



AGENDA
CHASKA PLANNING COMMISSION
ONE CITY HALL PLAZA, CHASKA CITY HALL
Wednesday, November 14, 2018
7:00 PM

1. Call to Order
2. Roll Call
3. Adopt Agenda
4. Visitor Presentation
5. Approve Previous Meeting Minutes
 - 5.A. Approve the October 10th, 2018 Planning Commission Meeting Minutes
6. Consent Items
7. Action Items
 - 7.A. PUBLIC HEARING: 2040 Comprehensive Plan Update/City of Chaska/PC No. 2018-34
8. Other Business
 - 8.A. Receive Other Meeting Minutes
 - 8.A.i. Receive the minutes of the October 8th, 2018 Park Board Meeting.
 - 8.A.ii. Receive the draft Minutes of the Sept 17, 2018 EDA Meeting.
 - 8.A.iii. Receive the Minutes of the Oct 1st, 2018 and draft minutes of the Oct 15th, 2018 City Council Meetings.
9. Adjourn

**CHASKA PLANNING COMMISSION
MINUTES
October 10, 2018**

1. Call to Order

Chairperson Huang called the meeting to order at 7:00 pm.

2. Roll Call

Roll call was taken. Members present: Commissioners Bowe, Cross, Dahlke, Kelley, Keyport, Pfeiffer, and Chairperson Huang.

Members absent: None

Also present: Luke Melchert, City Attorney; Kevin Ringwald, Community Development Director; and, Liz Hanson, City Planner

3. Adopt the Agenda

Motion by Commissioner Kelley, second by Commissioner Pfeiffer to adopt the agenda as presented.

Motion carried.

4. Visitor Presentation

No one appeared under Visitor Presentation.

5. Minutes

Motion by Commissioner Dahlke, second by Commissioner Cross to approve the minutes of the Sept 12, 2018, Planning Commission meeting.

Motion carried.

6. Consent Items

Motion by Commissioner Keyport, second by Commissioner Dahlke to approve the Consent Agenda as follows:

a. Approve the Final Plat for Sagewood PC #2018-33, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:

- a. Final Plat (pgs 1-2), prepared by James R. Hill, Inc., undated
- b. Existing Conditions (pg C1.1), prepared by James R. Hill, Inc. dated August 22, 2018 and revised September 25, 2018
- c. Site Information (pg C1.2), prepared by James R. Hill, Inc. dated August 22, 2018 and revised September 25, 2018
- d. Erosion & Sediment Control Plan (pg C3.0), prepared by James R. Hill, Inc. dated August 22, 2018 and revised September 25, 2018
- e. Topsoil Management Plan (pg C3.1), prepared by James R. Hill, Inc. dated August 22, 2018 and revised September 25, 2018

- f. Seeding Plan (pg C3.2), prepared by James R. Hill, Inc. dated August 22, 2018 and revised September 25, 2018
 - g. Erosion & Sediment Control Details (pgs C3.3 & C3.4)
 - h. Grading & Drainage Plan (pgs C4.0, C4.1, and C4.2), prepared by James R. Hill, Inc. dated August 22, 2018 and revised September 25, 2018
 - i. Sanitary Sewer & Watermain Plan (pgs C5.1, and C5.2), prepared by James R. Hill, Inc. dated August 22, 2018 and revised September 25, 2018
 - j. Storm Sewer Plan (pgs C5.3 and C5.4), prepared by James R. Hill, Inc. dated August 22, 2018 and revised September 25, 2018
 - k. Construction Details (pg C6.0), prepared by James R. Hill, Inc. dated August 22, 2018 and revised September 25, 2018
 - l. Tree Preservation Plan (pg C7.0), prepared by James R. Hill, Inc. dated August 22, 2018 and revised September 25, 2018
 - m. Final Landscape Plan (pgs L6.1, L6.2, and L6.3), prepared by Calyx Design Group, dated July 2, 2018 and revised September 8, 2018
2. Adherence with the City Engineer's Memo dated August 1, 2018.
 3. Provision of a 60 feet Right of Way width for all local streets.
 4. Adherence to the City's Boulevard Tree Policy and local street section design.
 5. Provision of sidewalks on both sides of all local streets.
 6. Adherence to the following building setbacks:
 - a. Front (house): 26 feet
 - b. Rear: 20 feet
 - c. Side: 5 feet
 - d. Side (corner): 26 feet
 7. Prior to final plat recording, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.
 8. Payment of development fees prior to recording of the final plat.
 9. Compliance with the City's anti-monotony and design requirements zoning ordinance (Section 9.28).
 10. Provision of developer responsibility to remove any hazardous trees or limbs on site as determined by the Public Works Director, prior to issuance of a building permit.
 11. Provision of a storm water management plan meeting City and Carver County WMO standards.
 12. Provision of a tree preservation easement over the protected trees on Outlot D of final plat and private lots to be recorded prior to recording of final plat of north portion.
 13. Provision of a fire turnaround at the western end of Clover Preserve Lane to be reviewed and approved by the Fire Department.
 14. Provision that adequate maintenance accesses are provided for the stormwater ponds, and to be approved by the Engineering Department.
 15. Monument signs to receive separate sign permit approval prior to installation and adhere to Section 10 of the zoning ordinance.
 16. Provision that cluster mailboxes are provided on site for the development.
 17. Provision that homes do not exceed 35 feet in height.
 18. Provision that park space and amenities are constructed at first phase of development construction.

7. Action Items:

None.

8. Other Business

8.a. Receive Other Meeting Minutes

8.a.i. Receive the Minutes of the July 16, July 03, Aug 06, Aug 20, Sept 10, and Sept 17, 2018 City Council Meetings.

8.a.ii. Receive the Minutes of the July 16, 2018 EDA Meeting.

8.a.iii. Receive the Minutes of the Aug 13, 2018 Park Board Meeting.

Commissioner Bowe

- None

Commissioner Cross

- Mentioned an article from the *Star Tribune* stating how more cities are building less affordable housing and how this may affect Chaska.

Commissioner Keyport

- None.

Commissioner Pfeiffer

- None.

Commissioner Kelley

- Would like to see improvements on Highway 41, because of potential safety concerns.
- Disturbed by allegations coming fourth about a City Council candidate. States he does not believe these allegations are credible.

Commissioner Dahlke

- Curling Night in America on TV soon.

Chair Huang

- Noted the improvements coming along to Pioneer Trail.
- Stated he is excited about the start of the Aldi, Chipotle and Starbucks project.

9. Adjourn

Motion by Commissioner Pfeiffer second by Commissioner Cross to adjourn the meeting at 7:08 pm.

Motion carried.

REQUEST FOR ACTION

CHASKA PLANNING COMMISSION

NOVEMBER 14, 2018

Subject: 2040 Comprehensive Plan

Applicant: City of Chaska

Case No.: 2018-34

Synopsis: Applicant seeks to obtain approval of the 2040 Comprehensive Plan, updating the land use, policies and projections for the City of Chaska

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to recommend approval of the 2040 Comprehensive Plan to the City Council

BACKGROUND

The Comprehensive Plan is mandated by State Statute as well as the Metropolitan Council. It provides direction for regional planning to ensure that regional goals are met across the Twin Cities. Some of these goals include affordable housing, multi-modal transportation connections, population density goals, and proper sanitary sewer infrastructure to help accommodate planned development and land use goals. The Metropolitan Council requires cities to update their Comprehensive Plans every 10 years, as they are intended to guide a community's development and infrastructure improvements and land use guidelines.

The City with the assistance of our principal land use consultant Hoisington Kogler Group has been working on the update to the 2040 Comprehensive Plan. In August and October of 2018, the Planning Commission held work sessions to discuss the update as they related to land use and housing. Also, in September of 2018, staff held a Public Open House to discuss similar issues with the public. Since that time, the City has been working on the various elements to complete the 2040 Comprehensive Plan.

The City does have a 2030 Comprehensive Plan that it has been working under for the past 10 years. Because of the hard work done on the 2030 Comprehensive Plan and the Southwest Chaska Plan completed in 2013 and subsequently adopted in 2016 by the MetCouncil, the 2040 Comprehensive Plan differs very little. Rather, it extends many of the goals from the 2030 Plan and SW Chaska Plan and creates policies that get to those goals.

CHASKA'S 2040 COMPREHENSIVE PLAN

Chaska's 2040 Comprehensive Plan guides the direction of the City in several major areas: land use, transportation, environment, parks and trails, and public facilities. Each of these areas is examined in a *comprehensive* manner, in order to take advantage of opportunities, avoid problems, and work toward building a stronger community.

This Comprehensive Plan is a *general policy document*. It reflects Chaska's value system and philosophy, and acts as an overall framework for the future. As a *guiding tool*, it provides a system for measuring progress, gives direction for both everyday and more complex decisions, and helps set financial priorities.

Chaska's Comprehensive Plan is intended to be flexible and responsive to changing conditions. It needs to be continually referenced, updated, and used as a guide. It functions as an overall course or path, and is intended to provide direction, rather than dictating specific activities or precise decision-making. The Plan helps city leaders in developing policies, programs, ordinances, capital improvement plans, and budgets. These more specific implementation tools will take into account current circumstances and financial priorities, along with the long-range outlook and goals of the Comprehensive Plan.

MAJOR ACCOMPLISHMENTS OF THE 2030 COMP PLAN

- SW Chaska Growth Plan completed
- Downtown Master Plan completed
- Downton Sign Design Guidelines completed
- Comprehensive Neighborhood Planning (SW Chaska)
- Downtown – Block 6 (Firemen's Park); Block 53 (The Landing)

CHALLENGES REMAINING

- Planning for a Sustainable Downtown Chaska (Commercial & Residential)
- Enhanced Job Creation
- Completion of the Arterial Transportation System
- Development of Southwest Chaska (Residential and Business Park areas)
- Completion of the Parks and Trail System
- Need for enhanced passive recreational opportunities
- Enhanced Opportunities for Community building (Commitment to Community)
- Long Term transition from Developing to a Developed Community

LAND USE MAP CHANGES – a brief summary

1. Staff modified land use categories; to clarify the intended uses to better reflect existing intents. The changes are: modified the title Neighborhood Mixed Use to Mixed Residential (definition stayed the same); and expanded the Downtown Mixed Use area (consistent with the Downtown Master Plan).
2. The MUSA line was extended south and west to include the SW Chaska Growth area.
3. Chaska Building Center site (north of Chaska Blvd and west of Fire Lane) was changed from Commercial to Business Park to reflect the Downtown Master Plan's guidance for this site.
4. Modified the Open Space area south of Arbor Drive and north of Ravoux Circle to Industrial to be consistent with the 1997 approvals of this site.
5. Modified the Medium Density Residential site west of Ravoux Road and south of Engler Blvd to High Density Residential to be consistent with the 2007 approvals of this site.
6. To reflect the approved plans for Clover Ridge in its northern area south of Pioneer Trail

and north of the railroad, the land use designations were changed in this area.

7. To reflect the purchase agreement and guidance for the future elementary school and community park in the SW Chaska Growth area south of CSAH 44 and east of Highway 212, the land designations have been changed in this area.

MAJOR GOALS and POLICY CHANGES – a brief summary

Chapter 3 – Natural and Environmental Resources Protection

1. Four new policies dealing with Environmental Resources, which are:
 - a. Ensure that any excavation or mining of aggregate resources are compatible with existing and planned development of the surrounding area and do not negatively impact the natural environment or city infrastructure.
 - b. Protect solar access in new developments and subdivisions to enable potential development of solar energy systems.
 - c. Encourage the City, businesses, and residents to participate in renewable energy programs or install renewable energy systems.
 - d. Promote and support energy efficient building design and operations for both new and renovated buildings.

Chapter 4 -- Land Use

1. As the previous 2030 Comprehensive Plan did not contain Goals, all proposed Goals in the Land Use Chapters are new. Policies were carried over from the previous Comprehensive Plan with some additional ones added to different topics, which are noted below.
2. Three policies dealing with Open Space Land Uses have been added, they are:
 - a. Enhance, expand and better connect the Minnesota River Valley open space amenities by developing collaborative relationships with the organizations and visitors associated with the Minnesota Valley National Wildlife Refuge and the Minnesota Valley State Recreation Area, such as the USFWS, MN DNR, and Friends of the Minnesota Valley.
 - b. Expand connections between Chaska's open space network and the MN Landscape Arboretum through a collaborative relationship between the City, Arboretum, and adjacent property owners.
 - c. Strengthen the integration of and connections to the community's natural lakes and three clayhole lakes within the open space network to capitalize on their heritage and recreational values.
3. Two policies dealing with Residential Land Uses, which are:

- a. Integrate sidewalks and trails into residential neighborhoods that also provide attractive, convenient and safe connections to community destinations and regional trails.
 - b. Reserve the land along the east side of Hundertmark Road between Hazeltine Boulevard and Pioneer Trail, which is guided for Mixed Residential, primarily for residential land uses. The 6-7 acres at the northeast corner of Hundertmark Road and Pioneer Trail could also integrate neighborhood commercial and office uses that are compatible with the adjacent residential development, open space, and public/private golf courses into this primarily residential area. Since this area is outside the designated Highway 41/Pioneer Trail community retail/service center and intended as a transition area to adjacent residential neighborhoods, open space and recreation areas, non-residential uses should be limited to offices and small-scale services/retail. Appropriate small-scale services/retail includes, but is not limited to State licensed day care center, pharmacy with drive-thru, bank with ATM/drive-thru, laundry/cleaner, barber/beauty shop and similar personal services, specialty grocery, restaurant without drive-thru, veterinarian, clinic, and similar uses up to a maximum of 15,000 sq. ft. for an individual establishment. A highway-oriented strip commercial building is not appropriate for this primarily residential area. Due to the location of a City well in this area, protecting the aquifer is required. Commercial land uses that present a potential risk to the aquifer are prohibited, such as fuel or auto-related businesses.
4. Several policies were added that relate to Downtown Area Land Uses, which are as follows:
- a. Increase downtown street connectivity by maintaining the downtown street grid, restore the grid in the northeast quadrant of downtown where feasible, and adding street connections across Chaska Blvd/CSAH 61.
 - b. Strive to create a highly attractive, convenient and safe walking and bicycling environment in downtown. A complete connected network of sidewalks, paseo alleys, trails, and bike facilities that draws residents, employees and visitors to downtown and enables them to easily move around downtown without driving once they are there. This network should include strong connections to the surrounding city and regional trails network.
 - c. Promote mixed use and higher density redevelopment in the downtown core that will strengthen downtown as a place to live, work and play. Redevelopment projects need to complement downtown's existing traditional character in terms of building location (street-oriented, close to the sidewalk), height, massing, and architecture.
 - d. Retain and support expansion or relocation of public institutions within downtown in order to maintain and strengthen downtown's role as the hub of community destinations and gathering places.

- e. Allow professional service/office uses within existing residential structures located on the west side of Pine Street and east side of Walnut Street.
5. One policy related to Heritage Preservation, which is as follows:
- a. Explore the potential for expansion of the Walnut Street National Historic District, e.g. East Second Street contains a concentration of locally designated historic buildings.

Chapter 5 – Housing

1. One policy related to Housing Revitalization, which is:
- a. Continue to support existing neighborhoods and neighborhood associations with Housing Improvement Area financing opportunities to make improvements to common areas and other maintenance needs.
2. Two policies related to Fair Housing were added, which are:
- a. Provide access to Fair Housing Information in an accessible and visible manner for city residents needing to find information about housing discrimination
 - b. Ensure understanding of fair housing laws, policies, and implications by all city staff and departments who deal with housing, and affirmatively further fair housing as a city directive.

Chapter 6 -- Transportation

In terms of the City Transportation Plan, Chaska's reconstruction focus remains downtown where its street reconstruction program is expected to be completed in five years. At the same time new City streets are being constructed in the developing portion of Southwest Chaska adjacent to CSAH 44 (Big Woods Blvd). In the near future, Chaska will be the lead agency on two major transportation system improvements that involve State, County and local cost participation. These improvements include:

1. A partial interchange on TH 212 at its intersection with CSAH 44 (Big Woods Blvd) and the reconstruction of CSAH 44 from CSAH 11 (Jonathan Carver Blvd) to CSAH 61 (Chaska Blvd). These improvements are scheduled in two phases in 2019/2020.
2. Reconstruction of TH 41 to a three lane section from CSAH 61 (Chaska Blvd) to the Minnesota River bridge through downtown Chaska. This work is tentatively scheduled for 2012 pending grant fund approval.

In relation to overall traffic levels on local streets, the biggest changes for the 2040 Comp Plan involve Southwest Chaska where development and the addition of the interchange will have a major impact. In other parts of the City traffic volumes are refined but no major changes are noted.

Chapter 7 – Parks, Trails, Recreation & Open Space Plan

The previous parks and trails chapter have now merged into one chapter.

1. Two new policies related to Partnerships, Engagement, and Marketing, which are:
 - a. Chaska shall develop and enhance primary and secondary trailheads as defined and identified in the Chaska Wayfinding Master Plan and shown on Figure.7.3, Chaska Trails Map. Primary trailheads are located at places with convenient roadway access and vehicle parking, sometimes providing trail signage (L-shaped wood kiosks), shared bike parking and restrooms. Secondary trailheads would include trail access and wayfinding signage, not necessarily parking or other amenities.
 - b. Chaska shall develop park and trail wayfinding signs as identified in the Chaska Wayfinding Master Plan as follows:
 - a. Trail Gateway Marker: where the city's trails cross the city's border, signs welcome visitors to Chaska's trail system
 - b. Trailhead Kiosk: trailheads downtown and at major trail intersections provide detailed trail maps and a place to rest
 - c. Trail Map Sign: primary trail intersections throughout the community provide trail maps
 - d. Trail Directional Sign: secondary trail intersections provide signs that point to major destinations, identify trail names, and identify distances from standard starting points

In addition to the policy additions noted above, in August of 2018, an online questionnaire was promoted to Chaska's residents to gain input on the existing values and future desires related to parks and recreation. The online questionnaire returned a total of 1,267 responses, of which 79% of the responses were from Chaska residents. The key findings of the input are summarized below:

- Residents are engaged – there is a high level of interest from Chaska's residents and visitors in the future of the parks, recreation, and trails system
- Residents and park users value the existing biking and walking trails more than other parks and recreation facilities, and building more paved trails is a high priority for park and trail users
- Protection of natural resources was identified as the highest priority among a list of 19 choices for future initiatives – 44% of respondents strongly agreed it should be a priority, and 34% agreed it should be a priority.
- After protection of natural resources, the initiatives that more than half respondents agreed or strongly agreed should be priorities include: add more paved trails, improve biking and walking-friendly areas in downtown Chaska, improve park and trail wayfinding with signs and maps, expand indoor recreation facilities for winter use, update the Community Center, update existing playgrounds and park shelters, expand outdoor winter recreation facilities, and add more off-road, mountain bike/hiking trails.

Initiatives that were lower on the priority list included adding more parks, athletic fields and facilities, expanding recreation programming, and improving the quality of athletic fields

- Residents are interested in continued maintenance of the existing system (especially trails) before building new facilities.
- The word cloud below identifies the most used words in the open-ended question listed above it:

Q4 What else do you feel is a priority in Parks & Recreation over the next 10-20 years?

Add use better disc golf courses disc golf city need Make
trails Update parks dog park Chaska maintain
community center facilities area great community
keep

- The open-ended answers include a variety of suggestions, including:
 - Desire for more trails, trail improvements, and trail connections
 - Desire to maintain and improve/repair existing facilities throughout the system
 - Desire to maintain the rural/suburban character of Chaska with wide open spaces and less growth
 - Add mountain bike trails
 - Desire for disc golf
 - Desire for dog park
 - Desire to improve wayfinding on trails
 - Desire to improve the community center, add an outdoor pool

Chapter 11 – Implementation

There exists a number of topics, which touch multiple elements of the plan; but whose analysis, study and actions are outside of the scope of this update. These topics are significant unto themselves, and as such, are better addressed as independent studies, whose prioritization may be further clarified by a future “Commitment to Community Task Force”, which the City last convened in 2009.

The following topics have been brought up as issues in the process and deserve additional discussion, prioritization and action, if needed:

Senior-Friendly Community

The “Age Composition” data in Chapter 2 of this Plan shows the continued increase in Chaska residents who are 55 and older, this increase mirrors the state and national demographic profiles. There exist several programs which assist cities in determining how they can be a more senior-friendly community, dementia-friendly community, allow Granny Pods, etc. As the residents of our community continue to age, the City should work to understand their needs and determine its role in meeting those needs.

Youth

The youth in our community have always been an important focus of community support. However, there are some specific youth groups who may need additional support. The City is in the early stages of discussion around creating a "Miracle League" baseball field and expanding the capacity of the Par- 30 golf course to be a handicap accessible facility. Also, the City has worked to increase recreational activities available to the youth who live in the Riverview Terrace Mobile Home Park. The City should continue work to understand the needs of its youth and determine its role in meeting those needs.

