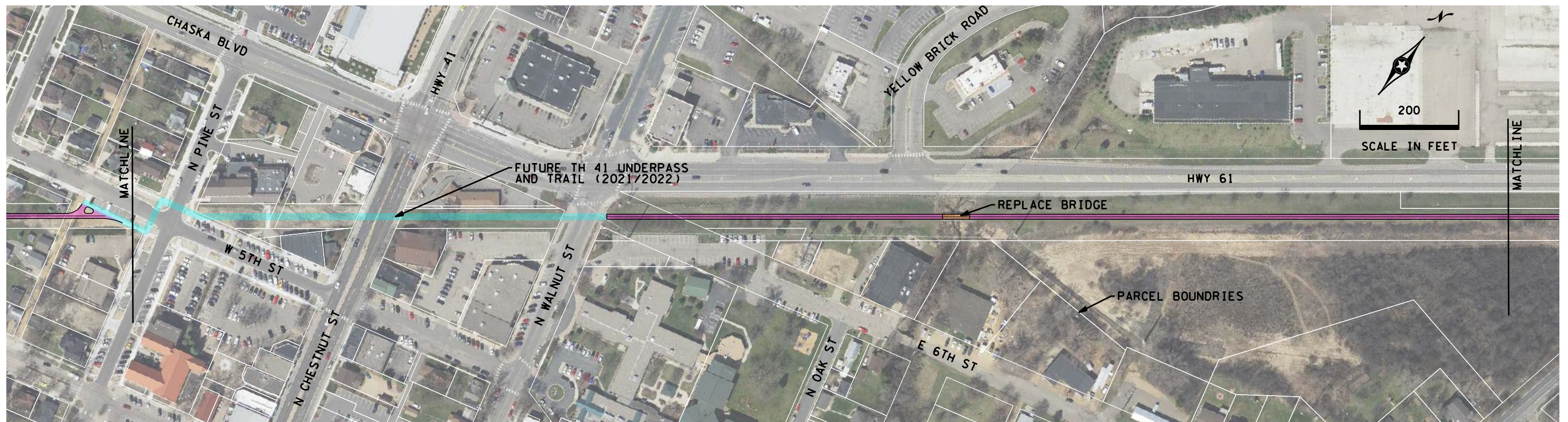
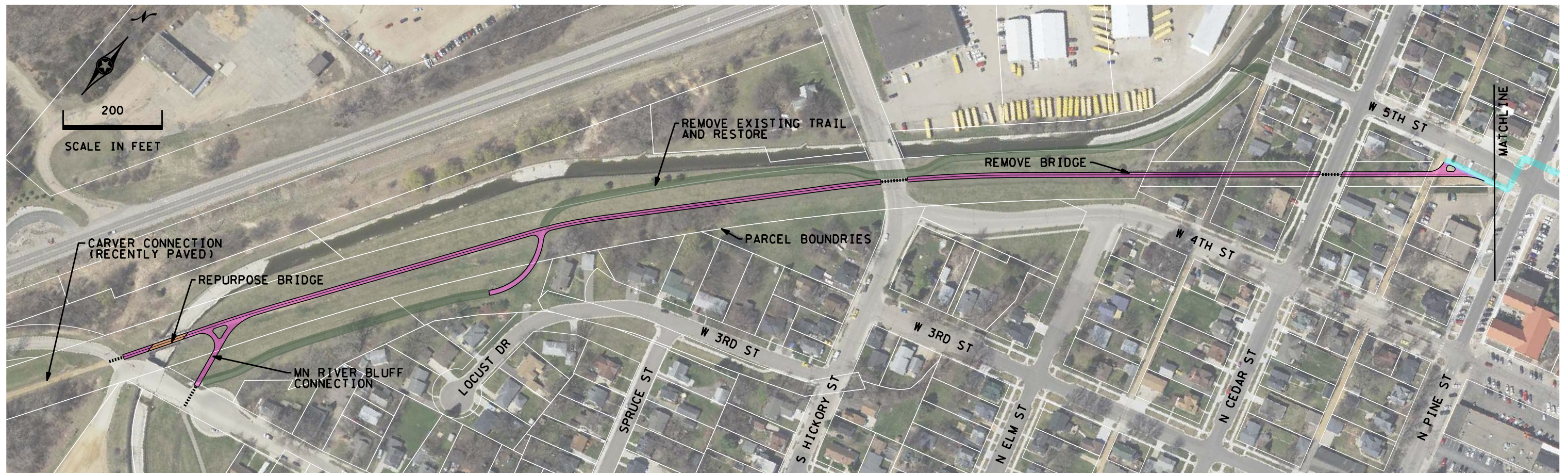
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