AGENDA
CHASKA CITY COUNCIL
CHASKA CITY HALL - COUNCIL CHAMBERS & ZOOM
Monday, September 19, 2022
7:00 PM

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Adopt Agenda
5. Visitor Presentation
6. Approve Previous Meeting Minutes
   - 6.A. Approve the August 29, 2022 City Council Meeting Minutes
7. Consent Items
   - 7.A. Public Improvements - Sagewood 2nd Addition
   - 7.B. Adopt Resolution No. 2022-113 Approving the proposed Carver County Southwest Regional Trail Master Plan Chaska to Victoria Trail and the MN River Bluffs Regional Trail alignment is consistent with the Chaska Comprehensive Plan/Res. 2020-66.
8. Action Items
   - 8.A. Harvest West Neighborhood Park - Plan Recommendation
   - 8.B. Harvest West Neighborhood Park - Name Recommendation
   - 8.C. Zoning Ordinance Amendment (ZOA) to Chapter 15.08 to include language that will require developers to hold neighborhood meetings and require posting of notice on properties subject to planning applications
9. Bills
   - 9.A. Accounts Payable Council Roster 9-19-2022
10. Other Business

10.A. City Administrator's Report

10.A.i. Biweekly 9-19-2022

11. Adjourn

DRAFT

- MINUTES -
CHASKA CITY COUNCIL
AUGUST 29, 2022

1. Call to Order
The meeting was called to order by Mayor Windschitl at 7:00 pm.

2. Pledge of Allegiance

3. Roll Call
Roll call was taken. Present: Councilmembers Grau, Hatfield, Hubbard, Huang, and Mayor Windschitl

Absent: None.

Also Present: Matt Podhradsky, City Administrator; Noel Graczyk, Administrative Services Director; Kevin Wright, Communication Director; Elise Durbin, Assistant Administrator; Parks and Recreation Director Marshall Grange; Nate Kabat, Community Development Director; Liz Hanson, City Planner; City Attorney; City Engineer Matt Clark; and Water and Sewer Director Matt Haefner.

4. Adopt the Agenda
Mayor Windschitl stated he would like to have agenda item 6. Minutes, removed from the agenda.

Motion by Councilmember Grau, second by Councilmember Hubbard to adopt the agenda as amended.
Motion carried.

5. Visitor Presentation
No one was present to address the Council.

~~6. Minutes~~
~~6.A. Approve the August 15, 2022 City Council Meeting Minutes~~

7. Consent Agenda
Motion by Councilmember Huang, second by Councilmember Hatfield to approve the Consent Agenda Items A through G:

A. Adopt Resolution 2022- 107 Amending the 2022 Downtown Street and Utility Reconstruction Project Assessment Roll

Motion to adopt Resolution 2022-107 Adopting the Amended 2022 Downtown Street and Utility Reconstruction Project Assessment Roll.

B. Adopt Resolution 2022-108 approving a Lot Split of a City Parcel, Consent to Joint Representation to a Quiet Title Action, and Execution of Purchase and Exchange Agreement for West Creek Apartments

DRAFT

Motion to adopt Resolution No. 2022-108 approving a Lot Split of a City Parcel, Consent to Joint Representation to a Quiet Title Action, and Execution of Purchase and Exchange Agreement.

C. Property Easement Agreement Acceptance for the Creek Road Trunk Sewer Extension Street and Utility Improvements

Motion to approve Easement Agreement and Authorize Payment to Acquire Fee Title of Various Easements for Roadway, Sidewalk, Trail, Drainage and Utility Purposes Over Certain Property.

D. Rivertown Heights Notice of Decision

Motion to approve the notice of decision.

E. Establish a Public Hearing to Consider Approval of the Proposed 2023 Operating Plan and Budget and Imposition of Service Charges for the Chaska Downtown Special Services District

Motion to set the public hearing for October 3, 2022, to review and approve the proposed SSD 2023 operating plan, budget, and service charges and direct staff to give notice of the public hearing.

F. Adopt Resolution 2022-109 Relating to Financing of Certain Proposed Projects; and, Establishing Compliance with Reimbursement Bond Regulations Under the Internal Revenue Code

Motion to adopt Resolution 2022-109 relating to financing certain proposed projects and establishing compliance with reimbursement bond regulations under the Internal Revenue Code.

G. Approve Renewal of Alphabet Junction's Lease

Motion to approve the renewal of Alphabet Junction's lease for another five-year term.
Motion carried.

8. Action Items

8.A. Adopt Resolution 2022-110 Authorizing Issuance, Awarding Sale, Prescribing The Form And Details And Providing For The Payment of $25,300,000 General Obligation Temporary State Aid Street Bonds, Series 2022A

City Administrator Podhradsky introduced this item and provided some background on this item.

Administrative Services Director Graczyk addressed the Council and provided some information on this item.

Paul Steinman, Baker Tilly, addressed the Council and reviewed the recommendation for the Council's consideration this evening.

Motion by Councilmember Hubbard, second by Councilmember Huang, to adopt Resolution 2022-110 Authorizing Issuance, Awarding Sale, Prescribing The Form And Details And Providing For The Payment of $25,300,000 General Obligation Temporary State Aid Street Bonds, Series 2022A.
Motion carried.

9. Bills

9.A. Accounts Payable Council Roster 8-29-2022

DRAFT

Motion by Councilmember Huang, second by Councilmember Grau, to approve the bills as presented. Roll call was taken. Voting aye: Councilmembers Grau, Hubbard, Huang, and Mayor Windschitl. Voting nay: None.

10. Other Business
10.A. City Administrator's Report

10.A.i. Biweekly 8/29/22

Councilmember Grau:
- Wished good luck to kids going back to school and to be mindful of traffic patterns changing
- Reminded everyone about 988-Minnesota and the resource for everyone

Councilmember Huang:
- Stated the Facilities Park Party went well
- Noted on September 16th is Latin Fest and fireworks at Fireman's Park
- Stated SouthWest Transit was a recipient of electric vehicles very exciting big news

Councilmember Hubbard:
- Stated she attended the Highway 41 open house and noted the website to sign up for the project updates

Councilmember Hatfield:
- Stated the Facilities park party was great
- Announced Coffee with a Cop is at Caribou at 9am on August 30th
- Noted the Community Center has events posted already online so people can plan ahead

Mayor Windschitl:
- Stated Chaska Golf Club is on September 16th
- Next meeting is September 12th

11. Adjourn
Motion by Councilmember Huang second by Councilmember Hatfield to adjourn the meeting at 8:06 pm.
Motion carried.

COMMISSION INTERVIEWS
CHASKA CITY COUNCIL
9/19/2022

Subject: **Public Improvements – Sagewood 2nd Addition**

Prepared By: **Matt Clark, City Engineer**

Installation of public improvements is completed in Sagewood 2nd Addition. Consistent with terms of the Development Agreement, Chaska is in a position to formally accept said improvements as public facilities. Further, the letter of credit guaranteeing those improvements shall be reduced to 5% for a period of 2 years from the date of acceptance.

CITY COUNCIL ACTION REQUESTED

Accept public improvements in Sagewood 2nd Addition as municipal facilities and adjust letter of credit accordingly.

SAGEWOOD 2ND ADDITION

CHASKA, MINNESOTA

FINAL SANITARY SEWER, WATERMAIN, STORM SEWER & STREET PLANS

FOR

D.R. HORTON, INC. – MINNESOTA

20860 KENBRIDGE CT, #100, LAKEVILLE, MN 55044

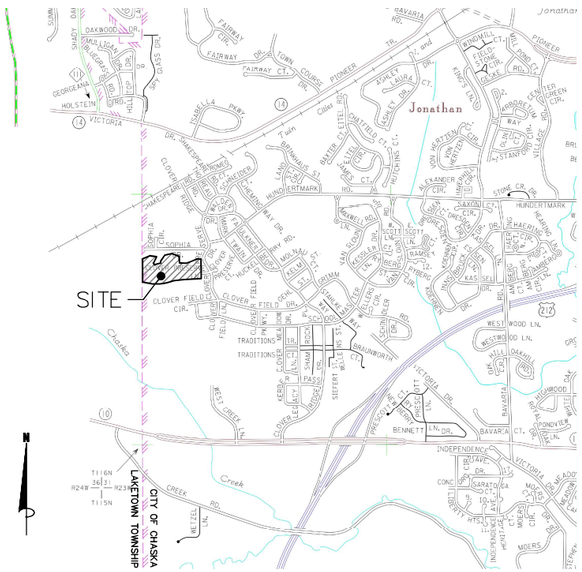
PHONE: (952) 985-7864

SINGLE FAMILY REQUIREMENT & DATA (RM-1)

MIN. LOT AREA	8,400 S.F.
MIN. LOT WIDTH AT SETBACK	70 FEET
MIN. LOT AREA FOR CORNER LOT	10,800 S.F.
MIN. LOT WIDTH AT SETBACK FOR CORNER LOT	85 FEET

MINIMUM SETBACKS (RM-1)

FRONT (HOUSE)	30 FEET
FRONT (GARAGE)	25 FEET
SIDE (HOUSE)	7 FEET
SIDE (STREET)	20 FEET
REAR	30 FEET
MAXIMUM BUILDING COVERAGE	40%

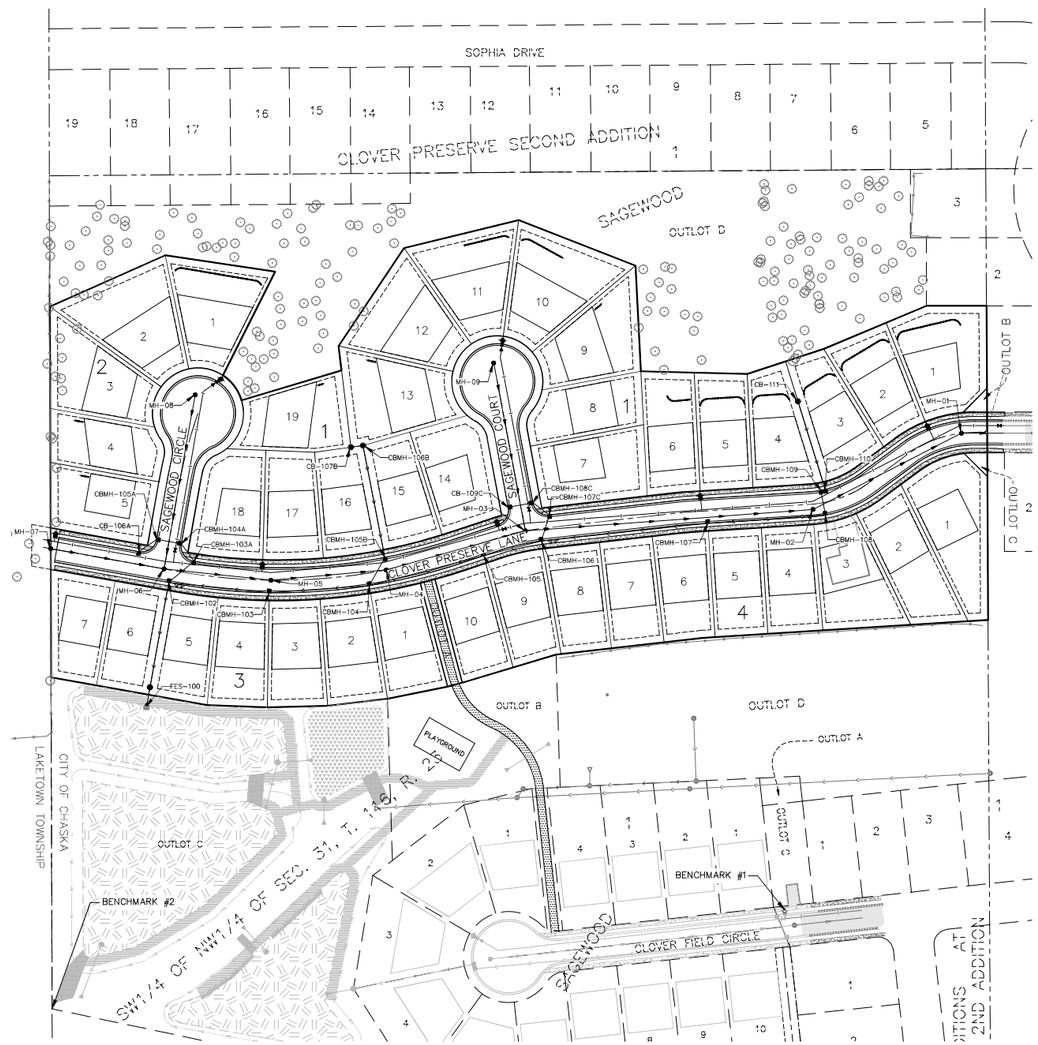


LOCATION MAP

1" = 1600'

PROJECT COORDINATES

N 44° 48' 52"
W 93° 38' 24"



STORM SEWER STRUCTURE SCHEDULE				
STRUCTURE NO.	TYPE	BUILD HEIGHT (FEET)	INSIDE DIAMETER	NEENAH CASTING
STMH-101	STORM MANHOLE	4.42	60"ø	R-1642-5040
CBMH-102	CATCH BASIN MANHOLE	13.17	60"ø	R-3067-VB
CBMH-103	CATCH BASIN MANHOLE	5.27	48"ø	R-3067-V
CBMH-103A	CATCH BASIN MANHOLE	3.88	48"ø	R-3067-VB
CBMH-104	CATCH BASIN MANHOLE	6.81	48"ø	R-3067-V
CBMH-104A	CATCH BASIN MANHOLE	4.38	48"ø	R-3067-V
CBMH-105	CATCH BASIN MANHOLE	9.28	48"ø	R-3067-V
CBMH-105A	CATCH BASIN MANHOLE	4.14	48"ø	R-3067-V
CBMH-105B	CATCH BASIN MANHOLE	3.61	48"ø	R-3067-V
CBMH-106	CATCH BASIN MANHOLE	11.21	48"ø	R-3067-V
CB-106A	CATCH BASIN	3.00	2'x3'	R-3067-V
CBMH-106B	CATCH BASIN MANHOLE	4.08	48"ø	R-4342-A
CBMH-107	CATCH BASIN MANHOLE	7.97	48"ø	R-3067-V
CB-107B	CATCH BASIN	3.60	27"ø	R-4342-A
CBMH-107C	CATCH BASIN MANHOLE	3.76	48"ø	R-3067-VB
CBMH-108	CATCH BASIN MANHOLE	4.28	48"ø	R-3067-VB
CBMH-108C	CATCH BASIN MANHOLE	3.79	48"ø	R-3067-V
CBMH-109	CATCH BASIN MANHOLE	3.92	48"ø	R-3067-VB
CB-109C	CATCH BASIN	3.61	2'x3'	R-3067-V
CBMH-110	CATCH BASIN MANHOLE	4.40	48"ø	R-3067-V
CB-111	CATCH BASIN MANHOLE	3.89	27"ø	R-4342-A

BENCHMARK

#1 TOP NUT HYDRANT ON NORTH SIDE OF CLOVER FIELD CIRCLE, 165'± WEST OF THE INTERSECTION OF CLOVER FIELD CIRCLE AND SCHOOLMASTER DRIVE. ELEV=918.61.

#2 CAST IRON MONUMENT, SOUTHWEST CORNER OF THE SW1/4 OF NW1/4 OF SEC. 31, T. 116, R. 23. ELEV=896.46.

PROJECT CONTACTS

PROJECT ENGINEER:	JOEL COOPER, P.E. – JAMES R. HILL, INC.	(952)-890-6044 (O) (612)-508-6480 (C)
DEVELOPER:	DEB RIDGEWAY – D.R. HORTON, INC. – MINNESOTA	(952)-985-7864 (O)
CITY ENGINEER:	MATT CLARK – CITY ENGINEER	(952)-227-7522 (O)
NPDES OFFICER:	AMY DELBECQ – MPCA	(651)-757-2446 (O)
GENERAL CONTRACTOR REPRESENTATIVE:	TO BE DETERMINED	

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TITLE SHEET	C1.0
SANITARY & WATERMAIN PLAN	
CLOVER PRESERVE LANE	C2.0
SAGEWOOD CIRCLE/SAGEWOOD COURT	C2.1
STORM SEWER CONSTRUCTION	C3.0–C3.3
STREET CONSTRUCTION	
CLOVER PRESERVE LANE	C4.0
SAGEWOOD CIRCLE/SAGEWOOD COURT	C4.1
CONSTRUCTION DETAILS	C5.0–C5.3
EROSION & SEDIMENT CONTROL PLAN	C6.0
TOPSOIL MANAGEMENT PLAN	C6.1
SEEDING PLAN	C6.2
EROSION & SEDIMENT CONTROL DETAILS	C6.3
EROSION & SEDIMENT CONTROL NOTES	C6.4
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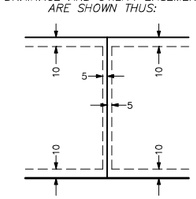
OVERALL	C7.0
NORTH	C7.1
SOUTH	C7.2

LEGEND

EXISTING WATERMAIN
EXISTING SANITARY SEWER
EXISTING STORM SEWER
EXISTING OVERHEAD POWER LINE
EXISTING LIGHT POLE
EXISTING TELEPHONE PEDESTAL
EXISTING TV PEDESTAL
EXISTING CURB & GUTTER
EXISTING FENCE
EXISTING RETAINING WALL
EXISTING RAILROAD
EXISTING TREELINE/TREES
EXISTING ASPHALT
EXISTING CONCRETE
EXISTING GRAVEL
PROPOSED WATERMAIN
PROPOSED SANITARY SEWER
PROPOSED STORM SEWER
PROPOSED CURB & GUTTER
PROPOSED CONCRETE
PROPOSED ASPHALT SURFACE
PROPOSED SEDIMENT BASIN
PROPOSED FILTRATION BASIN

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:



BEING 5 FEET IN WIDTH AND ADJOINING SIDE LOT LINES AND 10 FEET IN WIDTH ADJOINING STREET LINES AND REAR LOT LINES, UNLESS OTHERWISE INDICATED ON THE PLAT.

Know what's below. Call 811 before you dig.

SCALE IN FEET
0 100 200 300
1 inch = 100 feet

James R. Hill, Inc.
PLANNERS / ENGINEERS / SURVEYORS
2500 W. Cty. Rd. 42, Suite 120, Burnsville, MN 55337
PHONE: (952)890-6044 FAX: (952)890-6244

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

JOEL G. COOPER

Date:09/04/2018 Reg.No. 18475

SAGEWOOD 2ND ADDITION
CHASKA, MINNESOTA
TITLE SHEET
FOR
D.R. HORTON, INC. – MINNESOTA
20860 KENBRIDGE CT, #100, LAKEVILLE, MN 55044

DRAWN BY	JSO
DATE	02/20/19
REVISIONS	
03/12/2019	BID PACKAGE
03/21/2019	CITY COMMENT
04/17/2019	TO CONTRACTOR
04/25/2019	CBMH-110
05/14/2019	VEHICULAR TURNAROUND
05/22/2019	EX. STMH & CBMH-102
06/10/2019	SUMP LINE CONNECTIONS
07/08/2019	RAISE SAN. SEWER & LOTS 5-7, BLK 3
09/03/2019	REMOVE SIDEWALKS IN CUL-DE-SACS
CAD FILE	23473TS
PROJECT NO.	23473
	C1.0

F:_Civil 3D Projects\23473\FINAL PLANS\PHASE 2\23473TS.dwg – 9/03/2019 02:44PM

REQUEST FOR ACTION
CHASKA CITY COUNCIL
09/19/2022

Subject: Proposed Carver County Southwest Regional Trail Master Plan

Prepared By: Mary Monteith, Parks & Recreation Department

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

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

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

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

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

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

Recommended Action

Motion to approve Resolution 2022-113 regarding the proposed Carver County Southwest Regional Trail Master Plan Chaska to Victoria Trail and the Minnesota River Bluffs Regional Trail alignment is consistent with the Chaska Comprehensive Plan/Res. 2020-66

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE: 09-19-2022 **RESOLUTION NO. 2022-113**

MOTION BY COUNCILMEMBER _____ SECOND BY COUNCILMEMBER _____

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

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

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

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

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

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

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

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

_____
Mark Windschitl, Mayor

Attest: _____
Chaska Deputy Clerk

CARVER COUNTY SOUTHWEST REGIONAL TRAIL

VICTORIA TO CHASKA

JULY 2022

Original 2006 Prepared By:
Brauer & Associates, Ltd.
2021 Amendment Prepared By: WSB

Prepared for:
Carver County Parks

WSB PROJECT NO. 12391-00

CARVER COUNTY

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Section I:

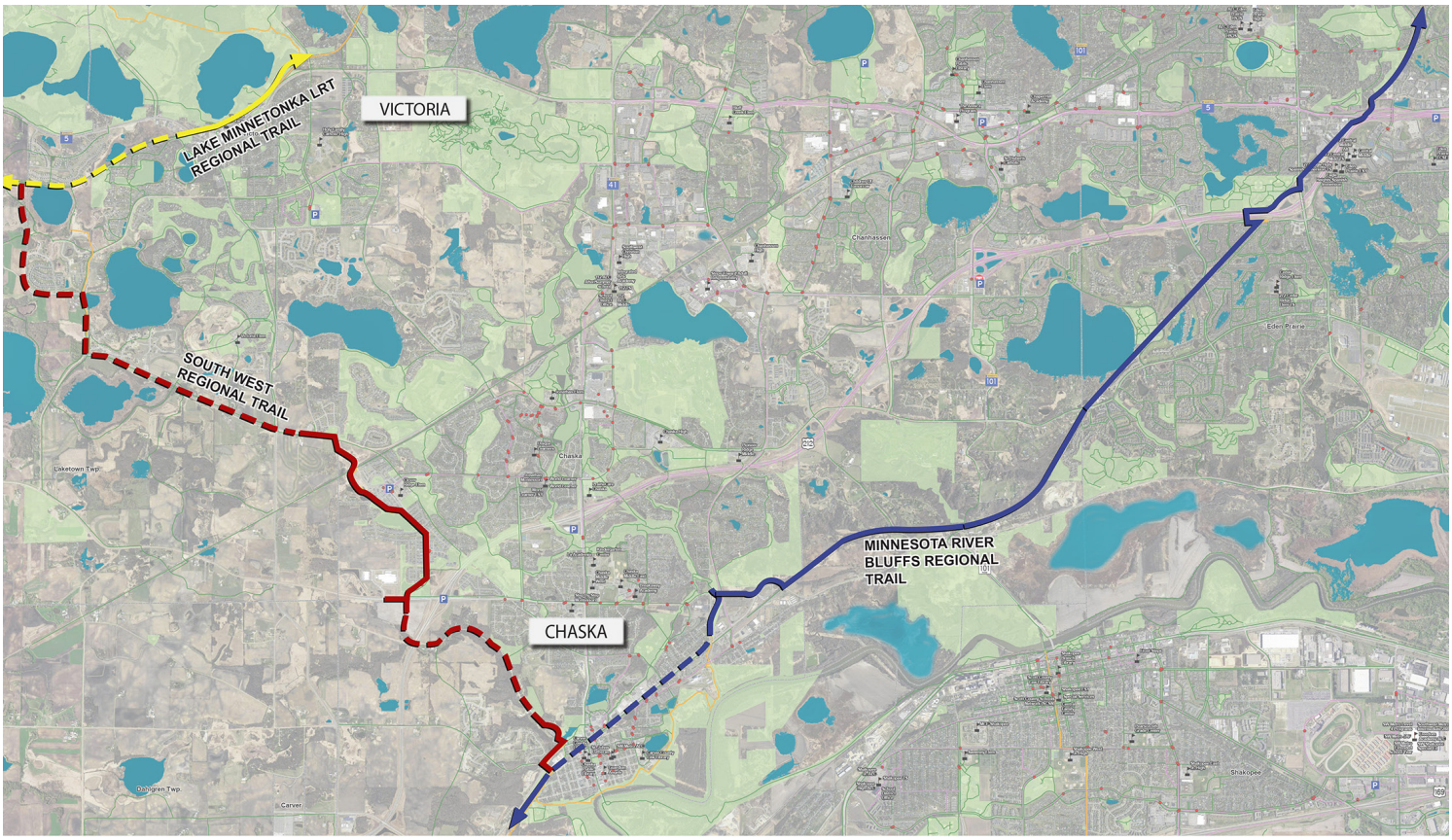
Planning Context / Background

Project Scope

The Southwest Regional Trail (SWRT) Master Plan Amendment identifies a crucial linking trail connecting the Lake Minnetonka LRT Regional Trail to the Minnesota River Bluffs Regional Trail (MRBRT) between the cities of Victoria and Chaska. This is a plan amendment that includes proposed realignments and reclassification of trail segments for both the SWRT and MRBRT.

The following map illustrates the general locations of the existing and proposed trail systems.

STUDY AREA MAP AND OVERVIEW



AS THE MAP ILLUSTRATES, THE PROPOSED TRAIL ROUTE DEFINED UNDER THIS MASTER PLAN WOULD MAKE THE CONNECTION BETWEEN TWO REGIONAL TRAIL ROUTES.

Project History

In 2006 Carver County prepared the Southwest Regional Trail Master Plan identifying a trail that would link the north and south branches of the Southwest LRT trail segments together between Victoria and Chaska. The Southwest Regional Trail would connect to the Lake Minnetonka LRT Regional Trail (LMRT) to the north and the Minnesota River Bluffs LRT Regional Trail (MRBRT) to the south.

In 2016, Carver County submitted an amended Southwest Regional Trail Master Plan document to illustrate the extension of the southern trail parameters of the Southwest Regional Trail (SWRT) by Chaska to end at Bluff Creek Drive where it would connect with the MRBRT. This added section of trail aligned on an abandoned railroad corridor previously owned by the Hennepin County Regional Rail Authority (HCRRA) for light rail transportation, with a permit granted to Carver County for this one mile section of trail, and is currently paved with bituminous surfacing. The remainder of the trail extending northeast to Pioneer Trail along the abandoned railroad corridor remained the Minnesota River Bluffs LRT Regional Trail, with a permit granted to Three Rivers Park District from the Hennepin County Regional Rail Authority (HCRRA) for this approximate two mile section of trail.

The segment of the MRBRT from County Road 61 to Pioneer trail consists of one mile paved surface and two miles of aggregate. The MRBRT extends along the Minnesota River Valley bluff adjacent to the Minnesota DNR Scientific and Natural Area of the Seminary Fen (NSA) through natural settings, including woodlands and scenic vistas located along the trail corridor.

The MRBRT extends through Chanhassen, Eden Prairie and Hopkins. A portion of this trail was destroyed by landslides in 2014 which remained closed between Eden Prairie and Hwy 101 with detours provided until the trail reconstruction project was completed in 2021.

In 2018, Carver County submitted an Acquisition Amendment Plan to identify the lands owned by the HCRRA to be acquired by Carver County, as the HCRRA wanted to divest itself of the former railroad corridor.

PROJECT HISTORY AT-A-GLANCE

2006	2016	2018	2021
Southwest Regional Trail Master Plan is prepared	Carver County amended 2006 Master Plan, former HCRRA land is acquired	Carver County submitted an Acquisition Amendment Plan for MRBRT	New SWRT Master Plan Amendment replaces all previous documents

in Carver County. The HCRRA and Carver County entered into an agreement to work together to secure funding and fix the slope failure. Upon completing the slope failure repair, the property was deeded to Carver County for the purpose of trail and natural resource preservation and stewardship.

The properties purchased by Carver County start from approximately County Road 61 in Chaska and extend to the eastern county line near Pioneer Trail in Eden Prairie. This acquisition resulted in approximately 90 acres of land and 3 miles of trail located within the corridor. The segment of the SWRT between Bluff Creek Drive and County Road 61 was further reclassified to be an extension of the Minnesota River Bluffs LRT Regional Trail and designated as a recreational destination trail.

The 2021 Southwest Regional Trail Master Plan Amendment replaces all of the previous Southwest Regional Trail master plans and amendments.

RATIONALE FOR THE REGIONAL TRAIL CORRIDOR

The primary rationale for developing the Southwest Regional Trail corridor remains consistent with previous goals to:

1) link the Minnesota River Bluffs LRT Regional Trail with the Lake Minnetonka LRT Regional Trail, and

2) tie together numerous federal, state, regional, and local parks, natural areas, and trails into a cohesive, interlinked system.

In recent years, increasing development pressures in Carver County also heightened the importance of establishing this trail corridor while there is still an opportunity to consider alternative alignments ahead of ongoing development. Some of the previous proposed SWRT alignments have had to be reconsidered due to lost opportunities as developments took place inconsistent with previous goals and identified trail routes.

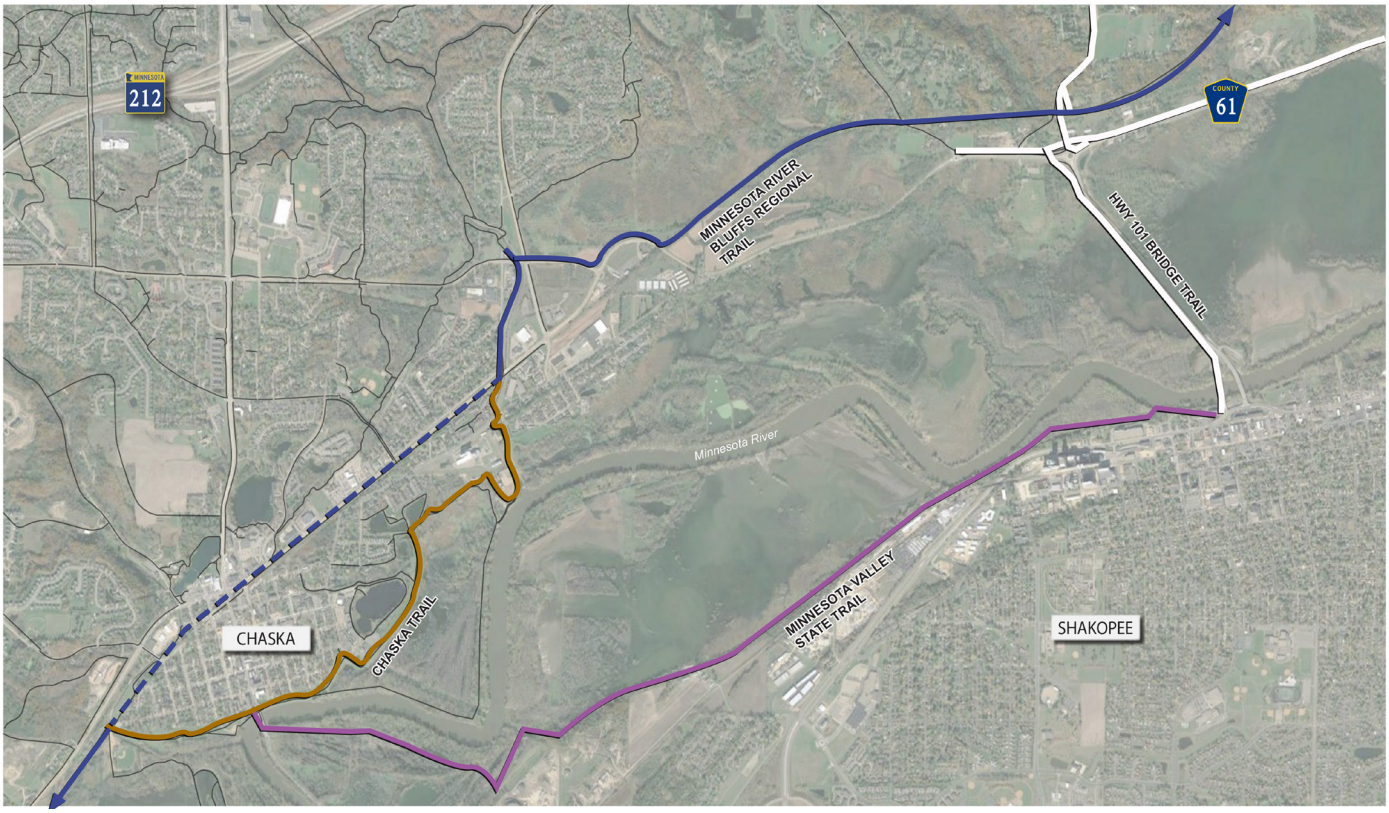
It is imperative that the SWRT link be developed appropriately to create a large loop trail system of a high quality meeting regional design standards.