Inclusiveness

The "Racial/Ethnic Diversity" data in Chapter 2 of this Plan show the continued increase in the minority populations within Chaska. As new residents of our community, it is important to understand their needs and challenges and to assist them to thrive in our community. The City should continue work to understand the needs of its minority populations and determine its role in meeting those needs.

Homelessness

Homelessness is a housing issue that spans the local, county, regional and state levels of government. The City should continue work to understand the needs of its homeless population and work to support Carver County's Health and Human Services in its role in meeting those needs.

Resiliency

Resiliency is having the capacity to respond, adapt, and thrive under changing conditions. Consideration of vulnerabilities - and responses to those vulnerabilities - will strengthen our community's ability to prepare for and respond to climate impacts, aging infrastructure, changing from a developing to a developed community, etc. The City should work to understand these needs and determine its role in meeting those needs.

Winter Cities

Minnesota is famous for its two seasons – construction and winter. As the State of Hockey and the local success of the Chaska Curling and Event Center, there would seem to be interest in embracing winter in a bigger way. The City should explore ways, not only at a neighborhood or community level, but in the Historic Downtown to expand recreational and social opportunities for its residents to "Embrrrrace Winter".

NEXT STEPS

Staff anticipates submitting the draft Comprehensive Plan to adjacent communities and the Metropolitan Council following City Council action on November 19th. The adjacent communities have a six month review period, after which the Metropolitan Council will take formal action of the plan. The City can continue to refine the plan during this six month period based on comments received.

PLANNING COMMISSION ACTION REQUESTED

Motion to recommend to City Council approval of the 2040 Comprehensive Plan.

Chapter 1. Community Background

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PREFACE TO THE COMPREHENSIVE PLAN

Chaska's 2040 Comprehensive Plan guides the direction of the City in several major areas: land use, transportation, natural environment, parks and trails, and public facilities. Each of these areas is examined in a *comprehensive* manner, in order to take advantage of opportunities, avoid problems, and work toward building a stronger community.

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DEVELOPMENT / HISTORY / TRENDS

EARLY HISTORY

The original town site of Chaska was surveyed and platted in 1854 but was not incorporated as a Village until 1871, and later as a City in 1891. Chaska's early development was tied to steamboat traffic on the Minnesota River and later to agricultural development of the surrounding area. Brickyards and breweries were important early industries followed by the pickle and sugar factories after the turn of the century. The two rail lines that were installed in 1871 and 1877 influenced the growth of the community and its industrial expansion. Thus, the Village evolved from a river port to a dual role as an agricultural trade/service center and industrial center. During the latter part of the 1800s and the first half of the 1900s, Chaska's population level held around 2,000 persons.

RECENT HISTORY

In the second half of the 20th century, the City's population started to increase as the influence of metropolitan area growth began to be felt. (See Chapter 2.) The 2010 census reported a population of 23,770 persons in Chaska, and the 2017 count is estimated at 26,941 persons.

Chaska's population growth since 1950 has been induced by local and southwest suburban job opportunities coupled with a high quality of life tradition within the community. Large-scale annexation of surrounding township areas in the 1960s was responsible for part of the population increase during that decade. Chaska's first rapid growth period was in the early 1970s as a result of the

development of Jonathan New Town and two sizable manufactured home parks. The community also experienced a relatively long period of rapid growth from 1985 to 2006, with the biggest growth period being 2000-2004. While the city is and will continue to experience population growth, the growth rate is dropping to 14% this decade and essentially holding at that growth rate through 2040.

The City started to pursue industrial development in 1985 primarily through the use of tax increment financing assistance. During the ensuing years, many new companies, mostly with international markets, have been developed on about 500 acres of land focused primarily in northeast Chaska. From 1986-1996, approximately 2.4 million square feet of industrial space was added within the community, which represented growth of more than 100 percent and increased industrial space from approximately 2 million square feet in 1986 to 4.4 million square feet in 1996. As a result, about 2,500 jobs were added within the community in the 1980s and another 3,000 jobs in the 1990s. As of 2017, Chaska had approximately 4,500 employees in the manufacturing sector with a total employment of 12,855. In 2017, Chaska's jobs-to-households ratio was 1.28, which means Chaska continues to sustain a healthy balance of jobs and households within the community. This healthy balance serves as an indicator of Chaska's history as a complete community rather than a suburban bedroom community. The city's jobs-to-households ratio has been trending downward as residential growth has overtaken employment growth the past few decades. Due to the economic recession beginning in 2008, employment only grew 2% between 2000 and 2010 while households grew by 43%. However, significant employment growth is planned in the Southwest Growth Area with approximately 450 acres guided for business park uses west of Highway 212 and neighborhood commercial uses planned for areas adjacent to the two Highway 212 interchanges at Engler Blvd (CSAH 10) and Big Woods Blvd (CSAH 44). Chaska's employment is projected to grow from approximately 13,000 in 2017 to 16,000 jobs in 2040.

The impact of metro area expansion together with local economic activity was primarily responsible for rapid housing growth, which averaged 200 housing starts per year from 1985 through 1999. In the latter 1980s and early 1990s, developers were passing over Eden Prairie and Chanhassen for lower cost land in Chaska on which starter homes were developed. In the mid-1990s land prices escalated, due largely to a decreasing land supply, and more upscale homes became the dominant new home construction activity in the latter 1990s. Nonetheless, during the 2000-2004 time period, housing growth escalated to an even higher rate with an average of 450 housing starts per year with about an even split between single-family and multi-family housing types. Housing starts have been less than 200 per year since the 2008 recession with the exception of 2015, which had 269 housing starts. Since 2008, new housing has been dominated by single-family detached homes (70%).

More recently, the presence of a sizable and growing customer base in Chaska was recognized by commercial developers and the construction of new commercial facilities has increased significantly. The biggest growth period for commercial development occurred in the 1997-2001 time period during which more than 500,000 square feet of new commercial space was developed in the community, primarily in the Chaska Commons commercial area at Highway 41 and Pioneer Trail. Over

the past decade, this community commercial center has expanded to the north with development of Hazeltine Plaza, consisting of a Kohl's store, restaurant and clinic and planned future development of a grocery store and additional restaurants. These significant population, employment, and commercial development gains are transforming the City's image from a slow paced small town to a thriving community complete with traffic congestion and other growing pains common to developing communities. Such growth, however, has not changed Chaska's basic goal of maintaining a strong sense of community with small town values and characteristics.

City of Chaska - 2040 Comprehensive Plan

Chapter 1 - Community Background



NATURAL FEATURES

The Minnesota River Valley and two of its tributaries - East and West Chaska Creeks, have shaped Chaska's primary natural features. The watershed boundary of East Chaska Creek is generally coincident with Chaska's municipal boundary, which was purposely established as such during the large-scale annexations of the 1960s. This provided a logical gravity sewer service area for the Metropolitan Council's pumping station, located on the Minnesota River near the Carver County Courthouse. The annexed area in southwest Chaska (former Chaska Township) is located within the West Chaska Creek watershed, which is proposed to be served by municipal sanitary sewer as the area develops over the next twenty years.

The main and tributary channels of East and West Chaska Creeks have formed an extensive wooded ravine system throughout most of the City. The steep, wooded Minnesota River bluff line is very apparent as it rises about 100 feet from the wide river valley and floodplain below. In addition to the wooded ravines and bluffs, significant stands of upland hardwood forest are scattered through the City and the planned western annexation areas. These woodlands which were never cultivated are remnants of the "Big Woods Region" located between the "Great Prairie" in southwest Minnesota and the Coniferous Forest in north/northeast Minnesota.

Chaska contains a wide variety of wetlands including lakes, ponds and marshes. Several federal, state and local agencies have regulatory powers for protection of these resources. The Minnesota DNR has classified four lakes in Chaska as "public waters, which are Lake Bavaria, Hazeltine Lake, Chaska Lake, and Courthouse Clayhole Lake." The Minnesota River and the main channels of East and West Chaska Creeks are also designated as public waters. East Chaska Creek includes Lake Grace, Jonathan Lake, McKnight Lake, and Big Woods Lake. In addition to protecting disruption to these waters themselves, the DNR also regulates land development within delineated shorelands adjacent to the waters.

The City's topography is characterized by level to gently rolling land within the Minnesota River Valley lowlands, with rolling to hilly terrain above the bluff. In relative terms, Eastern Carver County including Chaska is not regarded as a prime agricultural (cropland) area due partly to its irregular terrain and its creek and wetlands systems. The central and western parts of Carver County contain more prime agricultural land than the east portion. Several active farms and a significant inventory of prime cropland still exist within Chaska, primarily in the recently annexed land in southwest Chaska (former Chaska Township) and the West Chaska Creek watershed.

Like most older communities along the Minnesota River, Chaska has suffered substantial property damage from periodic floods within the river valley. The City constructed a levee around the historic downtown area after the major flood of 1952 but five feet of water overtopped that levee in 1965. Congress authorized a major flood control project in 1976 but construction did not start until 1989 with the final stage being completed in 1998. This new levee and related creek diversion projects protected the City from damage during the major floods of 1993 and 1997. Properties previously

located in the floodplain no longer need flood insurance, and State and Federal restrictions on expanding and remodeling buildings have been lifted.

CHASKA'S BRICK CITY HERITAGE

One of the area's natural features that led to a thriving brick making industry in the latter 1800s was an abundance of high quality clay. From 1857 to 1895 brick production was a major industry in Chaska with up to 11 brickyards in operation. The severe depression in the early 1890s closed most of the yards, but the Klein brickyard continued operating until the early 1970s. The leading characteristic of Chaska brick is its buff, yellow color.

The City's brick making heritage is most notably evident in Chaska's downtown area but also throughout Carver County. Chaska bricks were also transported by boat and railroad to other parts of the region including Minneapolis and St. Paul for use in many of its early buildings. Another reminder of the early brick industry is the several "clayholes" in lower Chaska, which are now filled with water and serve as valued visual and recreational amenities.

It is interesting to note that the present channel of East Chaska Creek below the Minnesota River bluff was man made by diverting the flowage from what is now Assumption Creek in Chanhassen to serve Chaska's early brick making industry. In 1997, the channel was again diverted as part of the Corps of Engineers' flood control project to carry heavy flowage directly to the Minnesota River thereby bypassing lower Chaska's former floodplain area.

Arguably, the most notable legacy of Chaska's early years is its brick making industry which is clearly evident in numerous residential, business and public buildings in the City and surrounding area. Awareness of the importance of this heritage has increased in recent years by both City officials and residents. Preservation and rehabilitation of Chaska brick buildings have been encouraged by the City, which has also provided financial assistance for the restoration of numerous Chaska brick downtown commercial buildings. Several new structures including the City Hall have been designed to reflect downtown Chaska's historic character including the use of brick that resembles or complements the original local product.

CHASKA'S PLANNING HISTORY

Although there was a certain amount of planning involved in platting the original town site in 1854, the first formal comprehensive plan was adopted by the City in 1967. The impetus for that plan was two-fold: 1) the general country-wide trend toward city planning that started in post-World War II years and that resulted in federal financial assistance to communities from the Housing Act of 1954, and 2) the large scale annexation that occurred in Chaska during the 1960s.

The first zoning ordinance and map were adopted in 1961, preceding the initial comprehensive plan. At that time the corporate limits of the City were largely restricted to lower Chaska below the bluff. Today, a community's comprehensive plan is prepared first and the zoning ordinance is then structured to help implement the plan's policies and objectives.

The second comprehensive plan came about as a result of the 1976 Land Planning Act, which required Metro communities to prepare or update their plans to be consistent with Metro Council's new Metropolitan Development and Investment Framework. To be sure, there was a local need for updating the plan anyway as a result of the initiation of Jonathan New Town in the latter 1960s and early 1970s. This second plan was adopted in 1982 and was labeled "Chaska 1990 Comprehensive Plan". That document was updated in the early 1990s and re-titled "Chaska 2000 Comprehensive Plan". In 2000, the next update of the Comprehensive Plan took place, as required by State statute, and was re-titled "Chaska 2020 Comprehensive Plan". In 2010, the City updated its 2030 Comprehensive Plan, followed by a major amendment in 2016 to incorporate the Southwest Chaska Growth and Development Plan.

Finally, the document contained herein represents the latest update and targets the year 2040 as the future planning horizon. The reasons for this latest planning effort is similar to the City's second plan — a mandate from Metro Council to make local plans consistent with its updated Regional Development Framework Thrive MSP 2040, which was adopted in May 2014, coupled with Chaska's rapid growth and changing conditions.

Theoretically, a community should update its comprehensive plan at least every 10 years and more often if it is undergoing rapid development. In general, Chaska has updated its basic development guide in a timely manner through the years.

REGIONAL SETTING

Chaska is located about 18 miles southwest of downtown Minneapolis (as the crow flies) on the Minnesota River. Its primary roadway connections to the metro area proper are new U.S. Highway 212 through central Chaska, CSAH 61 (Chaska Boulevard) through lower Chaska, State Highways 5 and 7 to the north of the City, and U.S. Highway 169 south of the Minnesota River. County Highway 14 (Pioneer Trail) also serves as a secondary metro connector. State Highway 41 (Chestnut Street), the primary north/south route through Chaska, connects to all of these highways.

Until recently, Chaska was considered to be poorly served by regional highways because none of the roadways directly serving Chaska were four lane facilities and most of these roadways were congested during peak hours. The completion of new Highway 212 as a full freeway in 2008 through central Chaska, which provides a regional freeway link to the I-494/694 beltway, dramatically changed this situation. Chaska has three access points to new Highway 212 with full interchanges at Highway 41, CSAH 10 (Engler Boulevard), and CSAH 11 (at the City's border with the City of Carver) with an

additional interchange to be constructed at CSAH 44 (Big Woods Boulevard) in the Southwest Chaska Growth Area.

TWIN CITIES METROPOLITAN REGIONAL PLANNING

HISTORY & ROLE OF TWIN CITIES METROPOLITAN COUNCIL

The Metropolitan Council has served as the regional planning agency for the seven-county Twin Cities Metropolitan Area since it was established as the Metropolitan Planning Commission in 1967. In 1994, the Council's role was expanded from a planning and coordinating agency to include wastewater and transit operations as a result of abolishing the Metropolitan Waste Control Commission, Metropolitan Transit Commission and Regional Transit Board, and placing their responsibilities under the Metropolitan Council.

In the mid-1970s, the Metro Council divided the region into two areas for purposes of stabilizing and controlling development: an urban service area and a rural service area. The Metropolitan Urban Service Area (MUSA) boundary became the MUSA line within which the Metro Council supported growth and the provision of regional services such as sewers and highways. Developing communities could not grow beyond the MUSA line without Metro Council approval, which was based upon various criteria including the amount of undeveloped land within the MUSA and the availability of regional facilities. Chaska's 2000 Comprehensive Plan was based upon its functional classification by Metro Council as a "Freestanding Growth Center". As such, Chaska had its own self-contained MUSA, but that classification was eliminated in the mid-1990s as a result of expanding the MUSA in Chanhassen to connect to Chaska's MUSA.

During 1996, the Metro Council undertook a major study, which culminated in a new Regional Growth Strategy and new policy areas for future growth in the region. The Metro Council adopted the new Growth Strategy in December 1996, as an amendment to its "Regional Blueprint". Chaska's 2020 Comprehensive Plan was based upon its designation by the Metro Council as part of the "Urban Area". Most of the City (78%) was located within the 2000 MUSA with the entire City located within the 2020 MUSA. Chaska's 2030 Comprehensive Plan was based upon most of the City, with the exception of the annexation areas in Laketown Township and the former Chaska Township, being designated by the Metro Council as a "Developing Community" geographic planning area.

Thrive MSP 2040 REGIONAL DEVELOPMENT GUIDE

Thrive MSP 2040 provides a comprehensive regional development plan for the Twin Cities metropolitan area. Thrive MSP 2040 contains goals, policy statements, standards, programs and maps that provide guidance for orderly, efficient and economical development in the metro area for the growth anticipated between now and the year 2040. In particular, Thrive MSP 2040 is intended to coordinate the needs of local communities in the metro area with the regional systems plans,

including roadways, transit, aviation, wastewater services, and parks & open spaces. Thrive MSP 2040 was adopted in May 2014.

Similar to the Metro Council's prior regional plans, the Thrive MSP 2040 is based on planning for urban areas and rural areas. "Community Designations" have been established by the Metro Council and are illustrated on the 2040 Community Designations Map (FIGURE 1.2). The urban areas are divided into six (6) Community Designations: Urban Center – Core City, Urban Center, Urban, Suburban, Suburban Edge, and Emerging Suburban Edge. The rural areas are divided into four (4) Community Designations: Rural Centers, Diversified Rural, Rural Residential and Agricultural.

With its adoption of Thrive MSP 2040, the Metropolitan Council designated Chaska as a "Suburban Edge" community. As a former freestanding small town, Chaska's development as a metropolitan community preceded that of its more suburban neighboring cities. In addition, the planned Laketown Township annexation area is designated as primarily Diversified Rural with small portions designated as Emerging Suburban Edge. Chaska is located between Emerging Suburban Edge communities (Chanhassen, Carver and Victoria) and Agricultural communities (Laketown and Dahlgren Townships in Carver County, Jackson and Louisville Townships in Scott County), as seen in Figure 1.2. Those Community Designations relevant to Chaska are listed and briefly described below:

Suburban Edge

A Suburban Edge community is defined as "[a community] that has experienced significant residential growth beginning in the 1990s and continuing into the 2010s. At least 40% of the land in these cities is developed, but significant amounts of land remain for future development." Suburban Edge communities typically no longer contain large-scale agricultural land uses. Within Developing Communities, the Metro Council supports the provision of regional urban services, including highways, transit, sewers, and parks. Suburban Edge communities are guided for staged development that accommodates local growth forecasts through 2040 at appropriate densities, which is 3-5 dwelling units per acre overall and target higher-intensity development in locations with better access to regional sewer and transportation infrastructure, connections to local commercial activity centers, transit facilities, and recreational amenities.

Emerging Suburban Edge

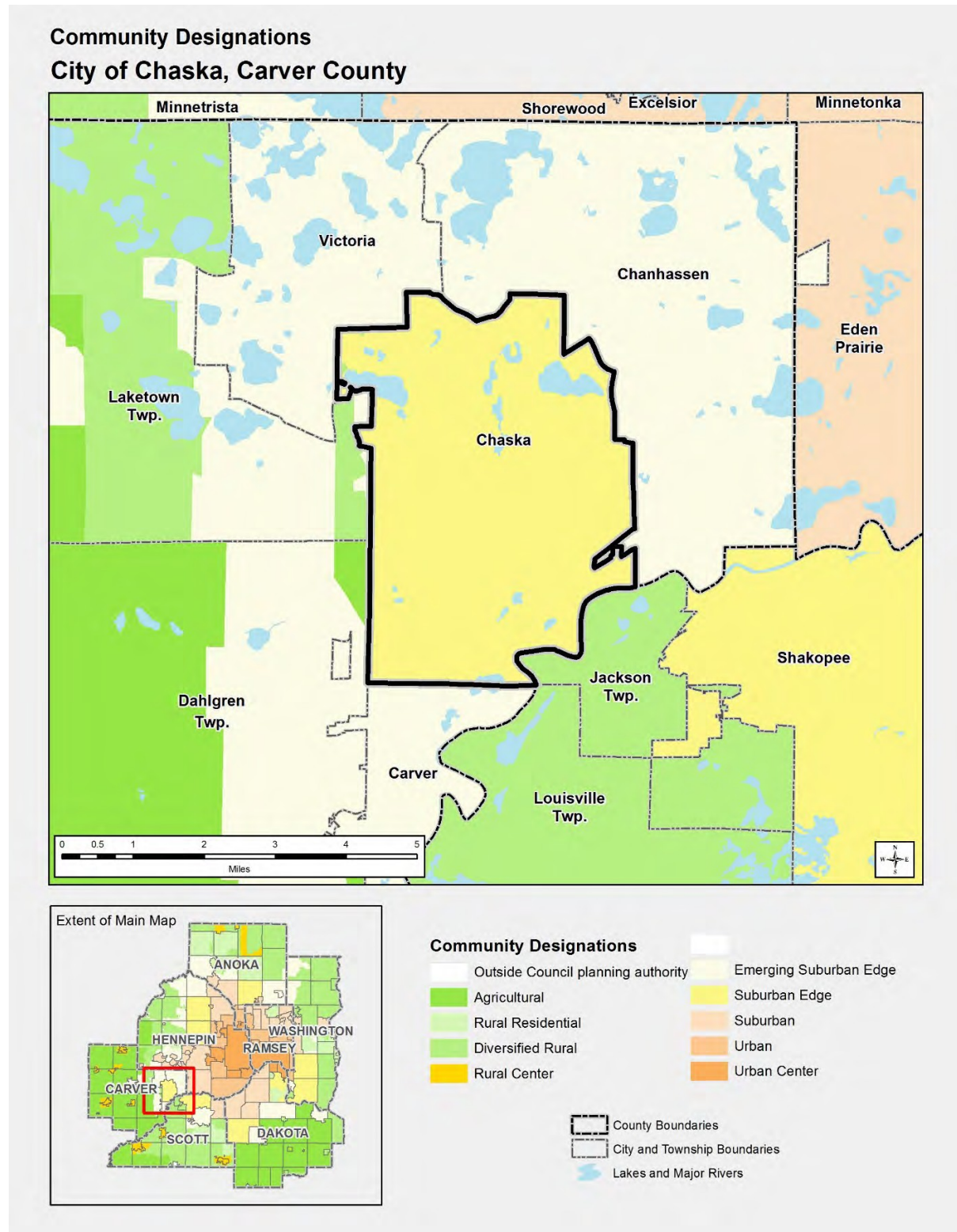
The portions of the planned Laketown Township area that are guided for urban development by Chaska's 2040 Planned Land Use Map are designated as Emerging Suburban Edge. An Emerging Suburban Edge community is defined as "[a community] that is in the early stages of transitioning into urbanized levels of development." Emerging Suburban Edge communities typically have a rural lifestyle with close proximity to both urban amenities and large open spaces, and are less than 40% developed. Emerging Suburban Edge communities are guided for staged development that accommodates local growth forecasts through 2040 at appropriate densities, which is 3-5 dwelling units per acre overall and target higher-intensity development in locations with better access to

regional sewer and transportation infrastructure, connections to local commercial activity centers, transit facilities, and recreational amenities.