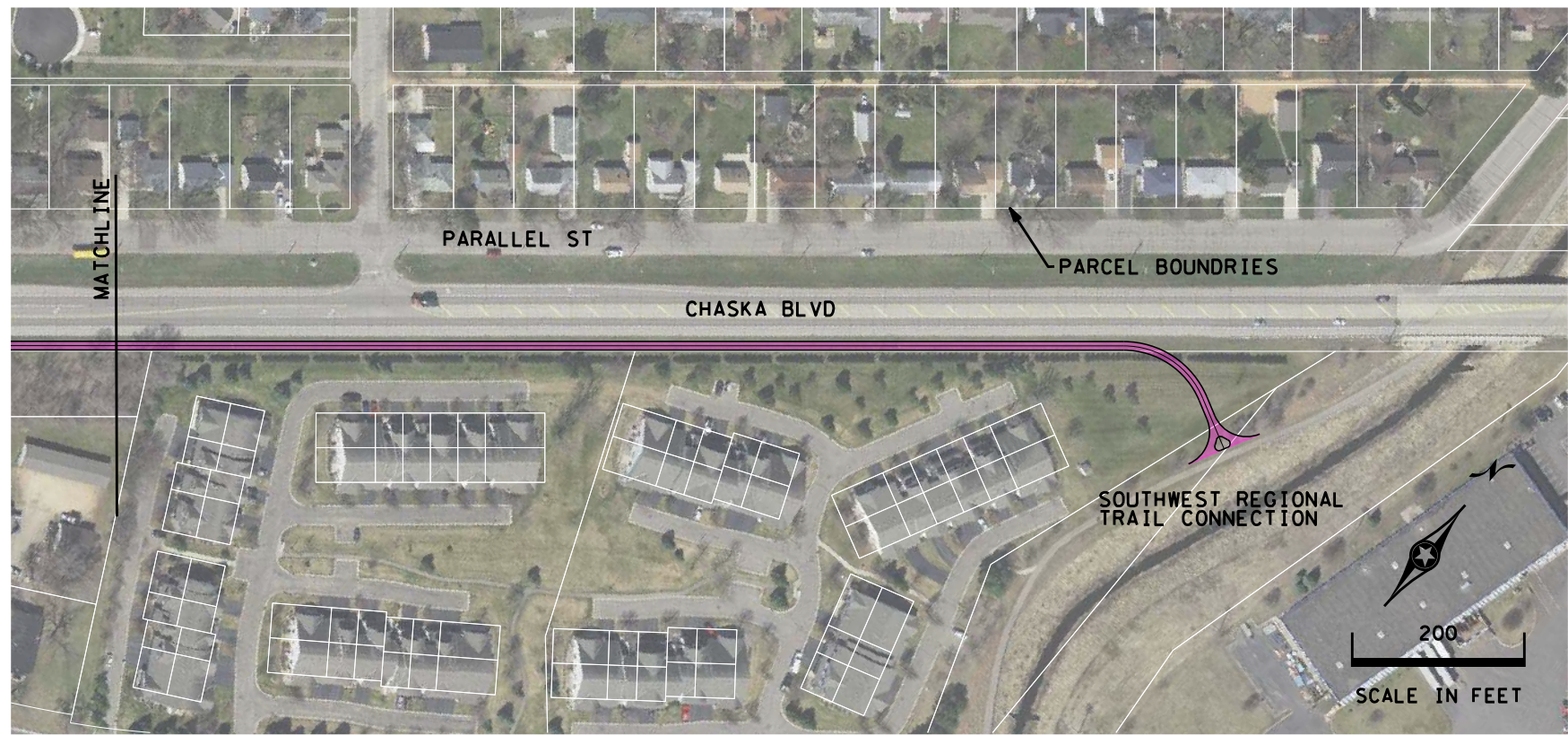
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**Carver County
Public Works**