Connection to Parks and Natural Areas

Connecting people to parks, natural areas and other primary destinations within the study area is one of the fundamental reasons of regional trail systems, with loop systems highly valued by trail users.

The Southwest Regional Trail (SWRT) will link together the Minnesota River Bluffs LRT Regional Trail (MRBRT) and the Lake Minnetonka LRT Regional Trail (LMRT), thereby creating a large loop trail system providing access to numerous types of natural settings, recreation and destination areas.

The MRBRT also has a trail connection to the Highway 101 pedestrian trail that extends into Shakopee for access to the Minnesota Valley State Trail trail located on the south side of the Minnesota River, creating a loop that links back into downtown Chaska along CSAH 41.



The following considers some of the key parks that the SWRT will link together through its connection between the MRBRT and the LMRT, thereby creating a large loop trail system providing access to numerous types of natural settings, recreation and destination areas.

CARVER PARK RESERVE

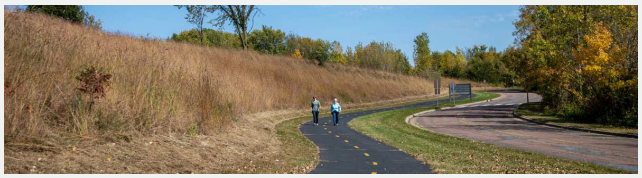
Located on the western edge of the Twin Cities, Carver Park Reserve supports a large wildlife population of trumpeter swans, osprey, mink, white-tailed deer, barred owls and numerous waterfowl and songbirds. The park offers rolling wooded terrain and interconnected lakes and marshes and features miles of trails that wind around the nature center, historic Grimm Farm and the King Waterbird Sanctuary. The park trails provide a valuable link to the Lake Minnetonka LRT Regional Trail.

The park reserve is also home to the Lowry Nature Center, the first public environmental education center of its kind in the state that provides nature-oriented programming for school children, adults and families. A 1,700-foot boardwalk winds through marsh and tamarack swamps, while wood-chipped trails through woods allow visitors to observe wildlife. The park also offers boating, angling, archery, and camping opportunities.

LAKE MINNEWASHTA REGIONAL PARK

Lake Minnewashta Regional Park is a 340 acre park located on the eastern shores of Lake Minnewashta. Facilities completed to date include a swimming beach, bathhouse, reservable picnic shelters, volleyball courts, creative playground, concessions, fishing piers, off-leash dog park, and year-round trails. A boat access within the park accommodates 48 vehicles with boat trailers.

Approximately five miles of trails meander along the edge of Lake Minnewashta and through forested and prairie areas. In the winter, separate trails are groomed for skiing and walking. Although the park is not directly connected to the Southwest Regional Trail, it is accessible from the regional trail via local trail systems.



BRYANT LAKE REGIONAL PARK

Located on Bryant Lake in Eden Prairie, this 170 acre park is nestled among rolling hills, woodlands, wetlands and grasslands offering habitat for deer, waterfowl and a variety of songbirds.

The sand-bottomed Bryant Lake is ideal for swimming, boating and fishing. An enclosed pavilion, available for group reservations from early May through the end of September, is in close proximity to the creative play area, fishing pier and other park amenities.

LOCAL PARKS

Local parks either located directly along these regional trail systems, or linked by local trails, are also primary destinations for a variety of active and passive recreational opportunities. Some examples include:

- Fireman's Park in Chaska
- Riley Lake Park in Eden Prairie
- Miller Park in Eden Prairie

Natural Areas

The trail systems will link people to significant natural resource areas, such as the Seminary Fen Scientific and Natural Area (SNA) located along the MRBRT. The Seminary Fen is a rare natural feature that is home to a number of unique and protected plant species. Including this area in the regional trail alignment increases opportunities for users to connect to the unique natural features.

The trails also provide access to various locations of the Minnesota Valley State Recreation Area and Minnesota Valley National Wildlife Refuge (NWR). The comprehensive plan for the NWR includes provisions for refuge uses, natural vegetation and habitat protection and environmental education.

As noted previously, the regional trails will also connect with the local Chaska levee trail that traverses along the southern edge of downtown Chaska along the Minnesota River levee where it connects to the MRBRT at both ends allowing pedestrian access to the natural ecological systems along the Minnesota River in several locations.

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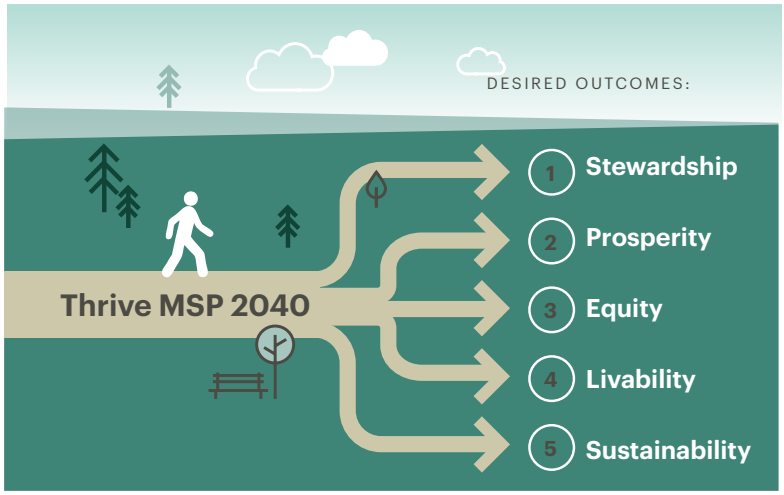
Section II:

Project Vision

Project Vision

The Metropolitan Council's comprehensive plan, Thrive MSP 2040, adopted in 2014, establishes a shared regional vision for the park and trail systems that outlines the five desired outcomes.



SOURCE: METROPOLITAN COUNCIL THRIVE MSP 2040

The vision for the SWRT master plan is to establish a regional trail that offers high recreational value, which is defined as being:

- Visually appealing (i.e., provide scenic values) by taking advantage of scenic areas where encountered
- Contiguous, with limited interruptions and impediments to travel
- Of an acceptable grade suitable for all levels of ability
- Safe to use for a family or those with limited skills

By creating this connection between the two trails, the overall recreational value of the SWRT will be considerably enhanced to better serve residents of the area by creating a loop system and would support the desired outcomes of the Thrive MSP 2040 vision.

Carver County 2040 Plan

The SWRT meets the vision, values and goals as identified in the Carver County 2040 Parks, Open Space & Trails Plan, as follows:

- Fostering the health and well-being of Carver County, its residents and businesses by providing a balanced network of parks, recreational lands, and conserved open space sufficient to meet present and future needs
- Preserving the geographical characteristics and environmental/high value natural resource areas for historic, cultural, and educational purposes
- Providing areas of diverse natural resources as settings for outdoor recreational activities consistent with regional standards
- Preserving cultural resources for their intrinsic and historical values
- Providing residents with facilities to support a variety of enjoyable recreational activities located in a physically attractive setting
- Ensuring that recreational opportunities are affordable and accessible (by various modes of transportation) to all citizens.
- Fostering a fully integrated and seamless system of regional, local, state, and federal parks, trails, and conservation lands

VISION STATEMENT

"Where the future embraces the past in keeping Carver County a great place to live, work, and play for a lifetime."

Community Trail Values

The community value statement defines the benefits that the regional trail would bring to a regional constituency relative to any potential impacts – ranging from safety and crime to property values and loss of privacy. In this context, regional constituency refers to those residing in or traveling to the area for recreational pursuits.

Taken as a whole, the community value statement defines whether or not the perceived benefits of the trail outweigh perceived impacts to justify its development. The following summarizes these findings.

COMMUNITY VALUES FROM TRAILS

VARIABLE	DISCUSSION
DEMAND AND USE OF TRAILS	From a regional perspective, trails are the highest ranked recreational activity. Survey results conclude: • Hiking and walking rank the #1 activity for regional park and trail users followed by bicycling, then jogging and running, indicating trails as the highest demand for recreation. • A high percentage of regional park and trail users have used the park and trail previously with Carver County noted as having more frequent usage. • Carver County regional trail users surveyed indicated little to no concerns regarding safety on trails. • Summer 2019 visitors to the Regional Park & Trail System included an estimated 12,000 scooter-riders and 387,000 cyclists. • The regional system includes almost 400 miles of trails, with annual trail use reaching over 15 million visits. • Annual use estimates for Carver County between 2015 and 2019 went from approximately 690,000 to 790,000 SOURCE: METROPOLITAN COUNCIL REGIONAL PARKS SYSTEM VISITOR STUDY, NOVEMBER 2016 AND METROPOLITAN COUNCIL – RESEARCH ON THE TWIN CITIES REGIONAL PARKS & TRAILS 2020.
LONGER-TERM TRENDS	A ten-year forecast of Minnesota adult outdoor recreation participation was completed by the MNDNR in 2004. With respect to trails, annually participation in walking and hiking outdoors is projected to remain very stable and highest among all outdoor recreational activities. Based on the study, the current 54% rate of actual participation is expected to remain at about that same level out to 2014, the end of the forecast. This is substantially higher than any other outdoor recreational pursuit listed in the study.

CARVER COUNTY 2040 COMPREHENSIVE PLAN - GOAL POST 3

To provide residents with a high quality and interconnected trail and bikeway system for recreation, fitness, and transportation and as a means to tie parks and open spaces together with local communities.

VARIABLE	DISCUSSION
IMPACT OF TRAILS ON ADJACENT PROPERTIES	The following summarizes the results of a survey related to a new trail retrofitted into an area: • Usage – 75% of adjacent property owners use the trail (many of which were against the trail being developed). • Problems – over 95% of the adjacent property owners reported no problems with the trail (such as loitering, litter, and trespassing). • Economic impacts – vast majority reported that they believed that the trail would have no negative impact on their property values, with many believing that it could even increase values. • Values – 75% say living near the trail offers distinct advantages, such as ease of access, convenience, exercise, and so forth. SOURCE: LAKE WOBEGON REGIONAL TRAIL, STEARNS COUNTY.
POLICING AND CRIME	Review of policing issues associated with trails within Washington and Ramsey County yields the following: • Incidents of crime associated with trails is so low that local police do not keep track of it separately. • The contention that trail users routinely commit crimes to adjacent properties is not supported by crime statistics and evidence. • Biggest area of concern with crime is at parking lots, where occasionally theft from the cars of trail users occurs (Note: Theft from cars in parking lots is not unique to trails, but occurs at parks, shopping centers, and other areas where the opportunity for a quick getaway exists). SOURCE: WASHINGTON AND RAMSEY COUNTY SHERIFFS DEPARTMENT.
SAFETY OF DEVELOPED TRAILS	Discussions with local cities that have retrofitted trails into similar settings yields the following with respect to safety for the trail user: • Actual and perceived pedestrian safety is improved when off-street trails are added along busy roads simply because people are no longer walking along the shoulder of the road where traffic speeds can be up to 55 MPH and shoulder widths are often very narrow. • The incidence of conflict between pedestrians and vehicles at driveway crossings has not been found to be a major issue, with few reported occurrences of accidents (Note, however, that both the driver and the trail user have a responsibility to watch out for each other similar to any crosswalk or sidewalk system common in many cities). • Adhering to accepted design standards and practices for trails, including driveway crossings, is important to maintaining a safe pedestrian environment.

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Section III:

Equity Analysis

Overview

The undertaking of this planning process is based on the presumption that the completion of the Southwest Regional Trail (SWRT) as a primary link between the Lake Minnetonka LRT Regional Trail (LMRT) and Minnesota River Bluffs LRT Regional Trail (MRBRT) is of high regional and local value. To ensure that the perspectives of all interested individuals and stakeholders were considered, Carver County, in partnership with Chaska and Victoria undertook an inclusive public process.

This section defines the findings of that process.

Trail Demand Forecasts

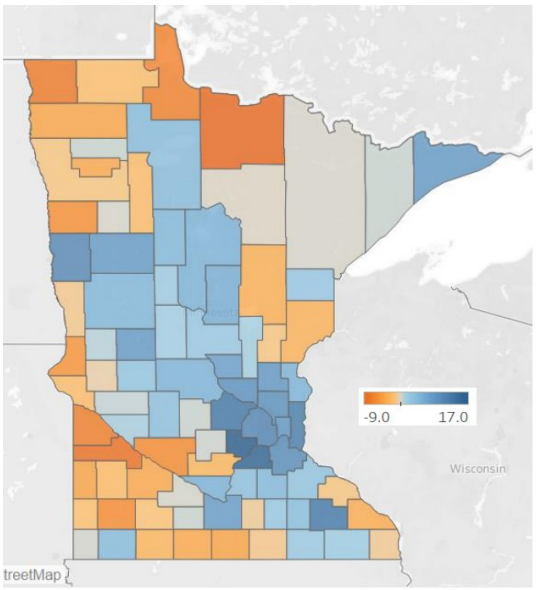
Carver County Demographics / Forecasts

One of the more important trends affecting the region is that the population in the metropolitan area is expected to continue to grow substantially over the next 20 years.

The Carver County 2020 Census showed a population of 108,626 and according to the U.S. Census Bureau was ranked #1 for growth between 2010 and 2020 at an approximate 17.4% increase in population.

CARVER COUNTY POPULATION CHANGE

(SOURCE: MINNESOTA STATE DEMOGRAPHIC CENTER; U.S. CENSUS)



Percent Change,
Total Population, 2010-2020

Largest Gains (Percentage)

Rank	County	Numeric change	Percentage Change
1	Carver	15,880	17.4%
2	Scott	21,000	16.2%
3	Wright	16,637	13.3%
4	Olmsted	18,599	12.9%
5	Washington	29,432	12.4%

Largest Losses (Percentage)

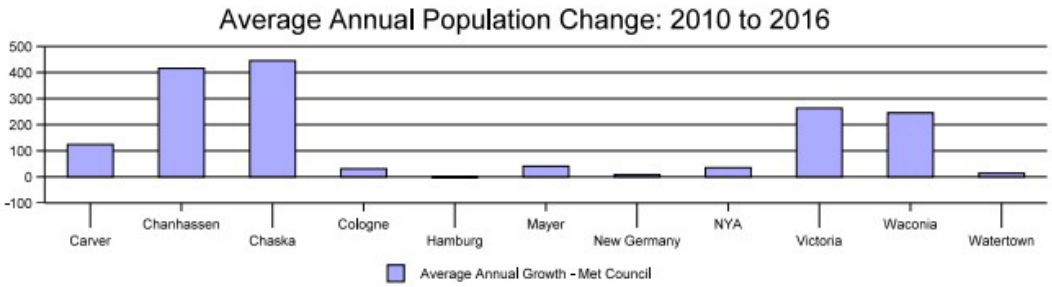
82	Renville	(1,007)	-6.4%
83	Lake of the Woods	(282)	-7.0%
84	Lac qui Parle	(540)	-7.4%
85	Kittson	(345)	-7.6%
86	Yellow Medicine	(910)	-8.7%
87	Koochiching	(1,249)	-9.4%

Source: U.S. Census Bureau, 2010 and 2020 Censuses

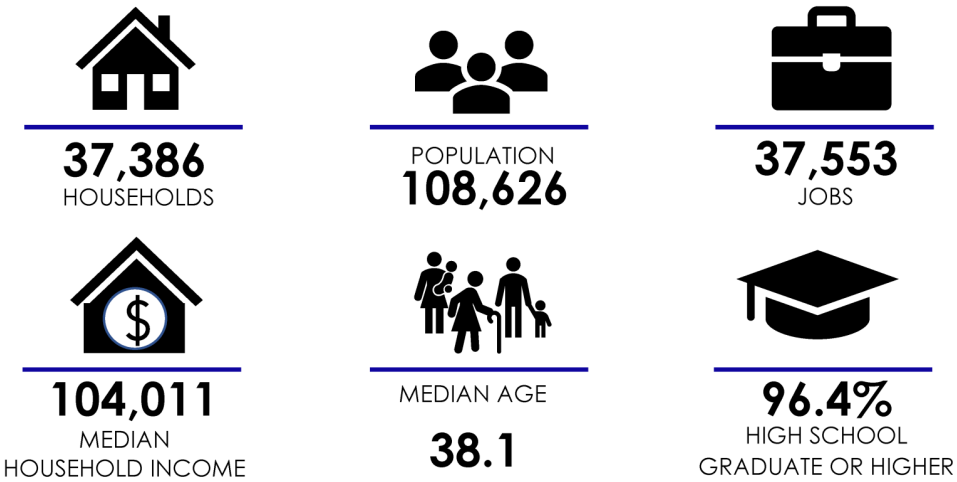
CITIES IN CARVER COUNTY

(SOURCE: U.S. CENSUS; METROPOLITAN COUNCIL; ESRI)

The following table from the Metropolitan Council and identified by Carver County shows Victoria, Chaska and Chanhassen as the fastest growing cities in Carver County between 2010 and 2016.

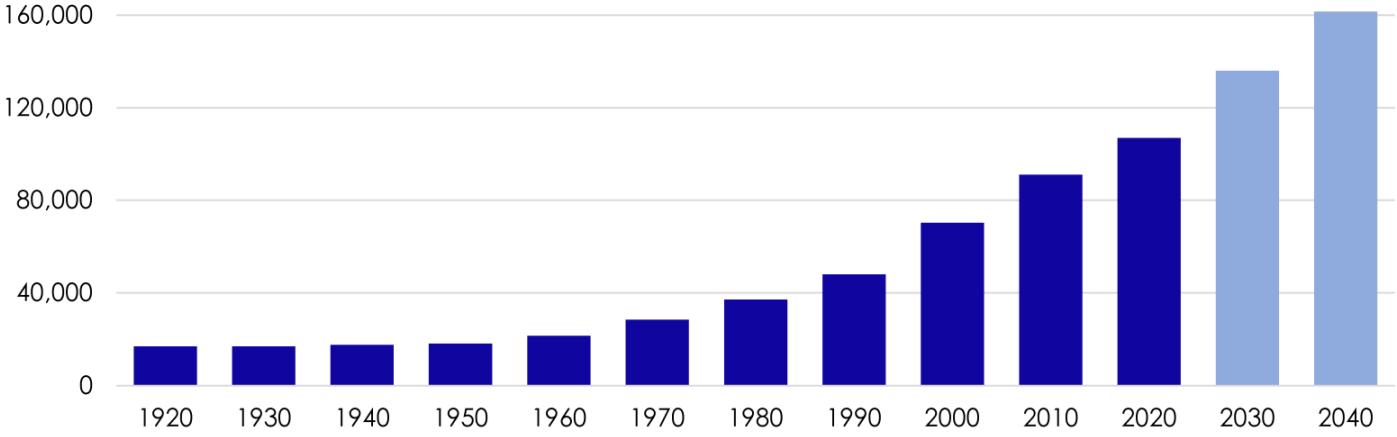


The following snapshot identifies some current Carver County demographics.



Population forecasts produced by the Metropolitan Council anticipate over 160,000 individuals living in the county by 2040, and the following table indicates.

CARVER COUNTY 2040 FORECASTS: POPULATION AND HOUSEHOLD



Demographic changes from the 2010 to 2020 census indicate that minority percentages have increased during the 10-year span for some populations. African American races went from 1.2% of the population to 2.1%; Hispanic/Latino races went from 3.9% to 5.0% and Asian went from 2.7% to 3.4% while whites fell from 92.8% to 86.5% showing a general increase in diversity.

Undoubtedly, this population growth trend will increase pressure for developing regional trails to service an expanding population with a wide range of outdoor recreation pursuits, transportation needs and service expectations.

Trails for walking, biking and hiking remain primary sought-out recreational activities that attract users to the regional system and contribute to overall health. Their popularity is also related to their scenic quality, overall condition and availability/accessibility. The SWRT will "connect people to the outdoors" by providing vital connections between the LMRT and MRBRT through numerous communities and populations.

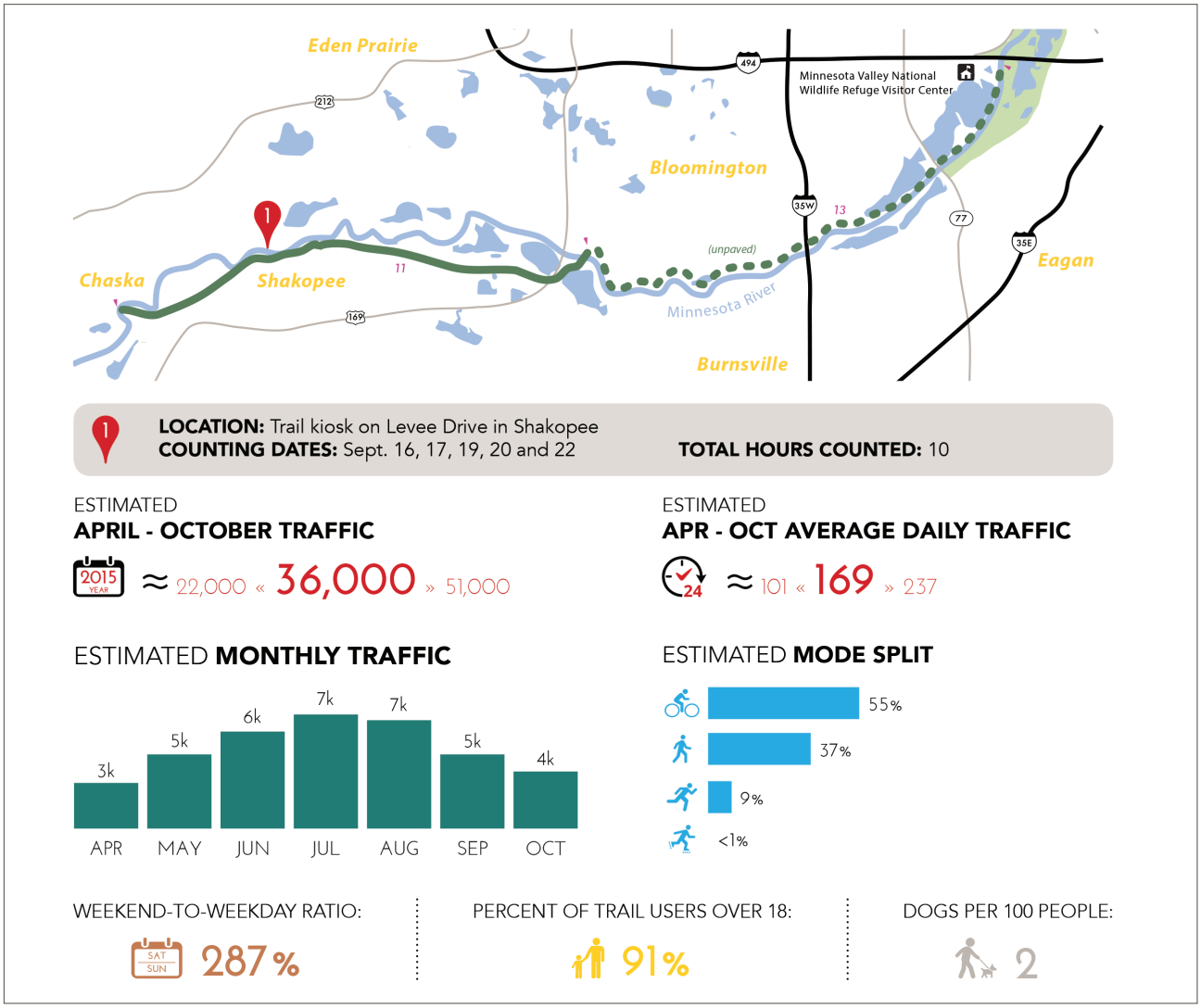
Trail Use Demands

The SWRT currently connects with the MRBRT that runs between Hopkins and Carver, connecting several communities in the southwestern portion of the metro region. The temporary closure of a primary section of the MRBRT between Eden Prairie and Chaska likely affected the trails use over the past six years with many finding alternative routes to avoid the trail detours though the Three Rivers Park District estimates it receives about 250,000 annual visits. The community input gathered during the engagement process indicated a strong demand for correcting the damaged trail segment in order to fully reopen the MRBRT, as this was a highly desirable route, which has just recently been reopened.

The Lake Minnetonka LRT Regional Trail (LMRT) is a popular 27-mile trail that connects numerous communities from Hopkins to Victoria with scenic settings and numerous destinations. Three Rivers Park District estimated 471,000 annual visits to the LMRT.

The following information shows a survey related to trail use on the Minnesota Valley State Trail, taken from the levee trail in Chaska that connects to the MRBRT. The Minnesota Valley State Trail has both paved and unpaved sections with seasonal flooding issues, yet still had considerable user counts showing the draw of trails in this region which will likely increase with the completion of the SWRT that will allow for expanded trail route options.

MAP OF COUNTING LOCATIONS



SOURCE: 2015 STATE TRAIL USER COUNT BY THE PARKS & TRAILS COUNCIL OF MINNESOTA

EXPECTED USE

The first Southwest Regional Trail user count completed in 2014 estimated 64,200 users on the completed sections of the trail. Annual trail counts published by the Metropolitan Council showed use on the Minnesota River Bluffs Regional Trail consistently increased from 109,000 users in 2012 to 146,500 users in 2014 with the Three Rivers Park District estimating it currently receives about 250,000 annual visits.

The recent improvements to the MRBRT segments and additional trail expansions in this area which includes a new pedestrian bridge over Highway 101 and connections to the Hwy 101 and County Road 61 trails have increased overall awareness in the trail system that will continue to attract new trail users now that the trail is completely open. The completion of the SWRT would likely be heavily used as it links together two highly popular regional trails and provides greater connectivity across several communities that are seeing dramatic population growth, both for recreation as well as transportation. As previously stated, Carver County is currently ranked first in population growth which is expected to continue with projections indicating an overall 71.1% growth from 2010 to 2040. In turn, the growth in population is expected to increase usage of the local and regional trail systems further and identifying a need for the SWRT linking trail.

Demographic Context

As part of the equity analysis, the following provides the existing demographic context for the individual trail corridors at an approximate 1-mile boundary to the existing or proposed trail as indicated on the Met Council's Equity Tool.

Southwest Regional Trail Corridor

The SWRT corridor extends across numerous types of existing land uses with varying demographics. The SWRT will link together the communities of Victoria to Chaska with direct connections to the LMRT and MRBRT and access to parks and natural resource areas, business centers, and food services.

VICTORIA TO PIONEER TRAIL

- 20-30% under the age of 15; mainly around 22%
- Primarily white
- 5% with an ambulatory disability generally on the eastern side of the trail corridor
- 1% without a vehicle
- Primarily within an income range of $136,000-$163,000 with some locations along the eastern side of Lake Bavaria in the $227,00 range

PIONEER TRAIL TO CHASKA

- 30-40% under the age of 15 from Pioneer Trail to Chaska Blvd; downtown Chaska consists of 10-20% with 20-30% around periphery of Chaska
- 2-10% Hispanic; 4% Black; 5% Asian
- 5% with an ambulatory disability generally east of the trail corridor
- 1% without a vehicle
- Primarily within an income range of $118,400-$222,276

Minnesota River Bluffs Regional Trail Corridor

The MRBRT demographics include the corridor from Chaska to the border of Hennepin County adjacent to Eden Prairie. The MRBRT has scenic views and surroundings and provides access to parks and natural resource areas, business centers, and food services. It also has the most at-risk populations for being underserved within the community of Chaska.

CHASKA TO ENGLER BLVD

- 30% under the age of 15 north of Chaska Blvd; 18-26% south of Chaska Blvd
- 31% Hispanic; up to 13% Black in select areas; 3% Asian
- 4% with an ambulatory disability
- 23% without a vehicle (highest area)
- Generally within an income range of $56,000-$70,000

ENGLER BLVD TO EDEN PRAIRIE

- Primarily near 26% under the age of 15
- 2% Hispanic in ; 0% Black; 15% Asian
- 3% with an ambulatory disability
- 3% without a vehicle
- Generally within an income range of $171,800-$175,000

Public Engagement Process

PREVIOUS ENGAGEMENT EFFORTS

Making the connection between the Minnetonka LRT Regional Trail (LMRT) and the Minnesota River Bluffs LRT Regional Trail (MRBRT) has been considered to be desirable by the cities of Chaska and Victoria for many years. To ensure public access to the planning process, a number of opportunities for public input were provided in various locations as part of previous planning efforts.

Engagement efforts conducted during previous planning studies for the SWRT included the following:

- Victoria Park Commission Meeting May 5, 2005
- Chaska Planning Commission May 11, 2005
- Victoria Planning Commission May 17, 2005
- Chaska City Council May 16th, 2005 – resolution adopted
- Carver County Park Commission June 8th, 2005
- Victoria City Council August 11, 2005
- Victoria City Council October 13th, 2005 – resolution adopted

Public comments and findings from these meetings were consistent with the regional trends and the community value statement previously defined in this section. With the approval of the resolutions in support of the trail connection, the cities of Chaska and Victoria formally adopted the proposed regional trail master plan.

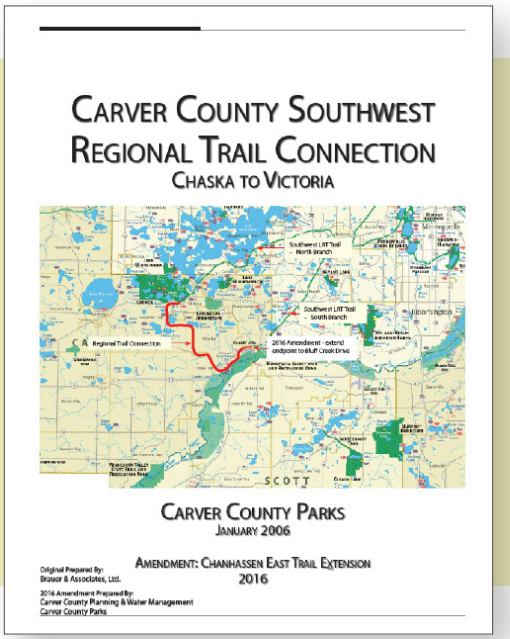
The master plan was publicly reviewed approved and adopted by the Carver County Park Commission and Carver County Board of Commissioners in January and February of 2006.

The 2016 amendment was considered a minor adjustment and followed an administrative process because it added a trail segment located within a decommissioned railbed in Chanhassen that already operated as a trail at the time of the amendment.

A number of amendment reviews were completed prior to adoption by the County Board with a resolution of support obtained from the City of Chanhassen. Upon successful review by the Metropolitan Council, the Carver County Board adopted the amendment to the Southwest Regional Trail Master Plan.

The following details the public meeting process for the 2016 Amendment:

- Carver County Park Commission May 11, 2016
- Chanhassen Park Commission May 24, 2016
- Chanhassen City Council June 13, 2016 - resolution adopted
- Carver County Board June 21, 2016 - final approval


CARVER COUNTY SOUTHWEST
REGIONAL TRAIL CONNECTION
CHASKA TO VICTORIA

CARVER COUNTY PARKS
JANUARY 2006

AMENDMENT: CHANHASSEN EAST TRAIL EXTENSION
2016

CURRENT ENGAGEMENT EFFORTS

The current planning project included a public awareness process for both the SWRT and the MRBRT trail corridors.

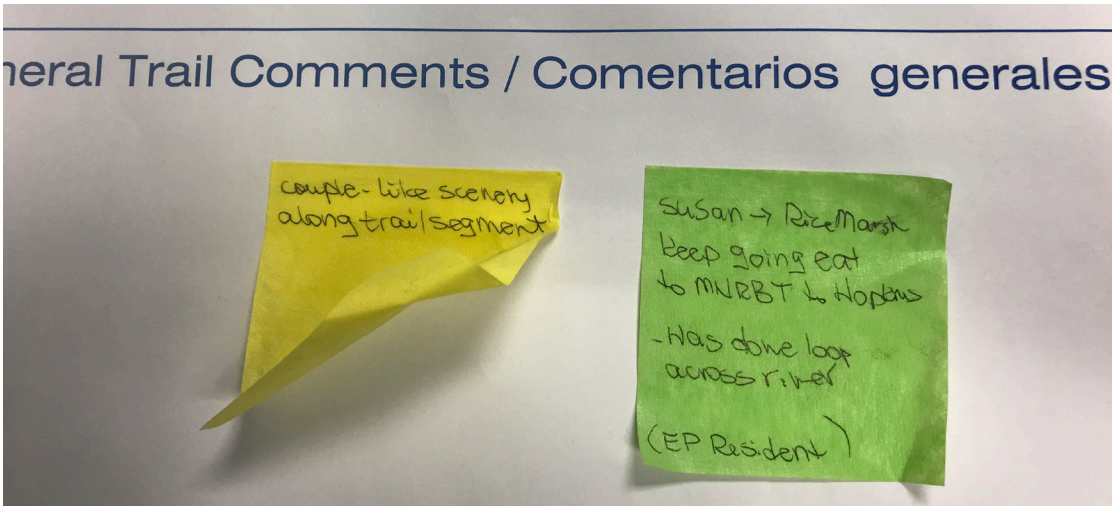
The public awareness project was meant to inform the public about the upcoming land acquisitions in the rail corridor necessary for the MRBRT, reconstruction efforts of the MRBRT, an overview of the local and regional trail systems and access points, and illustrations of the regional trail system to show trail connectivity for both recreational and transportation purposes to promote trail use.