Diversified Rural

Most of the planned annexation area within Laketown Township is designated as a Diversified Rural area. Diversified Rural Communities are intended to accommodate a mix of farm and non-farm land uses, including large-lot residential, clustered housing, hobby farms, and agriculture land uses. From a regional perspective, Diversified Rural areas are not needed for urban development, but should be preserved for potential post-2040 urban development. Areas in the Diversified Rural area are guided for a maximum interim density of four (4) residences per 40 acres.

FIGURE 1.2: THRIVE MSP 2040 COMMUNITY DESIGNATION



City of Chaska - 2040 Comprehensive Plan
Chapter 1 - Community Background

1-12

Chaska continues to be a developing community at the edge of the Twin Cities' metro area expansion, as was noted earlier. Technically, it is a "third ring suburb" but the City's primary goal is to "maintain its unique, historic, small town image, and sense of community while supporting well planned, orderly growth". In short, Chaska recognizes and supports its membership in the larger metropolitan community, but places its individual identity, strong sense of community and small town character at the core of its Mission Statement and Core Strategies presented on the following pages.

CITY MISSION STATEMENT

To be the "Best Small Town in Minnesota"

The primary mission of the City of Chaska is to enhance and maintain the high quality of life of its "shareholders", the citizens of Chaska, which has been nurtured in the community since its inception in 1854. Consistent with its mission the City will strive to maintain its unique, historic, small town image and sense of community while supporting well-planned, orderly growth. The mechanism for achieving these objectives is through the use of proper community planning, enforcement of local ordinances and State statutes, economic development, and provision of quality municipal services.

Community growth is to be emphasized in the area of quality industrial and commercial development. Quality, balanced residential development is also encouraged consistent with local demands.

Orderly growth should promote expansion of the City's tax base, supply employment opportunities, and provide for reasonable diverse shopping opportunities.

The City will strive to provide quality, basic municipal services in the areas of Police, Fire, Public Works, Utilities and Parks & Recreation while maintaining an average to below average property tax level. Although the City will generally not look to provide "luxury municipal services", it will seek to provide all services in the most cost effective mode and administer these services to the citizens of Chaska fairly and equitably. The City will attempt to structure service delivery in order to allow that those benefiting from various services also assume the financial responsibility. When economically feasible the City will support innovative and creative service concepts.

In pursuing these goals the City Council will attempt to be pro-active and strive to initiate policy consistent with these objectives. Citizens will be viewed as customers of City services and a priority will be given to obtaining feedback and communicating with customers. Quality professional staff will be encouraged to implement on a day-to-day basis the overall mission and goals established by the City Council.

CITY CORE STRATEGIES

CHASKA'S HIGH QUALITY OF LIFE IS ENHANCED

- » Diverse leisure opportunities are available, including artistic, cultural, and sporting events.
- » A variety of housing and employment opportunities are provided, permitting residents to live and work within the community.
- » A quality educational system is supported.
- » Natural resources, open spaces, parks, and trails are improved and protected, and environmental preservation is a commitment.
- » Residents experience the positive aspects of both a small town and the readily accessible cosmopolitan offerings of the Twin Cities.
- » Citizen efforts to maintain and strengthen their neighborhoods are encouraged.
- » Residents have a sense of security; crime is not perceived to be high.

TAXPAYERS PERCEIVE THEY ARE GETTING QUALITY COST-EFFECTIVE SERVICE

- » Quality, basic, municipal services are provided.
- » City property taxes are in the lower 25% of Twin Cities' communities.
- » Municipal services are provided in an innovative cost-effective manner.
- » City services are structured so that those benefiting from a service assume its financial responsibility.
- » The City recognizes that quality, effective services are provided by committed, professional employees who are encouraged to actively participate in decision-making and are given adequate resources to complete their job.
- » Chaska's Electric Utility meets its mission of providing reliable electric service, with competitive rates and contributes profits to reduce property tax levels.
- » Customer opinions and ideas are surveyed regularly and are valued.

WELL PLANNED AND ORDERLY COMMUNITY DEVELOPMENT IS A PRIORITY

- » New residential, commercial and industrial development is planned so that it has a positive impact on the community's quality of life and supports Chaska's small town values.
- » Older housing and commercial uses are maintained, renewed, or developed.
- » A quality, corporate community is aggressively promoted, resulting in a strong employment and tax base.
- » New development is consistent with Chaska's 2040 Comprehensive Plan and balanced with the capacity of the community's infrastructure.
- » A priority is placed on developments that enhance community interaction.
- » Standards are enforced to improve the quality and appearance of buildings and open spaces.
- » Public infrastructure is well maintained and future capacity expansions are anticipated.

A SENSE OF COMMUNITY AND SMALL TOWN VALUES ARE MAINTAINED

- » Residents have reasons to be proud of Chaska.
- » Chaska's community values are supported and practiced.
- » Citizens are provided opportunities to meet and interact with each other through both formal and informal activities.
- » Citizens and businesses have opportunities for involvement in the community and in the local decision making process.
- » Chaska's history is preserved and understood.
- » Citizens actively participate in civic, religious, and other volunteer activities.
- » An emphasis on family, neighborhood, intergenerational, and multicultural interaction is nurtured.
- » Meaningful communication with municipal customers and citizens is a priority.

COMMITMENT TO EXCELLENCE

- » Long range, strategic planning is a priority in all areas.
- » Decision makers are proactive, as opposed to reactive, with an action orientation.
- » An organizational environment, which encourages entrepreneurship and risk taking, is supported.
- » Continual efforts are made to cooperate and coordinate services and planning with the Eastern Carver County School District, Carver County, and neighboring communities.
- » Quality customer service is a key priority.
- » Employees are empowered to provide quality service.
- » Positive relationships among elected officials are maintained within and outside the community.
- » Employees are recognized as the organization's key resource.

DOWNTOWN VISION & GUIDING PRINCIPLES

Downtown Vision: Revitalize downtown Chaska as the hub of community destinations and gathering places that reflect and celebrate our historic character, traditional small town atmosphere and values.

As Chaska continues to grow and evolve as a community, downtown will continue to be the heart of the community and its enduring small town character. As “Minnesota’s Brick City”, downtown Chaska will be a thriving historic downtown that preserves and celebrates its unique heritage, physical historic assets, small town values, and strong sense of community. As a traditional downtown that brings together a diverse and healthy mix of activities and community destinations, downtown will be designed as a place that offers authentic small town character. The Downtown Master Plan, adopted in 2012, envisions a multi-faceted and sustainable revitalization of downtown that enhances its unique historic small town character and recaptures its former vitality as the place to be in Chaska. The downtown vision encompasses five major elements: a vibrant main street district, community gathering places, thriving institutions and employers, desirable neighborhoods, and attractive street, sidewalk and trail connections.

Downtown Guiding Principles:

- » ***Enhance the community’s pride and historic sense of place in downtown***
- » ***Reinvigorate the variety and vitality of downtown’s main street destinations***
- » ***Create signature community gathering places***
- » ***Preserve and strengthen downtown as the hub for community institutions***
- » ***Expand downtown’s role as an employment center***
- » ***Enhance downtown’s neighborhoods and housing options***
- » ***Create inviting downtown streets, sidewalks and trails***
- » ***Strengthen downtown partnerships to achieve common goals***

Chapter 2. Demographics

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METROPOLITAN GROWTH TRENDS AND FORECASTS

Population growth in a given area is due to two factors: natural increase (more births than deaths) and net in-migration (more people moving into the area than leaving the area).

TABLE 2.1: COMPONENTS OF REGIONAL POPULATION GROWTH

Component	1991 to 2000	2001 to 2010	2011 to 2020	2021 to 2030	2031 to 2040
Births	379,000	403,000	401,000	411,000	427,000
Deaths	161,000	170,000	191,000	227,000	284,000
Natural Increase	217,000	233,000	210,000	184,000	143,000
Net Migration	58,000	54,000	91,000	115,000	136,000
Total Growth	275,000	287,000	301,000	299,000	279,000

Source: U.S. Census, Metro Council

As seen in TABLE 2.2, below, the Twin Cities Metropolitan Region has almost doubled in population between 1960 and 2017. Notably, during that same time, the number of households has almost tripled, reflecting the trend of shrinking household sizes over time. FIGURE 2.1 shows how the growth rate for population, households, and employment has changed over time. For both population and households, there has been growth over time, but at a rate that diminishes over time. Employment has had more volatile growth since 1970, as the loss in employment between 2000-2010, due to the Great Recession (2008-2012) is a major factor.

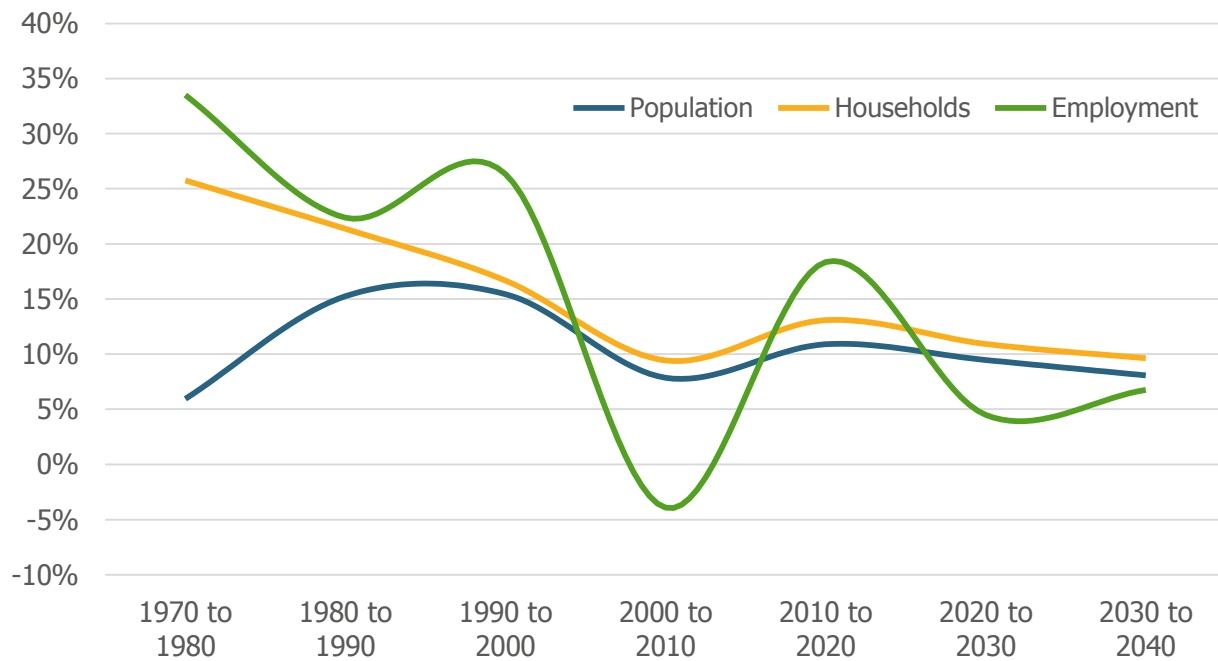
These elements also reflect forecasts for regional growth through 2040. These forecasts were the building block to establishing Thrive MSP 2040 Regional Plan.

TABLE 2.2: REGIONAL STATISTICS & FORECASTS 1960-2040

Decade	Population	Households	People / Household	Employment	Jobs to Households Ratio
1960	1,525,000	452,500	3.37	607,000	1.34
1970	1,875,000	573,500	3.27	853,000	1.49
1980	1,986,000	721,500	2.75	1,040,000	1.44
1990	2,289,000	875,500	2.61	1,273,000	1.45
2000	2,642,000	1,021,000	2.56	1,606,000	1.57
2010	2,849,567	1,117,749	2.55	1,544,613	1.38
2017	3,075,563	1,200,840	2.56	1,735,335	1.46
2020	3,160,000	1,264,000	2.50	1,828,000	1.45
2030	3,459,000	1,402,000	2.47	1,910,000	1.36
2040	3,738,000	1,537,000	2.43	2,039,000	1.33

Source: U.S. Census, Metropolitan Council

FIGURE 2.1: REGIONAL POPULATION GROWTH RATE BY DECADE



Source: U.S. Census, Metropolitan Council

CHASKA POPULATION / HOUSING / EMPLOYMENT TRENDS AND FORECASTS

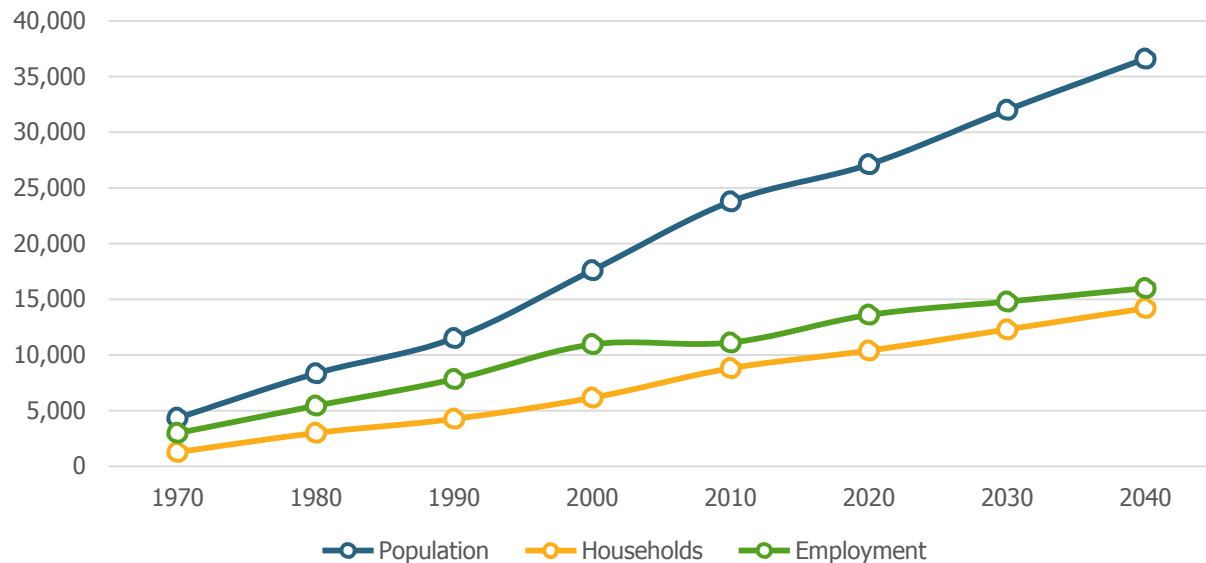
Chaska's growth since 1960 has been induced by local and western suburbs' job opportunities coupled with a high quality of life within the community. Large scale annexation of surrounding township areas in the 1960s and the development of the Riverview Terrace manufactured home park were responsible for part of the population increase during that decade.

TABLE 2.3: CHASKA POPULATION / HOUSEHOLDS / EMPLOYMENT TRENDS & FORECASTS

Year	Population	Households	Employment
1960	2,500	788	—
1970	4,350	1,299	2,999
1980	8,350	3,006	5,447
1990	11,513	4,272	7,833
2000	17,603	6,169	10,955
2010	23,770	8,816	11,123
2017	26,941	10,012	12,855
2020	27,100	10,400	13,600
2030	32,000	12,300	14,800
2040	36,600	14,200	16,000

Source: U.S. Census, Metro Council, and City of Chaska

FIGURE 2.2: CHASKA POPULATION / HOUSEHOLDS / EMPLOYMENT TRENDS & FORECASTS



The creation of Jonathan New Town in the early 1970s brought about new industrial development and job opportunities and contributed to the rapid population/housing growth in the 1970s, particularly during that decade's first half. The mix of housing types in Jonathan resulted in significant development of townhouses and apartments, in addition to single-family detached housing. The development of the Brandondale manufactured home park with 469 units was also a 1970s growth factor.

The 1980s experienced slower growth but the later 1980s saw renewed population/housing growth primarily due to the development of a significant number of apartment buildings (669 housing units).

The rapid growth rate of the late 1980s and 1990s was occasioned by the availability of relatively low-cost land for primarily starter home development, and by substantial industrial development aided by City financial incentives. This decade's residential growth was dominated by single-family detached houses and some townhouses.

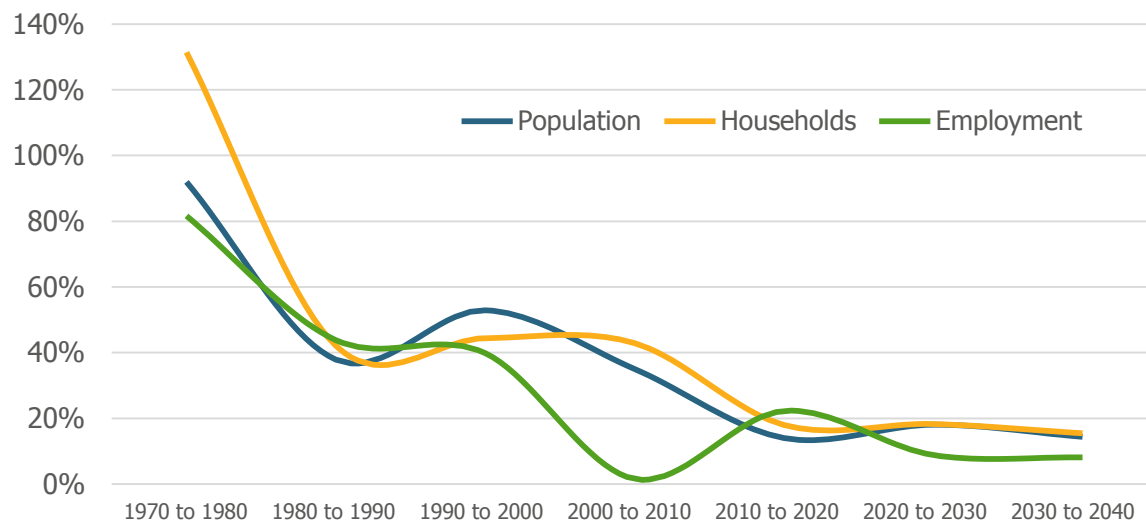
The decade of 2000-2010 was the City's biggest population/household growth period thus far, more than doubling the population of 1990 and a 40% increase in household growth over the 1990s. Returning to Chaska's earlier trends of having multiple types of housing in the community, growth since 2000 has been across all housing types.

Since 2010, Chaska's growth has continued to increase. Even employment, which regionally dipped between 2000-2010, increased slightly during that decade in Chaska. That growth has since rebounded. Employment increases are expected to grow considerably in the next two decades for a number of reasons, including:

- » Completion of new U.S. Highway 212 through Chaska's large undeveloped southwest growth area in 2008, including interchanges at Highway 41, Engler Boulevard (CSAH 10), and Chaska Boulevard (CSAH 61);
- » Planned Highway 212 interchange at CSAH 44-Big Woods Blvd., which is surrounded by developable agricultural land;
- » Approximately 400 acres of developable land is guided for Business Park land uses adjacent to the planned Highway 212/CSAH44-Big Woods Blvd. interchange, which will offer convenient direct access and visibility to the regional freeway system;
- » Business Park land uses adjacent to the Highway 212 interchanges are expected to attract businesses with relatively higher job densities per acre;
- » The market study completed as part of the Southwest Chaska Growth & Development Plan process found that warehouse and distribution land uses, which have relatively lower job densities per acre, are not likely to be attracted to the Highway 212 corridor in Chaska.