11360 Highway 212, Suite 1
Cologne, MN 55322

May 13, 2020

Matt Podhradsky
City Administrator, City of Chaska
Chaska City Hall
1 City Hall Plaza
Chaska, MN 55318

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Carver County is aware of and understands the proposed project being submitted. Support from the County and CCRRA is required due to the County's jurisdiction of CSAH 61 and the potential future permitting, construction, and operation needs for the trail on CCRRA property. The County and CCRRA are supportive of the proposed project and acknowledge potential future permitting, construction, and operation project needs within the CCRRA property and County right of way. The County will work with the City of Chaska in accordance with maintenance policies for the proposed facilities for its useful design life.

Carver County appreciates the City's efforts to secure funding for this regional trail improvement and is supportive of the City of Chaska's application for the Circle the Brick Trail.

Sincerely,

Lyndon Robjant, P.E.
Public Works Director/County Engineer

CARVER COUNTY

**BOARD OF COUNTY COMMISSIONERS
CARVER COUNTY, MINNESOTA**

Date: July 10, 2018 Resolution No: 51-18
Motion by Commissioner: Ische Seconded by Commissioner: Lynch

**RESOLUTION OF SUPPORT FOR THE CITY OF CHASKA’S CIRCLE THE BRICK TRAIL
CONNECTION APPLICATION**

WHEREAS, the Regional Solicitation Program provides federal transportation funding for projects as part of the Metropolitan Council’s federally-required continuing, comprehensive, and cooperative transportation planning process for the 7-County Twin Cities Metropolitan Area; and

WHEREAS, the Metropolitan Council is accepting candidate projects for the Fiscal Years (FY) 2022-2023 and providing up to 80 percent of the project construction cost for transportation projects; and

WHEREAS, the proposed budget for Fiscal Years (FY) 2022 and 2023 is \$200 million, with the maximum award available for an individual Multiuse Trail and Bicycle Facilities project of \$5.5 million; and

WHEREAS, the City of Chaska is seeking Regional Solicitation funds to construct the Circle the Brick Trail Connection, which is approximately 2.5 miles of multiuse trail primarily paralleling Highway 61 (Chaska Boulevard) from Athletic Park to a quarter mile west of Highway 15 (Audubon Road) and will require a permit within existing Carver County Regional Rail Authority property and potentially portions of Highway 61; and

WHEREAS, Carver County recognizes that construction of this multiuse trail segment will complete a gap in a trail system that better facilitates non-motorized connections into Downtown Chaska and provide connection to the Highway 41 pedestrian underpass to be constructed in 2021; and

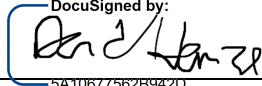
NOW THERE FORE BE IT RESOLVED, that Carver County Board of Commissioners, supports the City of Chaska’s FY 2022-2023 Regional Solicitation application and will partner to grant any necessary permit and construction and operations needs within the County’s right of way along Highway 61 for the multiuse trail connection primarily paralleling Highway 61 (Chaska Boulevard) from Athletic Park to a quarter mile west of Highway 15 (Audubon Road).

YES	ABSENT	NO
<u>Degler</u>	<u></u>	<u></u>
<u>Ische</u>	<u></u>	<u></u>
<u>Lynch</u>	<u></u>	<u></u>
<u>Maluchnik</u>	<u></u>	<u></u>
<u>Workman</u>	<u></u>	<u></u>

STATE OF MINNESOTA
COUNTY OF CARVER

I, Dave Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 10th day of July, 2018, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

Dated this 10th day of July, 2018.

DocuSigned by:

5A10677562B942D...

Dave Hemze

County Administrator

BOARD OF CARVER COUNTY REGIONAL RAIL AUTHORITY
CARVER COUNTY, MINNESOTA

Date: July 10, 2018 Resolution No: CCRRA #01-18
Motion by Commissioner: Maluchnik Seconded by Commissioner: Degler

RESOLUTION TO AUTHORIZE AND SUPPORT THE CITY OF CHASKA’S CIRCLE THE BRICK TRAIL CONNECTION APPLICATION

WHEREAS, the Regional Solicitation Program provides federal transportation funding for projects as part of the Metropolitan Council’s federally-required continuing, comprehensive, and cooperative transportation planning process for the 7-County Twin Cities Metropolitan Area; and

WHEREAS, the Metropolitan Council is accepting candidate projects for the Fiscal Years (FY) 2022-2023 and providing up to 80 percent of the project construction cost for transportation projects; and