Scope: Carver County included the majority of the engagement efforts in Chaska due to the propensity of underserved populations with an additional event in Chanhassen. Most events were conducted as a pop-up engagement efforts to engage with people where they were already seeking out an activity or recreation. Carver County conducted several press releases throughout the planning project with some direct contact for specific stakeholders, such as the Liga Latina Baseball League and with help from the Carver County HHS, reached out to the Riverview Terrace community to help encouarge engagement.

Context: Existing demographics indicate the primary locations for underserved populations exist within the community of Chaska where there are higher Hispanic populations, a higher percentage of lower income families, and a higher percentage of populations who may not own a vehicle.

The following are awareness and engagement efforts used as part of the public awareness project that outlines the engagement location, type of activity and public participation:

- **Engagement #1:** Advertised park engagement at Lake Susan Park in Chanhassen for two hours on Sunday, August 19, 2018 to catch weekend park users, such as those utilizing the lake, trails, playground, tennis courts, basketball court, and ballfield anticpating a Liga Latina Baseball League scheduled game during the visit. A language interpreter was included along with engagement boards that had both English and Spanish languages. Additional engagement initiatives provided by the Carver County recreation staff were included at the event to attract more use (slackline). Less than 10 people, mainly consisting of white adults and a couple of children, provided input. The baseball game did not take place resulting in fewer park attendees. Those that provided input were very familiar with the existing local and regional trail systems and offered good insights. Some liked the MRBRT for its scenery and ride it into Hopkins and have done the loop across the river into Shakopee.



- **Engagement #2:** Advertised park engagement at Firemen's Park in Chaska scheduled for two hours on Sunday, August 19, 2018 to catch weekend park users, which included a broad range of demographics related to the beach, playground, splash pad, curling club, restaurant and pub, lawn area, trails/boardwalk, and those just taking in the scenic setting. A language interpreter was included along with engagement boards that had both English and Spanish languages. Additional engagement initiatives provided by the Carver County recreation staff were included at the event to attract more use (log rolling in the lake). This engagement effort resulted in good attendance and participation by a more diverse group of users in terms of age, ethnicity and familiarity of the trail system. The interpreter engaged with several adult Hispanic couples who provided input. Youth at the beach consisted of white, Hispanic and black, all that were able to participate in English. Many users were familiar with the levee trail and some kids used the trail that connects Chaska to Carver. The majority of the users were not familiar with the proposed SWRT route and there was a higher amount of younger users who were not as familiar with the existing MRBRT route or methods to access it.

- **Engagement #3:** Attendance at the 2018 Downtown Chaska Block Party scheduled for several hours on Saturday, September 29, 2018. A booth with games was set up to attract visitors to provide input while partaking in a fun activity with small prize items. The primary demographic was families with younger kids, many from the local community and primarily white with a few Hispanic families. The games and giveaways attracted visitors, though overall attendance was lower due to cooler weather conditions. Many that provided comments were familiar with the levee trail and some indicated an old bridge that once crossed the river. Many in attendance were also very familiar with the MRBRT and were highly anticipating the trail reconstruction efforts so they could use it again. There were also those who used the Jonathon neighborhood trails and mentioned a desire to safely cross the railroad tracks.

- **Engagement #4:** July 29, 2021 event at the Riverview Terrace Manufactured Home Community in Chaska. Carver County, in conjunction with Carver County Health and Human Services (Erika Rivera Kennedy), held a targeted event on-site with food and activities to promote discussion of the trail systems. Erika Rivera Kennedy strongly advocates for ongoing programming that contributes to the overall health of the community and helped to organize, promote and also attended this event, providing language intepretation as necessary. Approximately 15+ attendees provided responses with the majority being of Hispanic/ Latino ethnicity. Comments received included a general lack of awareness of the two trail systems. Some indicated concerns for safety along the MRBRT due to lack of visibility and steep areas. Others indicated they like the proposed trail routes and methods to connect to McDonald's, businesses and other destinations and also noted that bike safety programs, maps and social media would increase awereness and trail use.

ENGAGEMENT FINDINGS

- Many of those who provided feedback prior to the 2020 trail reconstruction efforts indicated they had been anxious for the Minnesota River Bluffs Regional Trail section that was damaged to be repaired so they could continue to use this trail segment for recreation and transportation.
- Some highly desire the connection from Chaska to Victoria due to the new businesses and redevelopment in Victoria which is now a destination, and some users specifically seek out the Lake Minnetonka LRT Regional Trail.
- Some youth and a few adults noted they use the trail from Chaska to Carver quite often.
- The Jonathan trails were brought up numerous times as popular local routes, with noted concerns about safety and trail conditions.
- There is a desire for better maps so users feel safer exploring trails without getting lost.
- Many familiar with the Chaska area tend to use the levee trail and asked about the previous bridge crossing by the Courthouse that has since been removed.
- The Minnesota River Valley Trail is used by scouting groups (and regular trail users) but high water years makes it virtually unusable due to flooding conditions.
- It was noted that a safe North-South connection over the railroad tracks is needed on MN Hwy 41 / Chestnut Drive. Trails around McKnight Lake and Lake Jonathan are separated by the tracks with an informal railroad track crossing. McKnight Road once had a bridge over the tracks.
- The Riverview Terrace event resulted in comments that many were not aware of the trail systems within the community. Other comments were made that the natural environment of the MRBRT with wooded conditions, a lack of visibility and some locations with steep embankments made the trail route feel unsafe to them so they tended to use trails in more developed areas.

PANDEMIC EFFECTS ON ENGAGEMENT

There was a gap in engagement efforts from 2020 into 2021 due to difficulties in providing in-person events. Carver County made attempts at working with local educational institutions and providing some on-line awareness, however these proved to be mainly unsuccessful. The completion of the trail improvements to the MRBRT in 2021 and the end of many restrictions allowed for more successful engagement in 2021.

Public Influence

The community engagement findings indicate that the SWRT corridor with connection to the LMRT and MRBRT is justified and would be successful. The SWRT improves connectivity across the varying communities. The community of Chaska has higher percentages of underserved populations that would have improved opportunities to access recreation and food. The trail also improves the ability for neighborhoods with high percentages of kids under the age of 15 to access parks and schools.

Local adoption of the trail plan confirms that the local communities also see considerable value in the trail. By staying within public rights-of-way to the highest degree possible, the proposed trail alignment also poses the least disruption to private property interests while still fulfilling the goals of the project.

The public engagement findings have highlighted the need for improved signage and wayfinding related to the trail system, as well as the importance of continued recreation programs that promote awareness, teach new skills and enhance the sense of community through outreach. Carver County will continue to implement desired programs to meet these identified needs with continued outreach efforts that build upon the successful planning engagement efforts. Carver County will also work on implementation of a more robust wayfinding program for improved awareness and placemaking.

Partner Engagement

Carver County Parks collaborated with the cities of Victoria and Chaska throughout the planning process. Several meetings were held which included some joint meetings with all partners and additional follow-up meetings for confirmation as the planning process was finalized. Discussion topics included:

- **Previous SWRT Route:** The previous routes were reviewed to determine which sections were most feasible to carry forward in the planning process based on land uses, roadway improvements and general construction timing, and which sections would be less feasible due to current land development that excluded trail corridor development. Previous routes through Victoria were found to be less feasible through recent land developments, so new routes were reviewed. The City of Victoria provided further information of the potential expansion of the Lake Minnetonka LRT that may continue further west to Waconia, as well as the consideration of Marsh Lake Road to be a primary County Road that would be modified as it connects into the existing Tellers Road which helped shape the preferred SWRT route identified on the current plans.

- **Proposed SWRT Route Options:** Several new route options were identified with further discussion with each community in terms of proposed land uses, overall trail setting and experience, road development and improvements, and utility infrastructure to determine the most feasible and desirable trail routes. This included review of potential greenway corridors, pedestrian underpasses, and consideration of updated RBTN routes or search corridors. Some initial discussions included a greenway trail along the Chaska Creek from Victoria Drive to Engler Blvd, however the City of Chaska provided further input this would not be desirable because it would bypass the existing SWRT through the Clover Ridge neighborhood. Difficult construction in areas along the Chaska Creek were also identified due to poor soil conditions. Additional discussions included the trail to connect into downtown Victoria along Victoria Drive. This ultimately was not desired due to the narrow ROW, indirect access to the Lake Minnetonka LRT and crossing over Hwy 5 / Arboretum Drive at a very busy intersection.

In addition to the joint discussion meetings, Carver County held meetings to allow units of government the ability to review the plan amendment and provide feedback, as follows:

- Carver County Park Commission: Preliminary review November 10, 2020

- Carver County Board of Commissioners: Approval pending completion of the amendment plan.

- Chaska Parks Commission: Review November 9, 2021

- Victoria City Council: Resolution of support dated January 25, 2021.

- Chaska City Council: Resolution of support dated__.

In general, the feedback from the various Boards, Councils and Commissions was very favorable and in support of the current plan.

Section IV:

Natural Resources Stewardship Plan

Overview

Natural resources stewardship refers to the thoughtful care of ecological systems to preserve or enhance their natural qualities, which are intrinsic to the trail's value as a place of scenery and respite from the built form. Although much of the trail follows existing rights-of-way, there are still numerous natural resources and ecological issues that need to be addressed.

This section provides a framework for stewardship consistent with those of other parks and open spaces managed by Carver County.

Minimizing Disruption to Natural Ecological Systems

Aligning the trail to minimize disruption to natural systems is also a major objective of the regional trail master plan. Along the trail corridor, two primary developmental situations are encountered, each of which require slightly different approaches to trail development. In either case, the objectives regarding natural systems include:

1) Minimize disruption to the ecological and scenic qualities of natural vegetation within the corridor.

2) Manage stormwater using natural infiltration techniques. The most advantageous way to accomplish this is being flexible on the location of the trail within the right-of-way to respond to existing conditions.

Technical Resources in Support of the Natural Resources Stewardship Plan

The guidelines for natural resource stewardship defined in two publications from the MNDNR are referenced as part of this master plan. The first is *Guidelines for Managing and Restoring Natural Plant Communities Along Trails and Waterways* (2000) and the second is *Trail Planning, Design, and Development Guidelines* (2006). Both of these provide valuable technical information that support the strategies defined in this master plan.

Consistency With Natural Resource Stewardship Plans

Where appropriate and applicable, the development of the trail will be consistent with all natural resource stewardship plans associated with the public properties directly traversed or adjacent to the trail corridor. The most pertinent of these are the provisions in the 2004 Comprehensive Plan for the Minnesota Valley National Wildlife Refuge. The natural resource preservation and protection policies adopted by Carver County pertaining to regional parks under their management authority will also be adhered to as appropriate as the trail is developed. Any related policies by the cities of Chaska and Victoria will be also be given due consideration.

Local Stewardship Opportunities

Carver County promotes numerous cost share programs and stewardship opportunities that encourage volunteers of all ages to aid the County with invasive species removal, water monitoring, an Adopt-A-Water program, and habitat restoration.

Awareness of the stewardship opportunities are located on the Carver County website with some promotion using social media outlets. The Carver County website utilizes varying methods to meet ADA accessibility guidelines.

Ecological Protection Strategy

There are two main aspects to the ecological protection strategy as it relates to the actual development of the trail within the trail corridor The first is managing stormwater runoff from the trail in an ecologically sustainable manner. The second is aligning the trail to minimize disruption to natural systems. The following considers these in greater detail.

Natural Stormwater Runoff Management

Stormwater runoff is one of the major natural forces to contend with in trail planning, design, and development. Managing runoff in an ecologically sensitive way is fundamental to creating sustainable trails where impacts to adjacent ecological systems are minimal.

Using a natural approach to stormwater management that relies on passive, overland routing of runoff offers a couple of distinct advantages over conventional systems (i.e., storm sewers, engineered ponds, and other built structures), including:

- Introduced contaminants picked up by runoff are removed at the initial stages of water flowage rather than being transported to downstream locations and accumulating in wetland, lake, and river systems. This greatly reduces degradation to water quality and vegetative health in downstream systems.

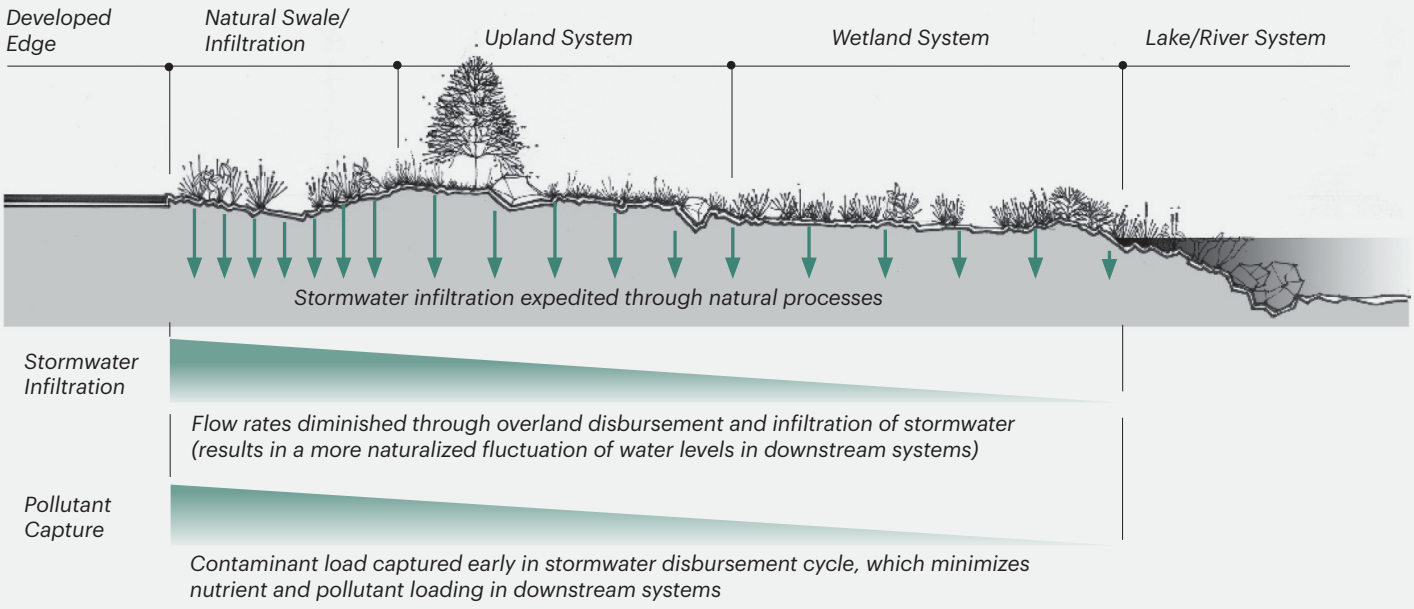
- Stormwater flow rates and volumes more closely emulate natural conditions. This greatly reduces unnatural fluctuations in water levels in downstream systems (wetlands and lakes) and therefore reduces impacts to the natural condition of water systems and vegetation.

For these reasons, the natural infiltration will be the primary approach used to manage stormwater associated with the development of the regional trail and related support structures.

COMPONENTS OF NATURAL INFILTRATION SYSTEMS

Natural infiltration systems typically consist of four primary components, as illustrated in the following graphic.

NATURAL INFILTRATION SYSTEM



Each of the components illustrated in the previous graphic box function in sequence to treat the water before it enters wetlands, lakes and rivers. The following considers each of these components.

NATURAL INFILTRATION SYSTEMS

Initially, stormwater runoff from the built environment is routed into natural or man-made shallow vegetated swales, or in some cases, raingardens or infiltration basins that are planted with native plants with deep root systems and may include engineered soils and draintile. These swales, basins and raingardens provide initial infiltration and removal of pollutants, as well as convey runoff from developed areas and disperse it across upland and prairie systems.

UPLAND SYSTEMS

The upland systems (i.e., prairies and oak savannas) are the second component of this method, functioning to convey stormwater as diffused overland flow to the wetland systems that often link directly or indirectly to bordering lakes and rivers. These systems infiltrate a substantial portion of the annual surface runoff volume due to their very deep root system. They also provide additional solids settling and biological treatment.

WETLAND, LAKE AND RIVER SYSTEMS

The wetlands are the third component of the natural infiltration method and provide both stormwater detention and biological treatment prior to runoff entering the lake and river systems. The final component is the lake or river, which provides stormwater detention, additional solids settling and biological treatment.

BEST MANAGEMENT PRACTICES FOR STORMWATER MANAGEMENT

Under the master plan, the natural infiltration approach philosophy to managing stormwater is supported by Best Management Practices that address common development circumstances likely to be encountered as the trail is developed. These practices define specific techniques that can be applied to different development scenarios to achieve stated environmental protection objectives but final approaches will be coordinated with the local watersheds and Land and Water Management Organizations. For trail planning, design, and development, natural infiltration methods will be used as the primary approach to creating sustainable trails where impacts to adjoining natural systems are minimal. Engineered or mechanical systems for conveying stormwater will only be used when natural approaches are technically not feasible or reliable.

The Metropolitan Council's Urban Small Sites Best Management Practice Manual provides the basic underpinning for many of the techniques that will be employed wherever applicable as the trail is developed. Note also that newly emerging ecologically-based techniques will also be applied to achieve desired ecological benefits. Specific techniques envisioned to have application for the trail include:

INFILTRATION SYSTEMS

Use of infiltration systems (e.g., biofiltration systems, rain gardens, filter strips, swales, and slotted/flat curbs) as part of trail designs

SITE GRADING

Use of site grading techniques to achieve naturalized infiltration objectives

EROSION CONTROL

Use of contemporary erosion control techniques to prevent migration of soils during the construction process

In addition to the Best Management Practices, the master plan is also supported by the Metropolitan Council's Model Storm Water Management Ordinance, which defines specific approaches to protecting a site's ecological resources, especially wetland systems. The provisions of the model ordinance will be applied to the trail's development as applicable.

Section V :

Trail Development Master Plans

Overview

The master plan for this regional trail connection consists of a combination of existing local trails and new trail alignments to be designated as the Southwest Regional Trail (SWRT) that will link the Lake Minnetonka LRT Regional Trail (LMRT) and the Minnesota River Bluffs LRT Regional Trail (MRBRT).

Under the master plan, the local existing trails will be reclassified as regional trails to ensure consistency in development standards, operations, and maintenance. The overall length of the interconnecting trail is approximately 8.35 miles, of which approximately 5.6 miles will be new trail and the remaining will follow existing trail alignments.

Trail Design

Trail Design Standards

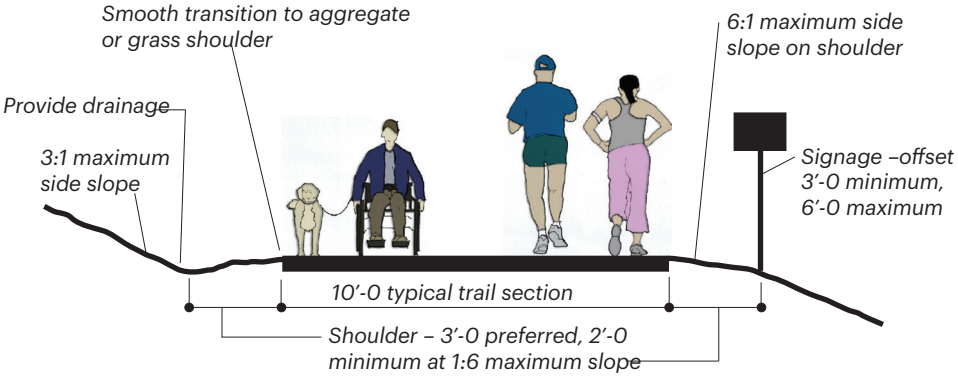
Consistent with regional trail design standards, the trail will be a minimum 10-feet wide and asphalt surfaced to accommodate walkers, bicyclists, inline skaters, and wheelchairs. It will not accommodate any unauthorized motorized uses with the exception of the use of E-bikes (electric assisted bicycles) and scooters. The existing local trails that are currently 8-feet wide will be upgraded over time to be consistent with the 10-foot regional design standard. For trail segments that experience significant use (100 uses per hour or a volume greater than 2,000 individuals per day), a 12 to 14 feet width is encouraged with marked center lanes. In some cases, such as in the Clover Ridge development, there are wide existing concrete walks along the proposed SWRT route that may likely remain concrete in keeping with the more urban design standards. While this is not considered to be a preferable material for a regional trail, it may help slow trail users down in a location where there may be more pedestrians present, and thereby increasing safety.

Additional considerations include:

- Utilize cautionary signage as necessary
- Maintain trails in good condition to avoid potential safety hazards
- Provide a 2-foot width graded shoulder at a max 6:1 slope as a reaction zone for users
- Signage, poles, trees, mailboxes or other obstructions should be a minimum 3- feet from the edge of the trail, however trail signage should not be further than 6 feet from the edge of the trail
- Consider pedestrian scale lighting for user safety and security, especially at road intersections

TYPICAL TRAIL CROSS-SECTION

Anticipated trail grades: Given the character of the landscape in this part of Carver County, trail grades are expected to average 5% or less, with an occasional segment being slightly steeper at 6% to 7%. Overall, the trail is expected to be a very "accessible" trail.

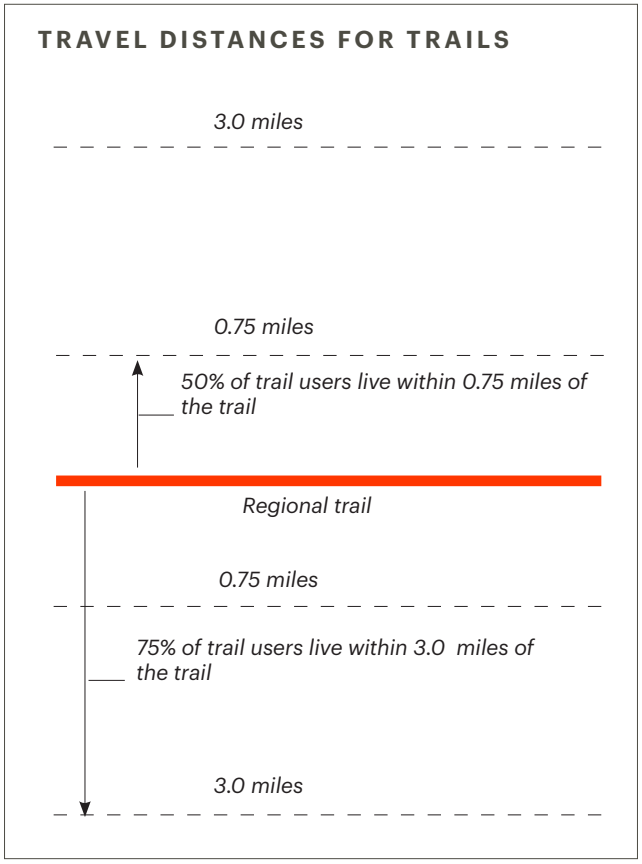


Note: Existing local trails that are used as part of the regional trail will be upgraded over time from 8'-0 to 10'-0 wide minimum.

Trail Accessibility

As defined by the master plan, the regional trail is aligned to accommodate a wide-range of user groups with varying abilities and offers access to many diverse populations. Trails would be constructed with a firm and stable surface to meet accessibility guidelines, and with many areas having reasonable grades, there is ample opportunity for trail visitors of all abilities to find a place to recreate. Under current policy, Carver County Parks will not charge a fee for use of the trail, making it affordable to all populations.

Research by the Metropolitan Council indicates that the majority of trail users live within three miles of the trail, as the graphic illustrates.



Beyond numerous local neighborhood connections by way of local trails and walks, the SWRT could be accessed from varying points from Victoria to Chaska. This includes downtown Victoria public parking locations with direct access to the LMRT, and at Kirke-Lachen Park, which has a few parking stalls and is directly connected to the LMRT just to the east of Carl Krey Lake. Lakeside Estates Park is anticipated to be connected directly to the SWRT and will have an off-street parking lot.

The Chaska Clover Ridge neighborhood has some on-street parking available with off-street parking at the Chaska Community Park and Clover Ridge Elementary School to provide connection to the SWRT along existing walks and trails. Veterans Park and Firemen's Park in Chaska provide more convenient access to the SWRT with the availability of parking, restrooms and water.

Downtown Chaska has numerous locations with parking available to access the MRBRT, with a separate trailhead parking lot with kiosk and trail access at Engler Blvd and Old Audubon Road. A proposed public library would provide direct connection the MRBRT and would include parking, bike fix-it station, kiosk, and public restrooms.

A gravel parking area with kiosk is currently located adjacent to the MRBRT at Bluff Creek Drive. Additional access points to the MRBRT include the Richard T. Anderson Conservation area which has an improved parking facility, and both Riley Lake Park and Miller Park in Eden Prairie have parking with access to portable restrooms and water. There may be additional opportunities to develop new SWRT trailheads on the north side of Chaska along Creek Drive within the conservation corridor through land acquisitions with willing sellers.

The broad distribution of access points that connect to the LMRT, SWRT and MRBRT provide many alternatives for trail access if users were driving from their homes to access the trail, while many local residents would have more immediate connections by means of local trails and walks.

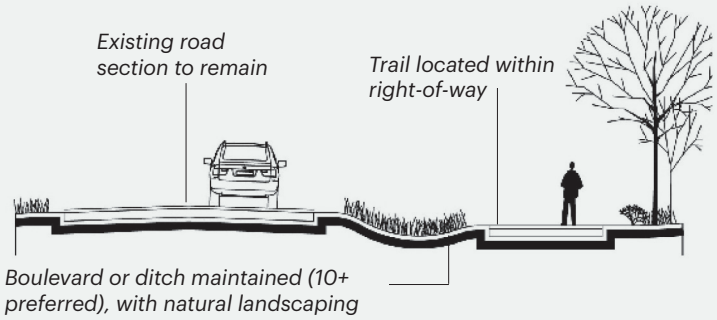
Relative Trail Locations

The varying width and character of the public rights-of-ways and trail easements encountered along the trail corridor requires some flexibility in the trail locations and design. The following cross-sections highlight varying trail designs based on right-of-way and trail easement conditions.

TRAIL LOCATION IN RIGHTS-OF-WAYS AND TRAIL EASEMENTS

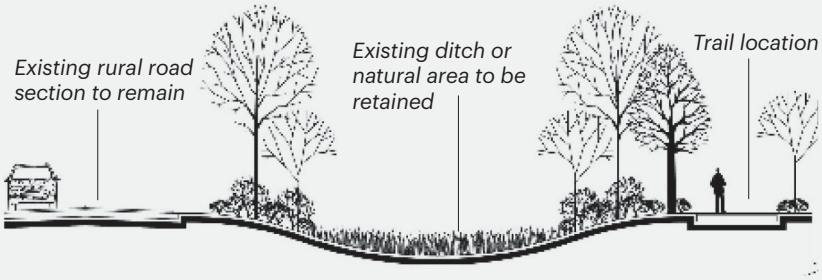
TRAIL LOCATION IN ROAD RIGHT-OF-WAY WITH LIMITED WIDTH

Where right-of way width is limited, the boulevard between the trail will also be limited, with 10'-0 being the preferred minimum. Natural landscaping would be used in ditches and likely maintained turf in boulevards.



TRAIL LOCATION IN ROAD RIGHT-OF-WAY WITH GREATER WIDTH

Where right-of way width is ample, the distance between the trail and road will be maximized to create a sense of separation from vehicular traffic. Natural landscaping would be common in these areas.

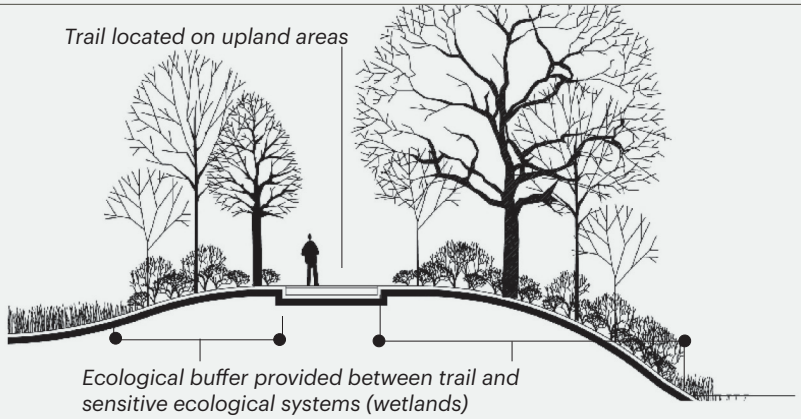


TRAIL LOCATION DIRECTLY ADJACENT TO ROADWAY

Where space is very limited due to right-of-way width, topography, or vegetation, the trail may be placed along a curb line to provide a vertical separation between it and the roadway.

TRAIL LOCATED IN TRAIL EASEMENT THROUGH NATURAL AREA

In areas where the trail is within an easement through a natural area, ecological buffers will be provided on each side of the trail to minimize impacts to sensitive ecological systems. The use of boardwalks would be used in wet areas.



Trailheads and Support Facilities

The SWRT traverses through or near a variety of park areas, downtown districts, schools, and other public facilities that have parking available and are currently sufficient to accommodate trail users driving to access the trail. One example is the Clover Ridge Elementary School which currently has sidewalk connections to existing segments of the SWRT.

Future trailhead options for the SWRT include potential sites along Creek Road through a willing seller basis for lands that would be directly connected to the SWRT within a conservation and natural resource area. These sites could provide parking, amenities, and picnic areas within a highly scenic setting that would attract users as a destination.

PHOTO EXAMPLES OF WAYFINDING MAPS AND INTERPRETIVE SIGNAGE

A small trailhead serving the MRBRT is located where the MRBRT intersects with Bluff Creek Drive and includes gravel parking with a wayfinding kiosk structure operated and maintained by Three Rivers Park District. A more developed trailhead is located north of Engler Blvd off of Old Audubon Road and includes a paved parking lot with approximately 18 stalls, kiosk and trail connection to the levee / east channel trail. This trailhead is in need of improvements and the parking area could be expanded if future demands warrant. Other locations noted for potential trailhead locations for the MRBRT include downtown Chaska where a proposed library will be built along the MRBRT providing parking, restrooms and support amenities.

Appropriate wayfinding signage with a clear branding style is important for maintaining safety but is also key to the user experience as users unfamiliar with an area rely on signs and landmarks to find their destination and trail routes, particularly loop opportunities. Informational or interpretive signage will be installed in locations with unique aspects, such as the Seminary Fen, or even historical locations.

Additional support facilities will include bike repair stations, benches, access to restroom facilities (portable or permanent) and access to drinking water. It is also important to have safe and convenient places to securely lock bikes at primary destination points, such as downtown businesses and parks.

Land Use Or Other Conflicts

No major land use or other conflicts are anticipated with the regional trail alignment as defined under this master plan. Carver County, the City of Chaska and the City of Victoria have each approved the master plan with the trail alignments to be incorporated into their local comprehensive parks and trails plans.

The majority of the proposed trail is either existing trail corridors and/or located within public rights-of-way, so land acquisition is not a significant issue of concern for the majority of the trail. Where the trail is shown to traverse across private property, it is anticipated that land and easements will be obtained under a willing seller basis as part of future developed proposals that would be overseen and approved by the local LGUs.

As shown on the trail segment maps, the master plan provides alternative routes in select areas to provide Carver County, Chaska and Victoria with some flexibility to work with land owners and developers on determining the best location for the trail at the time future developments take place.