When the Metropolitan Council updated growth forecasts for the Twin Cities Metropolitan Region, the agency also distributed the growth projections to the various local units of government and invited comments from those entities. The forecasts for 2020, 2030, and 2040 are shown in TABLE 2.3 and FIGURE 2.3.

FIGURE 2.3: CHASKA POPULATION / HOUSEHOLDS / EMPLOYMENT GROWTH RATE



Source: U.S. Census, Metropolitan Council

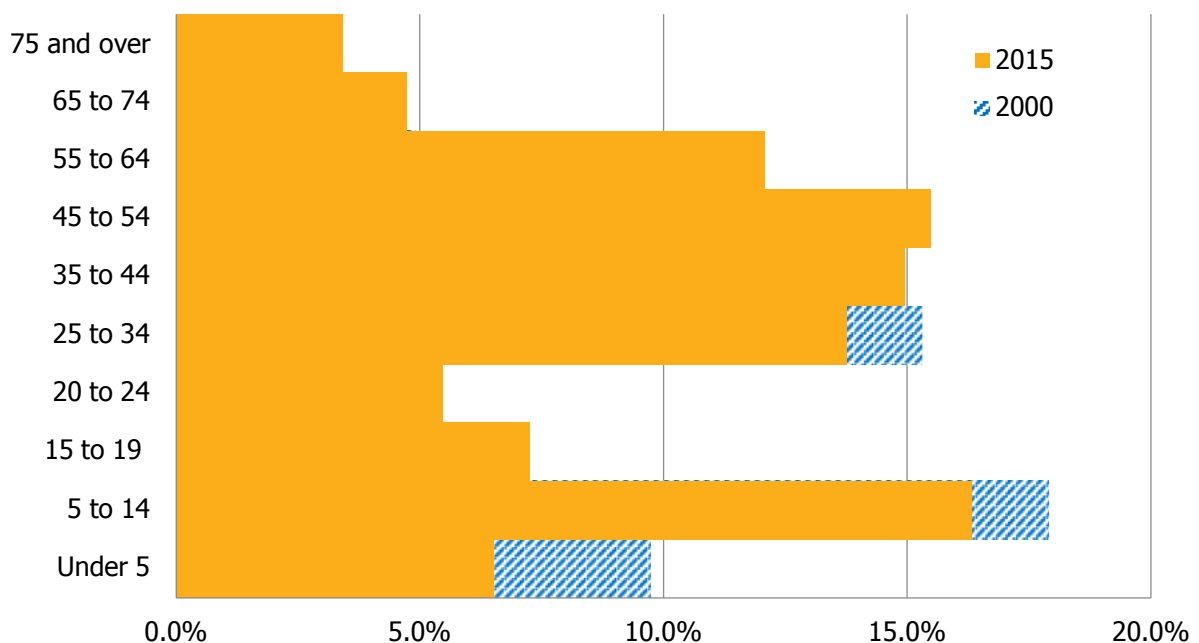
POPULATION AND HOUSEHOLD CHARACTERISTICS

The characteristics of Chaska's population described herein include age composition, race, household type and size, and income level. Sources for these data include the US Census (2000 & 2010), the American Community Survey (2012-2016 Estimates), and data provided by the Metropolitan Council.

AGE COMPOSITION

Chaska has grown by over 7,000 residents since 2000, resulting in a rapid growth rate of about 40 percent — more than triple the metro area's 12 percent rate of increase. With this significant growth also come shifts in the age composition of the city, as seen in FIGURE 2.4.

FIGURE 2.4: AGE COMPOSITION



Source: U.S. Census, U.S. Census ACS

Chaska's largest age categories for both 2000 and 2015 were school age children, ages 5 to 14. However, the ratio of children 14 and under diminished significantly in that time, while the age groups between 35 and 65 all increased significantly. This suggests that many of the young families that lived in Chaska in 2000 have parents that have continued to stay in the city, becoming empty nesters, as well as Chaska no longer being as significant of a destination for young families.

TABLE 2.4: AGE COMPOSITION, 2000-2015

Age Group	Chaska				2000 - 2015 Increase			% of the Total 2000-2015 Increase	
	2000		2015		Chaska		Metro Area	Chaska	Metro
	#	%	#	%	#	%	%		
Under 5	1,698	9.7%	1,599	6.5%	-99	-5.8%	4.7%	-1.4%	2.8%
5 - 19	4,411	25.3%	5,784	23.6%	1,373	31.1%	0.9%	19.4%	1.6%
20 - 24	908	5.2%	1,342	5.5%	434	47.8%	8.8%	6.1%	4.9%
25 - 44	6,429	36.8%	7,043	28.7%	614	9.6%	-5.1%	8.7%	-14.4%
45 - 64	2,989	17.1%	6,758	27.6%	3,769	126.1%	40.9%	53.3%	74.5%
Over 65	1,014	5.8%	1,998	8.1%	984	97.0%	37.2%	13.9%	30.6%
Total	17,449	100%	24,524	100%	7,075	40.5%	11.7%	100%	100%

Source: U.S. Census, U.S. Census ACS

Given the aging of Baby Boomers (those born between 1945-1965), it is unsurprising that the older age groups of the city have grown since 2000. This trend is expected to continue, resulting in the need for infrastructure and investments for a wider population range, such as senior housing options, differing recreation needs, and access to services.

RACIAL/ETHNIC DIVERSITY

The breakdown of racial/ethnic diversity within Chaska's population is shown in TABLE 2.5. Since 2000, Chaska has remained a city with a majority of the residents identifying as White Non-Latino.

Proportionately however, the city has become increasingly more diverse since 2000, with 90.47% in 2000 to 82.96% in 2015 identifying as White Alone.

TABLE 2.5: CHASKA'S RACIAL/ETHNIC DIVERSITY, 2000-2015

Race	2000		2015	
	Number	Percent	Number	Percent
White	16,351	93.7%	22,187	90.5%
Black/African American	178	1.0%	562	2.3%
American Indian	49	0.3%	25	0.1%
Asian	292	1.7%	609	2.5%
Other	580	0.2%	1,141	4.6%
Total Population	17,449	100.0%	24,524	100.0%
Hispanic or Latino (of any race)	1,013	5.8%	2,320	9.5%

Source: U.S. Census

In 2000, the Hispanic/Latino population made up 5.81% of Chaska; by 2015, 9.46% of the population identified as Hispanic/Latino. This shows a continuation of a trend of Chaska, especially downtown Chaska, as a destination for Latino residents that started in the early 1990's. This growth is expected to

continue, increasing the diversity within Chaska, as well as presenting new opportunities for economic development, recreation, and municipal services.

HOUSEHOLD TYPE AND RELATIONSHIP

A breakdown of Chaska's 2015 households by family and non-family composition is presented in TABLE 2.6. A household includes all the persons who occupy a housing unit. The census definition of a family is a householder and one or more other persons living in the same household who are related to the householder by birth, marriage, or adoption. Families (with or without children) made up 70% of all Chaska households in 2015, which is higher than the Twin Cities Metro percentage of 62%.

TABLE 2.6: CHASKA HOUSEHOLD TYPE & RELATIONSHIP, 2015

Household Type / Relationship	Chaska		Metro Percent
	Number	Percent	
Families without children	2,743	30.12%	31.70%
Married families with children	2,869	31.50%	22.26%
Unmarried families with children	807	8.86%	9.57%
Lived alone	2,134	23.43%	28.78%
Non-family households	555	6.09%	7.68%
Total Households	9,108	100%	100%

Source: ACS 2011-2015

Married couples comprised 62% of Chaska households, higher than the metro area as a whole of 53%; 31% of Chaska's households were married couples with children, which is higher than the metro area as a whole at 22%.

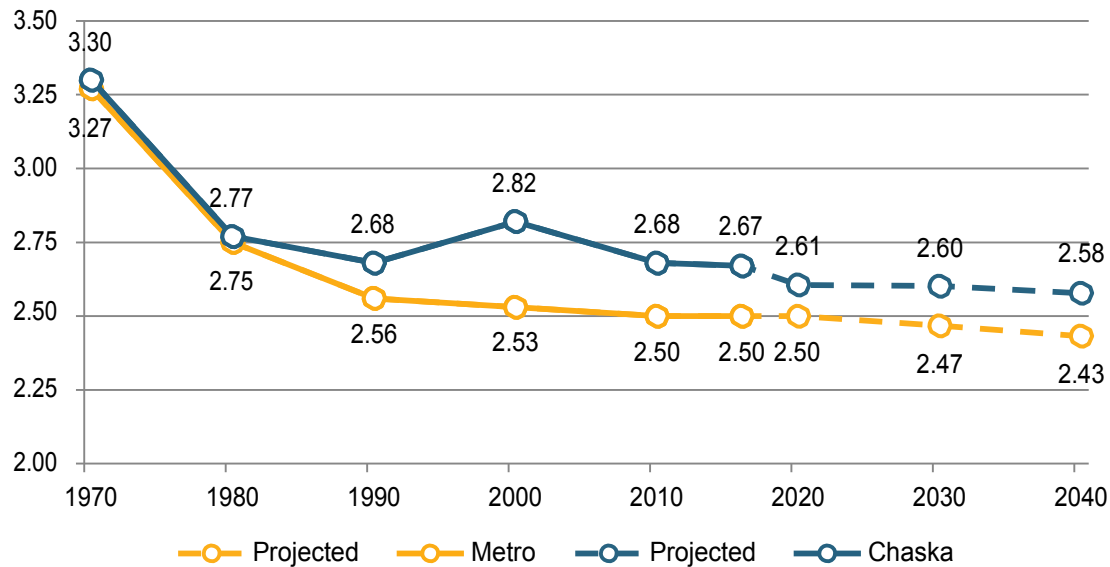
Compared to the overall metropolitan region, Chaska has a lower percentage of unmarried families with children, as well as smaller percentages of single-person households and non-family households

HOUSEHOLD SIZE

The average size of Chaska's households in 2017 was 2.67 persons per occupied housing unit. Trends and comparisons to the metro area are shown in

FIGURE 2.5. The average household size in the metro area as a whole has decreased over time due to longer life expectancy, a tendency to delay marriages and child bearing, and an increase in single-person households. Chaska has traditionally had larger average household sizes than the metro area, most notably, the city actually saw an increase in the average people per households in 2000; this was due to the large increase in single-family residential homes built between 1990-2000, which was a large draw for married families with children. Since that peak, the average household size has continued to decrease slightly, with forecasts continuing to show that trend.

FIGURE 2.5: HOUSEHOLD SIZE TRENDS



Source: U.S. Census, Metro Council, and City of Chaska

MEDIAN HOUSEHOLD INCOME

Chaska's median household income, as seen in TABLE 2.7, is significantly lower than neighboring communities in the southwest suburbs and Carver County. However, the city does have a higher median household income than the Twin Cities Metropolitan Area.

TABLE 2.7: HOUSEHOLD MEDIAN INCOME, 2016

Community	Median Household Income
Chaska	\$76,673
Carver	\$116,954
Chanhassen	\$115,449
Eden Prairie	\$101,094
Minnetonka	\$83,496
Victoria	\$132,431
Waconia	\$87,394
Carver County	\$88,638
Metro Area	\$70,915

Source: U.S. Census

EMPLOYMENT CHARACTERISTICS

Employment level trends and forecasts for Chaska were presented earlier in this chapter. In summary, total employment in Chaska has grown significantly from about 3,000 jobs in 1970 to an estimated 12,855 jobs in 2017. Chaska's fastest growth period was from 1985 to 1997 when the City aggressively pursued industrial growth for tax base purposes, increased employment opportunities, and to

increase sales for the City's electric utility. Although Chaska's employment growth since 2000 is less than during the late 1980s and 1990s, it continues to grow at a healthy rate. The projected growth of approximately 3,000 jobs from 2017-2040 shows steady growth over time.

EMPLOYMENT BY INDUSTRY

TABLE 2.8 shows the distribution of Chaska's 2016 employment by major job category. Not surprisingly, the largest job sectors in Chaska are manufacturing (36%), educational services (16%) and public administration (7.5%). Chaska serves as the county seat and contains several schools and the administration headquarters of School District 112, accounting for the relatively high number of government jobs.

TABLE 2.8: CHASKA EMPLOYMENT BY INDUSTRY, 2016

Job Category	Number of Employees	Percent of Total
Manufacturing	4,472	36.08%
Educational Services	1,609	12.98%
Public Administration	932	7.52%
Accommodation and Food Services	861	6.95%
Health Care and Social Assistance	827	6.67%
Retail Trade	814	6.57%
Administrative and Waste Services	805	6.50%
All Other Industries	449	3.62%
Construction	388	3.13%
Wholesale Trade	293	2.36%
Real Estate and Rental and Leasing	226	1.82%
Arts, Entertainment, and Recreation	224	1.81%
Other Services, Ex. Public Admin	221	1.78%
Finance and Insurance	133	1.07%
Information	62	0.50%
Transportation and Warehousing	47	0.38%
Agriculture, Forestry, Fishing & Hunting	30	0.24%
Total	12,393	100.00%

Source: On the Map, 2018

MAJOR EMPLOYERS

TABLE 2.9 below shows Chaska's major employers and the number of employees per employer in 2013. The top seven employers represent 40 percent of Chaska's total employment, which includes the School District, Carver County, and three manufacturing firms. 1. Although Chaska's largest employment sector is manufacturing, School District #112 is by far the City's largest single employer. Three of Chaska's biggest employers are in the electronic or medical equipment manufacturing sectors. Chaska is home to two of the state's top 25 bioscience businesses – Lake Region Medical, and Beckman Coulter –accounting for 1,380 jobs which makes up 11% of the City's total employment.

TABLE 2.9: CHASKA'S MAJOR EMPLOYERS, 2013

Employers	Products/Services	Number of Employees
School District #112	Elementary & Secondary Schools	1,200
Entegris	Semiconductor & Other Electronic Component Mfg.	1,000
Beckman Coulter, Inc.	Laboratory Equipment & Supplies Mfg.	780
Carver County	Government Offices-County	600
Lake Region Medical	Hospital Equipment & Supplies Mfg.	600
Super Target	Department Stores	400
City of Chaska	Government Offices	400

Source: Maxfield Research

JOBS-TO-HOUSEHOLDS RATIO

In 2016, there were 1.26 jobs for every household in Chaska. The City's ratio is smaller than that of the seven-county metro area, which was 1.43 in 2016, but significantly higher than Carver County's (1.04), and some other neighboring communities, as seen in TABLE 2.10.

TABLE 2.10: EMPLOYMENT / HOUSEHOLD RATIO, 2016

City	Employment	Households	Jobs to Households Ratio
Chaska	12,393	9,823	1.26
Carver	279	1,413	0.20
Chanhassen	15,283	9,267	1.65
Eden Prairie	59,595	24,856	2.40
Minnetonka	45,083	23,367	1.93
Victoria	1,107	2,955	0.37
Waconia	7,042	4,471	1.58
Carver County	37,912	36,418	1.04
7-County Metro Area	1,709,247	1,192,467	1.43

Source: Metropolitan Council

Chaska's jobs-to-households ratio confirms that Chaska is not a "bedroom community" dominated by households who commute to jobs in the central cities or closer-in suburbs. Chaska residents do commute to jobs outside of the community, but they are more than offset by the number of non-Chaska residents who commute to jobs in Chaska.

Chaska's jobs-to-households ratio has dropped since 1990 when it was 1.85, 2000 when it was 1.78, and 2010 when it was 1.43. This trend is caused by the higher growth in residential development than commercial/industrial development since 1990, which equates to the number of households increasing faster than the number of jobs. This trend is anticipated to continue as the City guides more land for residential development than commercial/industrial development in the future.

In general, the closer-in or more fully developed communities had the highest jobs-to-households ratios. Typically, industrial development occurs in a community after housing and commercial development occurs. Chaska reversed this trend somewhat in the latter 1980s and 1990s as a result of financial incentives for industrial development.

Chapter 3. Natural and Environmental Resources Protection

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OVERVIEW

The City of Chaska is rich in natural beauty and resources. Its landscape is gently rolling to hilly, with significant concentrations of woodland, especially along the river floodplains, creek ravines, river bluffs and other areas of steep slopes. The East and West Chaska Creeks carry surface run-off water to

the Minnesota River, which forms the south edge of the City. The creeks' main and tributary channels have been protected as an extensive wooded ravine system throughout most of the City. The steep and wooded Minnesota River bluff is very apparent as it rises approximately 100 feet above the large river floodplain below. In addition to Lake Bavaria and Hazeltine Lake, several smaller man-made lakes exist, as well as numerous wetlands and ponds.

The City's systems of natural and environmental resources/features are extremely valuable for both functional and aesthetic purposes. For example, wetlands serve as natural stormwater retention areas during run-off periods. They also serve as natural habitat and movement corridors for numerous species of plant and animal wildlife. Their positive impact on residential environments has also been recognized. This combination of functional and aesthetic values applies to most other environmental resources, including woodlands, steep slopes, lakes, and the creeks system.

In addition, the City protects access to its environmental resources, including aggregate and energy resources.

General Natural and Environmental Resources Goal

Natural and environmental resources are protected for the benefit of the overall health of the community's natural and human environment.

General Natural and Environmental Resources Policies

1. The City's significant natural and environmental resources shall be preserved for their functional value as well as their positive aesthetic impact upon proximate urban development.
2. Prohibit new development from encroaching upon vital natural resources such as wetlands, wooded steep slopes, bluffs/ravines, drainage ways and floodplains,
3. Encourage new developments to capitalize upon the positive influence of Chaska's significant natural environment. Development that is designed with sensitivity to the environment will provide quality living areas while also preserving natural and environmental resources.
4. New urban development shall use the Environmental Features Map (FIGURE 3.7), where appropriate, as a basis for preserving significant natural and environmental features.

WATERSHED MANAGEMENT

Chaska is located within multiple watersheds, which are under the jurisdiction of three (3) watershed districts/management organizations (see FIGURE 3.1). Most of the city is under the jurisdiction of the Carver County Watershed Management Organization (CCWMO), which encompasses both the East Chaska Creek and West Chaska Creek watersheds. The Lower Minnesota River Watershed District (LMRWD) is located in the southeast portion of the city, while the Riley-Purgatory Bluff Creek Watershed District (RPBCWD) is located in the northeast edge of the city.

FLOOD CONTROL / PREVENTION

The U.S. Corps of Engineers and Minnesota DNR have delineated floodplains of the Minnesota River and East and West Chaska Creeks. The City adopted a Flood Protection Ordinance in 1976, which

established regulations within the “100 Year” floodplain based on a Floodway District and a Flood Fringe District (FIGURE 3.2); the City will be adopting an updated amendment and new Floodplain map by FEMA in December 2018. No structures for human habitation are permitted within the Floodway District portion of the floodplain.

Like many older communities along the Minnesota River, Chaska has suffered substantial property damage from periodic floods. Major floods occurred in 1951, 1952, 1965, and 1969. After the 1952 flood, the City constructed a dike around the old town area. In 1965, the largest flood recorded at Chaska overtopped the levee by five feet. Subsequently, the dike was raised another four feet. Major damage was averted in 1969 by sandbagging and pumping seepage.

Congress authorized a flood control project in Chaska in 1976, but construction did not start until 1989 with the final stage completed in 1998. The project included a variety of measures to reduce flood damage along the Minnesota River and East and West Chaska Creeks. It also included trails and other recreational features to enhance recreation opportunities in the area. Principal features of the project were:

1. Improve and extend the existing levee.
2. Construct a West Chaska Creek diversion channel leaving 0.4 miles of existing channel to carry local run-off only.
3. Construct a major East Chaska Creek bypass channel leaving 2.3 miles of the existing channel to carry local run-off only.
4. Construct 1.5 miles of paved recreation trails on top of the levee and around Courthouse Lake. The lake will be protected from flooding to preserve the trout fishery maintained by the State DNR.