WHEREAS, the proposed budget for Fiscal Years (FY) 2022 and 2023 is \$200 million, with the maximum award available for an individual Multiuse Trail and Bicycle Facilities project of \$5.5 million; and

WHEREAS, the City of Chaska is seeking Regional Solicitation funds to construct the Circle the Brick Trail Connection, which is approximately 2.5 miles of multiuse trail primarily paralleling Highway 61 (Chaska Boulevard) from Athletic Park to a quarter mile west of Highway 15 (Audubon Road) and will require a permit within existing Carver County Regional Rail Authority property; and

WHEREAS, Carver County recognizes that construction of this multiuse trail segment will complete a gap in a trail system that better facilitates non-motorized connections into Downtown Chaska and provide connection to the Highway 41 pedestrian underpass to be constructed in 2021; and


NOW THERE FORE BE IT RESOLVED, the Carver County Regional Rail Authority supports the City of Chaska’s FY 2022-2023 Regional Solicitation application for the Circle the Brick Trail Connection and, should federal transportation funding be awarded, will partner to grant the necessary permit to right-of-way required to construct the multiuse trail connection primarily paralleling Highway 61 (Chaska Boulevard) from Athletic Park to a quarter mile west of Highway 15 (Audubon Road).

YES	ABSENT	NO
<u>Degler</u>	<u></u>	<u></u>
<u>Ische</u>	<u></u>	<u></u>
<u>Lynch</u>	<u></u>	<u></u>
<u>Maluchnik</u>	<u></u>	<u></u>
<u>Workman</u>	<u></u>	<u></u>

STATE OF MINNESOTA
COUNTY OF CARVER

I, Dave Hemze, duly appointed and qualified County Administrator of the County of Carver, State of Minnesota, do hereby certify that I have compared the foregoing copy of this resolution with the original minutes of the proceedings of the Board of County Commissioners, Carver County, Minnesota, at its session held on the 10th day of July, 2018, now on file in the Administration office, and have found the same to be a true and correct copy thereof.

Dated this 10th day of July, 2018.

DocuSigned by:


Dave Hemze County Administrator



Chaska

July 10, 2018

Metropolitan Council
Transportation Advisory Board
390 Robert St North
St. Paul, MN 55101

RE: Circle the Brick Trail Project in the City of Chaska

Dear Members of the Transportation Advisory Board:

The City of Chaska supports the advancement of the Circle the Brick Trail Project and the associated project layout as presented in this application. This new trail will fill a key missing link in our local and regional trail system.

As such, the City is applying for funding to construct this new trail connection. The City of Chaska will act as the legal sponsor for the Circle the Brick Trail. The City will provide the local match to the federal funds as well as fund the project development and right-of-way costs to ensure delivery in the funded year.

Sincerely,

Matt Podhradsky
City Administrator



Chaska

April 22, 2020

Matt Clark
City Engineer
City of Chaska
One City Hall Plaza
Chaska, MN 55318

RE: Letter of Maintenance Support for City of Chaska's 2020 Regional Solicitation Application

Dear Mr. Clark,

We are supplying this letter as a written commitment that our City Public Works Staff will continuously plan and provide for the year-round maintenance and care for sidewalk, trail, and streetscaping facilities and elements in which Regional Solicitation funding is being requested for. This letter also verifies that Public Works is aware of the City of Chaska's 2020 Regional Solicitation applications as it relates to these proposed facilities along Highway 41 and CSAH 61.

Sincerely,

Brian Jung, Public Works Superintendent
City of Chaska Public Works

Population/Employment Summary

Results

Within ONE Mile of project:
Total Population: 15088
Total Employment: 4218

Multiuse Trails and Bicycle Facilities Project: Circle the Brick Trail | Map ID: 1587416612519



○ Project Points
 Project Area
 2016 TAZ

— Project

0 0.275 0.55 1.1 1.65 2.2 Miles

Created: 4/20/2020
LandscapeRSA4



For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>



Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Circle the Brick Trail | Map ID: 1587416950294