As development occurs, the local LGU, in concert with Carver County, will determine which route in these instances best serves the public's best interests while minimizing any conflicts that may arise. At this point it is recommended that the local LGU share any proposed planning documents with Carver County for input on proposed trail routes to ensure suitable routes are secured for trail development.

Aside from the trail alignment issues as defined above, no other conflicts with other land uses or proposed projects are envisioned.

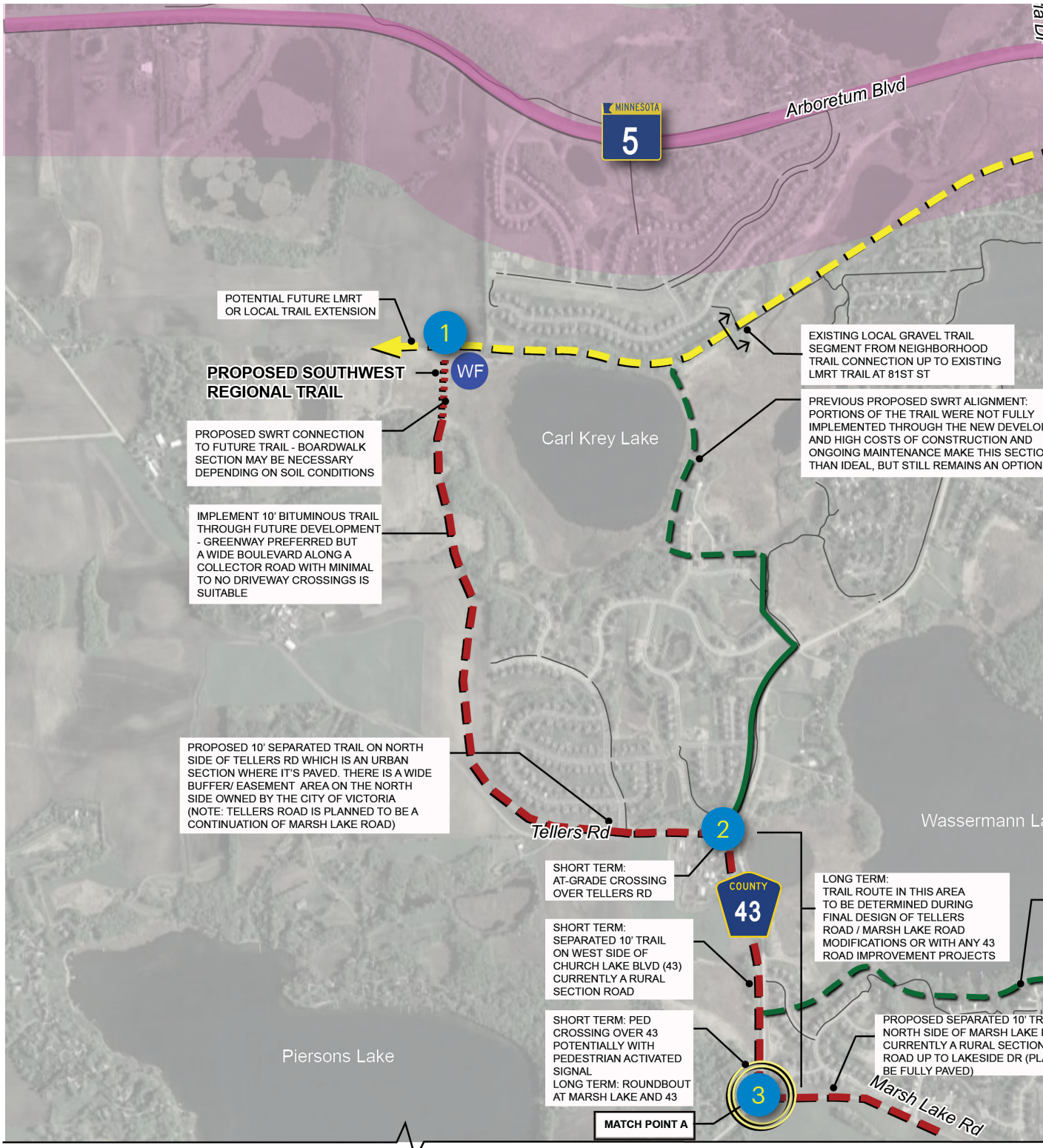
WITH THE MAJORITY OF THE PROPOSED TRAIL ALIGNMENTS LOCATED IN PUBLIC RIGHTS-OF-WAY, CONFLICTS AND ACQUISITIONS ARE EXPECTED TO BE MINIMAL.

EXISTING TRAILS INDICATE PROPOSED IMPROVEMENTS FOR IMPROVED CONDITIONS AND 10-FOOT WIDE TRAILS.

BITUMINOUS TRAILS ARE PROPOSED BUT THERE MAY INSTANCES WHERE EXISTING CONCRETE WALK SECTIONS IN MORE URBAN ENVIRONMENTS, AS INDICATED BELOW, WOULD REMAIN.

Overview of the Southwest Regional Trail Master Plan

Trail Segment 1



Southwest Regional Trail: Victoria to Chaska Segment 1

Carver County, Minnesota

November 2021 | WSB Project number: 012391-000

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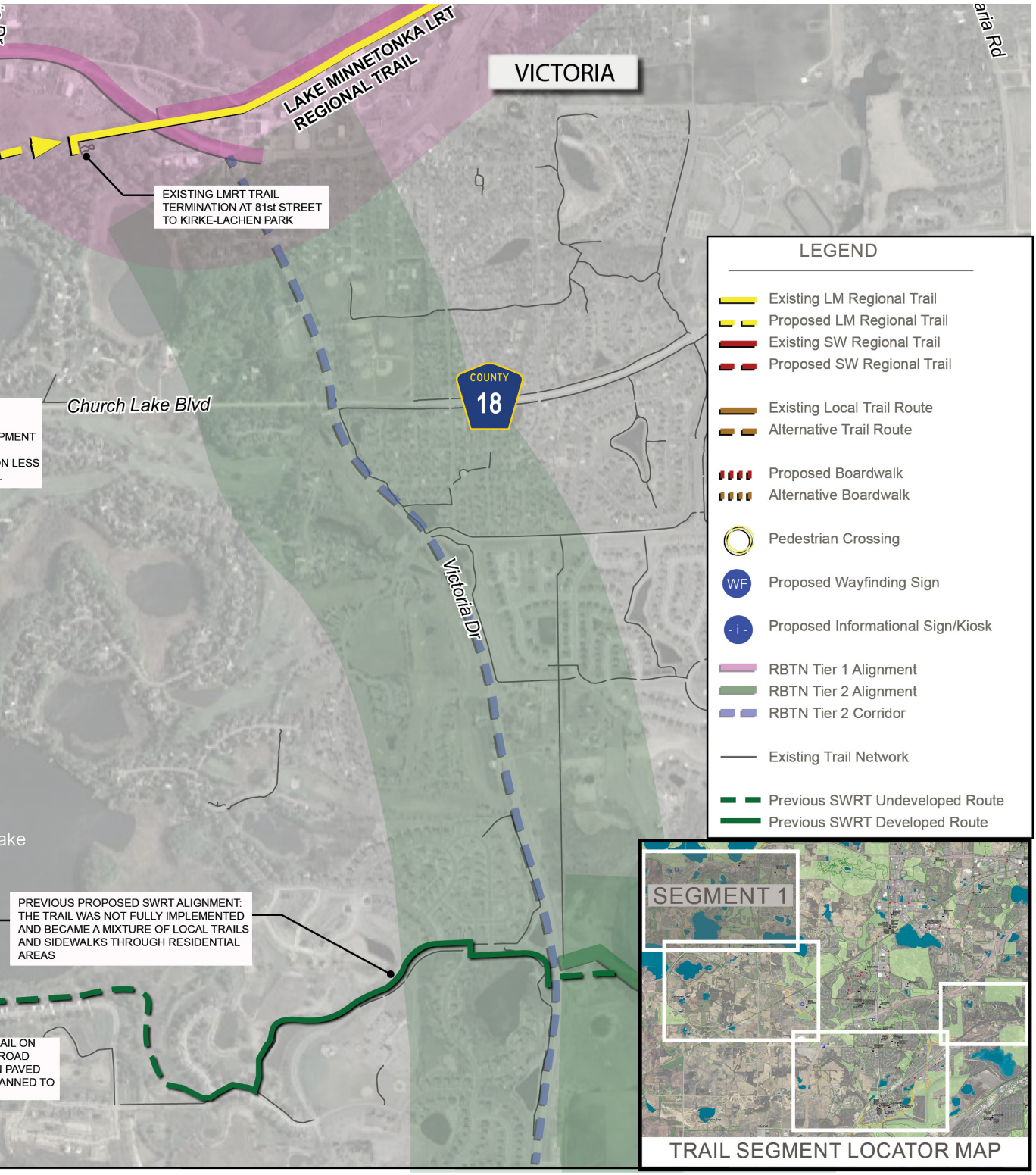

LAKE MINNETONKA LRT REGIONAL TRAIL
VICTORIA
EXISTING LMRT TRAIL TERMINATION AT 81st STREET TO KIRKE-LACHEN PARK
Church Lake Blvd
COUNTY 18
Victoria Dr
PREVIOUS PROPOSED SWRT ALIGNMENT: THE TRAIL WAS NOT FULLY IMPLEMENTED AND BECAME A MIXTURE OF LOCAL TRAILS AND SIDEWALKS THROUGH RESIDENTIAL AREAS
LEGEND
Existing LM Regional Trail
Proposed LM Regional Trail
Existing SW Regional Trail
Proposed SW Regional Trail
Existing Local Trail Route
Alternative Trail Route
Proposed Boardwalk
Alternative Boardwalk
Pedestrian Crossing
WF
Proposed Wayfinding Sign
- i -
Proposed Informational Sign/Kiosk
RBTN Tier 1 Alignment
RBTN Tier 2 Alignment
RBTN Tier 2 Corridor
Existing Trail Network
Previous SWRT Undeveloped Route
Previous SWRT Developed Route
SEGMENT 1
TRAIL SEGMENT LOCATOR MAP
0'
1280'
2,560'
Scale in Feet

The accompanying descriptions provide additional information on the anticipated location of Trail Segment 1 of the Southwest Regional Trail in more depth. Refer also to the Master Plan for specified trail segments.

City of Victoria to Marsh Lake Road

The western end of the Lake Minnetonka LRT Regional Trail (LMRT) is a 10 foot wide bituminous trail that follows an old railroad corridor and currently terminates in Kirke-Lachen Park, a small Victoria neighborhood park with parallel parking provided along 81st St.

Currently there is a section of gravel trail from Heron Lane along the old railbed that connects to the Kelzer Pond trails. The SWRT master plan illustrates a future consideration for the LMRT, or a local trail, to continue along the railbed to the west side of Carl Krey Lake, and ultimately it could continue further west to connect to Waconia and Lake Waconia Regional Park. Additional land acquisitions or easements would likely be needed in order to extend the LMRT or a local trail further west.

1 → 2

The preferred route of the SWRT is identified west of Carl Krey Lake where it is shown connecting to a proposed future trail extension of the LMRT with wayfinding signage to identify the SWRT. The previous master plan identified the SWRT connecting to the LMRT on the east side of Carl Krey Lake through a proposed trail corridor within the newer housing development and along Carl Krey Lake on an old field road. This previously planned trail route was not entirely secured through the planned development. The trail gap necessary to make this connection now likely requires significant lengths of boardwalk and grading due to areas with steep grades, resulting in high construction costs. However, this previous SWRT alignment remains to be listed as an optional route in the event that the LMRT or a local trail does not extend to the west side of Carl Krey Lake. If the alternate route is developed, there may be opportunities for some partial shared funding by the watershed district for portions of the trail through the wetland within an existing utility corridor.

PHOTO: EXISTING CONDITIONS (HOUSING, STEEP GRADES & WETLANDS) OF PREVIOUS SWRT ROUTE FOR CONNECTION TO LMRT

The preferred SWRT alignment includes an approximate 600 foot segment of trail that may include boardwalk as necessary. Ten foot wide bituminous trails would be constructed in uplands and a 12 foot wide boardwalk in wet areas. A suitable trail corridor is proposed to be secured through a future development plan between the LMRT and Tellers Road, preferably within a greenway corridor, though a 10 foot trail with a 5 foot minimum boulevard would be a suitable option.

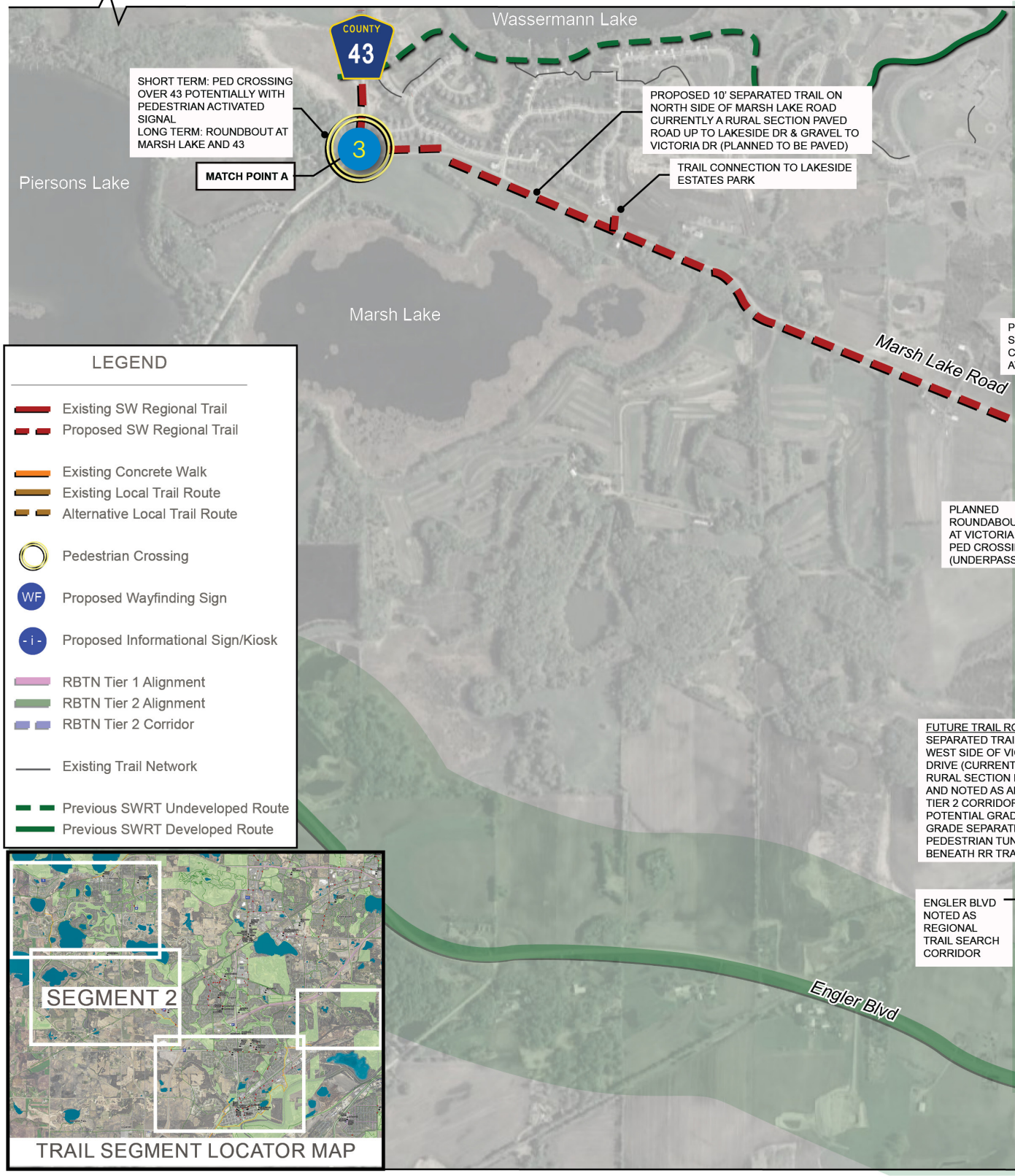
The trail would run parallel to Tellers Road on the north side within the existing right of way (ROW) up to the Church Lake Blvd / County Road 43 intersection. There is additional land north of the existing Tellers Road ROW currently owned by the City of Victoria which provides a significant buffer between the residential homes and Tellers Road.

An at-grade pedestrian crossing is proposed across Tellers Road in the short term with a 10 foot wide separated trail continuing south along the west side of County Road 43. There is limited right of way in this segment with constraints on either side of County Road 43 that include lake, wetlands and steep embankments. The trail corridor in this location may be best developed as part of a future road improvement project that may include Tellers Road becoming an extension of Marsh Lake Road.

2 → 3

Previous plans indicated a potential grade-separated crossing beneath County Road 43 with the trail continuing along the southern edge of Wasserman Lake, which was not implemented. Current plans show an at-grade crossing at the intersection of County Road 43 and Marsh Lake Road as an acceptable approach if it includes measures for a safe pedestrian crossing due to the high speed traffic posted at 50 mph and the location of the intersection on a curve. This intersection may include a future roundabout for a safer crossing.

Trail Segment 2



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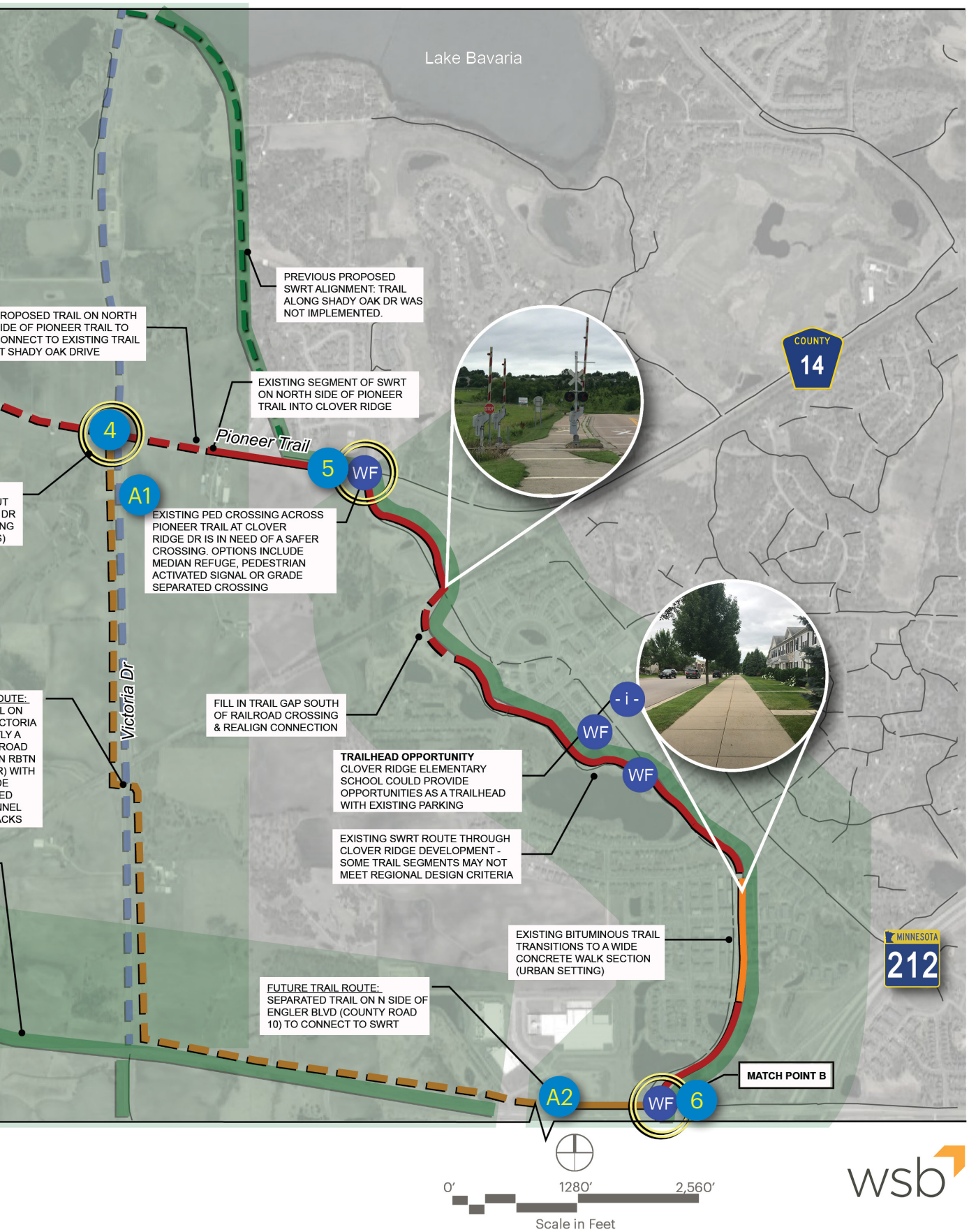
Southwest Regional Trail: Victoria to Chaska Segment 2

Carver County, Minnesota

November 2021 | WSB Project number: 012391-000


Lake Bavaria
PREVIOUS PROPOSED SWRT ALIGNMENT: TRAIL ALONG SHADY OAK DR WAS NOT IMPLEMENTED.
ROPOSED TRAIL ON NORTH IDE OF PIONEER TRAIL TO ONNECT TO EXISTING TRAIL T SHADY OAK DRIVE
EXISTING SEGMENT OF SWRT ON NORTH SIDE OF PIONEER TRAIL INTO CLOVER RIDGE
COUNTY 14
4
Pioneer Trail
5
WF
A1
EXISTING PED CROSSING ACROSS PIONEER TRAIL AT CLOVER RIDGE DR IS IN NEED OF A SAFER CROSSING. OPTIONS INCLUDE MEDIAN REFUGE, PEDESTRIAN ACTIVATED SIGNAL OR GRADE SEPARATED CROSSING
Victoria Dr
FILL IN TRAIL GAP SOUTH OF RAILROAD CROSSING & REALIGN CONNECTION
- i -
WF
WF
TRAILHEAD OPPORTUNITY
CLOVER RIDGE ELEMENTARY SCHOOL COULD PROVIDE OPPORTUNITIES AS A TRAILHEAD WITH EXISTING PARKING
EXISTING SWRT ROUTE THROUGH CLOVER RIDGE DEVELOPMENT - SOME TRAIL SEGMENTS MAY NOT MEET REGIONAL DESIGN CRITERIA
EXISTING BITUMINOUS TRAIL TRANSITIONS TO A WIDE CONCRETE WALK SECTION (URBAN SETTING)
MINNESOTA 212
FUTURE TRAIL ROUTE:
SEPARATED TRAIL ON N SIDE OF ENGLER BLVD (COUNTY ROAD 10) TO CONNECT TO SWRT
MATCH POINT B
A2
WF
6
0'
1280'
2,560'
Scale in Feet
wsb

The accompanying descriptions provide additional information on the anticipated location of Trail Segment 2 of the Southwest Regional Trail in more depth. Refer also to the Master Plan for specified trail segments.

Marsh Lake Road to Engler Blvd

3 → 4

A separated trail is proposed on the north side of Marsh Lake Road from County Road 43 to Victoria Drive due to the loss of the previous trail option on the south side of Wasserman Lake.

Currently Marsh Lake Road is paved from County Road 43 to just beyond the Lakeside Drive intersection, which is part of a newer residential development. It then transitions back to a rural aggregate surfaced road up to Victoria Drive. It is recommended that the trail segment be implemented at the time that Marsh Lake Road is improved to a paved roadway with a trail connection to the existing Lakeside Estates Park.

There is a planned future roundabout to be installed at the intersection of Victoria Drive and Marsh Lake Road/ Pioneer Trail that may include an option for a grade separated pedestrian underpass.

PHOTO: EXISTING CONDITIONS MARSH LAKE ROAD (RURAL)

PHOTO: EXISTING CONDITIONS AT VICTORIA DR AND MARSH LAKE ROAD

4 → 5

The trail would continue along the north side of Pioneer Trail to connect to the existing trail at Shady Oak Drive. There is an existing crosswalk at the intersection of Pioneer Trail and Holstein Road to access Clover Ridge Drive to the south.

5 → 6

There is an existing 10 foot wide bituminous trail on the western side of Clover Ridge Drive adjacent to the back of the curb. The SWRT continues south to an existing at-grade railroad track crossing. From this point a proposed trail connection of approximately 750 feet is needed to close an existing trail gap through existing natural open space.

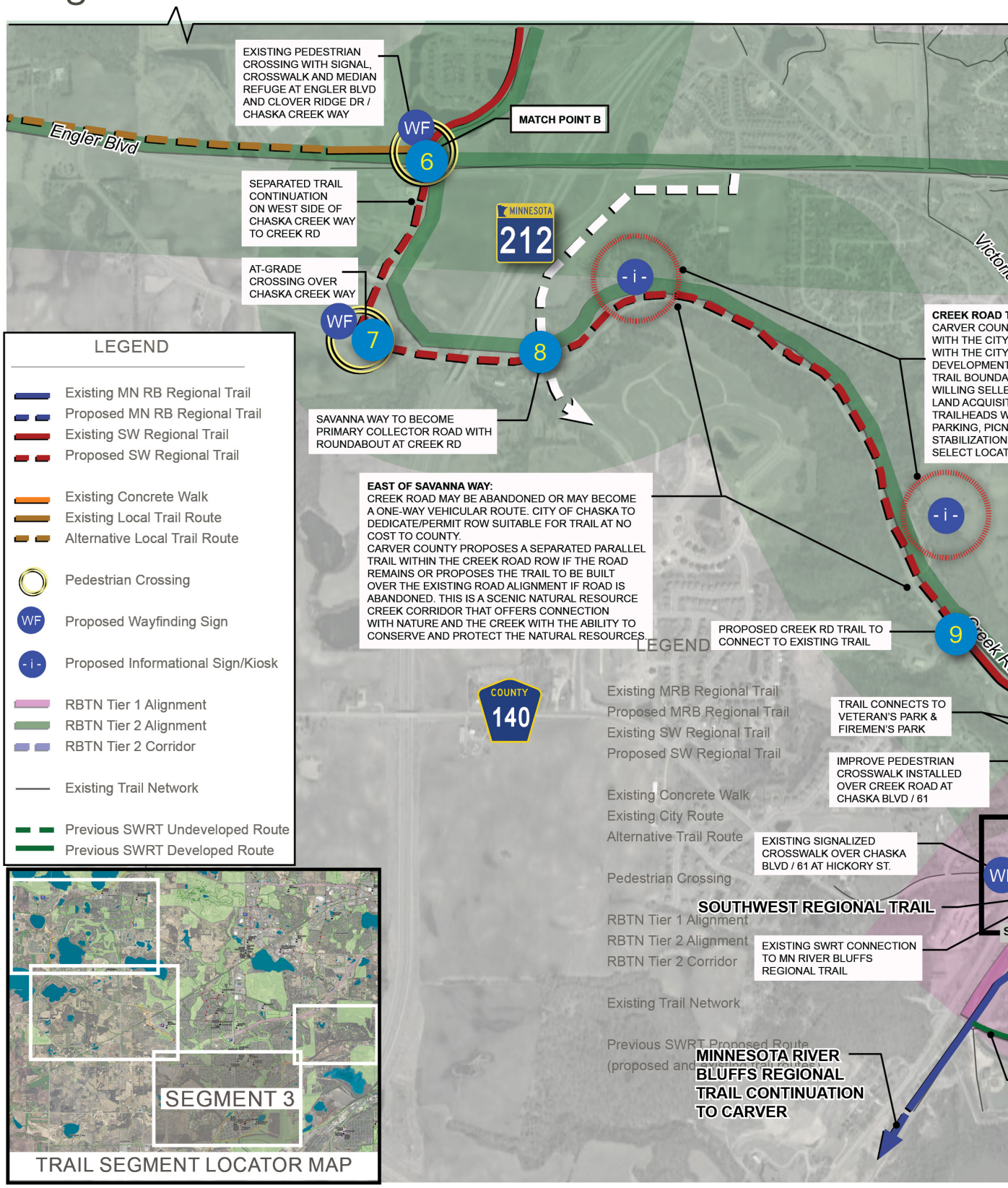
The existing 8 foot bituminous trail would be improved to 10 feet wide, which currently winds along natural open spaces, wetlands and public park spaces, including stopping points and overlooks. Crosswalks are necessary at street crossings with wayfinding signage to be installed to guide trail users through the Clover Ridge neighborhood. There is opportunity to use the Clover Ridge Elementary as a trailhead with existing parking and connection to the SWRT with a trail information kiosk.

At the intersection of Clover Ridge Drive and Schoolmaster Drive the bituminous trail transitions into a 10 foot wide concrete path in a more urban type of setting for approximately 1,000 feet before going back to a bituminous trail that connects to Engler Drive with an existing crossing. It is recommended that this be reconstructed as bituminous trail but may remain as concrete.

A1 → A2

As a local trail consideration, a trail alignment is shown from Marsh Lake Road south along Victoria Drive with a grade separated pedestrian crossing beneath Victoria Drive and the railroad tracks as feasible. The trail would then follow Engler Blvd to connect to existing trail to create a loop.