FIGURE 3.1: WATERSHED MANAGEMENT DISTRICTS & ORGANIZATIONS

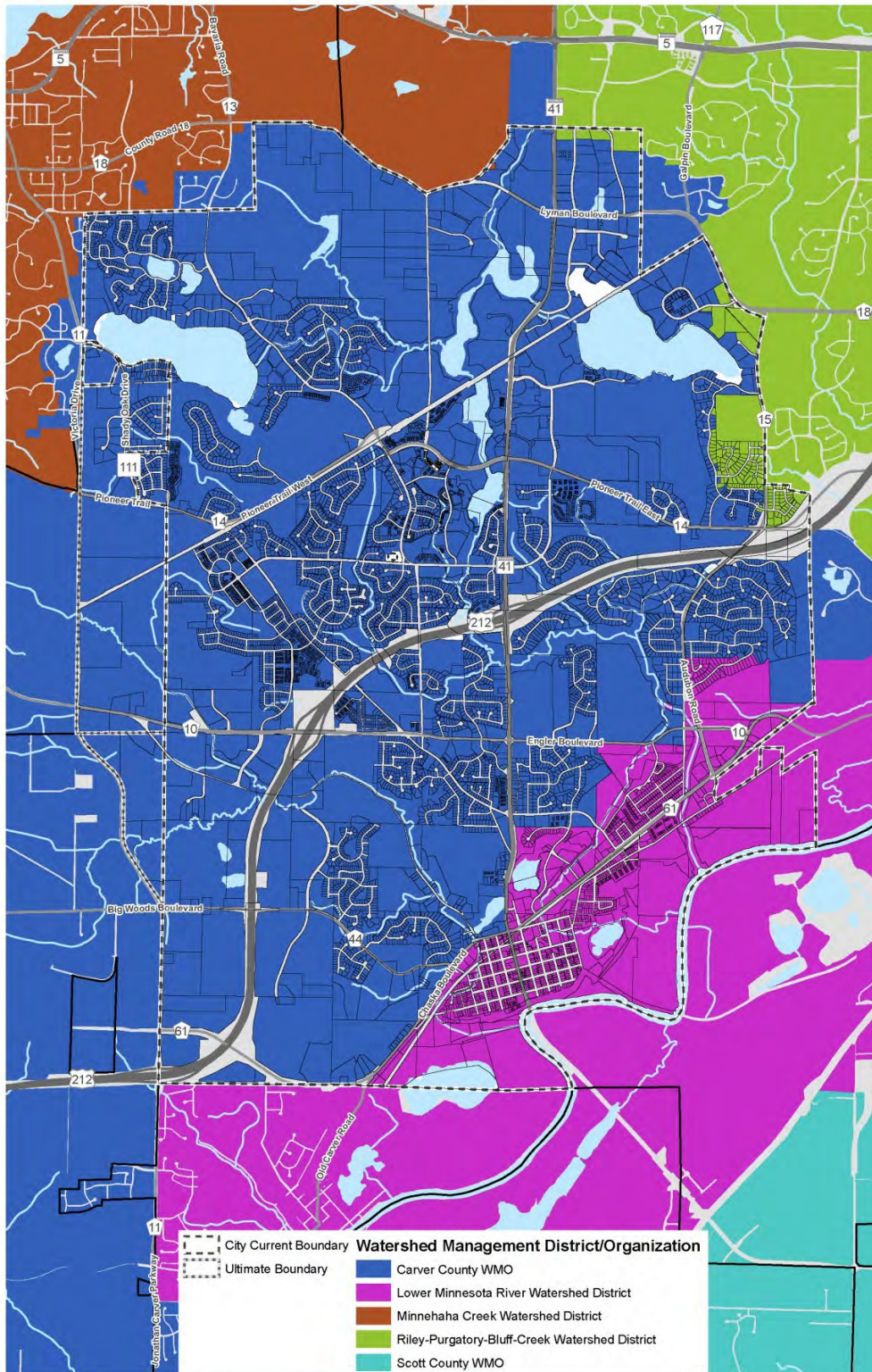
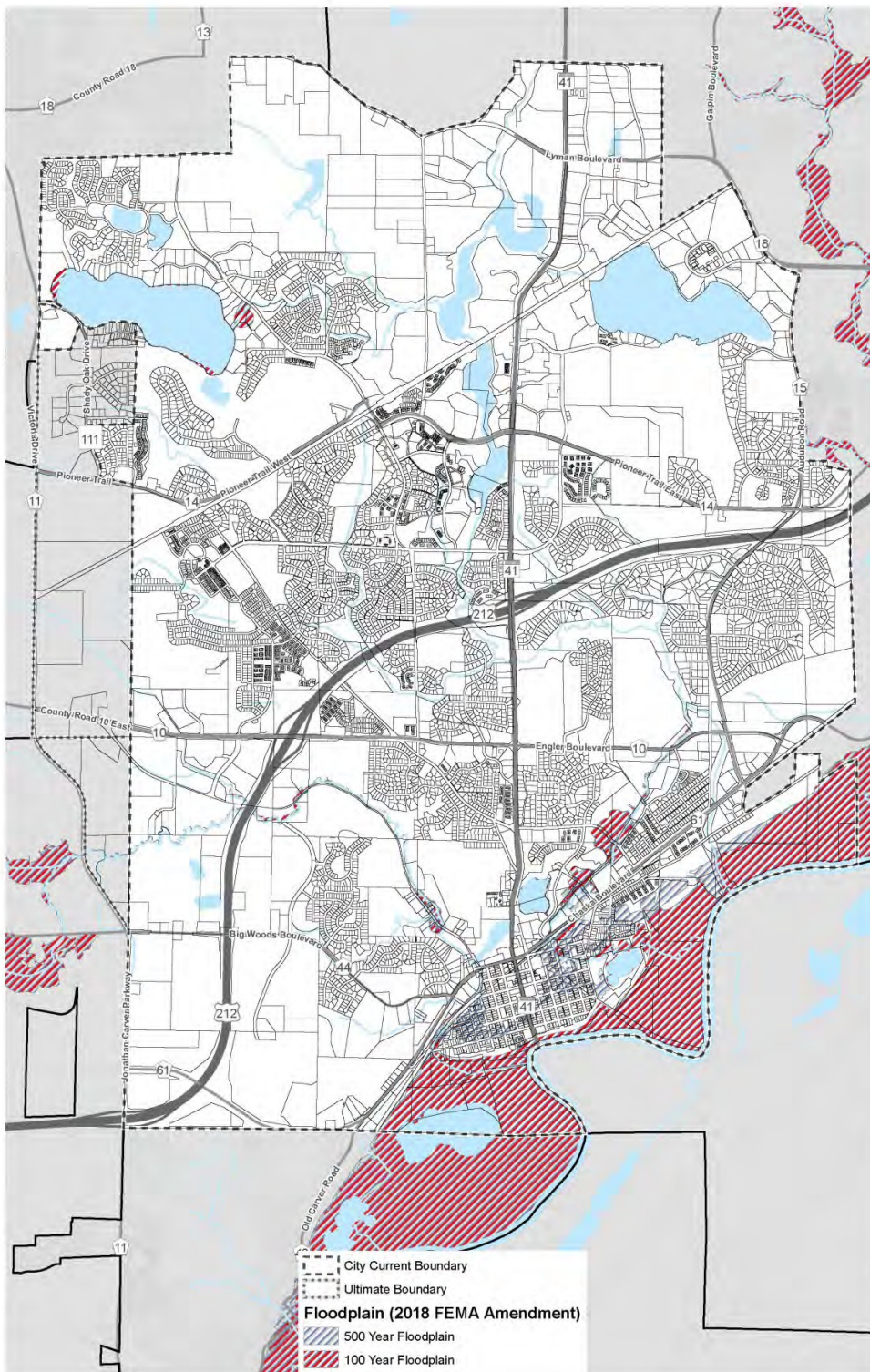


FIGURE 3.2: FLOODPLAINS



Remaining undeveloped and unprotected portions of the river and creek floodplains will be subject to existing floodplain regulations.

While the primary benefit of the flood control project was protection of property from flood damage, it also eliminated the Flood Fringe District from lower Chaska, which placed significant restrictions on new development and expansion or remodeling of existing buildings. Previously, buildings in the Flood Fringe District could not be enlarged nor could they be improved/remodeled beyond 50 percent of their value unless elevated or flood proofed. In most cases, such remedies were not physically or economically feasible.

In summary, the flood control project prevents property damage due to flooding, allows the development of lower Chaska to be completed, permits former Flood Fringe District commercial properties to be redeveloped, and allows the value of former Flood Fringe District residential and commercial properties to be maintained and enhanced.

SURFACE WATER MANAGEMENT PLAN

The City of Chaska has a Local Surface Water Management Plan (LSWMP) that serves as a comprehensive planning document to guide the City in conserving, protecting, and managing its surface water resources. Chaska's current LSWMP was last updated in 2015 and formally adopted by the City Council on November 16, 2015. The current LSWMP is intended to provide guidance for the City's surface water system through the end of 2024. Refer to Chapter 10 for a full summary of the LSWMP. The City has diligently followed its surface water management plan to guide development and redevelopment activities but also as a guide for identifying and implementing retrofits to the existing system.

The City of Chaska has been successful in maintaining its natural drainage patterns throughout most of its development. The City's goal is to foster continued optimum use of that natural drainage system while enhancing the overall quality of water entering lakes and wetlands. The intent is to prevent flooding while using identified Best Management Practices (BMPs) to enhance surface water quality with minimal capital expenditures by the City. The LSWMP provides clear guidance on how Chaska intends to manage surface water in terms of both water quality and quantity.

PUBLIC WATERS, DNR

Minnesota DNR has classified the Minnesota River, East Chaska Creek, and West Chaska Creek as "Public Waters". Any change in the course of these waterways requires a permit from the DNR.

Drainageway / Flood Control Policies

1. Existing floodplain regulations applicable to the Minnesota River and East and West Chaska Creeks shall be aggressively enforced.
2. The natural drainage systems consisting primarily of the East and West Chaska Creeks and their tributaries shall be preserved and protected for their functional values as drainageways and wildlife movement corridors.
3. Valleys and ravines formed by the drainage system shall be preserved in their natural state for functional and ecological reasons as well as for their aesthetic value.

4. As urbanization occurs within the various drainage areas, stormwater run-off retention facilities shall be provided so that the normal run-off rate from undeveloped land is not increased. Without such retention ponds or basins, creek flowage would be substantially increased, causing severe erosion and flood damage safety problems, and water quality is degraded.

LAKES/WETLANDS

The City of Chaska contains a wide variety of lakes and wetlands. Several Federal, State, and local agencies have regulatory powers over public lakes and wetlands in Chaska.

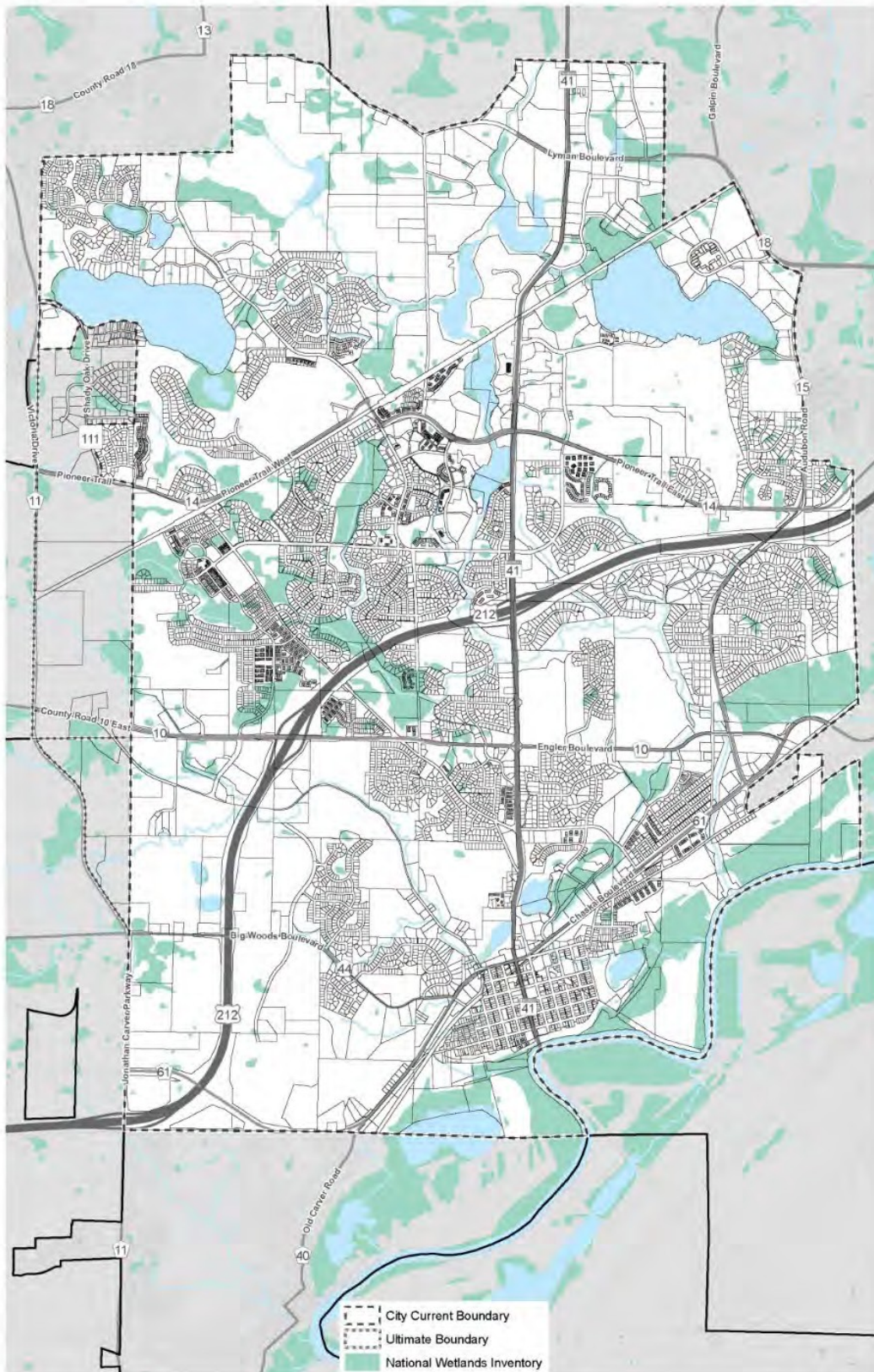
Chaska contains two relatively large open water lakes — Lake Bavaria and Hazeltine Lake. Both lakes drain into East Chaska Creek. Lake Grace, Jonathan Lake (Upper Lake Grace), McKnight Lake, and Big Woods Lake are man-made lakes created by impounding East Chaska Creek flowage. Several “clayhole” lakes exist within the old town area, left over from earlier years when brick manufacturing operations were active in Chaska, including Courthouse Clayhole Lake, Firemen’s Clayhole Lake, and Brickyard Clayhole Lake. Chaska Lake, which straddles the southern border of the City within the Minnesota River floodplain, is also within the Minnesota Valley National Wildlife Refuge, Chaska Unit.

Jonathan Association, the City of Chaska, and Hazeltine Golf Club own much of the shoreland around Lake Hazeltine. The City owns a one-half mile length of shoreland on Lake Bavaria. The City owns the entire frontage of Lake Grace, Jonathan Lake, McKnight Lake, and most of Big Woods Lake. The County and the City also own land around the three clayhole lakes.

The Minnesota DNR has designated five lakes in Chaska as “Public Waters”: Bavaria, Hazeltine, Chaska, Courthouse Clayhole, and Firemen’s Clayhole. The DNR has also surveyed and classified the wetlands in Minnesota according to the standard classification system of the U.S. Department of the Interior, Fish, and Wildlife Service. Lake Grace, Jonathan Lake (Upper Lake Grace), McKnight Lake, Big Woods Lake, and Brickyard Clayhole Lake are classified as “wetlands” along with other significant wetlands within the City. These public lakes and wetlands (Types 3, 4, or 5) are protected by the DNR (see FIGURE 3.3). Any disruption to a public water or Type 3, 4, or 5 public wetland requires a permit from the DNR.

Under Section 404(e) of the Clean Water Act, the U.S. Corps of Engineers has broad discretionary authority regarding wetland protection. While the DNR limits its regulations to wetlands over 2.5 acres in size, the Corps’ authority is not limited to size or to only wetland Types 3, 4, and 5. When a development is proposed, the Corps reviews it to determine if wetland protection measures are required.

FIGURE 3.3: NATIONAL WETLANDS INVENTORY



The State of Minnesota enacted a Wetland Conservation Act (WCA) in 1991, which regulates wetlands as defined and delineated by the 1989 Federal Manual for Identifying and Delineating Jurisdictional Wetlands. The State Board of Water and Soil Resources (BWSR) administers these regulations, but the authority to manage and enforce wetland regulations in Chaska has been delegated to the City as the designated Local Government Unit (LGU). When development is proposed which will potentially impact a wetland regulated by the WCA, the City requires an on-site survey by a qualified person to identify and delineate the wetland in detail. The 1989 National Wetlands Inventory (NWI) map prepared by the U.S. Fish and Wildlife Service is used as a general guide to identify wetlands that are regulated by the WCA.

Lakes/Wetlands Policies

1. Lakes and wetlands are part of the natural ecosystem that provide areas for water retention, natural filtering of stormwater runoff, and natural habitats for plant and animal wildlife. If properly maintained, they can also provide important educational and recreational assets, conserve the natural beauty of the landscape, and enhance property values.
2. Lakes and wetlands shall be considered an integral part of the City's storm water drainage system. Alteration for ponding purposes may potentially occur but should be accomplished in such a manner that wildlife habitat is preserved or strengthened.
3. When areas in proximity to regulated lakes and wetlands are proposed for urbanization, detailed site plans shall be required to demonstrate how the resource will be protected from potential negative effects from urban development.

SHORELAND MANAGEMENT

The State DNR requires local governments to adopt and enforce shoreland management regulations adjacent to designated public waters, which are designated on the Minnesota Public Water Inventory (PWI). In Chaska, such public waters are:

Lakes

- » Hazeltine
- » Bavaria
- » Chaska
- » Courthouse Clayhole
- » Firemen's Clayhole

Rivers/Streams

- » Minnesota River
- » West Chaska Creek
- » East Chaska Creek *

* Includes Lake Grace, Jonathan Lake, McKnight Lake, and Big Woods Lake

Chaska adopted shoreland regulations in 1986 as an amendment to its zoning ordinance. Such regulations apply to the shoreland within 1,000 feet from a lake or pond, and 300 feet from a river or stream. They regulate the use of land within the delineated shoreland, the size and shape of lots, the

size and location of structures, the installation and maintenance of private water supply and sewage treatment systems, the grading and filling of land, and the cutting of vegetation. The regulations are treated as an overlay district relative to underlying zoning districts.

In 1989, the DNR adopted an updated set of standards for shoreland management. Once again, localities were required to adopt the revised regulations, but on a priority basis. For example, the first priority communities in the metro area were those located on Minnetonka and White Bear Lakes. Chaska amended its shoreland management ordinance to include 1989 updated standards.

The City of Chaska has worked closely with DNR officials in the enactment and enforcement of shoreland regulations. The designs of specific developments, such as Hazeltine Shores Apartments and Chevalle, have been significantly altered to meet shoreland standards. As a result, a higher quality end result has been achieved.

Shoreland Policies

1. The City of Chaska recognizes that it is in the best interest of the public health, safety, and welfare to provide for the wise use, subdivision, and development of shorelands of public waters, which are designated on the Minnesota Public Water Inventory (PWI).
2. The City of Chaska will continue to work closely with DNR officials to update and enforce shoreland management regulations as required.

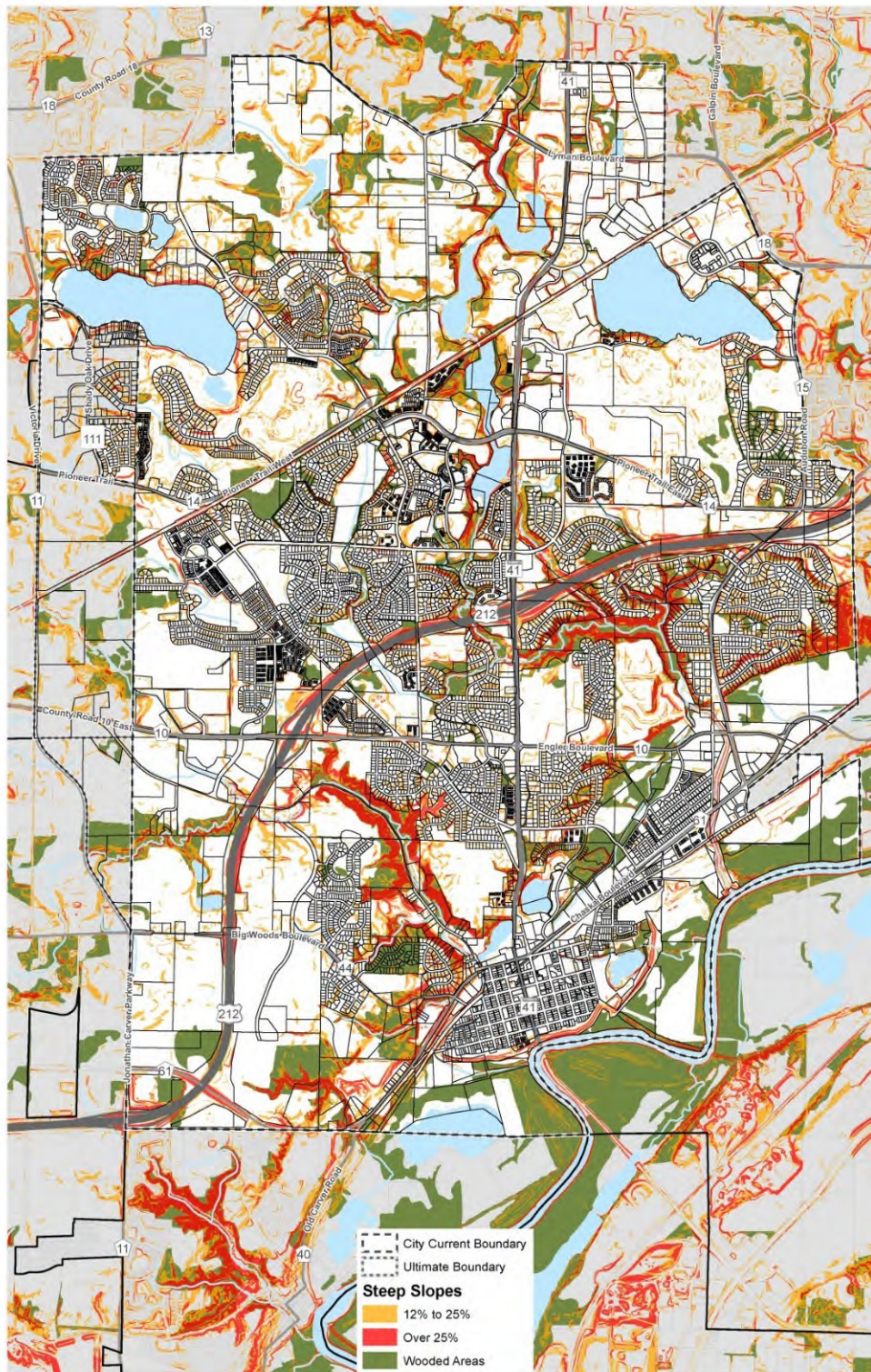
WOODLAND / STEEP SLOPES

Chaska contains a significant amount of land with steep slopes. This is usually found along the two Chaska Creeks drainage systems, along the Minnesota River bluff line, and around lakes. Since this land was not suitable for cropland, much of the steep slopes have extensive tree cover. Vegetation deters soil erosion on the steep slopes and is valuable for wildlife habitat and visual amenity.