Results

Within ONE Mile of project:
Total Population: 12287
Total Employment: 3884

-  Project Points
-  Project Area
-  Project
-  2016 TAZ

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 4/20/2020
LandscapeRSA4



For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gissite/notice.aspx>

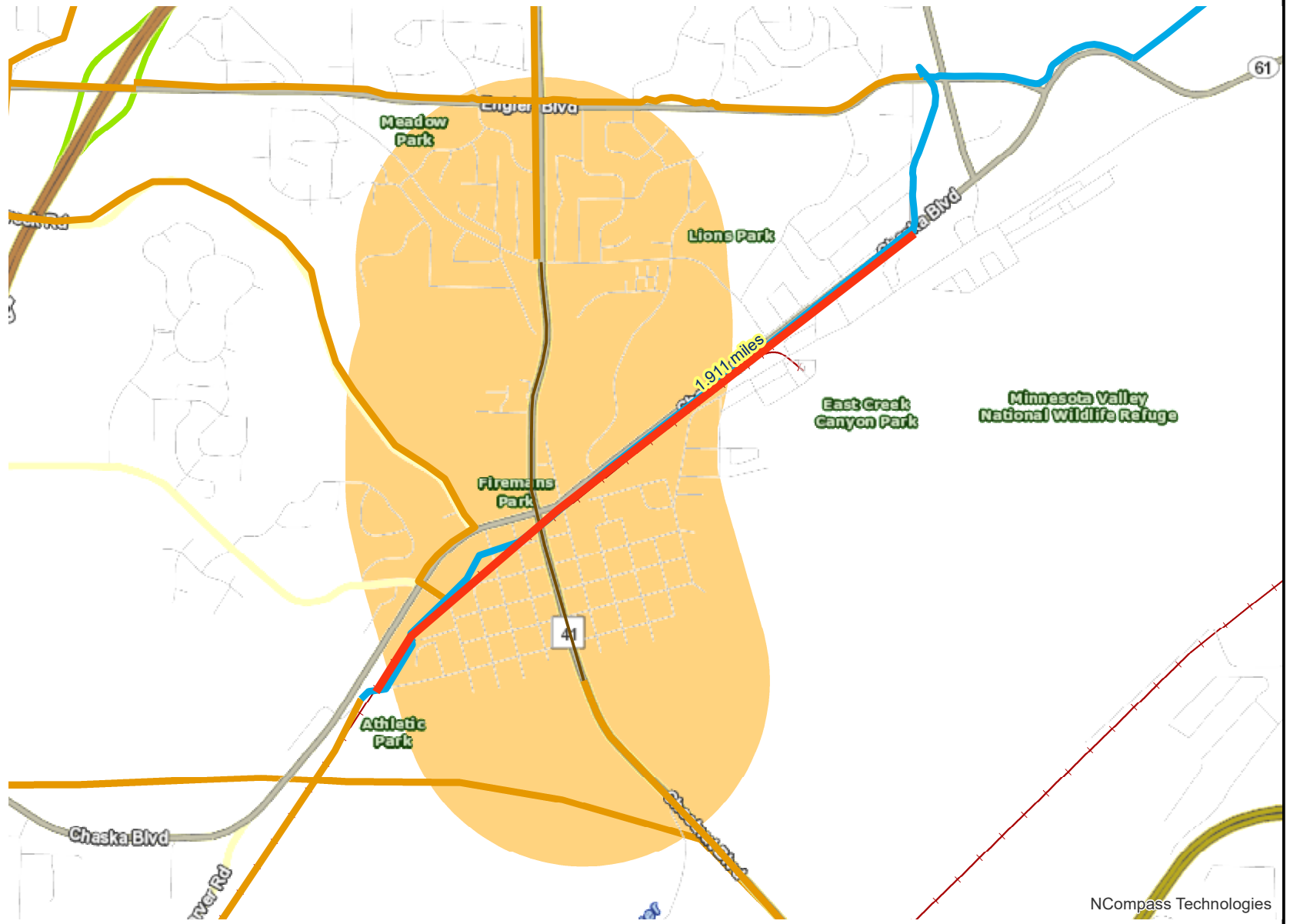


Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Circle the Brick Trail | Map ID: 1587416612519

Results

Project **IN** TIER 2
Bicycle Transport Corridor.