Trail Segment 3



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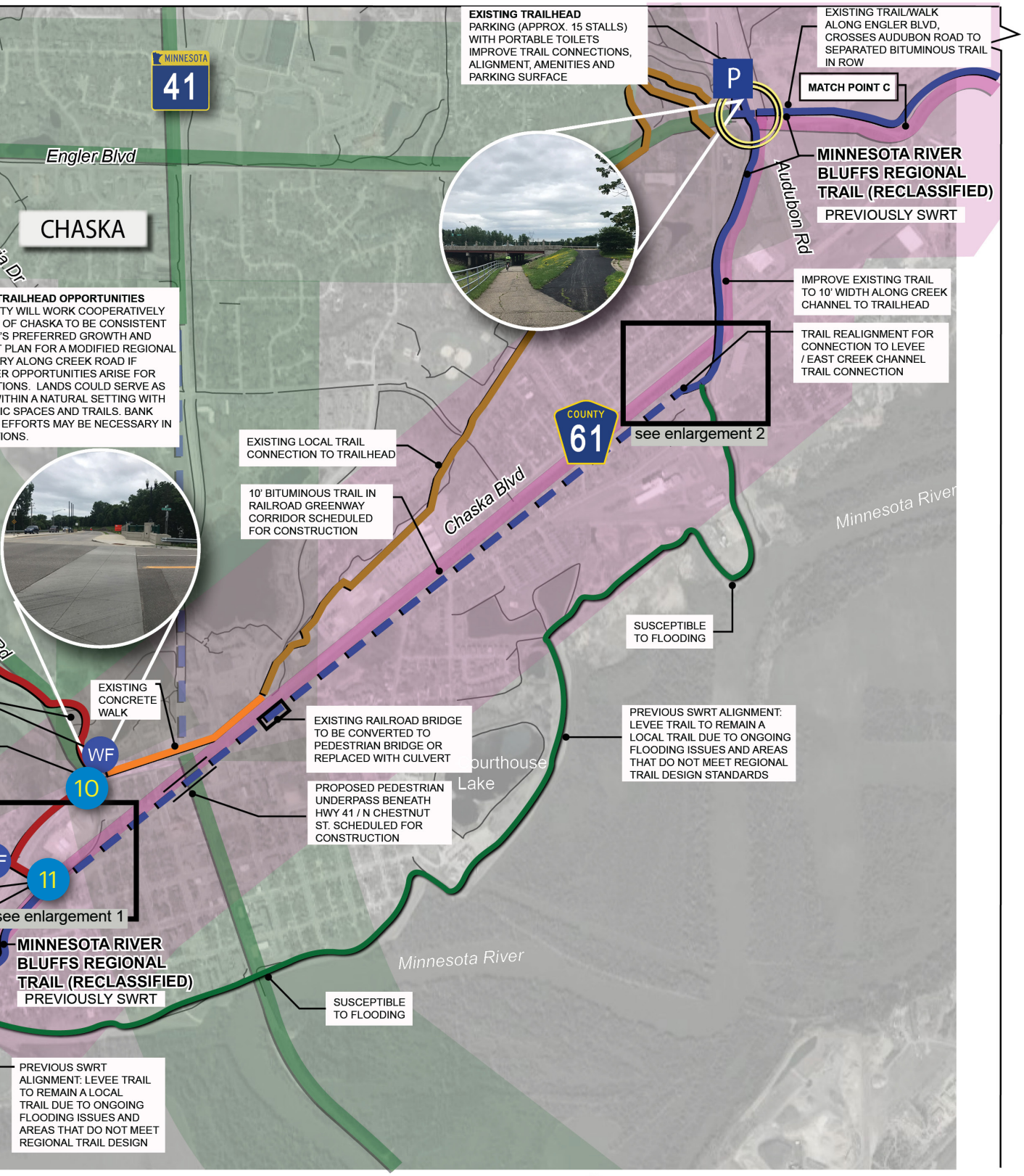
Southwest Regional Trail: Victoria to Chaska Segment 3

Carver County, Minnesota

November 2021 | WSB Project number: 012391-000


MINNESOTA
41
Engler Blvd
CHASKA
EXISTING TRAILHEAD
PARKING (APPROX. 15 STALLS)
WITH PORTABLE TOILETS
IMPROVE TRAIL CONNECTIONS,
ALIGNMENT, AMENITIES AND
PARKING SURFACE
P
EXISTING TRAIL/WALK
ALONG ENGLER BLVD,
CROSSES AUDUBON ROAD TO
SEPARATED BITUMINOUS TRAIL
IN ROW
MATCH POINT C
MINNESOTA RIVER
BLUFFS REGIONAL
TRAIL (RECLASSIFIED)
PREVIOUSLY SWRT
Audubon Rd
IMPROVE EXISTING TRAIL
TO 10' WIDTH ALONG CREEK
CHANNEL TO TRAILHEAD
TRAIL REALIGNMENT FOR
CONNECTION TO LEVEE
/ EAST CREEK CHANNEL
TRAIL CONNECTION
see enlargement 2
COUNTY
61
EXISTING LOCAL TRAIL
CONNECTION TO TRAILHEAD
10' BITUMINOUS TRAIL IN
RAILROAD GREENWAY
CORRIDOR SCHEDULED
FOR CONSTRUCTION
Chaska Blvd
Minnesota River
SUSCEPTIBLE
TO FLOODING
EXISTING
CONCRETE
WALK
WF
10
11
EXISTING RAILROAD BRIDGE
TO BE CONVERTED TO
PEDESTRIAN BRIDGE OR
REPLACED WITH CULVERT
PREVIOUS SWRT ALIGNMENT:
LEVEE TRAIL TO REMAIN A
LOCAL TRAIL DUE TO ONGOING
FLOODING ISSUES AND AREAS
THAT DO NOT MEET REGIONAL
TRAIL DESIGN STANDARDS
Lake
PROPOSED PEDESTRIAN
UNDERPASS BENEATH
HWY 41 / N CHESTNUT
ST. SCHEDULED FOR
CONSTRUCTION
see enlargement 1
MINNESOTA RIVER
BLUFFS REGIONAL
TRAIL (RECLASSIFIED)
PREVIOUSLY SWRT
Minnesota River
SUSCEPTIBLE
TO FLOODING
PREVIOUS SWRT
ALIGNMENT: LEVEE TRAIL
TO REMAIN A LOCAL
TRAIL DUE TO ONGOING
FLOODING ISSUES AND
AREAS THAT DO NOT MEET
REGIONAL TRAIL DESIGN
0'
1280'
2,560'
Scale in Feet
wsb

The accompanying descriptions provide additional information on the anticipated location of Trail Segment 3 of the Southwest Regional Trail in more depth. Refer also to the Master Plan for specified trail segments.

Engler Blvd to County Road 61

6 → 7

There is an existing pedestrian crossing at Engler Blvd and Chaska Creek Way. Improvements for safer pedestrian crossings at this intersection, such as a median refuge, are recommended. There are 10 foot wide bituminous trails with 8 foot boulevards on both sides of Chaska Creek Way until it terminates, with future trail development to occur as construction continues in this area. The SWRT would cross Chaska Creek Way at a crosswalk to access Creek Road with wayfinding signage provided.

7 → 8

Creek Road extends east to Savanna Way which will be developed as a primary collector road from Engler Blvd south to Big Woods Boulevard and eventually further south to Carver. A roundabout will be developed at Savanna Way and Creek Road.

8 → 9

East of Savanna Way, Creek Road would be turned back to the City of Chaska from the County. The City would dedicate or permit trail development within the ROW at no cost to the County.

This section of Creek Road is surrounded by dense wooded areas and hilly terrain, offering a very scenic setting on both sides of the road and access to the creek. Creek Road may either become a one-way vehicular road with the SWRT running parallel to the road or it may be completely abandoned, except for local residential access, to become a trail corridor within a conservation area.

There may be potential opportunities for land acquisitions within this corridor if the lands are of benefit for natural resource improvement or protection, such as bank stabilization. These lands would also optimally serve as trailheads with parking, trail information kiosk, picnic spaces and related amenities. Land acquisitions would only proceed with willing sellers, which may necessitate a boundary change in the future.

9 → 10

The existing trail along Creek Road connects into the Veterans Park and Firemen's Park trail systems where parking lots and an array of recreational amenities are located. Firemen's Park is a prime destination containing a swimming beach, splash pad, community building, playground, boardwalks and trails, and the Chaska Event Center / Curling Center with a pub restaurant.

PHOTO: FIREMEN'S PARK

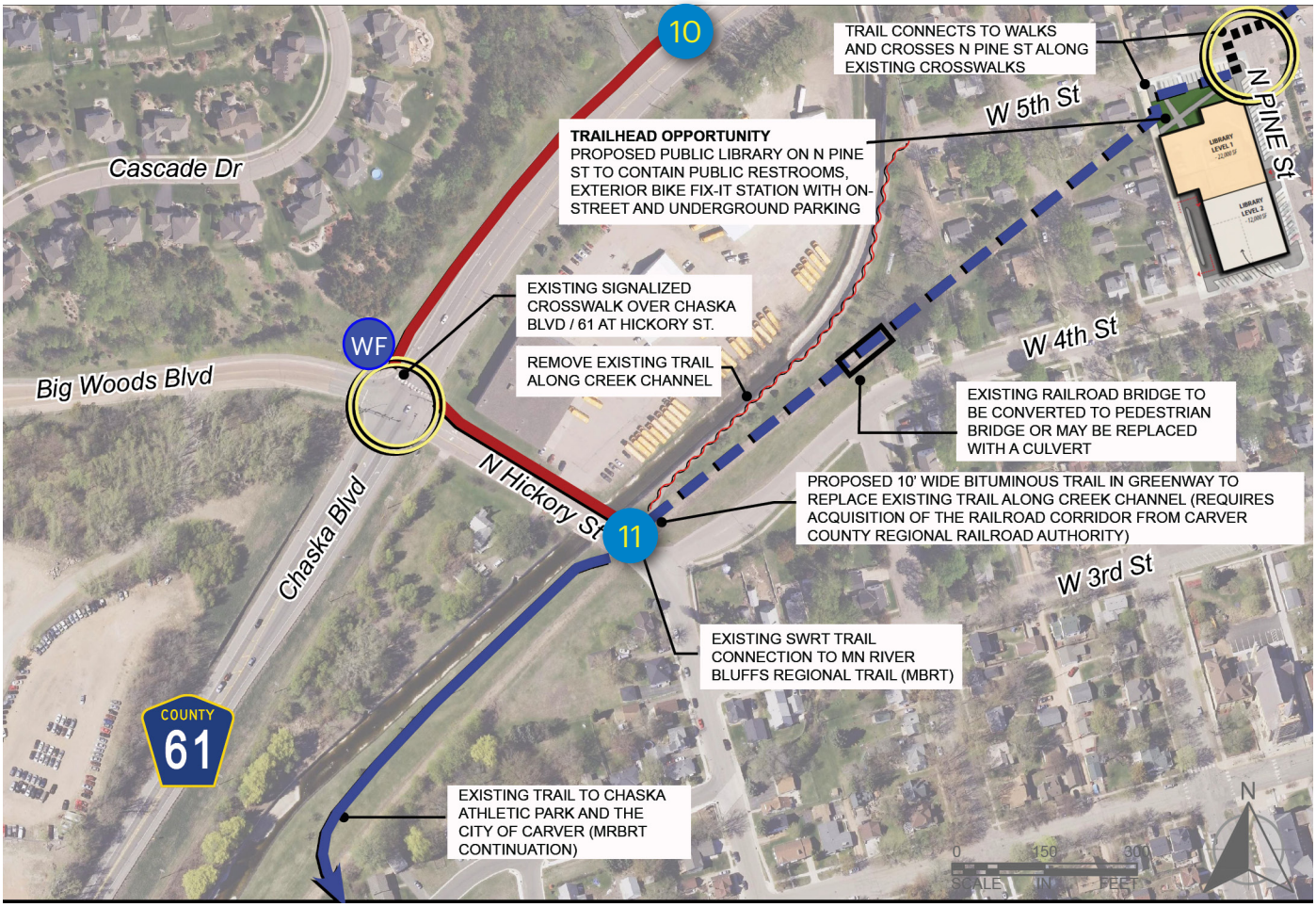
There are existing pedestrian ramps and a concrete walk over Creek Road at County Road 61, however a striped crosswalk would be more noticeable and improve the safety of pedestrians at this crossing since this intersection is not currently signalized.

County Road 61 to N Hickory St

10 → 11

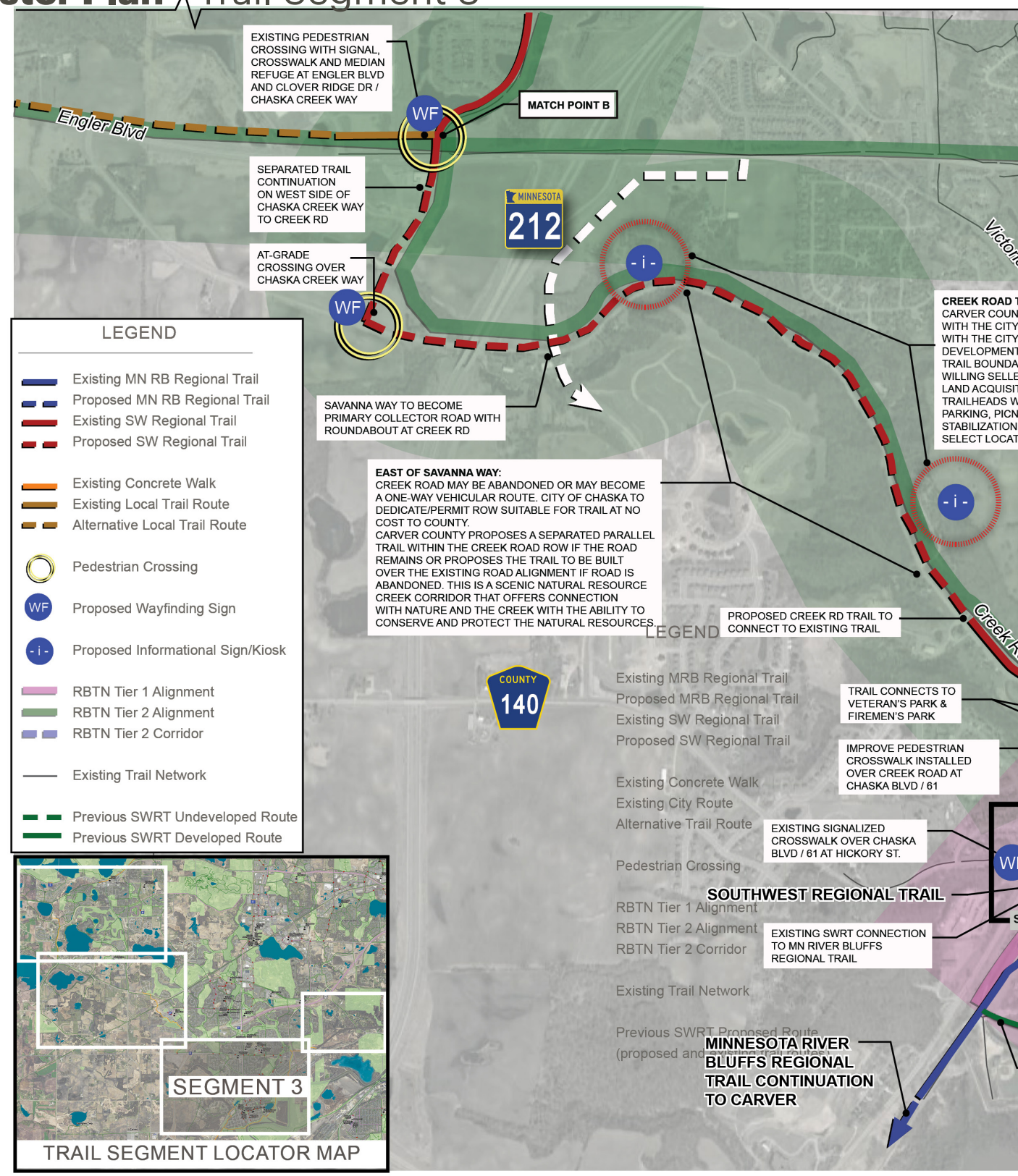
An existing trail continues west along the north side of County Road 61 to en existing crosswalk with signal at the intersection with Big Woods Drive / North Hickory Street, which is signalized. Wayfinding signs would help guide users to the SWRT and MRBRT. An existing trail along N Hickory St transitions to a wide concrete walk to a pedestriam ramp at the trail intersection to connect to the MRBRT by the intersection of North Hickory St and W 4th St. This ends the alignment for the proposed SWRT route.

PHOTO: TERMINATION OF SWRT AT N HICKORY ST / W 4TH ST



ENLARGEMENT PLAN

Overview of the Minnesota River Bluffs Regional Trail Master Plan - Trail Segment 3



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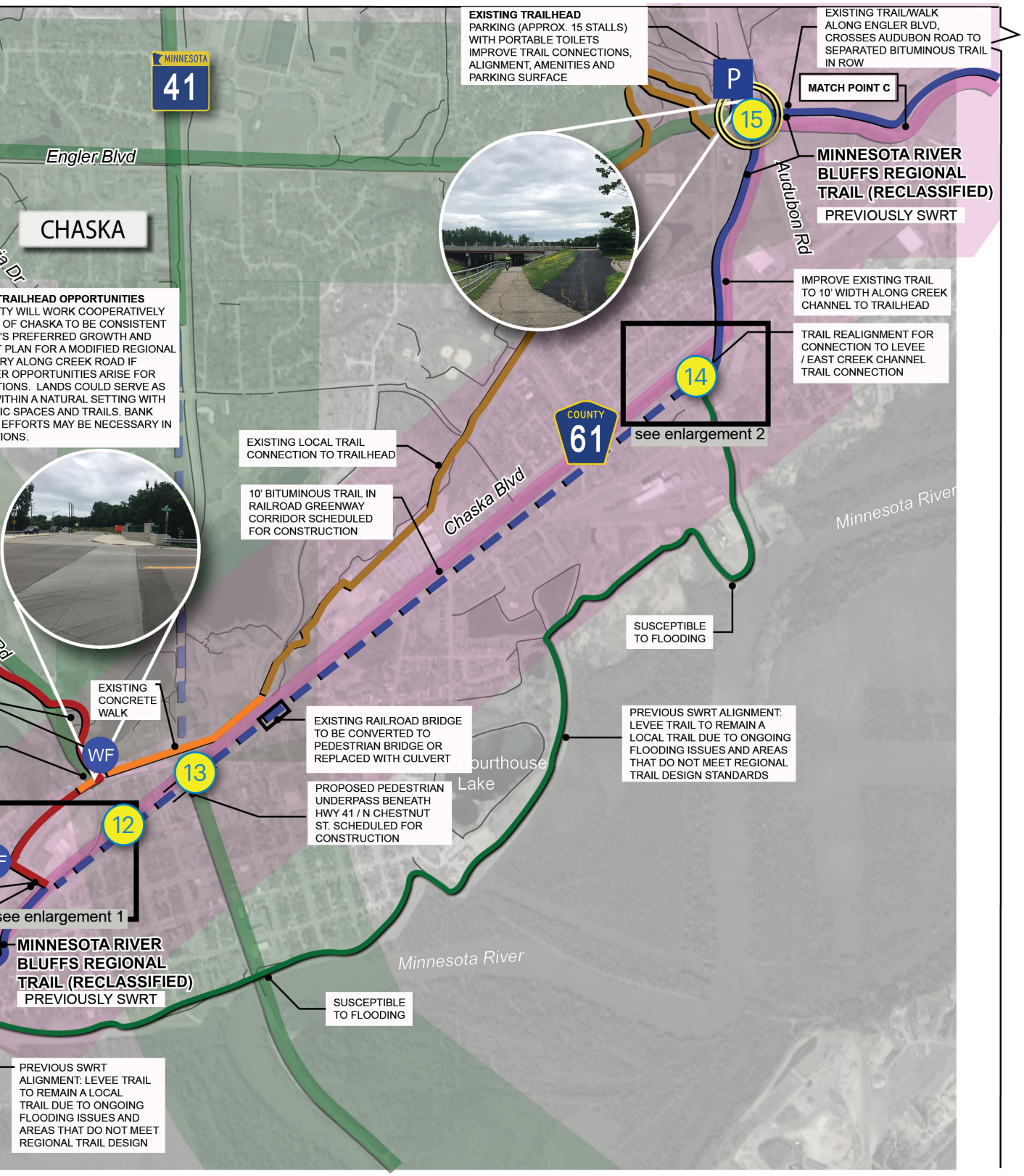
Southwest Regional Trail: Victoria to Chaska Segment 3

Carver County, Minnesota

November 2021 | WSB Project number: 012391-000



0' 1280' 2,560'

Scale in Feet

wsb

The accompanying descriptions provide additional information on the locations of Trail Segment 3 that were previously designated the Southwest Regional Trail and are now to be designated as part of the Minnesota River Bluffs Regional Trail. Refer also to the Master Plan for specified trail segment locations.

N Hickory St to N Pine St

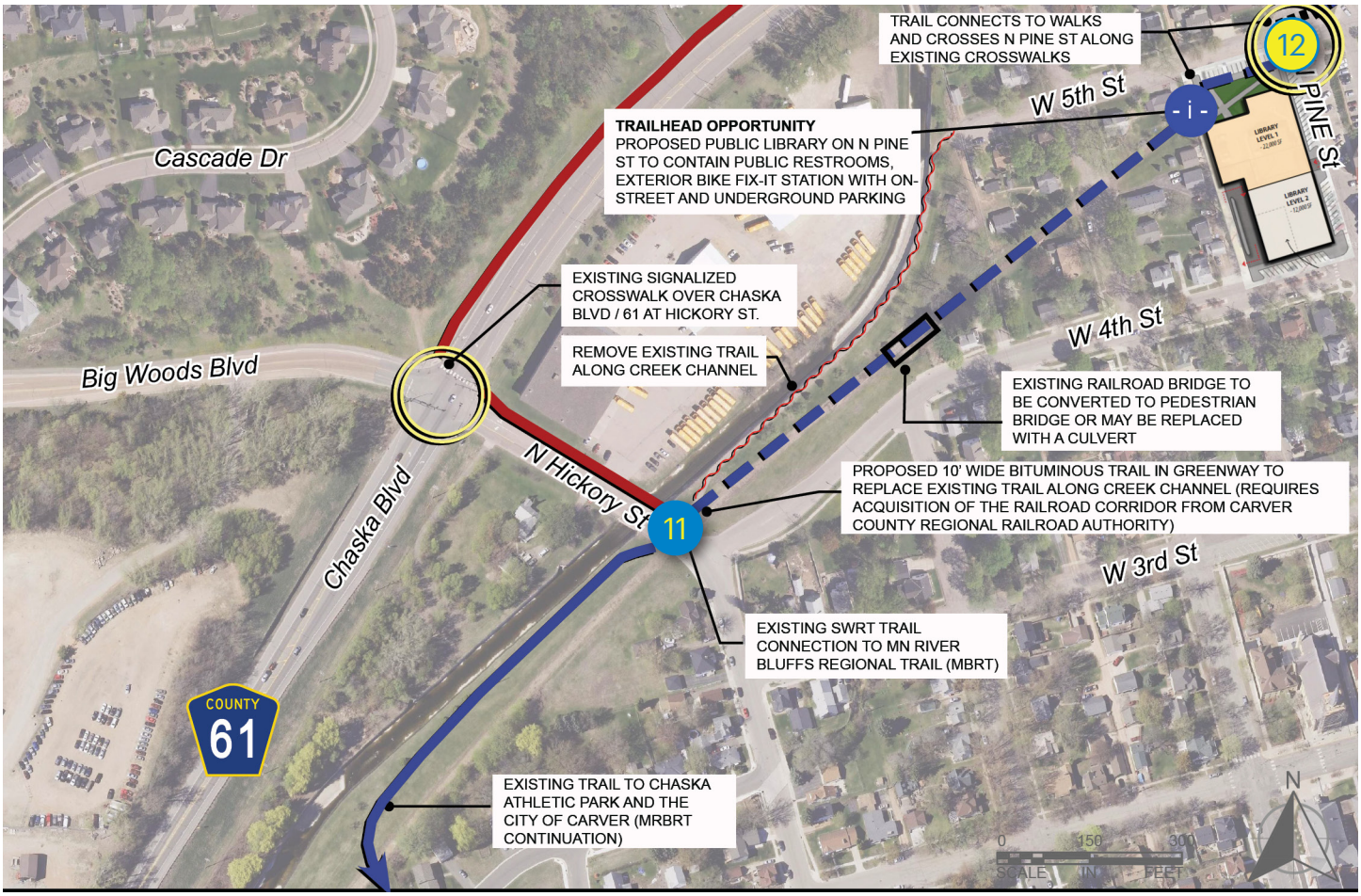
11 → 12

As shown on the enlargement map, the Southwest Regional Trail terminates at N Hickory St where it intersects an existing trail at a crosswalk location. The remaining trails previously designated as the SWRT are now designated as the MRBRT with corresponding segment numbers.

Existing trails extend southwest to connect to the City of Carver and the levee trail, both highly popular trails. The levee trail would remain a local trail as it does not meet regional trail design standards in some locations and has areas with ongoing flooding issues that take the trail out of use during times of high water elevations.

Starting at the crosswalk at N Hickory St and going northeast, a new 10 foot wide bituminous trail would be constructed within an existing trail corridor, once the railroad corridor, and is proposed as a long-term preferred route for the MRBRT through downtown Chaska. This segment of trail will require right of way acquisition of the former railroad corridor currently owned by the Carver County Regional Rail Authority.

This new segment of trail along the railroad corridor through Chaska would be designated as a Tier 1 RBTN Alignment on the Metropolitan Council's Regional Bicycle Transportation Network.



ENLARGEMENT PLAN

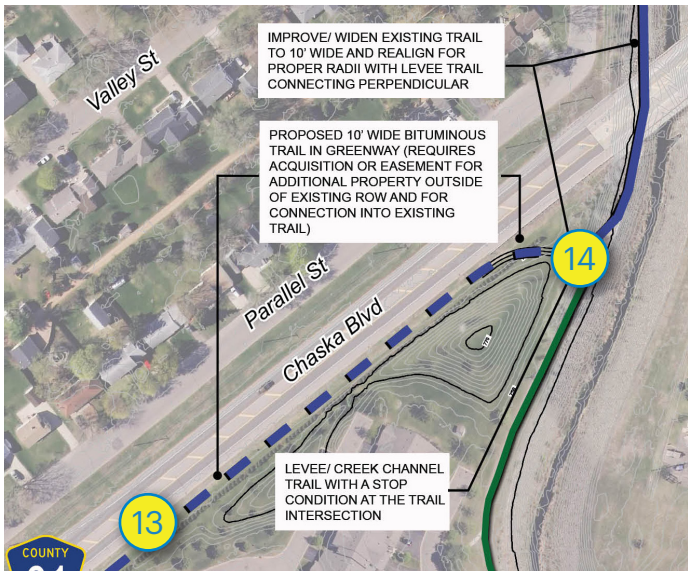
An existing abandoned section of a railroad bridge that remains over a low drainage area would be reconstructed as a pedestrian bridge or replaced with a large culvert beneath the trail to allow for continued drainage in this area. The bituminous trail will continue to an existing concrete sidewalk adjacent to public parking stalls at W 5th St. This would include connection to new walks to be built as part of the new public library on N Pine St. The new library is noted to serve as a trailhead with both on-street and underground parking, public restrooms, an exterior bike fix-it station and trail information kiosk. There are existing pedestrian crossings at the W 5th St and N Pine St intersection.

N Pine St to Engler Blvd

12 → 13

Once across N Pine St, a bituminous trail would continue within the greenway corridor adjacent to The Granary Event Center - Chaska Mill, a historic building. The trail through this section of downtown Chaska provides access to numerous government buildings, restaurants and shopping opportunities.

The greenway trail would enter into a grade separated crossing beneath MN Hwy 41 / N Chestnut St for continuous pedestrian movement and improved pedestrian safety at this major vehicular route.



ENLARGEMENT PLAN

13 → 14

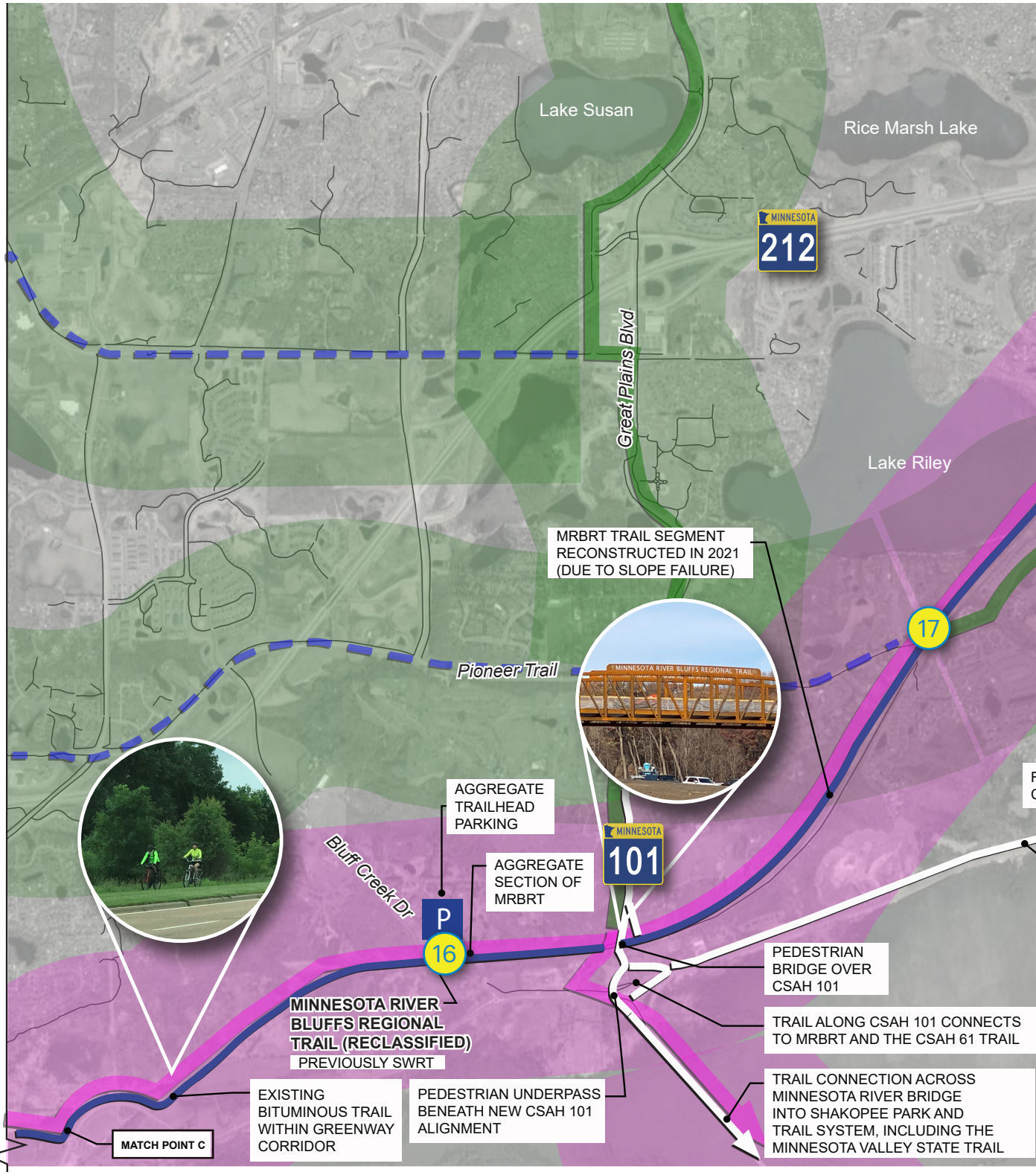
Beyond Hwy 41, the grade separated crossing would go back up to grade and the bituminous trail would continue in the trail corridor. An existing abandoned section of a railroad bridge may be reconstructed as a pedestrian bridge or replaced with a trail over a culvert to continue drainage in this area. The corridor is generally open with few conflicts. There are areas with heavier vegetation near or within the corridor that may be impacted with the trail construction along this segment.

As the trail nears the northeast end of the existing levee trail near the Crystal Place higher density housing area, some acquisition of property outside of the existing ROW will be necessary. The trail would connect into the existing trail as the primary route with an appropriate radii and improved to a 10 foot width. The levee trail will be modified to connect into the MRBRT as a stop condition at the trail intersection. The enlargement plan shows an example of the proposed trail conditions.

14 → 15

The widened bituminous trail going north along the channel and Old Audubon Road is recommended to be improved to a widened ten foot width and ultimately leads to an existing trailhead with parking facilities at Old Audubon Road and Engler Blvd which includes a trail information kiosk that is recommended to be replaced.

Trail Segment 4



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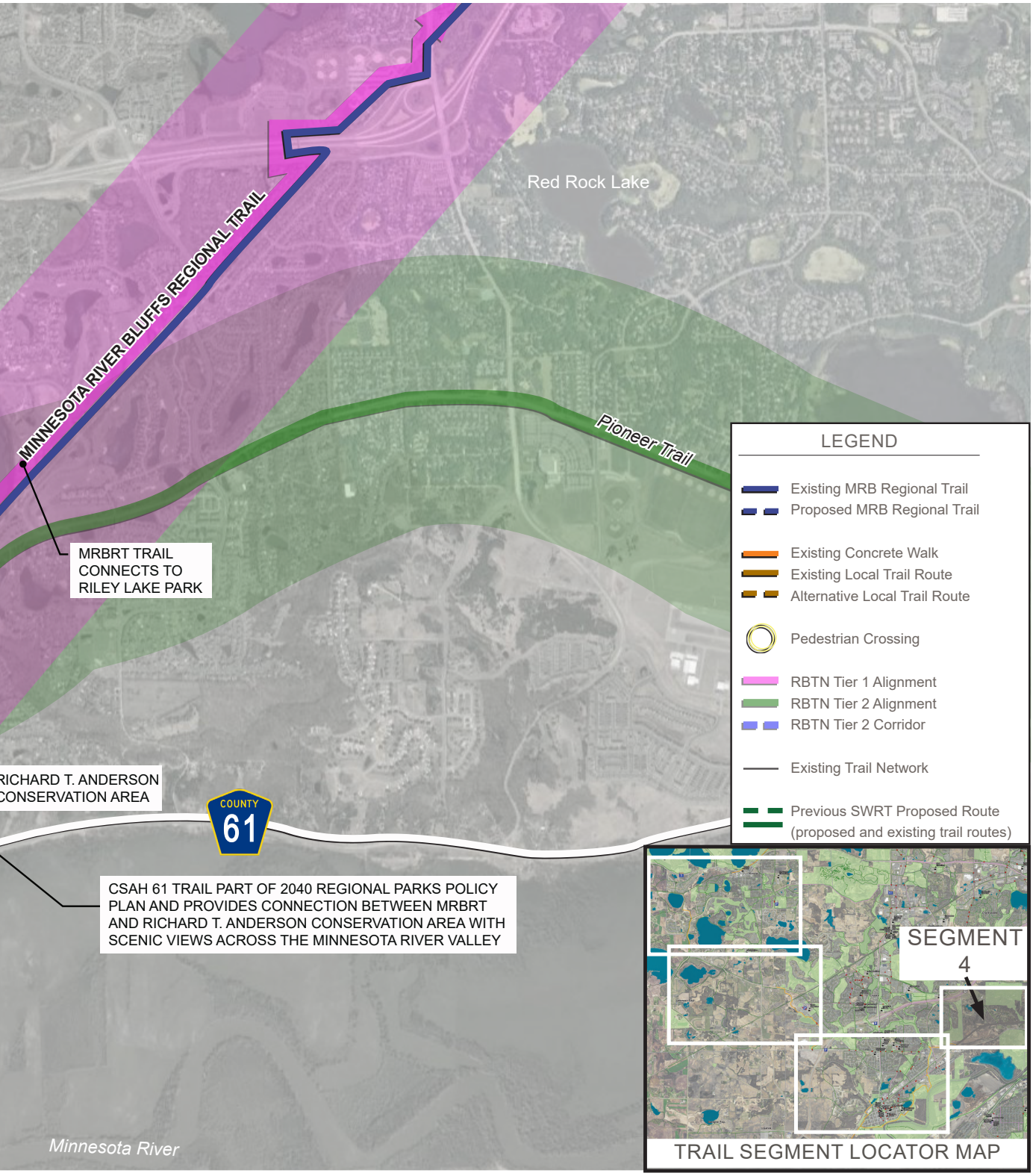
MN River Bluffs Regional Trail: Segment 4

Carver County, Minnesota

November 2021 | WSB Project number: 012391-000



0′ 2,112′ 4224′

Scale in Feet

wsb

The accompanying descriptions provide additional information on the locations of Trail Segment 4 that were previously designated the Southwest Regional Trail and are now to be designated as part of the Minnesota River Bluffs Regional Trail, along with the previously identified. Refer also to the Master Plan for specified trail segment locations. .