There are a few areas within Chaska where native stands of predominantly hardwood trees are found on level to rolling terrain. These upland wooded areas were never cleared for cropland use. Woodland concentrations are also found in proximity to some low, wetland areas. These are usually not hardwood stands but are still valuable for environmental purposes.

FIGURE 3.4 on the following page shows in a generalized manner the steep slopes and woodland concentrations. A correlation between steep slopes and woodlands is evident.

FIGURE 3.4: STEEP SLOPES



Woodlands/Steep Slopes Policies

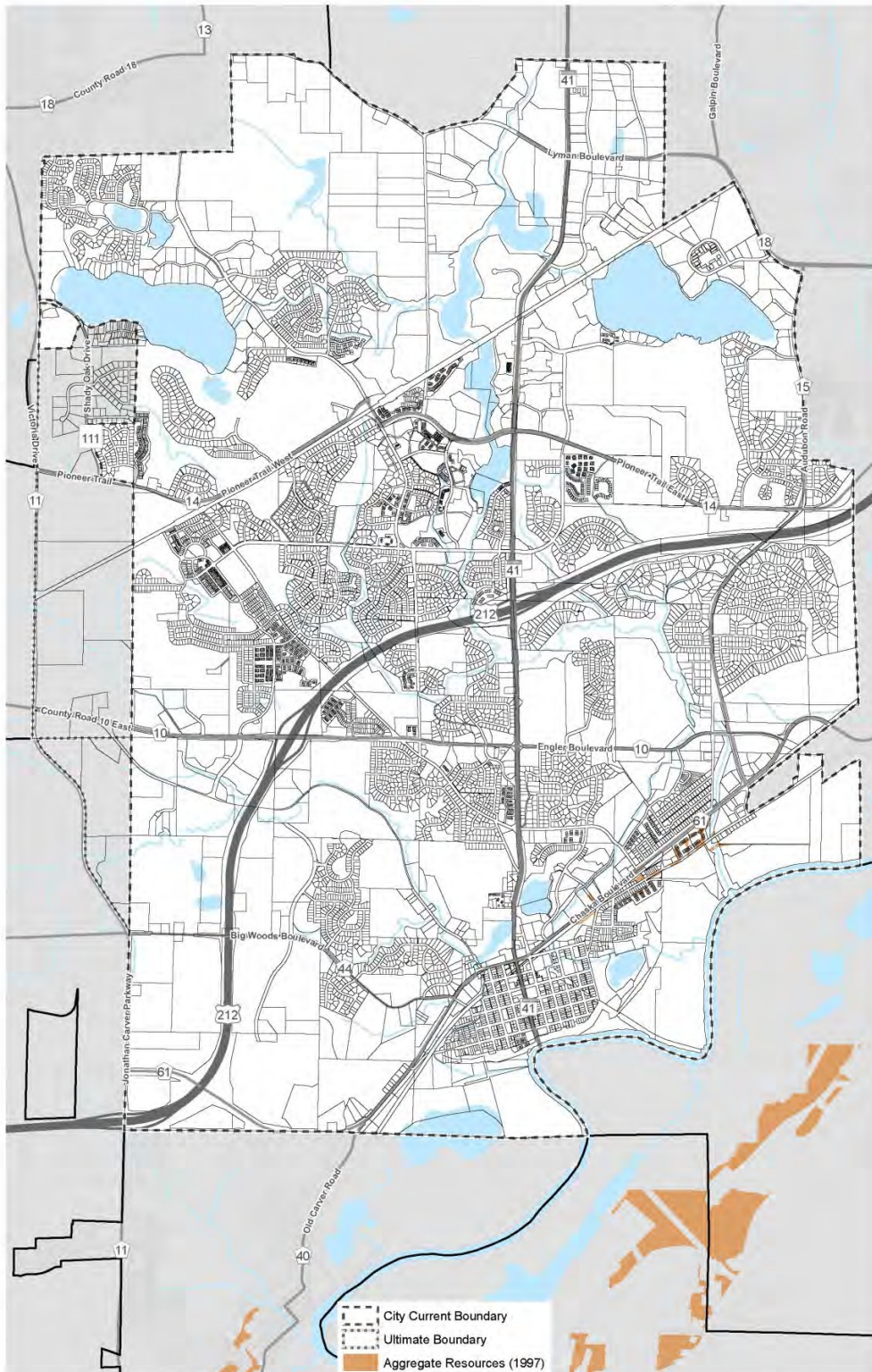
1. Wooded land with an 18 percent slope or greater shall be preserved in its natural state for environmental value, particularly to deter soil erosion on the steep slopes and protect natural wildlife habitat areas. In addition, buildings and parking shall be set back at least 50 feet from the edge of the 18 percent slope and a 30-foot “no-grade/mow” zone provided for adjacent to the edge of the 18 percent slope for purposes of erosion control.
2. Where possible, woodland areas of less than 18 percent slope shall be preserved for their ecological, historic, and aesthetic value. Where urbanization does occur within such upland wooded areas, it should be sensitively designed by use of large lots, cluster development, etc. so that the overall woodland effect is preserved.
3. Detailed site plans shall be required for areas within or proximate to woodlands to ensure that potential negative impacts are minimized.

ENVIRONMENTAL RESOURCES

Aggregate Resources

The Metropolitan Land Planning Act requires local comprehensive plans contain a land use plan that includes the local government’s goals, intentions, and priorities concerning aggregate resources. In 2000, the Metropolitan Council and the Minnesota Department of Natural Resources (MN DNR) developed the *Minnesota Geological Survey: Aggregate Resources Inventory of the Seven-County Metropolitan Area*. Sizable deposits of moderate- to poor-quality sand and gravel are present along the southeastern border of Carver County along the Minnesota River (FIGURE 3.5). However, most of the deposit is not available for mining due to urbanization of the land as well as the potential environmental impacts to the Minnesota River. Section 9.4 of the City’s Zoning Ordinance contains the City’s requirements regarding land excavation and reclamation.

FIGURE 3.5: AGGREGATE RESOURCES, 1997



Solar Access & Protection

The Metropolitan Land Planning Act (Minnesota Statutes 473.859, Subd. 2) requires that local comprehensive plans include an element for the protection and development of access to direct sunlight for solar energy systems. The City will protect such access by requiring minimum standards for lot sizes, amounts of open space, yard setbacks, and maximum building heights for urban residents. Land uses should not preclude the possible use of solar energy systems. The City will review and revise, as necessary, the Zoning and Subdivision Ordinances to ensure protection of solar access. Currently the structure setback and height standards within the Zoning Ordinance are sufficient to prevent potential interference to solar collectors from adjacent structures and vegetation.

Solar reserves are those quantities of solar energy that can be estimated with reasonable certainty to be economically producible. The Metropolitan Council has developed a solar resource calculation (TABLE 3.1) and map (FIGURE 3.6) to help Chaska determine how much solar energy is available for development and to identify where there are good sites for solar development, and where there may be land use conflicts.

TABLE 3.1: ROOFTOP SOLAR RESOURCES CALCULATION

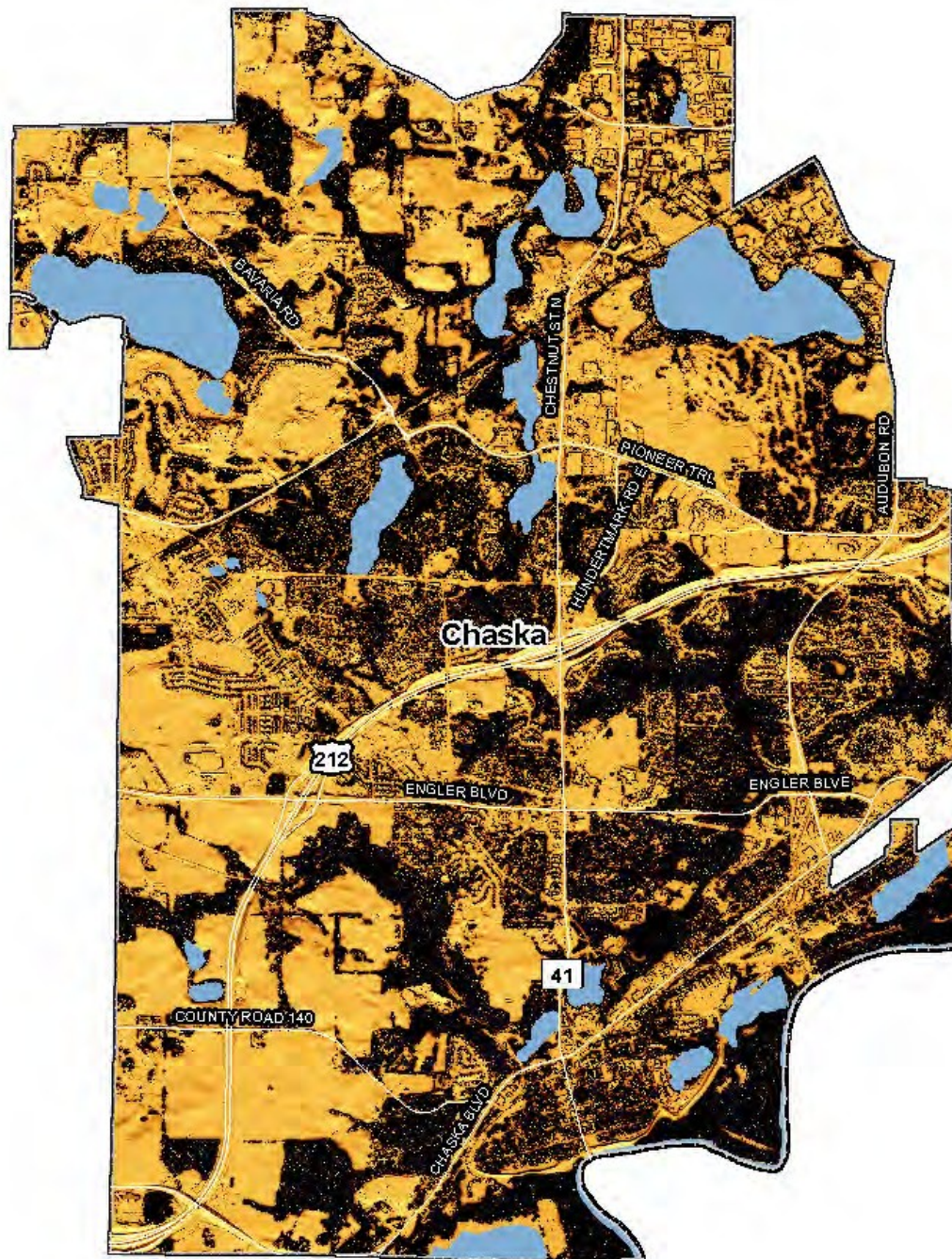
Community	Gross Potential (Mwh/yr)	Rooftop Potential (Mwh/yr)	Gross Generation Potential (Mwh/yr)	Rooftop Generation Potential (Mwh/yr)
Chaska	28,613,021	1,460,586	2,861,302	146,058

Source: Metropolitan Council, 2017

The total potential generation of the rooftop solar resource in Chaska is 146,058 Mwh/yr (Met Council). Solar installations are not limited to rooftop applications. This analysis does not include ground-mount systems, but the City should consider criteria for potential future locations of ground-mount solar fields, such as commercial parking lots, public right of ways, and future development sites.

Chaska is committed to protecting solar access in new development and subdivisions. The city will work with developers at the beginning of projects to ensure that platting of lots and streets can maximize the amount of solar exposure on paved surfaces in winter and ensure that potential private solar energy systems on lots will not be obstructed from solar resources. The city will explore the possibility of enacting an ordinance to protect solar access that will benefit property owners as well as the environment.

FIGURE 3.6: GROSS SOLAR POTENTIAL, CHASKA



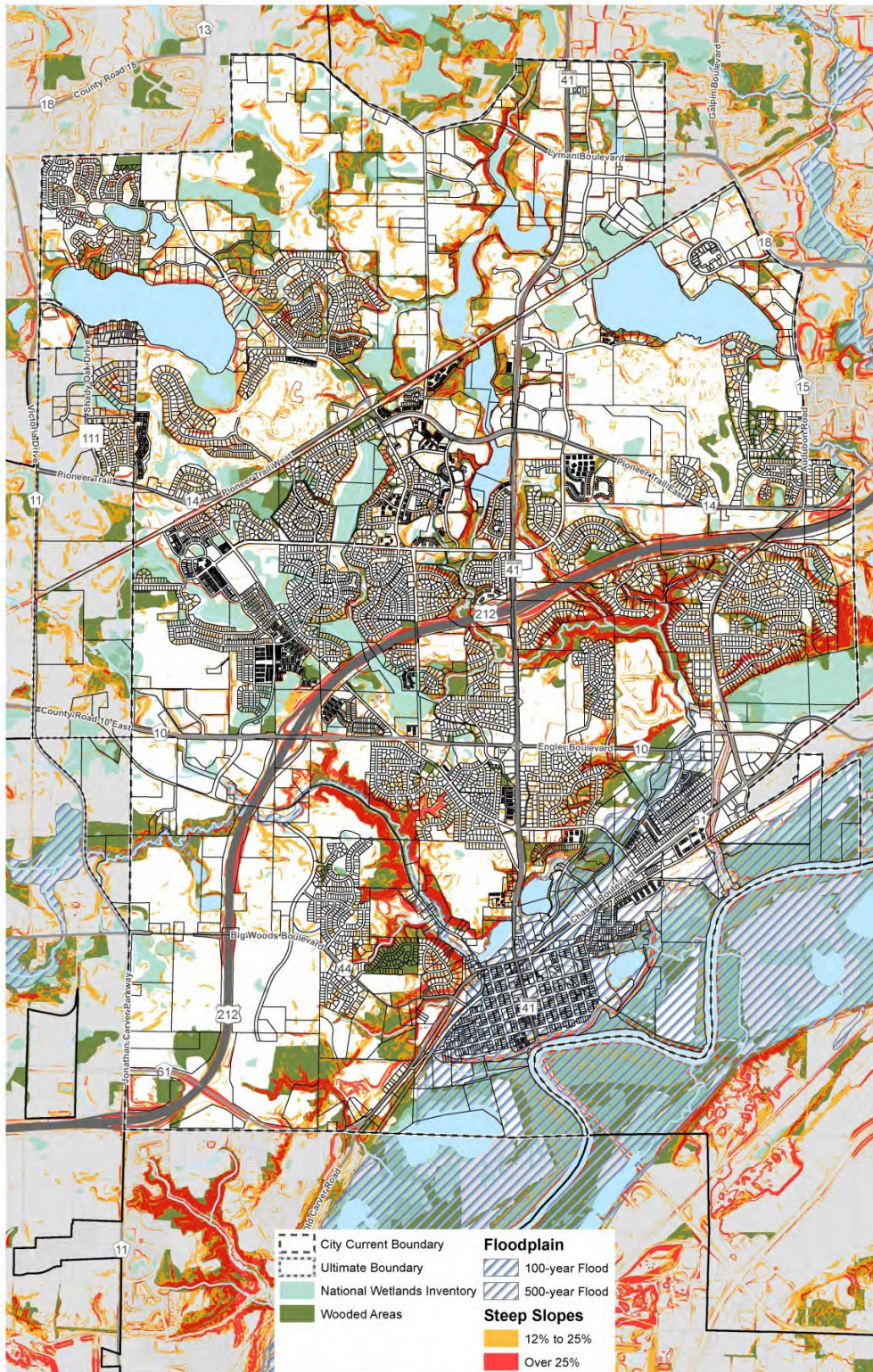
Gross Solar Potential
(Watt-hours per Year)

High : 1278307

Low : 900001

Solar Potential under 900,000 watt-hours per year

FIGURE 3.7: ENVIRONMENTAL FEATURES



Environmental Resources Goal

Access to valuable environmental resources, including aggregate and energy resources, are protected for current and future urban development.

Environmental Resources Policies

1. Ensure that any excavation or mining of aggregate resources are compatible with existing and planned development of the surrounding area and do not negatively impact the natural environment or city infrastructure.
2. Protect solar access in new developments and subdivisions to enable potential development of solar energy systems.
3. Encourage the City, businesses, and residents to participate in renewable energy programs or install renewable energy systems.
4. Promote and support energy efficient building design and operations for both new and renovated buildings.

Chapter 4. Land Use

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EXISTING LAND USE ANALYSIS

CITY LAND AREA

The total land area within the current municipal limits of Chaska as of 2018 is approximately 11,400 acres or 17.8 square miles. In 2003, Chaska Township was annexed into the City, adding approximately 1,800 acres or 2.8 square miles to the City's land area. In 2006, approximately 270 acres or 0.4 square miles of Laketown Township was annexed into the City as part of the Chevalle residential development north of Lake Bavaria. The City has an orderly annexation agreement with Laketown Township whereby another 1.0 square miles of land south of Lake Bavaria will be annexed into Chaska, which will increase the City's total land area to approximately 18.8 square miles.

For comparison purposes, the geographic size of nearby communities is shown in TABLE 4.1. Chaska's recent and planned land annexations substantially increase the City's size, which is approaching the size of Chanhassen. Like Chaska, Victoria and Waconia also have orderly annexation agreements with Laketown Township. Although Victoria is currently a smaller city, it is planned to ultimately exceed Chaska and Chanhassen in land area as a result of its orderly annexation agreement with Laketown Township.

TABLE 4.1: CITY LAND AREA COMPARISON

City	Land Area in Square Miles		
	2000	2016	Ultimate
Chaska	14.5	17.8	18.8
Chanhassen	23.0	23.0	23.0
Victoria	8.6	10.7	26.8
Carver	3.8	4.3	14.0
Eden Prairie	36.0	36.0	36.0
Minnetonka	28.0	28.0	28.0
Edina	16.0	16.0	16.0
Bloomington	38.3	38.3	38.3
Shakopee	29.0	29.5	29.5

Source: Metropolitan Council

COMMUNITY DEVELOPMENT PATTERN

The general pattern of urbanization in Chaska is somewhat unusual with the older downtown area located below the bluff at the south end of the City, the primary industrial area situated in the northeast sector far away from downtown, with residential and supporting public and commercial facilities in between these two employment centers within the community. The City measures about 5.5 miles from north to south and 4.0 miles east to west.

In general, residential development has historically expanded outward from the downtown area in a northerly direction; however, in the early 1970s, Jonathan New Town "leap-frogged" to north central Chaska on top of the bluff resulting in the mid-Chaska area infilling with new development since that time. The installation of sewer and water infrastructure throughout much of Chaska in the late 1960s and early 1970s, largely by Jonathan Development Corporation, allowed development to occur in a dispersed fashion leaving farmland scattered between neighborhoods as they were developed. New

residents generally looked upon surrounding farmland as a positive feature in their living environment, and were naturally disappointed as the leftover parcels were gradually developed for new neighborhoods and support facilities.