- Project
- RBTN Tier 2 Alignment
- Minor Arterials
- RBTN Tier 2
- RBTN Corridor Centerlines
- Principal Planned Arterial
- Railroads
- RBTN Tier 1 Alignment
- Principal Arterials
- RBTN Tier 1

0 0.25 0.5 1 1.5 2 Miles

Created: 4/20/2020
LandscapeRSA6



For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/notice.aspx>

NCompass Technologies

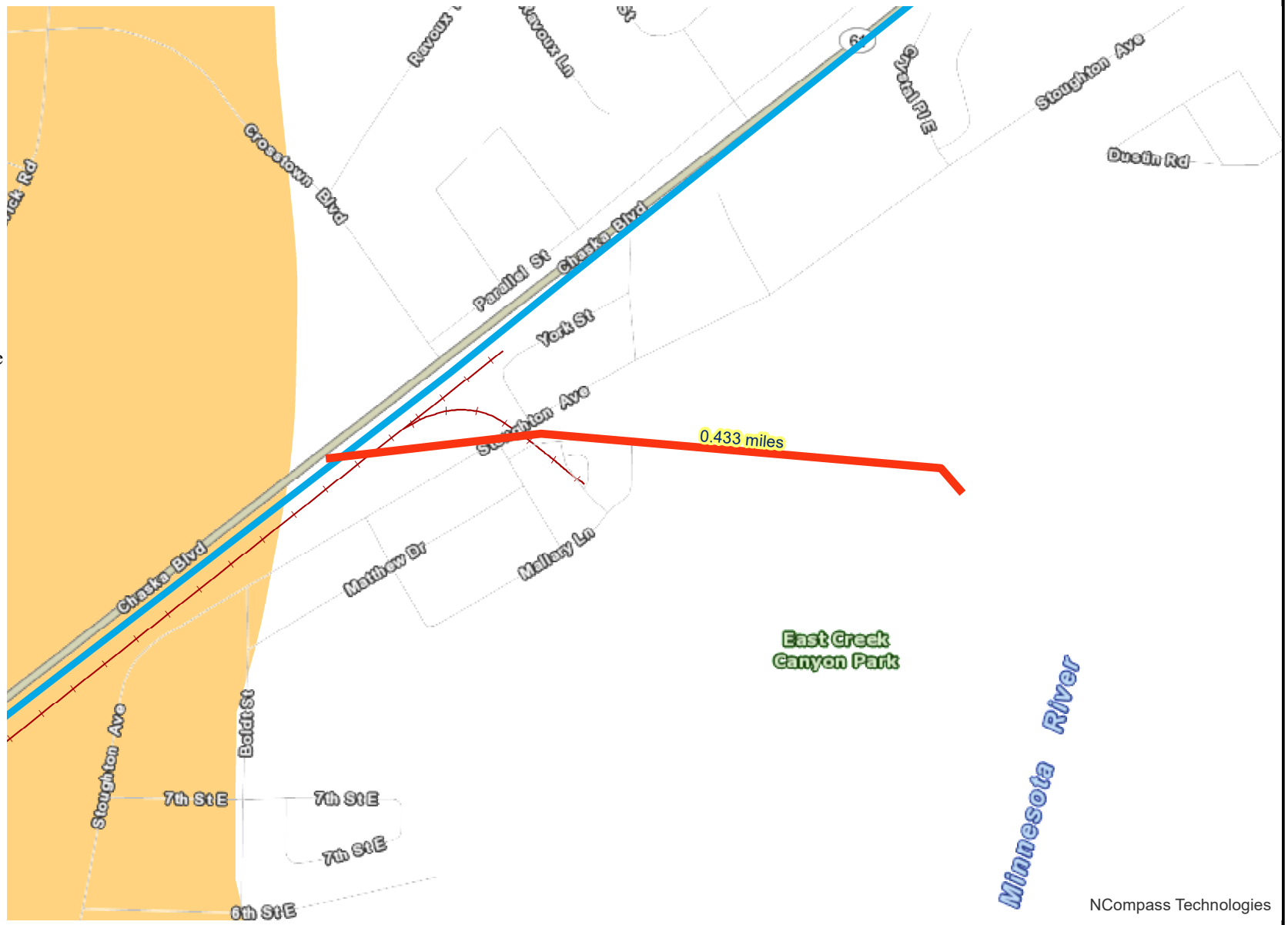


Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Circle the Brick Trail | Map ID: 1587416950294

Results

Project **NOT IN** Regn'l Bicycle
Transportation
Corridor.