Old Audubon Rd to Bluff Creek Dr

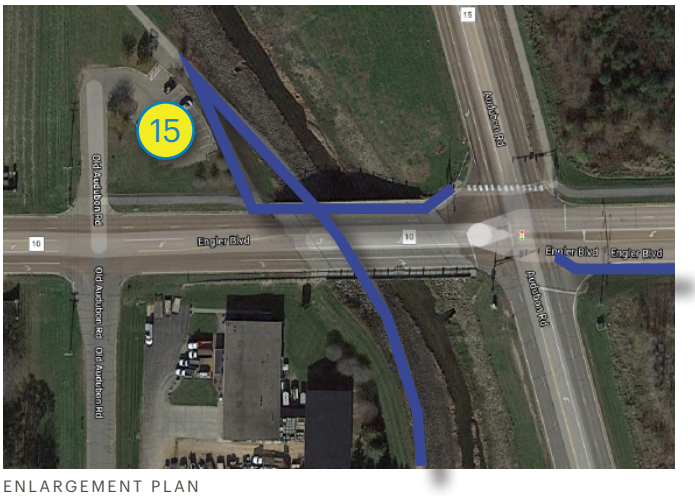
15 → 16

As shown on the enlargement map to the right, the existing trail from the trailhead parking lot (15) extends to Engler Blvd and crosses over the creek along an existing bridge walkway, then crosses Audubon Road along at an existing crosswalk at a controlled intersection. The trail continues east along Engler Blvd.

The existing trail along Engler Blvd has scenic views of the natural open space and wetland complex on the north side of the trail. This is the transition space out of Chaska to the natural settings along the Minnesota River Bluffs.

At the intersection of Engler Blvd and County Road 61/ Flying Cloud Dr, the MRBRT makes a wide curve to parallel County Road 61 but with greater separation from the road. The trail then takes a corner away from the road and into a natural trail corridor where the trail is immersed in significant natural resource settings adjacent to the Seminery Fen Scientific and Natural Area (SNA), a rare natural feature that is home to a number of unique and protected plant species. The trail intersects with Bluff Creek Drive at-grade where a parking lot for a trailhead is located for easy access to the trail with significant natural resources and views. The trailhead parking lot is small and gravel surfaced with a trail informational kiosk.

The previous designation of the Southwest Regional Trail terminated at Bluff Creek Drive where it met up to the Minnesota River Bluffs Regional Trail.



ENLARGEMENT PLAN

Bluff Creek Dr to Pioneer Trail

16 → 17

At this point, the remainder of the trail is part of the original MRBRT alignment which continues to Eden Prairie. This section of trail has had recent improvements which includes reconstruction of the trail segment that was previously washed out during slope failures, a grade separated crossing over the new Highway 101 section north of the roundabout, and grade separated connections to the existing trails at Highway 101 that connect to Shakopee over the Minnesota River. Trails have also been constructed along County Road 61, part of the 2040 Regional Parks Policy Plan, and connect to the Richard T. Anderson Conservation Area.

The significant improvements and additions made to the trail system have been long desired and are already seeing significant usage since the opening of the recent improvements with improved trail access and scenic views across the Minnesota River valley.

Section VI:

Implementation and Management Plan

Overview

Implementing the master plan will require significant initial and long-term capital investments for physical development, operations, and maintenance. Implementation is expected to occur over a number of years as funding and other resources become available and plans become refined and ready for implementation.

The following considers an overall strategy for implementing the master plan and managing the trail once it is completed. This section also considers Carver County's approach to operations and management as it pertains to the trail. Implementation components include:

- Acquisition Plan
- Development Cost Considerations
- Implementation Strategy and Priorities
- Management and Operations
- Public Involvement in Implementing the Master Plan

This following considers each of these in greater detail.

Acquisition Plan

Property Boundaries and Acquisitions - SWRT

The boundaries of the proposed remaining segments of the Southwest Regional Trail (SWRT) are anticipated to remain within existing road right-of-way (ROW) with no additional land acquisitions or easements necessary for trail development. However, in the limited situations where it may traverse across private property or where additional land would be of benefit (ie: protection of natural resources, adequate buffer, etc.) a trail right-of-way or easement will be sought by Carver County in concert with the LGU as part of future land development proposals or direct negotiations with the land owner. If land acquisitions are not feasible through local park or trail dedication or by other negotiated means, Carver County will seek acquisition funding assistance through the Metropolitan Council.

The master plan allows Carver County and the local cities some flexibility on the final width of rights-of-ways or easements to accommodate site-specific concerns of property owners and the realities of negotiating with a developer or land owner under a willing seller context.

Property boundaries for select segments of the SWRT are illustrated in areas that are not currently developed and actual alignments would be determined during final platting of the proposed developments to include sufficient ROW for trail implementation.

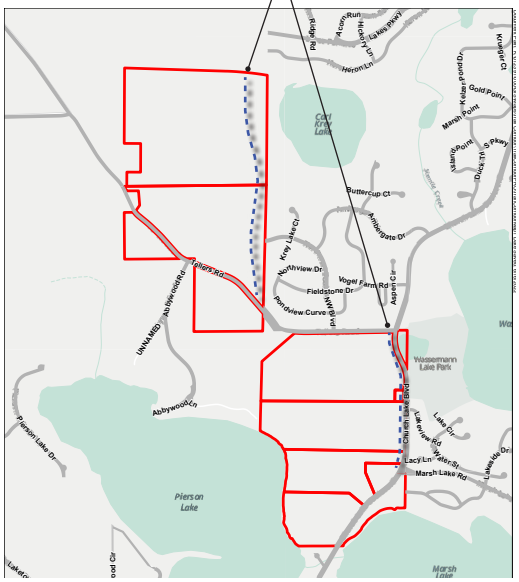
Lands currently under private ownership include lands in Victoria from west of Carl Krey Lake down to Marsh Lake Road. Carver County would work with the City of Victoria to review any future development plans in order to identify ROW suitable for the SWRT corridor through future developments and does not anticipate land acquisition.

Within the Clover Ridge neighborhood the existing trail gap is currently not under Carver County ownership. Carver County will continue to work with the City of Chaska to review any future development plans in order to secure a trail easement for the existing trail gap.

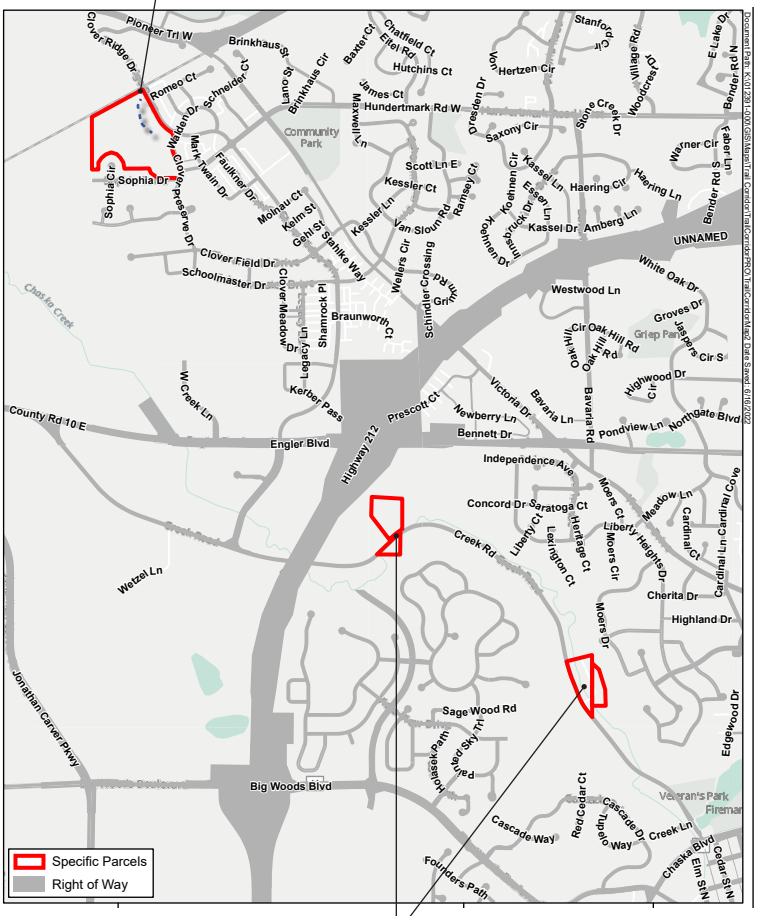
Creek Road in Chaska is currently a County owned road that would be turned back to the City of Chaska. Chaska would provide ROW or easements for trail development within this corridor at no cost to Carver County. Additionally, Carver County will work cooperatively with the City of Chaska consistent with the City's Preferred Growth and Development Plan to identify potential opportunities for land acquisition along the Creek Road corridor through a willing seller process. This could allow for trailhead development, improved access to the creek and natural areas, and protection of the natural resources within this corridor to include bank stabilization efforts. Refer to Trail Segment 3.

The following illustrates existing lands not currently owned or secured by Carver County.

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



Trail route in greenway through Clover Ridge neighborhood not owned

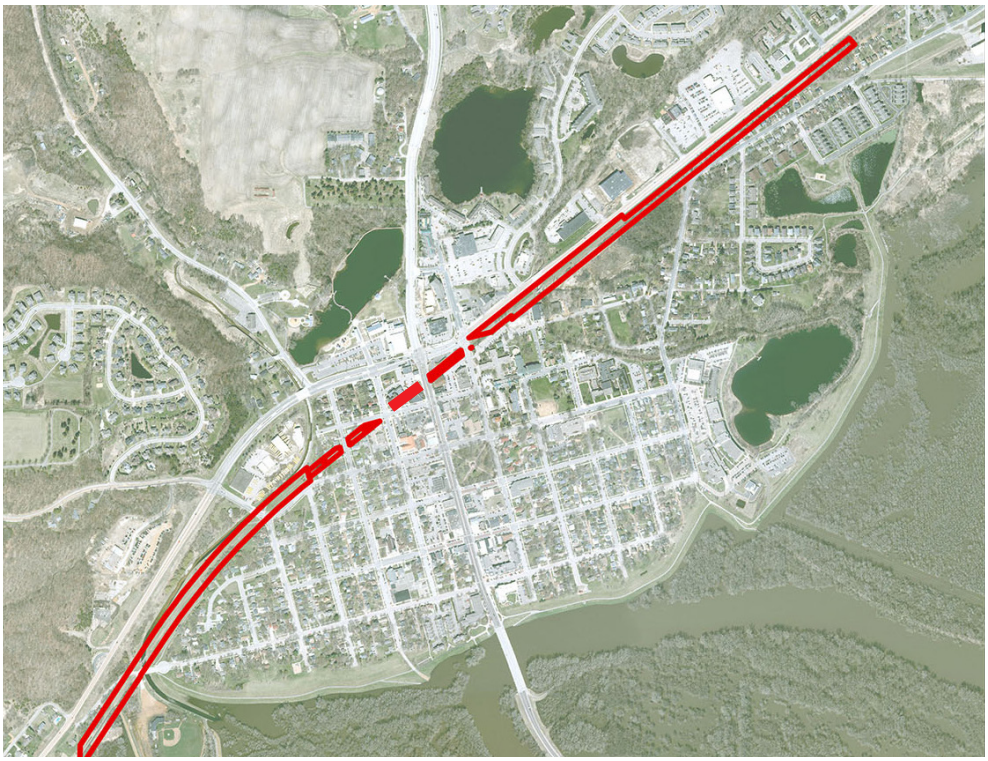


Parcels in consideration for trailheads along Creek Road

Property Boundaries and Acquisitions - MRBRT

In 2018, Carver County completed a land acquisition amendment plan for portions of the Minnesota River Bluffs Regional Trail (MRBRT) corridor that were owned by the Hennepin County Regional Rail Authority for purchase by Carver County Parks. This plan illustrates the Minnesota River Bluffs Regional Trail within the parcels now owned by Carver County Parks.

The boundaries of the proposed Minnesota River Bluffs Regional Trail (MRBRT) for the sections within the railroad greenway through downtown Chaska currently includes parcels owned by the Carver County Regional Rail Authority from West 1st Street up to York Street, all of which will require land acquisition to complete the trail as shown in the red boundaries below. The trail along the Crystal Court property will likely require land acquisition or easements for additional property where existing ROW is not sufficient and to make a connection to the existing levee trail.



Trail Easement and Land Acquisition Cost Projections

Once the master plan has been adopted, Carver County will maintain an open a dialogue with the local cities and affected property owners to stay abreast of market rate acquisition costs and their level of interest in providing a right-of-way, easement or land acquisition. At the time of trail funding, Carver County will formally establish property values for review and approval by the Carver County Board and Metropolitan Council. To-date, no property owner has been individually contacted about acquisition or property valuations.

Development Cost Considerations

Cost projections for developing the trail segments are typical average costs for developing similar trails in Carver County and other local municipalities based on 2020 costs. Costs do not take into consideration special site conditions involving hazardous materials, wetland mitigation, special permitting needs, or road improvement costs.

The following table defines the projected cost for developing the trail.

GENERAL TRAIL DEVELOPMENT COST PROJECTIONS

ITEM	DESCRIPTION	COST ESTIMATE
New Trails	Development of new paved asphalt trail at 10 feet wide. Includes 3.0 to 3.5 inches of asphalt and 8 inches of Class 5 aggregate base, general earthwork and subgrade preparation, erosion control, restoration, pedestrian ramps, and crosswalks. Does not include environmental impacts and mitigation, signals, land acquisition, road improvement costs, or retaining walls.	$250,000 - $360,000 per mile
Soil Corrections	General soil correction costs to a 4 - 5 foot depth beneath trail. Does not include wetland impacts or mitigation.	$500,000 to $1.5M per mile
Upgrade Existing Trails	Remove existing trail and replace with new asphalt trail at 10 feet wide. Includes 3.0 to 3.5 inches of asphalt over existing trail + extra base work.	$150,000 - $250,000 per mile
Trail Box Culverts	Trail box culverts under roads. Does not include environmental impacts and mitigation, land or ROW acquisition, or road reconstruction costs.	$1,500 per lineal foot for culvert
Boardwalk	Construction of a 12 foot wide boardwalk through wet areas. Assumes no environmental impacts or mitigation. Costs can be variable depending on depth needed for footings / helical piers per soil conditions.	$1500 - $1800 per lineal foot
Crosswalk Warning	Installation of crosswalk flasher system on low end to hybrid beacon system on high end.	$15,000 to $90,000 each
Trail Amenities	Basic support amenities, including trail information signage, trailhead kiosks, bike repair stations, benches, picnic tables, and related. Approximate costs: • Kiosks: $15,000 ea • Bike Repair Stations: $5,000 ea • Bench: $2,500 ea • Trash/Recycling Receptacle: $1,500 ea • Bike Rack: $1,000 ea • Drinking Fountain: $8,000 ea (not including water service) • Signage: $350 ea	Varies

Note: A 15% construction contingency is recommended to be added for planning purposes with an additional 20% added for design, engineering and permits. Generally 3-5% added on a yearly basis should be added to account for inflation.

SOUTHWEST REGIONAL TRAIL DEVELOPMENT COST PROJECTIONS

TRAIL SEGMENT #1	DESCRIPTION	COST ESTIMATE
From the Lake Minnetonka LRT (anticipated location) to Marsh Lake Road	Wayfinding sign (1) 600 lineal feet of 12' wide boardwalk 1.7 miles of new paved asphalt trail at 10 feet wide Pedestrian activated signal at Marsh Lake Road * Assumes land acquisition or easements are not necessary and soil correction costs or wetland impacts are not included	$1.5 - $1.8M

TRAIL SEGMENT #2	DESCRIPTION	COST ESTIMATE
Marsh Lake Road to Pioneer Trail at Shady Oak Drive	2 miles of new paved asphalt trail at 10 feet wide Concrete pedestrian underpass culvert approx. 250' * Assumes land acquisition or easements are not necessary; soil correction costs, wetland impacts and road reconstruction costs are not included	$1.2 - $1.7M
Clover Ridge Drive from Pioneer Trail to Grimm Road	Wayfinding signs (4) Informational kiosk (1) 800 lineal feet of new paved asphalt trail at 10 feet wide 3400 lineal feet of widened trail (from 8 to 10 feet wide) 1000 lineal feet of paved asphalt trail at 10 feet wide (optional: currently concrete - assumes new base) Pedestrian activated signal at Engler Blvd	$350 - $500K

TRAIL SEGMENT #3	DESCRIPTION	COST ESTIMATE
Chaska Creek Way from Engler Blvd to proposed Savanna Way	Wayfinding sign (1) 3500 lineal feet of new paved asphalt trail at 10 feet wide	$200 - $240K
Creek Road from Savanna Way to 3550 Creek Road	5500 lineal feet of new paved asphalt trail at 10 feet wide Assumes trail is built within existing ROW roadbed	$260 - $375K
Trailhead Development	Parking lot for 10 vehicles Prefabricated or vault restroom (2 unisex stalls) Amenities: fix-it station, bench, bike rack, drinking fountain, trash, kiosk	$200-$400K
Land Acquisition	Land aquisition costs (4 parcels - includes buildings)	$2,459,200
Firemen's Park to N Hickory Street	Wayfinding signs (2)	$600

Note: A 15% construction contingency is recommended to be added for planning purposes with an additional 20% added for design, engineering and permits. Generally 3-5% added on a yearly basis should be added to account for inflation.

Implementation Strategy And Priorities

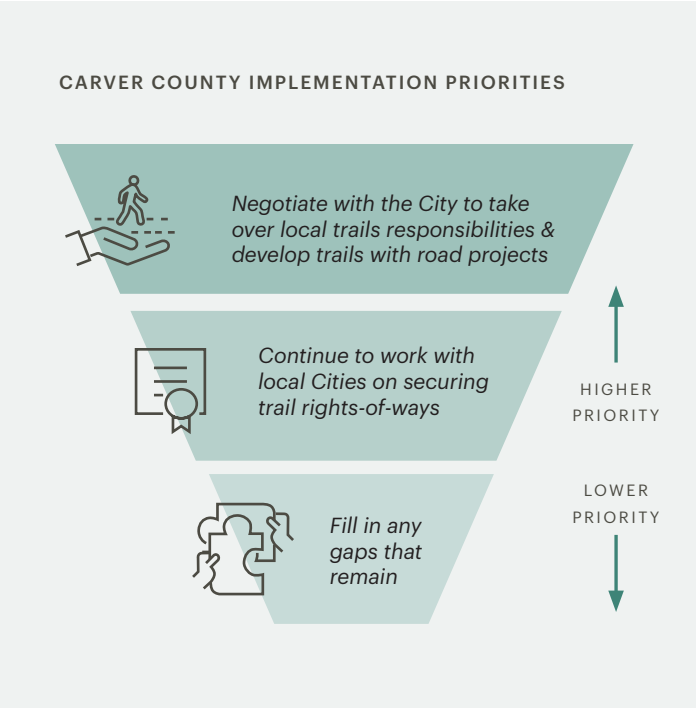
Optimally, full development of the trail under one phase would be the most efficient and serve the broadest public need. Realistically, actual implementation of the master plan will occur over a period of time as funding becomes available and the remaining trail rights-of-way can be acquired as development occurs. The timing of local roadway realignments, reconstruction and abandonments will also factor into the time frame for trail development along some segments.

Project Phasing And Priorities

The implementation of the master plan is expected to start in Chaska, where the first priority will be for Carver County to negotiate with the City to take over the responsibility for operating, maintaining, and developing or redeveloping portions of the existing local trails that are identified as being part of this regional trail as well as develop trails in conjunction with road construction or improvement projects. Carver County's construction and operation of trails will be consistent with its established policies. This does not include plowing the trails in the winter, although the County will allow the City to take on this responsibility under a separate agreement, if so requested.

The second implementation priority is for Carver County to continue to work with each of the local cities on securing trail rights-of-ways as development continues to occur at a fairly rapid pace in order to accommodate the trail alignments as illustrated on the master plan. Ongoing collaboration between local cities and Carver County is critical during review and approval of development plans to ensure trail corridors are properly secured to avoid previous setbacks where trail route opportunities were lost.

The third implementation priority will be to fill in any gaps that remain. This will occur as funding allows over time.



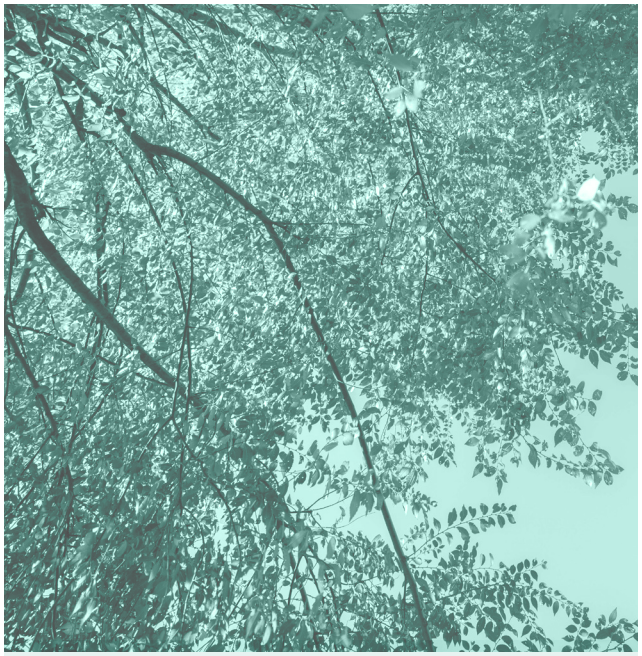
Management and Operations

Carver County is an implementing regional park agency of the Metropolitan Regional Park System. As an implementing agency, Carver County plans, operates and maintains regional parks and trails. The Metropolitan Council establishes policies governing regional parks and trails. The Council's capital improvement program budgets and prioritizes funds for the acquisition, development and redevelopment of regional parks and trails. Matching funds are provided by the State of Minnesota to the Metropolitan Council for capital improvements to the Regional Park System. The Metropolitan Council distributes capital improvement funds to implementing regional park agencies.

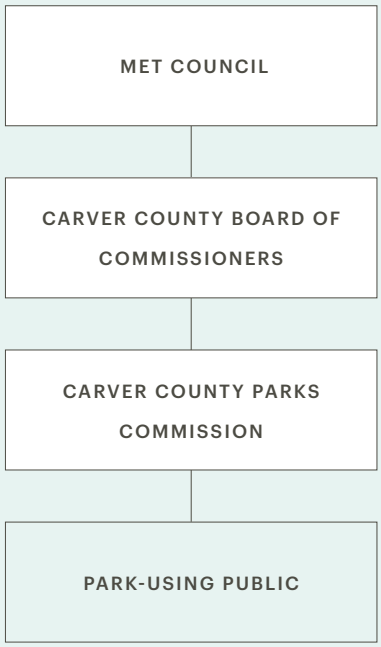
Carver County Parks is charged with the management and operation of the County's parks and trails system, including the trail defined by this master plan. The Carver County Board of Commissioners establishes policies and ordinance for the park and trail system. The County Board sets a budget for operations and maintenance as well as capital improvements for the Parks Department.

The Parks Commission, appointed by the County Board of Commissioners, serves as an advisory committee advocate for County parks and trails. Specific responsibilities include:

- Review proposals and make recommendations concerning park and trail acquisition
- Update the park and trail section of the County Comprehensive Plan
- Prepare master plans for regional parks and trails
- Recommend park operating policies and fees
- Perform fact finding tasks as directed by the County Board



ORGANIZATION CHART



ORDINANCES

The Southwest Regional Trail will be governed by the Carver County ordinance including all amendments. The ordinance incorporates pertinent Minnesota statutes and addresses the following issues:

- Regulation of Public Use
- Regulation of General Conduct
- Regulations pertaining to General Park Land Operations
- Protection of Property, Structures, and Natural Resources
- Regulation of Recreation Activity
- Regulation of Motorized Vehicles and Parking

A copy of the ordinance is available through Carver County and online.

ENFORCEMENT

Trail users will be informed of trail rules and regulations in a variety of ways. Kiosks and signs will be strategically located to address specific information about allowable trail uses, permitted and prohibited activities, fees, and directions. The Carver County Sheriff's Department responds to emergencies and criminal complaints.

GENERAL OPERATIONS

The Parks Department has an annual operations and maintenance budget of approximately $1.4 million to operate and maintain the County's park and trail system with approximately 7 permanent employees. In addition, approximately 15 - 20 seasonal employees are hired each year for maintenance and recreation programs.

MAINTENANCE

Maintenance of facilities and lands is essential to protect public investment, enhance natural resource qualities and achieve the County's goals of providing users clean, safe, enjoyable year round park experiences. Carver County Parks Department has a clearly defined maintenance program. Reporting to the Park Director is the Parks and Natural Resource Supervisor who directs full and part-time maintenance workers in the maintenance and operations of the park system.

Accomplishing the maintenance needs of this regional trail will add new challenges. As trails and other park land and facilities are further developed, new or expanded maintenance services will need to be provided. Carver County recognizes the need to remain committed to the maintenance needs of parks and trails. The County will budget additional resources as appropriate to operate and maintain new units of the park system.

PUBLIC SERVICES

For the SWRT segment in locations that are currently undeveloped, Carver County will work with the local cities as development plans for roads are planned to identify adequate ROW for trail development.

OUTREACH & AWARENESS

Carver County continues to expand its outreach effort, in an effort to improve public awareness of its park and trail facilities and programs. This outreach effort has various components, including the following:

- **Printed Materials:** Carver County has developed and distributes on a regular basis brochures and maps, including trail and park maps and picnic, camping, and other brochures. Park and trail fliers are also distributed to County departments, libraries, community agencies, and other contacts throughout the community.

- **Electronic Communication:** Carver County has a web page to inform citizens about the County's functions and services (e.g., Park Commission meetings, the master planning process, trails, park facilities, and programs). In addition, the public can contact the Parks office through the County's e-mail system.

- **Other Outreach:** Other forms of outreach and marketing include displays at the Carver County Fair, social media, the production of fliers and brochures and the display of information at County Service Centers,and park kiosks. The County publishes news releases and advertisements in local community and metropolitan area newspapers that highlight upcoming programs and facility openings. The County also promotes park and trail use through feature articles and presentations to other County departments and local agencies.

- **Marketing Initiatives:** Carver County will continue to expand its marketing efforts over time to increase public awareness, understanding, and use of park facilities, services and programs. In addition, the marketing plan will identify the need to expand and diversify marketing and communication efforts to advance park use by minority populations and special needs groups.

Public Involvement in Implementing the Master Plan

Public involvement and comment will continue to be sought during the design and construction phase to ensure that any individual concerns about trail development are addressed in a good-faith manner. In addition, forums for broader public input (e.g., open houses and presentations) are also envisioned as needed to communicate and exchange ideas with interested citizens.

The objectives associated with involving citizens in the implementation process include:

- Determine who the stakeholders are and their interest in a particular segment of the trail
- Understand their needs and unique perspectives
- Identify and understand concerns and problems
- Develop alternatives and find appropriate solutions with input from stakeholders

In addition, Carver County has an appointed Park Commission that advises the County Board on development initiatives within the county. The public is welcome to attend its regularly scheduled meetings. Also, Carver County is continuing to develop numerous tools to provide a consistent level of communication with interested citizens, as previously defined.

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REQUEST FOR ACTION
CHASKA CITY COUNCIL
09/19/2022

Subject: Harvest West Neighborhood Park Plan Recommendation

Prepared By: Mary Monteith, Parks & Recreation Department

In May 2022, Parks & Recreation staff sent a mass mailing to approximately 400 residents in the Harvest West neighborhood located in the SW Chaska area announcing a neighborhood park meeting on June 14th. Approximately 50 people were in attendance. We walked the site, reviewed the general layout of the area and the network of trails as well as spoke on the timeline. Discussion surrounded information based off the initial preliminary plat plan of the developers as this was what homebuyers were to receive from them. This area is a 12-acre park site, containing a wetland area and oak savanna throughout.

The following week staff created an on-line survey on the Chaska Parks & Recreation website for neighbors to respond to some initial concepts and provide feedback. Staff also was able to capture email addresses at the initial park meeting, so we were also able to refer those homeowners to the site as well. Overall, we had a great response from 112 households located within a half mile radius of the proposed park site. The feedback received was reviewed, common themes were identified and sent on to the playground equipment provider to start work on concept plans specific to those themes.

On August 24th, a second neighborhood meeting was held, with approximately 25 neighbors in attendance. Concept plans were shared based on neighborhood feedback, and questions were answered. Residents were favorable to the plan.

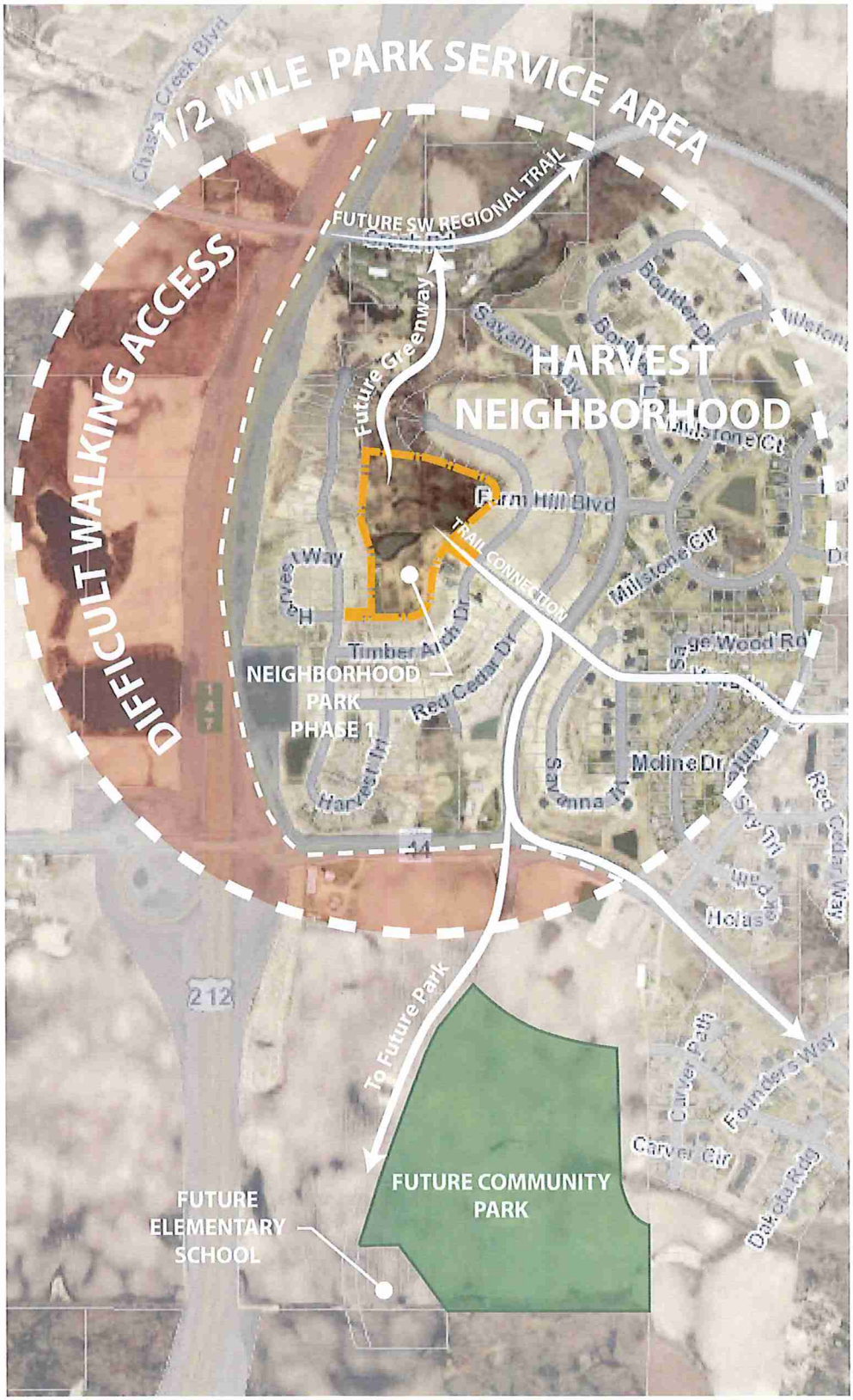
On September 13th, staff brought final concepts to the Parks Commission meeting. There was discussion on ash trees currently on the site and a long-term plan addressing ash disease. Commissioners spoke on the timing of tree removal, should it be now or later. Since that meeting, Director Grange spoke with Public Works Director, Brian Jung on this topic. Jung stated that since the trees currently do not have the disease, his recommendation is to leave them at this time as they do provide some privacy for the residents on the villa side of the trail. There will also be new trees planted in that area soon, that given time will establish and grow before the ash trees die.