Unfortunately, it is generally not economically or functionally viable to mix urban and agricultural uses as a permanent development pattern. As the City continues to grow in population, the remaining farmland areas in the City are planned for infill development to accommodate future growth and efficient use of urban facilities and services. The City of Chaska strongly supports preservation of farmland in central and western Carver County where prime cropland is more prevalent. This approach is consistent with both Carver County and Metropolitan Council development objectives. County officials have done an outstanding job of preserving farmland in that area by allowing rural non-farm home sites only on a very limited basis on non-prime farmland.

In addition to infill development, the City also plans for significant urban development of the 2.8 square miles of land in the former Chaska Township, which was annexed into the City of Chaska in 2003. Continuing Chaska's atypical development pattern, this newest area of development in southwest Chaska is actually located closest to Chaska's oldest developed area, downtown Chaska and the area below the bluff.

CITY OF CHASKA / CARVER COUNTY COMPREHENSIVE PLANS RELATIONSHIP

The following statement is the fundamental land use goal of Carver County's 2040 Comprehensive Plan:

The vision is that of healthy, stable or growing urban communities and a rural area where agriculture is the principle land use. The resulting planning principle of directing urban land uses to the cities and limiting non-agricultural uses in the rural area has guided the County's land use planning for more than thirty years, and will continue to be the central land use policy for the foreseeable future.

To accomplish this goal, Carver County supports the preservation of its rural character by protecting farmland and open space and directing residential, industrial and commercial growth to the municipalities.

Preserving Carver County's rural character, however, may be difficult in the face of development pressure. Carver County is the smallest of the seven counties in the Twin Cities metro area; yet, the County's population is increasing significantly. In the 1990s, Carver County was one of the fastest growing counties in Minnesota, growing from about 27,000 residents in 1990 to just over 70,000 in 2000. In 2016, Carver County's population had grown to just over 100,000 residents.

Since Chaska is the largest city in Carver County, the City plays a vital role in the implementation of Carver County's Land Use Plan. Between 2018 and 2040, the City anticipates an additional 4,200 households, which represents about 18% of the total number of households anticipated in Carver County during that time period. The County's goal of concentrating residential growth in existing

cities is consistent with Chaska's 2040 Comprehensive Plan, which establishes a minimum residential urban density of three households per acre.

The City of Chaska worked closely with Carver County in the preparation of the City's 2040 Comprehensive Plan. Accordingly, the City and County 2040 Comprehensive Plans are consistent with each other.

EXISTING LAND USES

FIGURE 4.1 provides a map of existing land use patterns in Chaska in 2018 based on the land use categories listed in TABLE 4.2. The table also lists the amount and percent of land in each category.

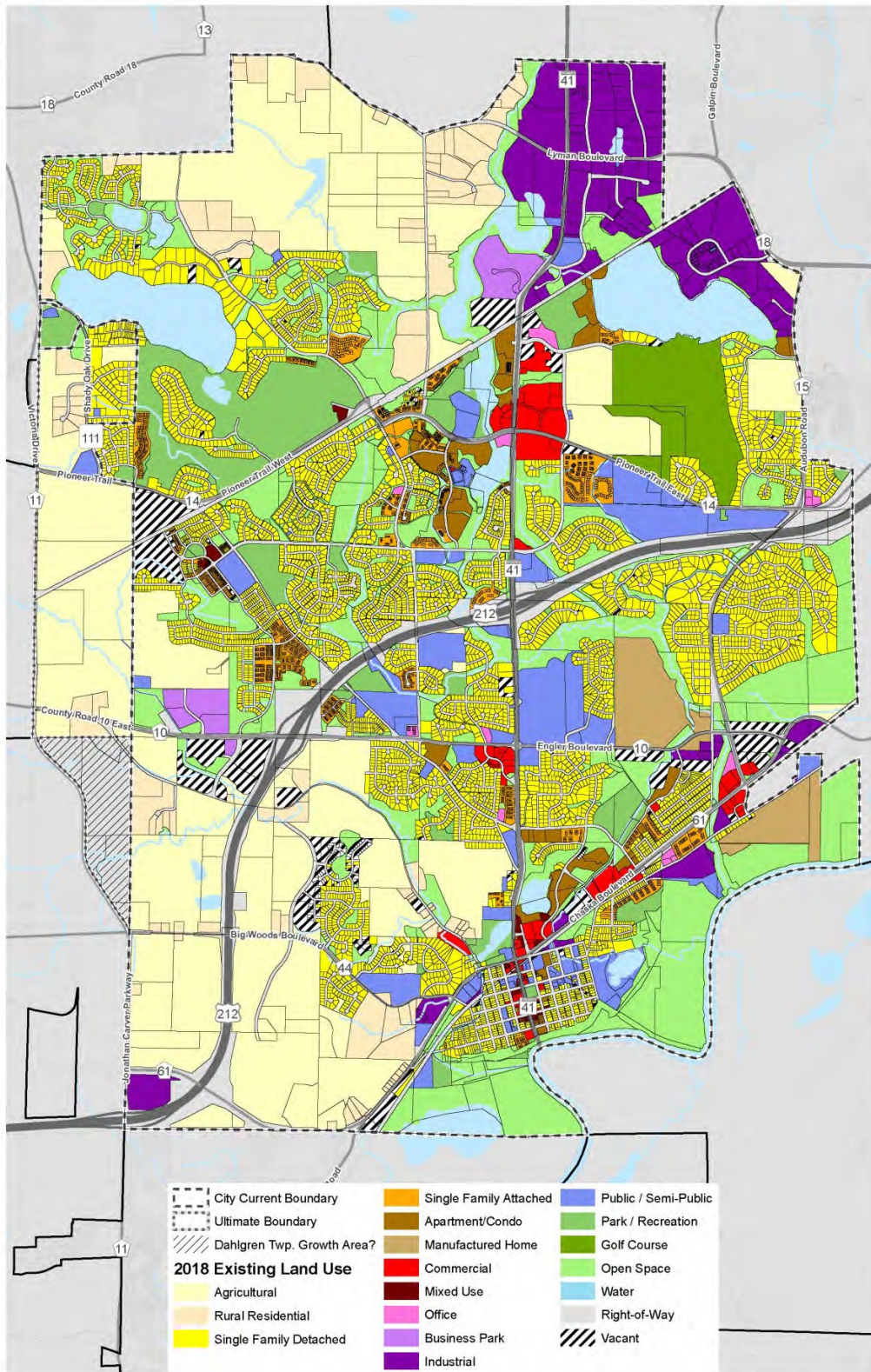
TABLE 4.2: EXISTING LAND USES, 2018

Land Use Category	Chaska (2018 Boundaries)		Laketown Annexation Area		Ultimate Chaska Area	
Agricultural	1,961.48	17.20%	407.06	64.62%	2,368.53	19.68%
Rural Residential	465.00	4.08%	43.90	6.97%	508.89	4.23%
Single Family Detached	1,826.05	16.01%	50.33	7.99%	1,876.38	15.59%
Single Family Attached	234.49	2.06%	0.00	0.00%	234.49	1.95%
Apartment/Condo	132.12	1.16%	0.00	0.00%	132.12	1.10%
Manufactured Home	161.15	1.41%	0.00	0.00%	161.15	1.34%
Commercial	142.81	1.25%	0.00	0.00%	142.81	1.19%
Office	24.74	0.22%	0.00	0.00%	24.74	0.21%
Business Park	87.67	0.77%	0.00	0.00%	87.67	0.73%
Mixed Use	13.90	0.12%	0.00	0.00%	13.90	0.12%
Industrial	545.67	4.78%	0.00	0.00%	545.67	4.53%
Public/Semi-Public	466.71	4.09%	9.03	1.43%	475.75	3.95%
Park/Recreation	458.86	4.02%	0.00	0.00%	458.86	3.81%
Golf Course	225.43	1.98%	0.00	0.00%	225.43	1.87%
Open Space	1,098.03	9.63%	2.12	0.34%	1,100.14	9.14%
Vacant	256.90	2.25%	0.00	0.00%	256.90	2.13%
Water	424.51	3.72%	0.63	0.10%	425.14	3.53%
Right-of-Way	1,485.09	13.02%	52.69	8.36%	1,537.78	12.78%
(Wetlands)	1,395.87	12.24%	64.20	10.19%	1,460.07	12.13%
Total	11,406.47	100.0%	629.96	100.0%	12,036.43	100.0%

Source: City of Chaska & HKGI, 2018

In 2018, approximately 38 percent of Chaska's total 17.8 square miles of land is in some form of urban land use (residential, commercial, industrial, public, parks, etc.), another 39 percent is restricted for development in some way (lakes, wetlands, drainageways, bluffs/slopes, floodplains, etc.) The remaining 4.1 square miles (2,635 acres) or 23% of Chaska's total land consists of agricultural, rural residential, and undeveloped land, which is potentially available for some form of urbanization in the future.

FIGURE 4.1: CHASKA EXISTING LAND USE, 2018



The largest land use within the current urbanized area is residential at approximately 21% of the total urban land. The next highest land user is open space at 14%, followed by wetlands (13%), right-of-way (12%), and parks 6%.

Agricultural land accounts for 17% of the City's total land at approximately 2.7 square miles of land. The 1.8 square miles of rural residential land in Chaska, which is also not considered as urbanized land, represents a significant share of the City's total land at 4%.

PLANNED GROWTH AREAS

Between 2018 and 2040, it is estimated that approximately 2232 acres of land (3.5 square miles) will be developed for urban land uses in Chaska, including the annexation areas to the west. (See TABLE 4.3 below.) New residential land will account for the greatest increase at 27% of this total with a planned growth of 25%. Commercial is planned for 10% of growth, followed by industrial/office/business campus (21%), and park/recreation (2%); open space/water/right of way make up around 40% of the growth. The land demand forecasts are primarily based upon:

1. a forecast of 14,200 households in 2040 compared to 10,012 households in 2017;
2. development of the Chaska Biotech Center with business park uses, including office and light industrial, in the SW Chaska growth area;
3. development of additional commercial and mixed use areas in downtown and the Chaska Commons/Lake Hazeltine area NW of the intersection of Highway 41 and Pioneer Trail; and
4. provision of necessary commercial and public facilities in the SW Chaska growth area to support the new residents and industries, which will be planned as part of a mixed-use community design with residential neighborhoods, employment districts, and neighborhood-scale commercial nodes based upon the Southwest Chaska Growth and Development Plan.

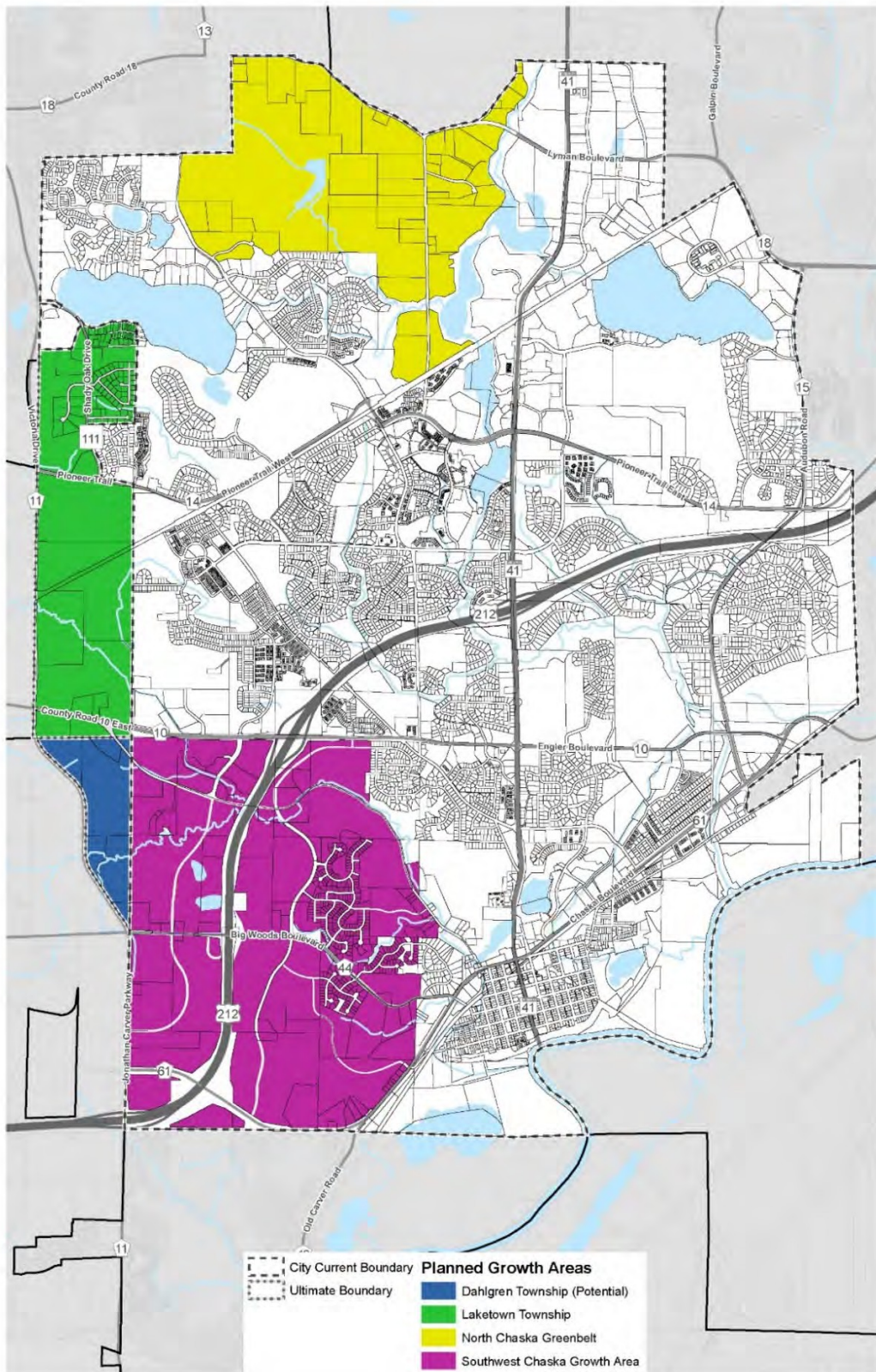
TABLE 4.3: FUTURE LAND DEMAND WITHIN MUSA, 2018-2040

Category	Acres 2018	Acres 2040	Acreage Change	% Change	% of Urban Change
Residential*	2,396.21	3,002.63	606.42	25.31%	27.16%
Commercial/Mixed Use	196.88	411.79	214.91	109.16%	9.63%
Industrial/Office/ Business Park	692.10	1,158.32	466.22	67.36%	20.88%
Public/Semi-Public	467.74	467.74	0.00	0.00%	0.00%
Park/Recreation**	600.00	650.12	50.12	8.35%	2.25%
Open Space/Water/Right of Way	3,600.01	4,494.88	894.87	24.86%	40.08%
Golf Course, Private	219.63	219.63	0.00	0.00%	0.00%
Total Urban**	8,172.56	10,405.11	2,232.55	27.32%	100.00%

* Residential category does not include Rural Residential land.

**Includes public golf course land.

FIGURE 4.2: CHASKA PLANNED GROWTH AREAS



The Planned Growth Areas Map (FIGURE 4.2) shows the most significant future growth areas within the City's current municipal boundaries, including the SW Chaska growth area, North Chaska Greenbelt, and Laketown Township annexation area. In addition, the NE Dahlgren Township is shown as a potential annexation area in the future, although no formal annexation agreement is in place between the City, Township, and County. Carver County's 2040 Comprehensive Plan also identifies NE Dahlgren Township as a "Transition Policy Area" in order to properly manage land at the urban/rural interface within the County. The MUSA Staging Map (FIGURE 4.4) shows the proposed MUSA for the current time period of 2018-2040, as well as post-2040. These planned and potential growth areas and the rationale for them are described in the following sections.

SOUTHWEST CHASKA

Background

Southwest Chaska encompasses the approximately 2.8 square miles of land that was annexed into the City of Chaska in February 2005 and was formerly Chaska Township. In the the City's Comprehensive Plan Update in 2000, Chaska Township was identified as an area of fairly significant development and critical to preserving and strengthening Chaska's downtown as a commercial and activity center. Annexation of Chaska Township provides a more logical City border that encompasses downtown Chaska, will provide a substantial population/customer support base for the downtown area, and gives Chaska the opportunity to guide development of the City's western edge, particularly along the new Highway 212 corridor and around its interchanges. In addition, the Metro Council's Regional Growth Strategy (December 1996) placed most of Chaska Township within the 2020 MUSA. The City of Chaska was in the best position to serve the Chaska Township area with necessary sewer, water, stormwater drainage, and electrical infrastructure.

The following is a summary of the reasons that the City of Chaska pursued annexation of Chaska Township. Most of the reasons relate to strengthening Chaska's sense of community and identity. The listing is not necessarily in order of importance.

1. Control development along future Highway 212, particularly around the interchanges at Engler Boulevard and existing Highway 212.
2. Create and maintain a permanent greenbelt around the City.
3. Round out the City's corporate limits geographically — Chaska Township represents the missing southwest corner of the City.
4. Help preserve and strengthen downtown Chaska as a vibrant trade center by increasing the population/customer base in proximity to the downtown.
5. Encourage residential development proximate to the City's commercial and public facilities — downtown, community center, fire station, municipal services building, parks, schools, churches, etc.
6. Increase significantly the supply of potential residential land, thereby lowering undeveloped land prices which should, in turn, result in more affordable housing opportunities which are currently in short supply in the City due partly to high land prices.

After many years of planning and designing, new Highway 212 was completed through the City of Chaska in 2008, which splits the SW Chaska area into two areas. Approximately 2/3 of the land is on the east side of the highway and 1/3 on the west side. Although this regional freeway has been part of the City's planning for many years, actual construction of the new freeway changes Chaska's location advantages in the metro area and creates increased development pressures on SW Chaska. Chaska has significant undeveloped land adjacent to the new freeway and major interchanges guided for employment and residential land uses.

The current Mn/DOT study to identify a new Minnesota River Crossing to connect new U.S. Highway 212 (north of the river) with U.S. Highway 169 (south of the river) in the vicinity of Highway 41, which is being conducted by the Minnesota Department of Transportation (Mn/DOT), is considering six alternative routes, three of which would pass through the SW Chaska area. In December 2008, a Draft Tier I Environmental Impact Statement (EIS) was completed which selected an alternative route that connects to U.S. Highway 212 near its intersection with CSAH 11 in the SW Chaska area. Although the construction of this proposed new river crossing is not on Mn/DOT's 20-year plan, a final EIS will enable public preservation of right-of-way for this future bridge and roadway. Planning for future development in the SW Chaska area will need to consider this potential future regional roadway.

Based on the Stormwater/Natural Resources Management Plan for Lower West Creek that was completed in 2001 and the updated Local Surface Water Management Plan in 2007, the area's significant natural resource areas and corridors have been identified for open space preservation at such time that urban development occurs. The important natural resource systems and open spaces within the area must be identified, prioritized, and protected, using the Environmental Features Map (FIGURE 3.4) as the basis for open space preservation.

In 2001, the SW Chaska area east of new Highway 212 was selected as one of six "opportunity sites" by the Metropolitan Council for its Smart Growth Twin Cities project. Working with the City of Chaska and Metro Council, an urban design consulting firm was hired to explore alternatives for Smart Growth development for this approximately 1,000-acre site. During 2001, three Community Design Workshops were conducted to gain input from community residents, property owners and stakeholders. The input from the community and public staff helped to create a preferred alternative site called The Heights of Chaska, which was generally based on a "Chain of Lakes" concept created during the workshops. In January of 2003, the Metro Council and the urban design consulting team released the final report entitled "Smart Growth Twin Cities – Chaska Opportunity Site", consisting of a 35-page report and a 64-page appendix, which were incorporated by reference into the Comprehensive Plan as a Comp Plan Amendment in March 2006.

The City of Chaska's goal for the Heights of Chaska area was to create mixed-use neighborhoods with housing convenient to the downtown area, forming a distinct edge to the city along new Highway 212 and enhancing the economic vitality of downtown Chaska while preserving its charm and small town feel. The intent for these neighborhoods was to increase the sense of community, increase pedestrian movements, minimize traffic congestion, decrease suburban sprawl, decrease infrastructure costs, increase affordable housing, increase fiscal revenues, decrease environmental degradation, and provide multi-modal linkages to Chaska and the Twin Cities metropolitan region.

An Alternative Urban Areawide Review (AUAR) was completed for the approximately 1,000-acre Heights of Chaska area with the Final AUAR adopted by the Chaska City Council in June 2007. To meet the need of reviewing a worst case or highest intensity scenario, this scenario used 3,556 housing units and 70,000 square feet of commercial land use as the maximum land use intensity. One of the major findings and mitigation strategies of the AUAR was the need for an additional Highway 212 interchange at CSAH 44-Big Woods Blvd.