- Project
- RBTN Tier 1 Alignment
- Principal Arterials
- Minor Arterials
- Railroads
- RBTN Tier 1
- RBTN Tier 2

0 0.05 0.1 0.2 0.3 0.4 Miles

Created: 4/20/2020
LandscapeRSA6



For complete disclaimer of accuracy, please visit
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NCompass Technologies



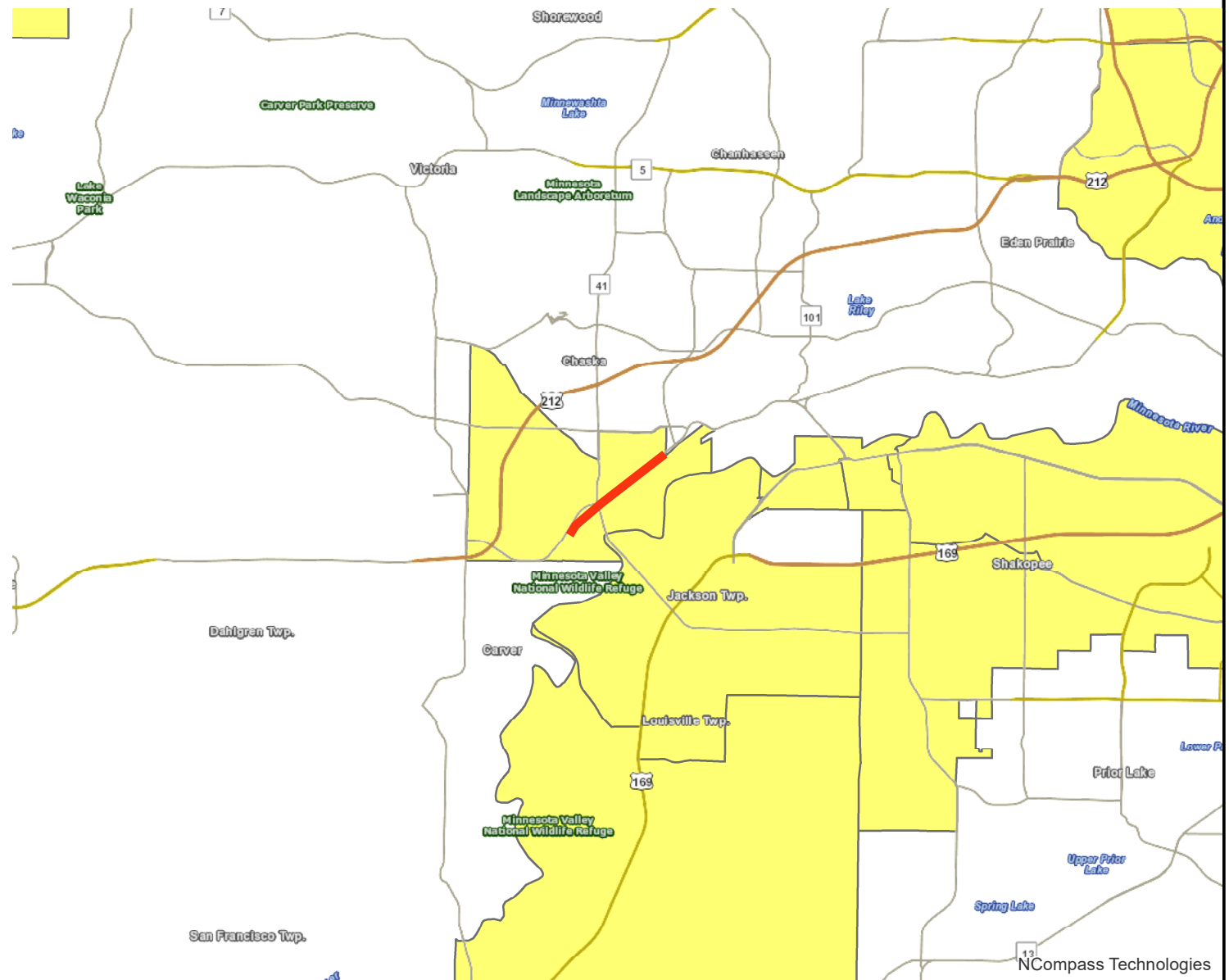
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Circle the Brick Trail | Map ID: 1587416612519

Results

Project census tracts are above the regional average for population in poverty or population of color:
(0 to 18 Points)