Chaska Parks Commission motion to recommend City Council approve of the Preferred Park Plan for the Harvest West Park.

<u>CHASKA CITY COUNCIL ACTION REQUESTED:</u>
MOTION RECOMMEND CHASKA CITY COUNCIL APPROVAL OF HARVEST WEST NEIGHBORHOOD PARK PLAN

Park Context

The City of Chaska is implementing a new neighborhood park and is presenting a Preferred Concept based on community feedback. Today, August 24, will be a chance to see how the June Survey results have impacted the design decisions that have lead to a preferred concept. The survey returned 112 results representing 378 community members, 99% of which live in the Harvest Neighborhood.



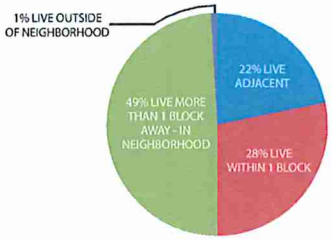
PRIOR TO MAY 2022	Parkland dedication, neighborhood development, wetland + upland restoration work.
MAY 2022	Meeting notice sent to neighborhood.
JUNE 14, 2022	**FIRST** neighborhood meeting with general information and background.
WEEK OF JUNE 20TH	Online survey open for input.
AUGUST 24,2022	**SECOND** neighborhood meeting. Review preferred concept, survey input & design direction.
SEPT. 13, 2022	Park plan to go to the Park Commission for review.
SEPT. 19, 2022	Park plan to go to the City Council for review & approval.
OCT/NOV 2022	City to begin base site work at the park.
SPRING 2023	Amenities to be installed at the park.
BEYOND 2023	Phase 2 park development - North of the wetland.

TODAY!

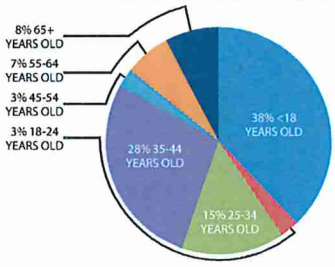
Survey Results

In June 2022, an online survey was distributed to gather feedback from neighborhood residents on desired park improvements. Options were given for park amenities like: play types, path types, signage types, shelters, and vegetation. Below are the results of the options that were chosen the most, and ranked most highly. These options were then incorporated into the Preferred Plan.

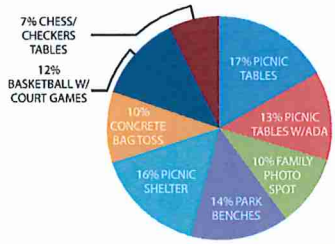
PROXIMITY TO PARK



AGES WITHIN HOUSEHOLDS

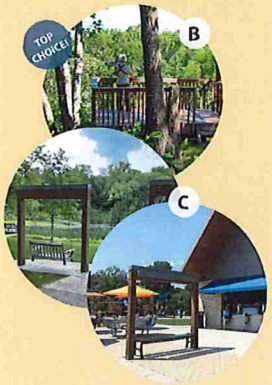


AMENITY SELECTIONS



PATHS

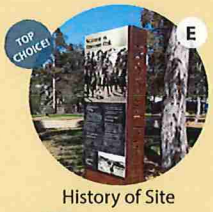
Paved Trails



Paths to Overlooks

SIGNAGE

Directional Pedestrian/ Bike



History of Site

Plant + Animal Information

VEGETATION

Additional Shade Trees

Open Play Field

AMENITIES

Picnic Tables

Picnic Shelter

Park Benches Throughout

SHELTER + AMENITIES

The implementation of a small picnic shelter to gather under was one of the highest ranked and most desired park amenities from the survey results. A small picnic shelter will house 1 to 2 picnic tables and a concrete pad centrally located in the park design. Other park amenities to be included in the Preferred Plan are: concrete bag toss stations and bike racks along the paths.

SHELTER

Small Picnic Shelter with Possible Harvest Neighborhood Design Elements

BAG TOSS

Permanent Concrete Bag Toss Stations Along the Trail

BIKE RACKS

Small Bike Rack Station Along The Trail

PLAYGROUND STRUCTURES

The June survey results represented 112 survey takers and 143 children within their households. 99% of these respondents live in the Harvest neighborhood. The most desired play choices were nature-themed, swings, and exercise/adventure elements. Below are 3D images of the preferred play structures based off of survey results. Also included in the play areas will be bench seating.

2-5 YEAR PLAY

5-12 YEAR PLAY

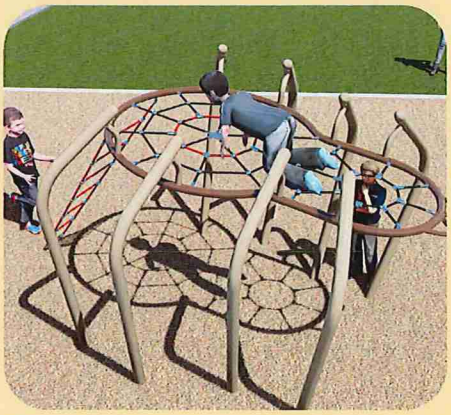
PLAYGROUND FREESTANDING

Both playground structures will incorporate freestanding play features for all ages. Between the two play structures there will be ADA access and 4 bays of swings. The 2-5 age group play area will incorporate sensory and balance play. The 5-12 age group play area will have a large netting structure. Both play areas will incorporate a nature theme, which was the top ranked choice in the survey for the overall play design.

2-5 PLAY

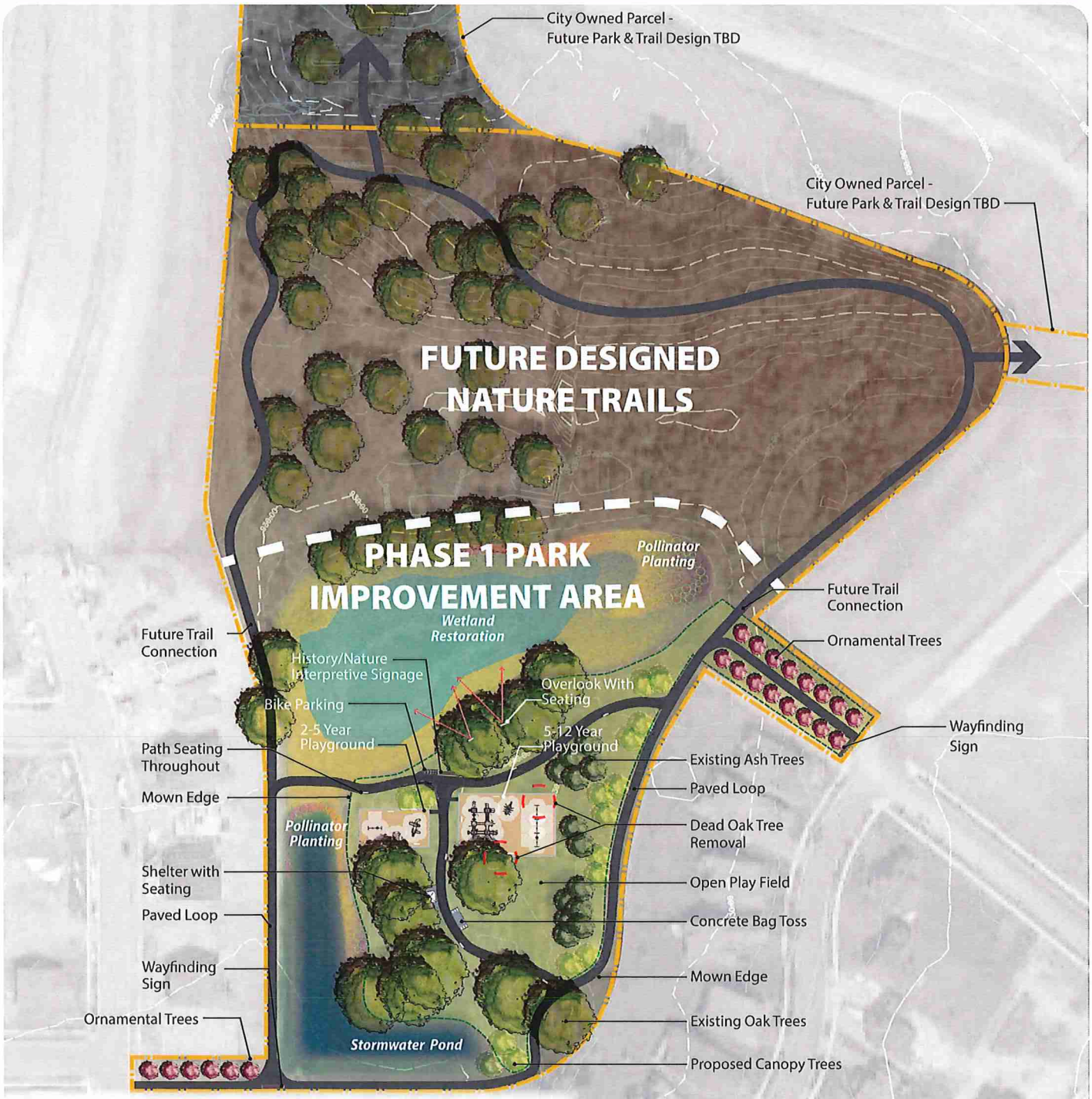
SWINGS

5-12 PLAY



Preferred Plan

The Preferred Plan for this neighborhood park will focus on improvements to its southern half in Phase 1. These 5 acres of park improvements will prioritize stewardship of the natural environment while creating access for community gathering, exercise, and nature play. This plan was based off of survey results and community comments.



- ☐ Native habitat restored throughout
- ☐ Trails and recreational amenities tucked into savanna
- ☐ Trail connection north to Chaska Creek through open space corridor
- ☐ Emphasis on highlighting the site's natural beauty by providing sensitively sited access and viewing opportunities
- ☐ Artful plantings create landmarks or areas of interest that provide interest throughout the park
- ☐ An area for potential play is sited between the two entrances

N 0 100' 200'

REQUEST FOR ACTION
CHASKA CITY COUNCIL
09/19/2022

Subject: Harvest West Neighborhood Park Name Recommendation

Prepared By: Mary Monteith, Parks & Recreation Department

City staff with approval from City Council defined a park naming process in September of 2019.

The recently developed area of Harvest West in Southwest Chaska, is currently in the process of developing a neighborhood park. Staff had asked residents of that area for proposals for a park name. The process was opened August 31st – September 7th, participants could submit a recommendation via the Chaska Parks and Recreation website, or they could drop off their recommendation at the Parks and Recreation office. Six names were submitted.

After discussion, the Chaska Parks Commission recommend to Chaska City Council the approval of the preferred park name, Savanna Oaks Park.

CHASKA CITY COUNCIL ACTION REQUESTED:

MOTION TO RECOMMEND CHASK CITY COUNCIL APPROVAL OF THE HARVEST WEST NEIGHBORHOOD PARK NAME, SAVANNA OAKS PARK.

REQUEST FOR ACTION
CHASKA CITY COUNCIL
09/19/2022

Subject: **Zoning Ordinance Amendment (ZOA) to Chapter 15.08 to include language that will require developers to hold neighborhood meetings and require posting of notice on properties subject to planning applications.**

Planning Case Number: 2022-49

Prepared By: Nate Kabat

Staff Recommendation: Motion to adopt Ordinance No. 1021 approving the Zoning Ordinance Amendment (ZOA) to Chapter 15.08.

BACKGROUND

A joint work session of the Planning Commission and City Council was held on July 18, 2022 to discuss the public engagement process for development proposals. At the work session, staff presented background on current requirements, current practice, and research findings to make recommendations for improvement.

Staff recommendations for improved practices presented at the work session include:

- Phase 1
  - Require signs on sites of development proposals
  - Require developer neighborhood meetings before concept submission
  - Increase mailing notification boundary to 500 ft.
- Phase 2
  - Development proposal webpages on the City website
  - GIS map to show proposal locations and link to project webpages
  - Develop best practices guide manual for developer neighborhood meetings

UPDATE

The focus of this proposed ordinance amendment is to implement the changes outlined in Phase 1 of the recommendations made at the July 18 work session. Implementing the proposed ordinance change will require developers to hold a neighborhood meeting ahead of submission for concept review, post signs on the site of development proposals, and increase mailing notifications to all properties within 500 ft. of the development site. Mailing notifications will include neighborhood meeting notices from developers, public hearing notices, and courtesy notices from City staff.

In addition to the proposed ordinance change, and as a general update City Council, staff are actively working on Phase 2 items. A prototype GIS map is currently under early stages of development. Ahead of launching the GIS map, it will be shared with Planning Commission and City Council for review and comment. This is on track to occur before the end of the year.

Launch of the GIS map will coincide with establishing project webpages, as those webpages will be linked to the map.

Also, staff has recently reworked the public hearing and courtesy notice template so that they can be sent in a postcard format. City mailed communications have been shifting towards postcard formats because they have been found to be more successful in gaining the recipient's attention. A sample postcard for mailed development notices is attached to this report for your information.

RECOMMENDATION
The draft ordinance amendment was presented to Planning Commission at its September 14 meeting. Planning Commission approved a motion to recommend adoption of the ordinance amendment by the City Council.

PLANNING COMMISSION ACTION REQUESTED
Motion to adopt Ordinance No. 1021 approving the Zoning Ordinance Amendment (ZOA) to Chapter 15.08.

ORDINANCE NO. _____

PUBLIC NOTICE REQUIREMENTS FOR DEVELOPMENT PROJECTS

An ordinance amending the Chaska Zoning Ordinance (CZO) to provide notice of real estate development and zoning applications.

THE CITY COUNCIL OF THE CITY OF CHASKA DOES ORDAIN:

Section 1: CZO Section 15.08.050 is hereby amended to read:

15.08.050 *Public Hearings and Notice*

1. ~~State Law requires public~~Public hearings ~~for Zoning Administration~~shall be required as follows:

    1. *Amendments*. No Zoning Ordinance or amendment thereto shall be adopted until a public hearing has been held thereon by the Planning Commission or by the City Council. Notice of the public hearing shall be provided as stated in this section.
    2. *Conditional Use Permits*. Public hearings are required for Conditional Use Permits and notice thereof shall be provided as stated in this section.
    3. *Variances*. Public hearings are not required by the State for variances; however, the City of Chaska has determined that public hearings shall be held for variances which exceed the applicable zoning requirements by more than 30 percent. ~~A~~In such event, notice shall be provided as stated in this section.
    4. *Other Actions*. For any other action that requires a public hearing the applicant shall provide notice thereof as stated in this section.

2. Notice.

    ~~A.~~1. *Public Hearings*. Whenever required by this Ordinance for a public hearing, a notice of the time, day, date, place, and purpose of the hearing shall be published in ~~Chaska's~~Chaska's official newspaper at least ten (10) days prior to the day of the hearing. When the notice relates to an amendment ~~involves~~involving changes in district boundaries affecting an area of five (5) acres or less, any application listed above in subsection 15.08.050 (A), or a neighborhood meeting, then a similar notice shall be mailed at least ten (10) days before the day of the hearing to each owner of affected property and property situated wholly or partly within ~~350~~500 feet of the property to which the ~~amendment~~notice relates. For the purpose of giving mailed notice, the person responsible for mailing the notice may use any appropriate records to determine the names and addresses of owners. A copy of the notice and a list of the owners and addresses to which the notice was sent shall be attested to by the responsible person and shall be made a part of the records of the proceedings. Failure to give mailed notice to individual property owners, or defects in the notice, shall not invalidate the proceedings, provided a bona fide attempt to comply with this ~~Subdivision~~section has been made. ~~(Minn. Stat. § 462.357,~~

~~Subd. 3)~~ The Zoning Administrator may require an expanded mailing list whenever warranted based upon the nature of the application, scope and intensity of impact upon the neighborhood, and geography or condition of the lands near the subject property.

Section 2: A new CZO Section 15.08.120 is hereby added as follows:

15.08.120 Neighborhood Meetings.

1. *General*. The purpose of the neighborhood meeting is to provide an opportunity for informal communication between applicants, occupants, and owners of nearby properties that may be affected by a proposed development application, educate the occupants and owners about the proposed development application, receive comments and address concerns about the proposed development application, incorporate feedback and input into development proposals wherever possible, and proactively resolve conflicts and outstanding issues, where possible.
2. *Neighborhood Meeting Required*. A neighborhood meeting shall be held prior to submitting an application for any of the following:
    1. Site plan review
    2. Conditional Use Permits~~. Public hearings are~~
    3. Variances
    4. Concept Plan for a new Planned Development District
    5. Amendment to a Planned Development District
    6. Preliminary Plat
    7. Rezoning
    8. Text amendment to this Ordinance
    9. Amendments to the current Comprehensive Plan; and
    10. Any other request under this Ordinance that requires a public hearing.
3. *Exceptions*. The Zoning Administrator may waive the requirement to hold a neighborhood meeting if (i) there is no adjacent neighborhood to be impacted by the application or (ii) a neighborhood meeting has been previously held for the same development application. Further, neighborhood meetings under this section shall not be required ~~by the State for Conditional Use Permits~~for the following:
    1. Changes to the Comprehensive Plan that are part of the decennial review process;
    2. Text amendments to this Ordinance when initiated by the City; and
    3. Any other instance in ~~the manner~~ which the City would be considered the applicant/developer.
4. *Procedure*. Neighborhood meetings should generally comply with the following procedures:
    1. *Timing*. A neighborhood meeting shall be held before, but not more than six (6) months prior to, submitting an application to the Zoning Administrator. Failure to do so may result in delay or denial of the related application.
    2. *Day, Time, and Place*. The neighborhood meeting should be held during the hours of 6:00 p.m. to 9:00 p.m., on a Monday through Friday, and at a place that is accessible to the general public and convenient to the residents of the neighborhood surrounding the proposed project. A neighborhood meeting may be held at different times or days (i) upon neighborhood request, (ii) if the

applicant holds multiple neighborhood meetings and at least one such meeting is held at a time and day stated above, or (iii) if the applicant works with the Zoning Administrator to propose alternative times or days that best meet the needs of the neighborhood.

3. *Notice.* Notice shall be provided ~~for amendments, except that~~ in accordance with CZO 15.08.050. Additionally, the applicant shall provide notice to (i) any neighborhood organization that represents the citizens within the notice area, (ii) the Zoning Administrator, (iii) the Planning Commission, and (iv) the City Council.
4. *Conduct of meetings.* At the neighborhood meeting, the applicant shall explain the development proposal and applications that are expected to be submitted to the City, answer questions from attendees, and discuss ways in which to resolve the attendees' concerns.

5. *Post Meeting Requirements*. A summary of the neighborhood meeting(s) shall be included with any applications submitted to the Zoning Administrator. Failure to submit a complete summary shall result in the respective application being deemed incomplete. The summary shall include:
   1. the day, date, time, location, and purpose of the neighborhood meeting(s);
   2. a copy of the mailed notice ~~to surrounding~~ and a list of the people and addresses to whom the notice was sent;
   3. the number of attendees and whether anyone attended via telephone or interactive technology;
   4. a copy of all materials presented or provided during the meeting;
   5. the comments and questions presented by the attendees;
   6. the responses to the questions from the attendees; and
   7. An explanation of the ways in which the submitted application demonstrates a response to the feedback provided during the neighborhood meeting(s).
6. Nothing shall prevent the applicant from holding, or the Planning Commission or City Council from requiring, additional neighborhood meetings.
7. Failure to give posted, mailed, or published notice as required by this chapter, defects in any notice, or irregularities in the neighborhood meeting shall not invalidate the proceedings if a bona fide attempt to comply with the requirements of this section has been made.

Section 3: A new CZO Section 15.08.130 is hereby added as follows:

15.08.130 Signage.

1. *General.* Certain applications under this chapter shall require signage to be placed upon the site to provide the public with notice and the opportunity to seek information related to the application. Signage required by this section shall be in a form established by the Zoning Administrator.
2. *When Required.* Signage shall be required for any site that is the subject of an application for which a neighborhood meeting is required by CZO 15.08.120.
3. *Display*. Signage shall be displayed along each public street that abuts or transects the site in a manner that ensures visibility from all public streets abutting or transecting the site, at intervals of not more than 500 feet.
4. *Duration*. The signage shall be on display prior to review of the application by the Planning Commission until a final decision on the application or the application is withdrawn. The

applicant or property owners is not required. Nonetheless,owner shall ensure that signage remains continuously on display and is maintained during this period.

5. *Installation and Removal*. The signage shall be installed and removed by the Department of Public Works. Signage under this section shall be exempt from CZO 15.32.
6. *Fee*. A fee of $350 shall be required to offset signage cost, installation, and removal. This fee shall be paid prior to the installation of the signage and any applications that require a sign under this section shall be deemed incomplete until the fee is paid.
7. The failure to post notice as required by this section shall not invalidate the proceedings if a bona fide attempt to comply with the requirements of this section has been made.

Section 4. Effective Date. This Ordinance shall be in full force and effect from and after its date of passage, adoption, and publication according to law.

B. Passed and adopted by the City Council of the City of Chaska has determined that mailed notices shall be given to property owners within 150 feet of the subject property, Minnesota, this _____ day of _____, 2022.

_____

Mark Windschitl, Mayor

Attest: _____

Denise Beebe, Deputy Clerk

C. *Variances*. Public hearings are not required by the State for variances; however, the City of Chaska has determined that public hearings shall be held for variances which exceed the applicable zoning requirements by more than 30 percent. In such event, notice shall be published in the official newspaper as provided for amendments, and a similar notice shall be mailed to each owner of property which abuts the property to which the variance relates.

City of Chaska Courtesy Notice

Dated: September 14, 2022

Notice is hereby given about a proposed development in your area that will be considered at an upcoming City meeting.

- **Meeting**: Choose an item.
- **Will this be a Public Meeting**? Yes **Will this include a Public Hearing**? Choose an item.
- **Date and Time**: **Choose an item.**
- **Location:** Choose an item.
- **Item(s) to be considered**: Choose an item.
- **Proposed development details**:
- **Proposed development location**:
- **Plan submitted by**:
- **Parcel Identification (PID) number**:

NOTE: The PID number is used as the full legal description of the property.

EXAMPLE - TEMPLATE

A Public Hearing requires time be provided for public comments or questions. A Public Meeting is open to all, but time to speak is not required to be provided. To participate in the meeting, you can join at Choose an item. or virtually on Zoom at the date and time listed above. To learn more about participating on Zoom, visit Choose an item..

Questions about accessing Zoom? Email communications@chaskamn.gov or call (952) 448-9200.
Questions about the proposed project? Email planning@chaskamn.gov or call (952) 448-9200

By Order of the Community Development Director
Nate Kabat

City of Chaska Courtesy Notice
1 City Hall Plaza, Chaska MN 55318

EXAMPLE - TEMPLATE

EXAMPLE - TEMPLATE

Notice is hereby given about a proposed development in your area that will be considered at an upcoming city meeting.

Ways to view the plans before the meeting:

1. Call the Chaska Planning Department at 952-448-9200 with the PID number
2. Visit Chaska City Hall. Check in with the first-floor customer service representative and ask to speak to the Planning Department. Bring the PID number.
3. View the plan on the meeting agenda when the agenda is published. Meeting agendas are published a few days before the meeting and can be found at chaskamn.gov/825.

Contact Us!
952-448-9200 | communications@chaskamn.gov

Proposed Development

952.448.9200

chaskamn.gov

CLAIMS ROSTER REPORT

FOR COUNCIL MEETING: **September 19, 2022**

Paid and Unpaid Invoices:
Check #'s 343975-344087 **$588,683.23**

Paid Electronic Invoices:
Wire #'s 3392-3401 **$349,278.00**

Amount for Approval-Council Meeting: September 19, 2022	**$937,961.23**

City of Chaska

VENDOR INVOICE LIST

Checks

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
110824 ANSHOUR, KHADRA										
10005222		09/14/2022	092022	343992	39.19	39.19	10/14/2022	INV	PD	METER DEPOSIT REFUND-4
CHECK DATE: 09/20/2022										
101930 AXON ENTERPRISE INC										
INUS096466		09/02/2022	092022	343993	1,960.00	1,960.00	10/02/2022	INV	PD	Fleet 2 Unlimited pack
CHECK DATE: 09/20/2022										
107572 BAKER TILLY VIRCHOW KRAUSE LLP										
BTMA15803		09/13/2022	091522	343982	20,000.00	20,000.00	10/13/2022	INV	PD	2022A TEMP STATE AID S
CHECK DATE: 09/15/2022										
110802 BOLL, JOCELYN										
2012302.002		09/07/2022	092022	343994	29.00	29.00	10/09/2022	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 09/20/2022						PAYEE: BOLL, JOCELYN				
102279 BOLTON & MENK INC										
0296838		08/31/2022	092022	343995	40,724.00	40,724.00	10/08/2022	INV	PD	TH 41 & CSAH 61 IMPROV
CHECK DATE: 09/20/2022										
110804 BONILLA, GABRIELA										
2012309.002		09/10/2022	092022	343996	500.00	500.00	10/10/2022	INV	PD	RFD PERMIT CHARGES-QUI
CHECK DATE: 09/20/2022						PAYEE: BONILLA, GABRIELA				
100247 BROADWAY AWARDS INC										
51192		06/27/2022	092022	343997	356.01	356.01	07/27/2022	INV	PD	Safety Camp Awards + I
CHECK DATE: 09/20/2022										
110828 CARBALLO, LUIS										
36347		09/14/2022	092022	343998	23.56	23.56	10/14/2022	INV	PD	METER DEPOSIT REFUND-3
CHECK DATE: 09/20/2022										
100332 CENTERPOINT ENERGY RESOURCES CORP										
105010300/AUG22		09/02/2022	091522	343983	4,977.66	4,977.66	09/30/2022	INV	PD	AUG 3210 CHASKA BLVD G
CHECK DATE: 09/15/2022										

Report generated: 09/15/2022 11:07
User: 8482mrob
Program ID: apinvlst

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100337 QWEST CORPORATION										
313692512/SEP22 CHECK DATE: 09/15/2022		09/01/2022	091522	343984	259.91	259.91	09/27/2022	INV	PD	SEP TC CLUBHS LOC PHN
313773369/SEP22 CHECK DATE: 09/15/2022		09/01/2022	091522	343984	111.17	111.17	09/27/2022	INV	PD	SEP CCC BURGLAR ALARM
600648810 CHECK DATE: 09/20/2022		09/01/2022	092022	343999	170.69	170.69	10/01/2022	INV	PD	SEP SIP PHONE BILL
					541.77					
100379 CITY OF CHANHASSEN										
105085 CHECK DATE: 09/20/2022		09/01/2022	092022	344000	1,584.00	1,584.00	10/08/2022	INV	PD	Red Wing/Lake City Lun
100368 CHASKA LAUNDRY CENTER										
2230 CHECK DATE: 09/15/2022		08/31/2022	091522	343985	272.53	272.53	09/20/2022	INV	PD	AUG TOWEL-TC
110240 CINTAS CORPORATION NO 2										
5123924125 CHECK DATE: 09/20/2022		09/09/2022	092022	344001	179.49	179.49	10/09/2022	INV	PD	1ST AID SUPPLIES-CITY
5123924145 CHECK DATE: 09/20/2022		09/09/2022	092022	344001	349.24	349.24	10/09/2022	INV	PD	MEDICAL SUPPLIES
5123924158 CHECK DATE: 09/20/2022		09/09/2022	092022	344001	45.20	45.20	10/09/2022	INV	PD	1st Aide re-fill-PD
9190812537 CHECK DATE: 09/20/2022		09/01/2022	092022	344002	545.00	545.00	09/30/2022	INV	PD	AED Maintenance
					1,118.93					
100401 CITY OF BLOOMINGTON										
20998 CHECK DATE: 09/20/2022		08/03/2022	092022	344003	208.00	208.00	09/18/2022	INV	PD	Clayhole Water Testing
102293 CITY OF CHASKA-ELECT										
XMAS IN MAY-2022-3 CHECK DATE: 09/20/2022		09/05/2022	092022	344004	6,000.00	6,000.00	10/12/2022	INV	PD	AUG REBATE-XMAS IN MAY
109942 MANSFIELD TOP SERVICES INC										

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
42009005188 CHECK DATE: 09/20/2022		09/12/2022	092022	344005	457.98	457.98	10/12/2022	INV	PD	Curl/Event Ctr-Labor D
100419 CLOVER CONDOMINIUM ASSOCIATION										
498838-10 CHECK DATE: 09/20/2022	220002	09/15/2022	092022	344006	419.95	419.95	10/01/2022	INV	PD	OCT COMMUNITY ROOM DUE
100768 CODE 4 SERVICES INC										
7561 CHECK DATE: 09/20/2022		09/12/2022	092022	344007	4,217.24	4,217.24	10/12/2022	INV	PD	Squad #1223 Setup-Warn
105466 COMPUTER INTEGRATION TECHNOLOGIES INC										
334402 CHECK DATE: 09/20/2022		08/31/2022	092022	344008	94.50	94.50	10/09/2022	INV	PD	REMOTE SUPPORT
107686 CONCENTRA HEALTH SERVICES INC										
15925043 CHECK DATE: 09/20/2022		08/22/2022	092022	344009	762.00	762.00	10/07/2022	INV	PD	AUG DRUG TESTING, DOT
110839 CTW GROUP										
37288 CHECK DATE: 09/20/2022		09/14/2022	092022	344010	70.85	70.85	10/14/2022	INV	PD	CREDIT BALANCE REFUND-
100479 CULLIGAN-METRO BROOKLYN PARK										
114-01594506-5 AUG22 CHECK DATE: 09/15/2022		08/31/2022	091522	343986	104.67	104.67	09/20/2022	INV	PD	COOLER RENT & WATER-TC
100504 DAVE SCOTT										
105058 CHECK DATE: 09/20/2022		09/07/2022	092022	344011	24.30	24.30	10/07/2022	INV	PD	SOD FOR DIGS
110805 DAVIS, JORDYN										
2012308.002 CHECK DATE: 09/20/2022		09/10/2022	092022	344012	500.00	500.00 PAYEE: DAVIS, JORDYN	10/10/2022	INV	PD	RFD PERMIT CHARGES-WED
100510 DEAN JOHNSON HOMES INC										
2914 MARK TWAIN DR		09/12/2022	092022	344013	2,500.00	2,500.00	10/12/2022	INV	PD	BUILDER DEPOSIT REFUND

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 09/20/2022										
3068 WALDEN DR		09/12/2022	092022	344013	2,500.00	2,500.00	10/12/2022	INV	PD	BUILDER DEPOSIT REFUND
CHECK DATE: 09/20/2022										
					5,000.00					
107812 SCOTT CONGDON										
6258		09/05/2022	092022	344014	51.00	51.00	10/05/2022	INV	PD	BUSINESS CARDS-KUHN
CHECK DATE: 09/20/2022										
100549 DORSEY AND WHITNEY LLP										
3808761		08/18/2022	091522	343987	2,940.00	2,940.00	09/18/2022	INV	PD	TIF DISTRICT #24 LEGAL
CHECK DATE: 09/15/2022										
870074-00081		09/13/2022	091522	343987	20,000.00	20,000.00	10/13/2022	INV	PD	2022 TEMP STATE AID ST
CHECK DATE: 09/15/2022										
					22,940.00					
105629 DICKS SANITATION SERVICE INC										
4815198T460		08/31/2022	092022	344015	969.27	969.27	09/30/2022	INV	PD	MSB
CHECK DATE: 09/20/2022										
4815207T460		08/31/2022	092022	344015	727.82	727.82	09/30/2022	INV	PD	TOWN COURSE
CHECK DATE: 09/20/2022										
4815208T460		08/31/2022	092022	344015	123.55	123.55	09/30/2022	INV	PD	PAR 30
CHECK DATE: 09/20/2022										
4815209T460		08/31/2022	092022	344015	239.66	239.66	09/30/2022	INV	PD	TOWN COURSE MAINTENANC
CHECK DATE: 09/20/2022										
					2,060.30					
100577 EASY PICKER GOLF PRODUCTS INC										
0181696-IN		09/01/2022	092022	344016	984.66	984.66	10/01/2022	INV	PD	BALL WASHER PARTS
CHECK DATE: 09/20/2022										
100593 ELECTION SYSTEMS & SOFTWARE INC										
CD2039009		09/06/2022	092022	344017	353.89	353.89	10/12/2022	INV	PD	DS200 POWER SUPPLIES/C
CHECK DATE: 09/20/2022										
100625 EUREKA CONSTRUCTION INC										
53290150-1		09/14/2022	092022	344018	150,830.83	150,830.83	10/14/2022	INV	PD	CREEK RD UTILITY & ST
CHECK DATE: 09/20/2022										

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100649 FEDERAL EXPRESS CORPORATION										
7-876-26199		09/07/2022	091322-2	343975	33.44	33.44	09/22/2022	INV	PD	UB SHIPPING 8/29 FROM
CHECK DATE: 09/13/2022										
110169 FELHABER LARSON FENLON AND VOGT PA										
692823		09/06/2022	092022	344019	5,898.25	5,898.25	10/06/2022	INV	PD	TH 41 Project-Property
CHECK DATE: 09/20/2022										
692824		09/06/2022	092022	344019	8,356.00	8,356.00	10/06/2022	INV	PD	Creek Rd Trunk Sewer E
CHECK DATE: 09/20/2022										
					14,254.25					
110836 FERGUSON, ROBERT										
10002775		09/14/2022	092022	344020	367.54	367.54	10/14/2022	INV	PD	CREDIT BALANCE REFUND-
CHECK DATE: 09/20/2022										
106319 CHAD JEREMY FIGG										
Aug 2022		09/06/2022	092022	344021	596.40	596.40	09/30/2022	INV	PD	Aug Tae Kwon Do
CHECK DATE: 09/20/2022										
100680 FORCE AMERICA INC										
001-1663396		08/26/2022	092022	344022	60.53	60.53	09/26/2022	INV	PD	#167 HYD FITTING FOR E
CHECK DATE: 09/20/2022										
100707 GEAR FOR SPORTS										
41948563		09/08/2022	092022	344023	1,676.56	1,676.56	10/08/2022	INV	PD	Curl Resale-UA Hoodies
CHECK DATE: 09/20/2022										
108000 GEORGE PHILLIPS CURLING STONE										
315762		08/23/2022	092022	344024	706.00	706.00	09/23/2022	INV	PD	Blade Sharpening-Curli
CHECK DATE: 09/20/2022										
100763 GRACZYK, NOEL										
105116		09/06/2022	092022	344025	8.95	8.95	10/12/2022	INV	PD	POSTAGE FOR BOND SALE
CHECK DATE: 09/20/2022										
100782 GS DIRECT INC										

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
369502		08/25/2022	092022	344026	198.79	198.79	09/25/2022	INV	PD	Paper for Bldg Insp/En
CHECK DATE: 09/20/2022										
110829 HAFFIE, MAISON										
36454		09/14/2022	092022	344027	14.73	14.73	10/14/2022	INV	PD	METER DEPOSIT REFUND-1
CHECK DATE: 09/20/2022										
110838 HANSON, ALTHEA										
10014214		09/14/2022	092022	344028	219.69	219.69	10/14/2022	INV	PD	CREDIT BALANCE REFUND-
CHECK DATE: 09/20/2022										
110825 HARGIS, SHAWN										
10009636		09/14/2022	092022	344029	169.80	169.80	10/14/2022	INV	PD	METER DEPOSIT REFUND-2
CHECK DATE: 09/20/2022										
100821 HEALTHPARTNERS INC										
115369139		09/07/2022	091422	343981	7,596.06	7,596.06	10/01/2022	INV	PD	OCT EMP INS PREM-DENTA
CHECK DATE: 09/14/2022										
110461 HEARTLAND BUSINESS SYSTEMS LLC										
544162-H		09/06/2022	092022	344030	8,400.00	8,400.00	10/06/2022	INV	PD	PHONE SYS SUPPORT/NETW
CHECK DATE: 09/20/2022										
100859 HOISINGTON KOEGLER GROUP INC										
019-047-6		09/11/2022	092022	344031	4,846.89	4,846.89	10/11/2022	INV	PD	SAVANNA PARK DESIGN FE
CHECK DATE: 09/20/2022										
022-024-3		09/12/2022	092022	344031	911.25	911.25	10/12/2022	INV	PD	DT BUSINESS ENTRANCE D
CHECK DATE: 09/20/2022										
022-029-4		09/11/2022	092022	344031	995.00	995.00	10/11/2022	INV	PD	AUG PLANNING SERVICES
CHECK DATE: 09/20/2022										
					6,753.14					
110806 HOOVER, KELLY										
350034650-2022-1		08/30/2022	092022	344032	2,500.00	2,500.00	10/12/2022	INV	PD	AUG REBATE-SOLAR PANEL
CHECK DATE: 09/20/2022										
100889 INTERNATIONAL CITY MGMT ASSN RETIREMENT CORP										

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
2022/0909-ICMA CHECK DATE: 09/13/2022		09/09/2022	091322-2	343976	7,245.90	7,245.90	09/09/2022	INV	PD	090922 Payroll - 457 &
110833 ISAAK, LAUREN										
36752 CHECK DATE: 09/20/2022		09/14/2022	092022	344033	43.11	43.11	10/14/2022	INV	PD	METER DEPOSIT REFUND-1
104745 KILLIAN, CHAD										
350040430-2022-1 CHECK DATE: 09/20/2022		09/05/2022	092022	344034	328.92	328.92 PAYEE: KILLIAN, CHAD	10/12/2022	INV	PD	AUG REBATE-RESIDENTIAL
101043 LANO EQUIPMENT INC										
01-938468 CHECK DATE: 09/20/2022		09/07/2022	092022	344035	497.84	497.84	10/07/2022	INV	PD	#713 TRENCHER COMPACTO
101044 LANO EQUIPMENT OF NORWOOD										
77296 CHECK DATE: 09/20/2022		08/31/2022	092022	344036	250.00	250.00	09/30/2022	INV	PD	STUMP GRINDER RENTAL
101050 LAW ENFORCEMENT LABOR SERVICES INC										
Sep-22 CHECK DATE: 09/13/2022		09/09/2022	091322-2	343977	1,690.00	1,690.00	09/09/2022	INV	PD	Sep-22 Police Union Du
101058 LEAGUE OF MINNESOTA CITIES										
376161 CHECK DATE: 09/20/2022		09/13/2022	092022	344037	55.00	55.00	09/13/2022	INV	PD	MCMA dinner at 2022 IC
105139 LUBE TECH AND PARTNERS LLC										
3010570 CHECK DATE: 09/20/2022		09/08/2022	092022	344038	1,993.95	1,993.95	10/08/2022	INV	PD	OIL FOR CITY VEHICLES
101115 LUTHYS SANDBLASTING & PAINTING INC										
2905 CHECK DATE: 09/20/2022		09/09/2022	092022	344039	3,950.00	3,950.00	10/09/2022	INV	PD	BLAST,PRIME & PAINT TR
110807 MANEA, JOSEPH										

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
220504140-2022-1 CHECK DATE: 09/20/2022		09/05/2022	092022	344040	2,500.00	2,500.00	10/12/2022	INV	PD	AUG REBATE-SOLAR PANEL
103176 MANSFIELD OIL COMPANY										
23591912 CHECK DATE: 09/20/2022		09/12/2022	092022	344041	11,523.54	11,523.54	10/12/2022	INV	PD	DYED DIESEL
23591913 CHECK DATE: 09/20/2022		09/12/2022	092022	344041	12,369.12	12,369.12	10/12/2022	INV	PD	UNLEADED FUEL
					23,892.66					
110830 MARSHALL, BRETT										
36520 CHECK DATE: 09/20/2022		09/14/2022	092022	344042	64.53	64.53	10/14/2022	INV	PD	METER DEPOSIT REFUND-3
101187 METRO SALES INC										
INV2118040 CHECK DATE: 09/20/2022		09/05/2022	092022	344043	197.00	197.00	10/05/2022	INV	PD	Contract Invoice
INV2118773 CHECK DATE: 09/20/2022		09/06/2022	092022	344043	338.96	338.96	10/06/2022	INV	PD	Contract Invoice
					535.96					
101194 MIDWEST AQUA CARE INC										
2067 CHECK DATE: 09/20/2022		09/14/2022	092022	344044	400.00	400.00	10/13/2022	INV	PD	2022 FOUNTAIN REMOVAL
101217 MINNESOTA CHILD SUPPORT PMT CTR										
PR090922001510208001 CHECK DATE: 09/13/2022		09/09/2022	091322-2	343978	184.58	184.58	09/09/2022	INV	PD	090922 Payroll - Child
101216 MINNESOTA FIRE SERVICE CERTIFICATION BOARD										
10239 CHECK DATE: 09/20/2022		06/13/2022	092022	344045	290.00	290.00	10/13/2022	INV	PD	FF CERT EXAM-GRINAGER,
10339 CHECK DATE: 09/20/2022		06/29/2022	092022	344045	120.00	120.00	10/13/2022	INV	PD	FF CERT EXAM-ASTRY
10378 CHECK DATE: 09/20/2022		06/30/2022	092022	344045	120.00	120.00	10/13/2022	INV	PD	FF CERT EXAM-SCHROECKE

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
					530.00					
101258 MINNESOTA POLLUTION CONTROL AGENCY (FEES)										
105075		09/08/2022	092022	344046	650.00	650.00	10/08/2022	INV	PD	WASTEWATER TRAINING-ST
CHECK DATE: 09/20/2022										
101265 MINNESOTA ROADWAYS CO										
86707		09/07/2022	092022	344047	2,088.00	2,088.00	10/07/2022	INV	PD	#2115 TACK OIL
CHECK DATE: 09/20/2022										
101303 MN TEAMSTER PUBLIC AND LAW ENFORCEMENT										
Sep-22		09/09/2022	091322-2	343979	4,793.00	4,793.00	09/09/2022	INV	PD	Sep-22 Local #320 Unio
CHECK DATE: 09/13/2022										
101276 MINNESOTA VALLEY ELECTRIC COOPERATIVE										
107050711/AUG22		08/29/2022	091522	343988	14,044.80	14,044.80	09/22/2022	INV	PD	AUG ST LITES-TC HT, CR
CHECK DATE: 09/15/2022										
778377500/AUG22		09/07/2022	091522	343988	52.97	52.97	10/02/2022	INV	PD	AUG 12500 CTY RD 11 SI
CHECK DATE: 09/15/2022										
778377800/AUG22		09/07/2022	091522	343988	37.72	37.72	10/02/2022	INV	PD	AUG 4250 ENGLER BLVD S
CHECK DATE: 09/15/2022										
778377900/AUG22		09/07/2022	091522	343988	35.60	35.60	10/02/2022	INV	PD	AUG 4100 ENGLER BLVD S
CHECK DATE: 09/15/2022										
781385500/AUG22		09/07/2022	091522	343988	10.40	10.40	10/02/2022	INV	PD	AUG 4463 CTY RD 44
CHECK DATE: 09/15/2022										
					14,181.49					
101248 MINNESOTA MUNICIPAL POWER AGENCY										
2022-14		09/09/2022	092022	344048	114,510.00	114,510.00	10/01/2022	INV	PD	SEMI-ANNUAL PMT-NET D/
CHECK DATE: 09/20/2022										
101192 STATE OF MINNESOTA										
1000048275		09/01/2022	092022	344049	9,364.21	9,364.21	10/02/2022	INV	PD	2ND QTR FISCAL YR 2023
CHECK DATE: 09/20/2022										
105853 MOR GOLF AND UTILITY INC										
34952		09/06/2022	092022	344050	49.17	49.17	10/06/2022	INV	PD	CART PART FOR REPAIR
CHECK DATE: 09/20/2022										

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
110827 MOSER, SHANNON										
35874 CHECK DATE: 09/20/2022		09/14/2022	092022	344051	50.64	50.64	10/14/2022	INV	PD	METER DEPOSIT REFUND-3
101356 MTI DISTRIBUTING INC #31380										
1362705-00 CHECK DATE: 09/20/2022		09/07/2022	092022	344052	1,424.58	1,424.58	10/07/2022	INV	PD	#245 AERATOR TINES & G
101354 MTI DISTRIBUTING INC #700767										
1363200-00 CHECK DATE: 09/20/2022		09/08/2022	092022	344053	160.23	160.23	10/08/2022	INV	PD	IRRIGATION PARTS
1363504-00 CHECK DATE: 09/20/2022		09/12/2022	092022	344053	120.16	120.16	10/12/2022	INV	PD	WIRE SPLICE KIT
					280.39					
101365 STAR GROUP LLC										
4472/AUG2022 CHECK DATE: 09/15/2022		08/31/2022	091522	343989	4,230.18	4,230.18	09/10/2022	INV	PD	AUG PARTS & SUPPLIES
105035 RED BEARD LLC										
2209 CHECK DATE: 09/20/2022		09/06/2022	092022	344054	4,867.50	4,867.50	10/06/2022	INV	PD	CHASKA GOLF EXPERIENCE
110826 OKERMAN, ZACHARY										
33724 CHECK DATE: 09/20/2022		09/14/2022	092022	344055	29.11	29.11	10/14/2022	INV	PD	METER DEPOSIT REFUND-2
110837 OSDOBA, JENNIFER										
10011848 CHECK DATE: 09/20/2022		09/14/2022	092022	344056	85.51	85.51	10/14/2022	INV	PD	CREDIT BALANCE REFUND-
101539 PLAISTED COMPANIES INC										
55069 CHECK DATE: 09/20/2022		08/31/2022	092022	344057	2,566.22	2,566.22	09/30/2022	INV	PD	TOPDRESSING SAND
101557 POWER SYSTEM ENGINEERING INC										

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
9043542 CHECK DATE: 09/20/2022		09/12/2022	092022	344058	1,347.50	1,347.50	10/12/2022	INV	PD	ENG, PLANING & OPERATI
107855 STAPLES INC										
27306597 CHECK DATE: 09/20/2022		08/25/2022	092022	344060	131.12	131.12	09/25/2022	INV	PD	OFFICE SUPPLIES
27458295 CHECK DATE: 09/20/2022		09/01/2022	092022	344060	98.13	98.13	10/01/2022	INV	PD	OFFICE SUPPLIES
27528095 CHECK DATE: 09/20/2022		09/07/2022	092022	344059	26.98	26.98	10/07/2022	INV	PD	Orange and Purple Rubb
27547504 CHECK DATE: 09/20/2022		09/07/2022	092022	344059	30.78	30.78	10/07/2022	INV	PD	2 different sizes of p
					287.01					
101684 R & R SPECIALTIES OF WISCONSIN INC										
0076545-IN CHECK DATE: 09/20/2022		09/08/2022	092022	344061	147.65	147.65	10/08/2022	INV	PD	Zamboni Hot Water Fill
110808 RADMANN, CASEY										
350030970-2022-1 CHECK DATE: 09/20/2022		08/30/2022	092022	344062	1,917.50	1,917.50	10/12/2022	INV	PD	AUG REBATE-SOLAR PANEL
101620 RECREATION SUPPLY CO INC										
478907 CHECK DATE: 09/20/2022		09/12/2022	092022	344063	515.86	515.86	10/12/2022	INV	PD	Float Valve & Chemical
101669 ROBERT HALF TECHNOLOGY										
60663147 CHECK DATE: 09/20/2022		09/07/2022	092022	344064	3,040.00	3,040.00	10/08/2022	INV	PD	PR TEMP-RADDATZ W/E 9/
60694318 CHECK DATE: 09/20/2022		09/12/2022	092022	344064	1,073.25	1,073.25	10/12/2022	INV	PD	BLDG INSP TEMP-KLEHR W
60700172 CHECK DATE: 09/20/2022		09/13/2022	092022	344064	2,850.00	2,850.00	10/13/2022	INV	PD	PR TEMP-RADDATZ W/E 9/
					6,963.25					
110831 SALAT, MARYAN										
36527		09/14/2022	092022	344065	136.99	136.99	10/14/2022	INV	PD	METER DEPOSIT REFUND-3

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 09/20/2022										
101703 SALVATION ARMY										
AUG/22 HS		09/12/2022	092022	344066	133.00	133.00	10/12/2022	INV	PD	AUG HEAT SHARE CONTRIB
CHECK DATE: 09/20/2022										
101744 SCOTT COUNTY TREASURER										
IN28721		09/12/2022	092022	344067	900.00	900.00	10/09/2022	INV	PD	Department Range Trai
CHECK DATE: 09/20/2022										
110803 SIEGLE, DANIELLE										
2012271.002		08/24/2022	092022	344068	500.00	500.00	09/24/2022	INV	PD	RFD PERMIT CHARGES-WED
CHECK DATE: 09/20/2022						PAYEE: SIEGLE, DANIELLE				
104547 SITEONE LANDSCAPE SUPPLY HOLDING LLC										
123019233-001		09/07/2022	092022	344069	2,499.06	2,499.06	10/15/2022	INV	PD	Irrigation controller
CHECK DATE: 09/20/2022										
101828 SOUTHWEST NEWS MEDIA										
2165893		08/04/2022	092022	344070	29.40	29.40	09/25/2022	INV	PD	EASEMENT VACATION PION
CHECK DATE: 09/20/2022										
101892 STUART C IRBY CO										
S013046961.002	220161	09/01/2022	092022	344071	12,600.00	12,600.00	10/01/2022	INV	PD	TRANS GROUND SLEEVES -
CHECK DATE: 09/20/2022										
S013175311.001	220162	09/07/2022	092022	344071	963.00	963.00	10/07/2022	INV	PD	COND UD ALUM 350 SGL U
CHECK DATE: 09/20/2022										
					13,563.00					
110832 STUK, JACOB										
34776		09/14/2022	092022	344072	10.98	10.98	10/14/2022	INV	PD	METER DEPOSIT REFUND-3
CHECK DATE: 09/20/2022										
110835 SWENSON, NATHAN										
10001953		09/14/2022	092022	344073	354.84	354.84	10/14/2022	INV	PD	CREDIT BALANCE REFUND-
CHECK DATE: 09/20/2022										

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
106000 TARMAN, AL										
105065 CHECK DATE: 09/20/2022		08/25/2022	092022	344074	221.90	221.90	10/07/2022	INV	PD	MILEAGE-NFA TRNG-INSPE
101966 TK ELEVATOR CORPORATION										
3006785697 CHECK DATE: 09/20/2022		09/01/2022	092022	344075	310.00	310.00	10/01/2022	INV	PD	Sep CCC Elevator Servi
101977 TOLL COMPANY										
10477421 CHECK DATE: 09/20/2022		09/06/2022	092022	344076	920.26	920.26	10/06/2022	INV	PD	WELDING SUPPLIES
110281 TOWNSQUARE PLACE										
10012630-2022-2 CHECK DATE: 09/20/2022		08/16/2022	092022	344077	150.00	150.00	10/12/2022	INV	PD	AUG REBATE-BUSINESS CO
101999 TRANS UNION LLC										
08232443 CHECK DATE: 09/20/2022		08/29/2022	092022	344078	5.70	5.70	09/29/2022	INV	PD	Data Processing
110834 TURPIN, CHANTELLE										
36848 CHECK DATE: 09/20/2022		09/14/2022	092022	344079	118.10	118.10	10/14/2022	INV	PD	METER DEPOSIT REFUND-2
102026 API GARAGE DOOR INC										
Z219252 CHECK DATE: 09/20/2022		09/02/2022	092022	344080	550.00	550.00	10/02/2022	INV	PD	Annual testing of fire
106577 TWIN CITY HARDWARE COMPANY INC										
PSI2139439 CHECK DATE: 09/20/2022		08/26/2022	092022	344081	23.22	23.22	09/25/2022	INV	PD	DRIVER
110053 TX CHILD SUPPORT SDU										
PR0909220012725283 CHECK DATE: 09/13/2022		09/09/2022	091322-2	343980	147.69	147.69	09/09/2022	INV	PD	090922 Payroll - Child
104522 US FOODS INC										

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
4044010		09/09/2022	092022	344082	323.04	323.04	10/09/2022	INV	PD	OAK 19 SUPPLIES-TOWELS
CHECK DATE: 09/20/2022										
107687 UNIVERSAL PROTECTION SERVICE LP										
13139154		08/18/2022	092022	344083	331.11	331.11	09/18/2022	INV	PD	Event Ctr Security 8/1
CHECK DATE: 09/20/2022										
13167633		08/25/2022	092022	344083	292.91	292.91	09/25/2022	INV	PD	Event Ctr Security 8/1
CHECK DATE: 09/20/2022										
					624.02					
110799 VERIZON CONNECT FLEET USA LLC										
OSV000002863559		09/01/2022	091522	343990	158.72	158.72	10/12/2022	INV	PD	Data Processing - GPS
CHECK DATE: 09/15/2022										
102146 WATER SPECIALTY OF MINNESOTA INC										
12776		09/08/2022	092022	344084	1,765.30	1,765.30	10/08/2022	INV	PD	Pool Chemicals
CHECK DATE: 09/20/2022										
110823 WINTHROP AND WEINSTINE PA										
13930.340		09/14/2022	091522	343991	5,000.00	5,000.00	10/14/2022	INV	PD	2022 TEMP STATE AID ST
CHECK DATE: 09/15/2022										
102189 WM MUELLER & SONS										
280577		09/07/2022	092022	344085	9,594.68	9,594.68	10/25/2022	INV	PD	PATCH PAVE VAN SLOUN R
CHECK DATE: 09/20/2022										
102206 WOLF MOTOR CO INC										
6239302/1		09/08/2022	092022	344086	61.28	61.28	10/08/2022	INV	PD	#323 POWER SEAT TILT
CHECK DATE: 09/20/2022										
102220 XIGENT SOLUTIONS LLC										
84340		09/08/2022	092022	344087	2,900.00	2,900.00	10/13/2022	INV	PD	VMWARE STANDARD & SUPP
CHECK DATE: 09/20/2022										
84343		09/02/2022	092022	344087	6,715.00	6,715.00	10/07/2022	INV	PD	SEP RECOVERY SVC
CHECK DATE: 09/20/2022										
84344		09/02/2022	092022	344087	13,914.69	13,914.69	10/07/2022	INV	PD	SEP SUPPORT SVC
CHECK DATE: 09/20/2022										

Report generated: 09/15/2022 11:07
User: 8482mrob
Program ID: apinvlst

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
84345 CHECK DATE: 09/20/2022		09/02/2022	092022	344087	1,778.44	1,778.44	10/07/2022	INV	PD	SEP VULNERABILITY SVC
		142 INVOICES			588,683.23					

** END OF REPORT - Generated by Michelle Robbin **

City of Chaska

VENDOR INVOICE LIST

Electronic Payments

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
107490 GREAT-WEST LIFE & ANNUITY INSURANCE COMPANY										
105045 CHECK DATE: 09/12/2022		09/09/2022	091222	3398	3,460.47	3,460.47	09/12/2022	DIR	PD	090922 Payroll - HCSP
107744 GREAT-WEST LIFE & ANNUITY INSURANCE COMPANY										
105046 CHECK DATE: 09/12/2022		09/09/2022	091222	3399	850.00	850.00	09/12/2022	DIR	PD	090922 Payroll - MNDCP
101756 MII LIFE INCORPORATED										
40361131 CHECK DATE: 09/14/2022		09/13/2022	WIRE_001	3400	1,284.35	1,284.35	09/14/2022	DIR	PD	9/14/22 FSA REIMB-HEAL
100927 INTERNAL REVENUE SERVICE										
105039 CHECK DATE: 09/09/2022		09/09/2022	090922	3392	158,555.58	158,555.58	09/09/2022	DIR	PD	090922 Payroll - SS, M
101343 MINNESOTA DEPT OF REVENUE-PAYROLL WIRES										
105040 CHECK DATE: 09/12/2022		09/09/2022	091222	3397	31,319.10	31,319.10	09/12/2022	DIR	PD	090922 Payroll - MN St
101376 NATIONWIDE RETIREMENT SOLUTIONS(USCM)										
105041 CHECK DATE: 09/09/2022		09/09/2022	090922	3393	15,497.43	15,497.43	09/09/2022	DIR	PD	090922 Payroll - 457 C
106955 NATIONWIDE RETIREMENT SOLUTIONS(USCM)										
105044 CHECK DATE: 09/09/2022		09/09/2022	090922	3396	6,032.58	6,032.58	09/09/2022	DIR	PD	090922 Payroll - Roth
104668 OPTUM BANK INC										
105043 CHECK DATE: 09/09/2022		09/09/2022	090922	3395	16,610.35	16,610.35	09/09/2022	DIR	PD	090922 Payroll - HSA C
109689 PLANSOURCE BENEFITS ADMINISTRATION INC										
SEP2022 CHECK DATE: 09/15/2022		09/01/2022	091522-2	3401	4,436.43	4,436.43	09/15/2022	DIR	PD	SEP INS PREM-LTD/CI/AC

Report generated: 09/15/2022 11:06
User: 8482mrob
Program ID: apinvlst

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
101506 PUBLIC EMPLOYEES RETIREMENT ASSOCIATION										
105042		09/09/2022	090922	3394	111,231.71	111,231.71	09/09/2022	DIR	PD	090922 Payroll - PERA
CHECK DATE: 09/09/2022										
					111,231.71					
		10 INVOICES			349,278.00					

** END OF REPORT - Generated by Michelle Robbin **

Report generated: 09/15/2022 11:06
User: 8482mrob
Program ID: apinvlst

Biweekly Report

September 19, 2022

By:

Matt Podhradsky

COUNCIL MEETING/WORK SESSION SCHEDULE

Below is a list of the upcoming Council Meetings and Work Sessions to plan for over the next several weeks:

September 19th: Because of the meeting getting pushed to September 12th, we do have back-to-back Monday meetings in September. We will not have a Work Session prior to this meeting, with the main focus of this meeting on Planning Commission items. There are not a lot of items coming from the Planning Commission this month, so the meeting could be relatively short. A larger item that night will be recommendations for the new Harvest West Neighborhood Park, which we have recently completed the public process on. The hope is to get these plans and budget approved on this night so that our Public Works Department can move forward this fall with some of the major site work that will be needed to prepare the land for this park.

October 3rd: We will be having a Work Session prior to this meeting starting at 5:45 pm. The purpose of this work session will be to go over the results of the "Naming Rights" Analysis that the Superlative Group has now completed on our major recreation facilities. This study will not only look at what buildings we have opportunities on, but also what we might expect for revenue from the sale of naming rights if we were to move in this direction. There will be a regular meeting to follow.

October 17th: There is the possibility that we will have a work session on this night to start reviewing the Enterprise Funds budgets for 2023, specifically some or all our Utility Funds. As we get closer to this date, we will be able to let you know for sure if we will be ready on that night. There will be a regular meeting of the Council this night.

October 31st: As this is the 5th Monday of the month, and Halloween, we are not planning on having a Council meeting or Work Session on this night.

If you have any questions about these upcoming meetings, or you are unable to attend, please let me know. For November, please plan that we will have Work Sessions on both the 7th and 21st to go over our 2023 Enterprise Fund Budgets.

METRONET DISCUSSIONS

As you may have heard, one of the results of the County working with Jaguar Communications several years ago to create a fiber ring around the entire County was to allow not only for connecting public facilities to a fiber backbone, but also to provide the potential of having fiber provided to every home in Carver County. While up until this point the vision for fiber to homes has not completed, this project is now moving forward with Metronet (a national fiber provider) purchasing Jaguar with the intention of moving into this market.

Over the past several months, Metronet has been focusing on getting infrastructure plans put in place to serve communities such as Chanhassen and Carver. They focused first on these communities as their Cable/Internet options in these cities were not very robust being served by Mediacom. As they are now finishing up these plans, Metronet is now looking at how they can provide this service into the Chaska community. To do this, they would need to run backbone fiber down collector roads in the City and run laterals down every City street. At that point, if a home signed up for their service, they would then run a service line from the street back into the resident's home.

While Metronet still has a lot of work to do to plan for this infrastructure deployment in Chaska, we are glad that they are now starting to focus on how to provide this service in our community, which we think will provide opportunities for residents to have good alternatives to the high-speed services that are currently in the market. We also expect that this service is going to be priced to be competitive with other high-speed Internet providers in the community, providing our residents with some real choice for the Internet service they choose to subscribe to.

Staff will be meeting with Metronet next Thursday to have initial discussions on their proposed project in Chaska. I hope to shortly be able to provide you with an update on how they propose to provide this service and the timeline we should expect.

If there are any questions about this, please let me know.

Successful USGA Visit

As I shared with you last week, the USGA was in town this past week touring both Hazeltine and the Town Course, as well as touring other venues in the community and hotels in the region to start planning for the 2024 US Amateur event. I am pleased to say that this visit was a good one, with the USGA officials providing high praise of the Chaska Town Course and the other amenities they visited in the community such as the Curling and Event Center. They were very impressed with the high caliber of golf course with the CTC being a municipal course and feel that it is going to be a great course to co-host the event in 2024.

I want to take this opportunity to thank our Head Golf Pro John Kellin and Head Greenskeeper Mark Moers for all they do with the course to make it such as high-quality facility. Both them and their staff take a high level of pride in the condition of the course and the service that is provided out there, and this is only reinforced when we see that we have a quality enough facility to be able to host one of the major Golf Tournaments in the world! Great job to both them and their staff!

As we get closer to the event, we will start to get into more detailed planning and will also start looking at how we can work to get the community involved in this event like we have past major tournaments. If there are any questions regarding the planning for this event, please do not hesitate to let me know.

UPCOMING EVENTS IN THE COMMUNITY

Below is a list of the upcoming events in Chaska:

- Rooftop Movie Night Saturday, September 24th from 6:30-9:30 pm at the SW Transit Station at East Creek. The movie will be Coco and the evening will include free snacks.

- 4th annual Oktobierfest at Schramm Brewery Saturday, September 24th. This will run from Noon-10 pm and will include craft beer, music, and activities. Tickets are required

- Guardian Angles Fall Festival: This will be on Saturday September 24th and will run from 11 am-10 pm adjacent to the School Building. This will have food, entertainment, and games.

If you have any questions about these upcoming events, please let me know.

ICMA CONFERENCE

As a reminder, I will be at the annual International City/County Manager's Association (ICMA) Conference Sunday September 18th-Wednesday September 21st. The conference this year will be held in Columbus, OH. This is an annual event that City Managers from across the world attend to complete leadership training, learn about different ideas/projects occurring in other communities across the world, and to also be able to visit projects within the host City to help spur ideas for things we may want to consider in the future. While I am gone, if anything pops up, don't hesitate to contact Elise at 952-227-7539 or by email at edurbin@chaskamn.gov