Tracts within half-mile:
80700 90900 91000
91100



— Lines



Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty

0 1.5 3 6 9 12 Miles

Created: 4/20/2020
LandscapeRSA2



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



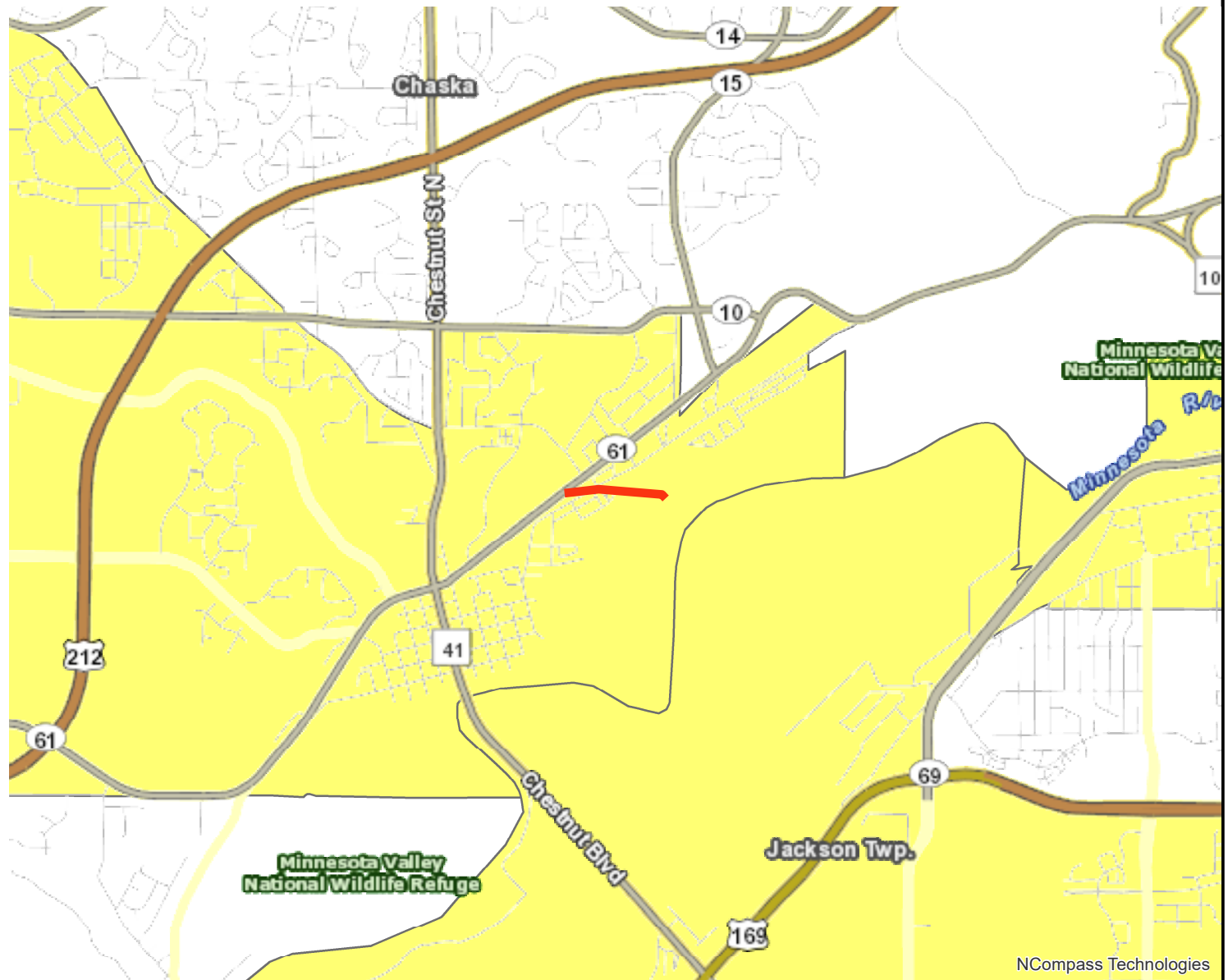
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Circle the Brick Trail | Map ID: 1587416950294

Results

Project census tracts are above the regional average for population in poverty or population of color:
(0 to 18 Points)

Tracts within half-mile:
80700 90900 91000



— Lines



Area of Concentrated Poverty > 50% residents of color



Area of Concentrated Poverty



Above reg'l avg conc of race/poverty

0 0.4 0.8 1.6 2.4 3.2 Miles

Created: 4/20/2020
LandscapeRSA2



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gis/notice.aspx>