In 2007, the SW Chaska area west of the Highway 212/Engler Boulevard interchange was planned for development of the Chaska Biotech Center. A Chaska Biotech Center concept plan was created for the area west and southwest of the Highway 212/Engler Blvd interchange and the City was awarded a \$1 million grant from the state's Bioscience Business Development Public Infrastructure grant fund. The area was officially designated as a state bioscience development zone in 2008. The Chaska Biotech Center concept plan has not been formally adopted by the City. The remainder of the land west of Highway 212 was designated as part of the Chaska Greenbelt.

In 2011, the City completed an Interchange Warrant Analysis for an adding a Hwy 212 interchange at CSAH 44-Big Woods Blvd. and Mn DOT gave conditional approval for a partial Hwy 212/CSAH 44-Big Wood Blvd. interchange. In order to gain Mn DOT's approval of a formal Highway Interchange Request, the City was required to amend its Comprehensive Plan to reflect transportation and land use implications of this proposed new highway interchange.

Southwest Chaska Growth & Development Plan

During 2012, the City undertook a planning process to create a Southwest Chaska Growth & Development Plan that would encompass the entire southwest Chaska growth area – east and west of Hwy 212 – and a broader mix of land uses. In addition to the Hwy 212/CSAH 44-Big Woods Blvd. highway interchange need, the City had determined that a Southwest Chaska sector plan was needed because previous plans and concepts had become outdated, were challenging to implement, and did not address the growth area holistically. Since the completion and opening of the new Hwy 212 in 2008, the southwest Chaska growth area has already started to attract significant growth. Due to the inextricable link between the City's Downtown Master Plan and future growth in the adjacent SW growth area, the growth & development plan is intended to complement and strengthen downtown Chaska as the heart of the community rather than compete with it. The SW Chaska Growth & Development Plan amendment to the 2030 Comprehensive Plan was formally adopted by the Metropolitan Council in September 2016.

The Southwest Chaska Growth & Development Plan provides a flexible and implementable road map for the entire growth area. The purpose of the plan is to provide the City, property owners, future developers and the community in general with a guide for future land use decision-making, infrastructure investments, and review of proposed development projects. Due to the existence of many property owners in the growth area and the anticipated 30-year time horizon for full build-out of the area, this plan is intended to accommodate long-term incremental growth rather than a master planned development. To ensure a flexible, sustainable and implementable plan, it is also intended to be less detailed in its development concepts in favor of providing more usable guidance in the form of general development patterns, key concept elements, and design guidelines.

City of Chaska - 2040 Comprehensive Plan

The long-term vision for the southwest growth area is to leverage its unique location adjacent to historic downtown Chaska, the Minnesota River Valley and new U.S. Highway 212, as well as its beautiful natural attributes, including West Chaska Creek, river bluffs, remnant Big Woods area and wetlands, to create desirable and uniquely identifiable places for living, working, shopping and recreating. Chaska's southwest growth area will integrate new neighborhoods, employment districts, neighborhood commercial nodes, a connected street network and unique open space system in ways that are environmentally, economically and socially sustainable for the entire community of Chaska. Residential neighborhoods and business park areas will have identifiable centers and edges that create a strong sense of identity and connections to the rest of the Chaska community. The Southwest Chaska Growth & Development Plan provides a vision, guiding principles, preferred development pattern, key concept elements, and design guidelines as guidance for the growth area.

LAKETOWN TOWNSHIP

Laketown Township in 2018 is about 27.5 square miles in size and is located directly west of northern Chaska. In the mid-1970s, the Cities of Chaska, Victoria and Waconia entered into separate orderly annexation agreements with Laketown Township whereby the Township was divided into three areas for ultimate annexation by the three Cities.

While Victoria and Waconia will absorb the bulk of the Township, Chaska will receive approximately 1.5 square miles of land between 86th Street and CSAH 10 at such time that the City of Chaska decides to exercise its option to annex its portion of the township. The rationale for this annexation area was based on this area being located in the East Chaska Creek watershed whose boundaries are generally coincident with Chaska's city limits.

The annexation area originally measured approximately 1/2 mile east to west by three (3) miles north to south and contained the western one-third of Lake Bavaria. Annexation of this land provides Chaska with control over land development around the entire lake whereas such control was previously divided among Chaska, Laketown Township and Carver County. This land is planned to serve as part of the Chaska Greenbelt, including the area around the western half of Lake Bavaria and the western edge of Chaska from Lake Bavaria to CSAH 10.

The portion of the annexation area directly south of Lake Bavaria contains about 85 single-family homes that have been developed over several decades at urban densities but, until recently, without urban services. In the early 1980s sewer service was extended to the area from Chaska through the Federal 201 Facilities program, which is designed to abate pollution from failing on-site sewers but not to provide service to undeveloped areas.

In the mid-1990s the Township undertook a street and drainage reconstruction program, which replaced gravel streets with bituminous streets. Water supply is still provided by individual wells. Laketown Township contracts with the City of Chaska for fire protection and with the Carver County Sheriff's Department for police service.

Chaska and Laketown Township officials held several meetings in the latter 1990s regarding the annexation issue and the need to update the annexation agreement if annexation doesn't occur in the

near future. The annexation issue has surfaced for several reasons including: 1) Chaska's residential expansion westerly to the common boundary making sewer and water service readily available to the Township, and 2) the planned relocation/reconstruction in 1999 of CSAH 11 along the west border of the annexation area. Both of these events will increase pressures for development within the area, which in turn underlines the need for agreement on land use and development controls.

In 2002, approximately 40 acres of land in Laketown Township, north of Victoria Drive and west of Town Course, was annexed into the City of Chaska for the Town Course Heights development. In 2006, approximately 270 acres or 0.4 square miles of Laketown Township was annexed into the City as part of the Chevalle residential development north of Lake Bavaria. The approximately 0.9 square miles of land remaining, which is located south of Lake Bavaria, will be annexed into Chaska at such time that the City of Chaska decides to exercise its option to annex. Most of this remaining land is located in the designated Chaska Greenbelt, which allows rural residential development. Approximately 59 acres is guided for future Low Density Residential development in two areas: south side of Pioneer Trail across from the Town Course Heights neighborhood and a western extension of Sophia Drive in the Clover Ridge neighborhood.

The Lake Bavaria Boat Launch, which is a Carver County facility, is located on the southwest shore of Lake Bavaria with access from Shady Oak Drive (CR 111). The City's future Lake Bavaria Park is across the street from the boat launch. As one of the intended outcomes of this annexation of Township land was to gain land control of the western side of Lake Bavaria, the City's desire is to develop a direct waterfront connection between the future park and the lake. The County's 2040 Comprehensive Plan also identifies the potential transfer of Shady Oak Drive (CR 111) from the County to the City of Chaska. As part of master planning for this future park, the City should work with the County to relocate Shady Oak Drive away from the lake to enable the future park to have direct access to the lake and the boat launch.

In summary, annexation of this portion of Laketown Township is mainly intended to ensure adequate land use control as pressures increase for development of this area and preservation of a Chaska Greenbelt along the western edge of the City. Also, it is one of two areas within the East Creek watershed that is not within Chaska's City limits. This land is not seen as an area of substantial development and is anticipated to remain rural residential.

CHASKA'S GREENBELT

One of Chaska's important objectives is to provide, to the extent possible, a "greenbelt" around the edge of the City to physically separate Chaska from adjacent communities. This is one method to preserve and strengthen Chaska's sense of community and identity as a freestanding community rather than a more typical suburban area. This has become increasingly important as metro area expansion has come to Chaska.

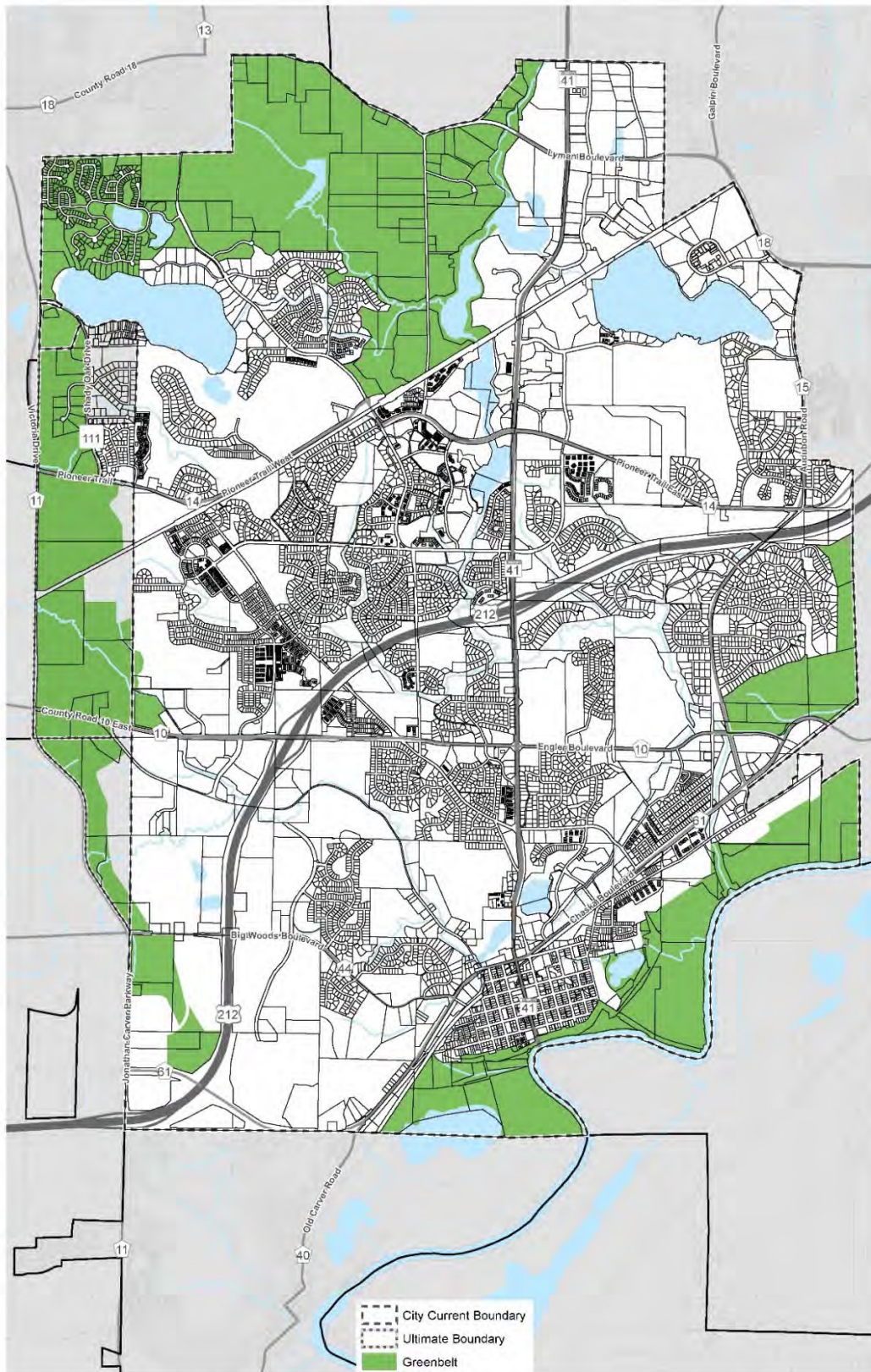
The Chaska 2000 Comprehensive Plan, which was prepared in the early 1990s, proposed a greenbelt concept in northwest Chaska as a continuation of the open space provided by the Minnesota Landscape Arboretum located on the northern edge of the City. In June 1993, this greenbelt concept was formalized when the City Council rezoned a 1.5 square mile area in northwest Chaska from the

Rural District to a Rural Residential District, which allows four (4) dwellings per 40 acres with private sewer and water systems. This area has since been expanded to about two (2) square miles. The 2020 Comprehensive Plan called for the greenbelt to be extended around the west side of Lake Bavaria and along the western edge of the City by designating rural land along the northern and western edges of the City as Rural Residential, including portions of planned annexation lands in Laketown and Chaska Townships. The Chaska Greenbelt Map (FIGURE 4.3) delineates the greenbelt concept within Chaska's ultimate City limits as well as within some adjacent natural areas, such as the Minnesota Landscape Arboretum, Chanhassen and Shakopee. In May of 2006, the City added greenbelt policies (#3 & 4) to include Conservation Development (Conservation Residential and Conservation Business Campus) on city sewer and water as being desirable land uses within Chaska's Greenbelt. It is anticipated that the conversion of the existing Agricultural uses to Conservation Development uses would occur post-2040.

Chaska's strongest greenbelt is obviously the Minnesota River valley and floodplain along the south edge of the City. Less evident is the open space separation between Chaska and Chanhassen consisting of the Bluff Creek ravine/wetland system in Chanhassen, which includes the Assumption Creek and Seminary Fen natural areas. The City of Chanhassen has established plans and policies to protect this area. Not only will the Chaska Greenbelt concept help preserve the individual identities of eastern Carver County communities, it will also provide a welcome break in the outward expansion of the metropolitan area.

Where Chaska's greenbelt contains developable land as opposed to wetlands, floodplain, ravines, etc., permanent rural residential housing is permitted on minimum lots of five acres, but at a maximum density of four per 40 acres. Agriculture and certain quasi-urban uses may be permitted such as recreational facilities, horse stables, "hobby farms" and limited landscape contracting services. This permanent rural residential area helps carry out another Chaska objective, which is to provide a wide variety of housing and lifestyles for Chaska residents.

FIGURE 4.3: CHASKA GREENBELT



DAHLGREN TOWNSHIP

The northeast corner of Dahlgren Township abuts Chaska's western border, south of CSAH 10, and also abuts the southern edge of the Laketown Township annexation area. In addition, Carver County recently improved roadway connectivity in this area by completing Jonathan Carver Parkway (CSAH 11) as a new north-south roadway connection between Hwy 5 and Hwy 212. This area is designated by Carver County's 2040 Comprehensive Plan as being in the "Transition Policy Area" which limits development to one (1) dwelling unit per 1/4 1/4 section (40 acres), plus the additional density allowed in wooded areas in exchange for conservation activity. According to Carver County's 2040 Comprehensive Plan, typically land shown in a city's comprehensive plan as receiving sewer service by 2040 will be placed in the Transition Policy Area; however, there may be situations in which a city's comprehensive plan and the County's Transition Policy Area may not be consistent for a variety of reasons.

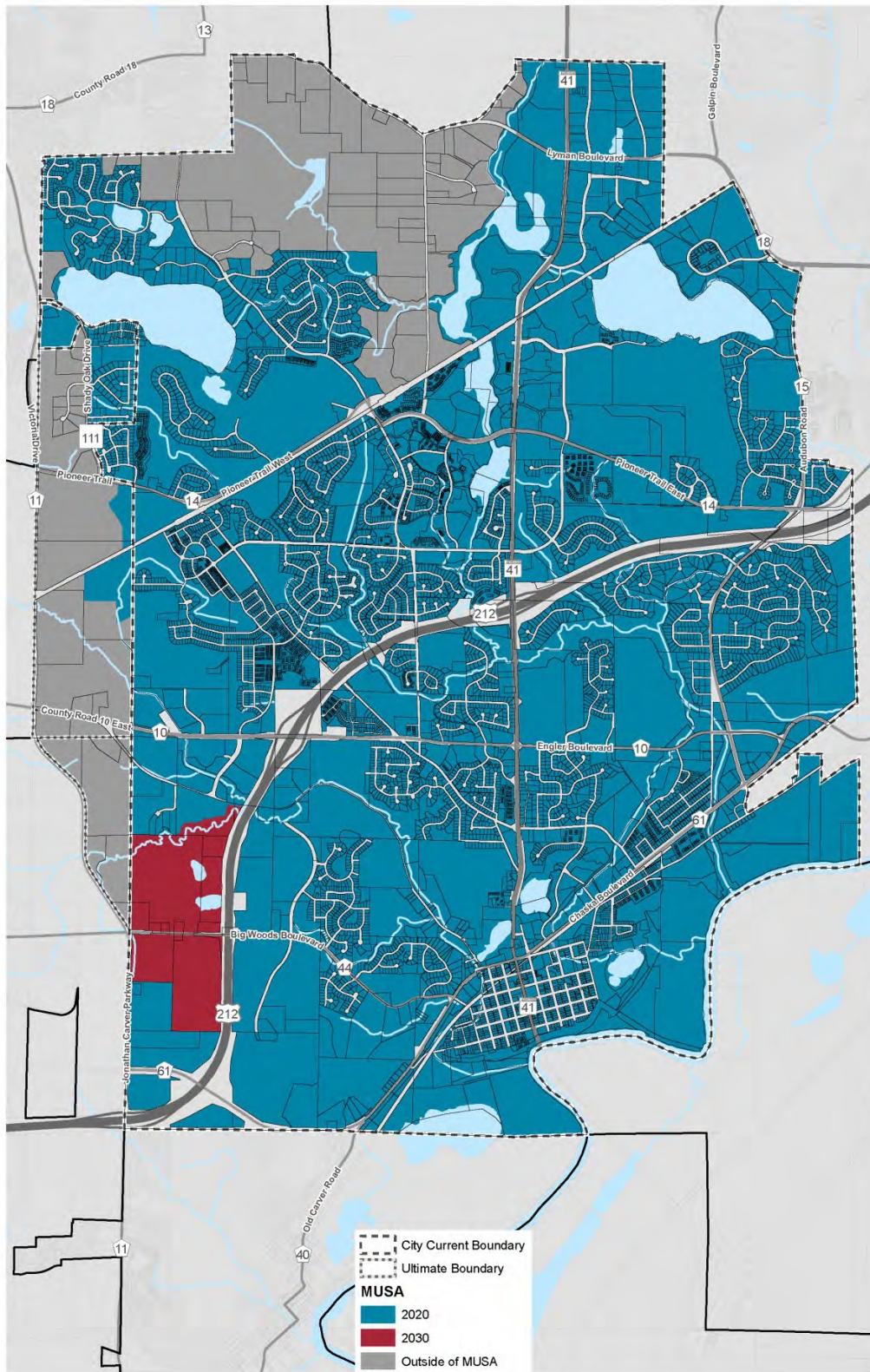
The City of Chaska has established a long history of planning for preservation and strengthening of Chaska's physical and perceived identity as a freestanding community. In particular, the City has used the Chaska Greenbelt concept to create a greenbelt around the edge of Chaska to physically separate Chaska from adjacent communities. In light of Carver County's recent completion of Jonathan Carver Parkway (CSAH 11) as a major north-south urban roadway between Hwy 5 and Hwy 212, and Chaska's planned annexation of Laketown Township westerly to CSAH 11, the CSAH 11 corridor is a logical western edge for the City of Chaska in the future. The City of Chaska is interested in expanding its western city border to Jonathan Carver Parkway (CSAH 11) and is working with Dahlgren Township on an orderly annexation agreement.

MUSA STAGING

Originally, the 1990 MUSA contained a substantial amount of undeveloped land, primarily because of the extensive sewer and water infrastructure that was installed by Jonathan (New Town) Development Corporation in the late 1960s and early 1970s. Thus, the 1990 MUSA became the 2000 MUSA in the Chaska 2000 Comprehensive Plan. This worked well until the mid- and latter-1990s when the supply of vacant developable land became scarcer which, in turn, was partly responsible for escalating land prices in that period.

With the annexation of the former Chaska Township land into the City of Chaska in 2005, the 2005-2010 MUSA boundary encompassed approximately 88% of the land located within Chaska's current municipal boundaries. The 2016 amendment to the Comprehensive Plan saw the addition of the Southwest Growth Area into the 2020 MUSA staging. Since then, there have been no changes to the MUSA.

FIGURE 4.4: MUSA STAGING



The MUSA Staging Map (FIGURE 4.4) shows the 2040 MUSA, including staging areas for 2020-2030; the MUSA is not expected to change between 2030 and 2040. The 2030 MUSA is expanded west of new Hwy 212 to the City's western municipal border to accommodate future development along the west side of this new regional highway corridor. Small areas within the future Laketown Township annexation area, including about 85 existing single-family homes, are also within the 2020 MUSA. The area of existing homes, which is the northernmost area, already has sanitary sewer services through the Federal 201 Facilities program. The City of Chaska will just need to extend water and stormwater services at the time of annexation. The two small undeveloped areas in Laketown Township, as well as the area west of Highway 212, will need to have sanitary sewer, water, and stormwater services extended to them at the time of annexation. The only areas of land that are not included in the current 2040 MUSA are 1.4 square miles of land northeast of Bavaria Road in northern Chaska and 0.7 square miles of land in Laketown Township that is planned for future annexation. These areas are currently planned to remain outside the 2040 MUSA to serve as part of the Chaska Greenbelt along the western and northern edge of the City and would allow a maximum density of four (4) dwelling units per 40 acres.

Chapters 8) Sewer, 9) Water, and 10) Stormwater describe in detail the facilities and services that are planned to serve these future development areas.

2040 LAND USE PLAN AND POLICIES

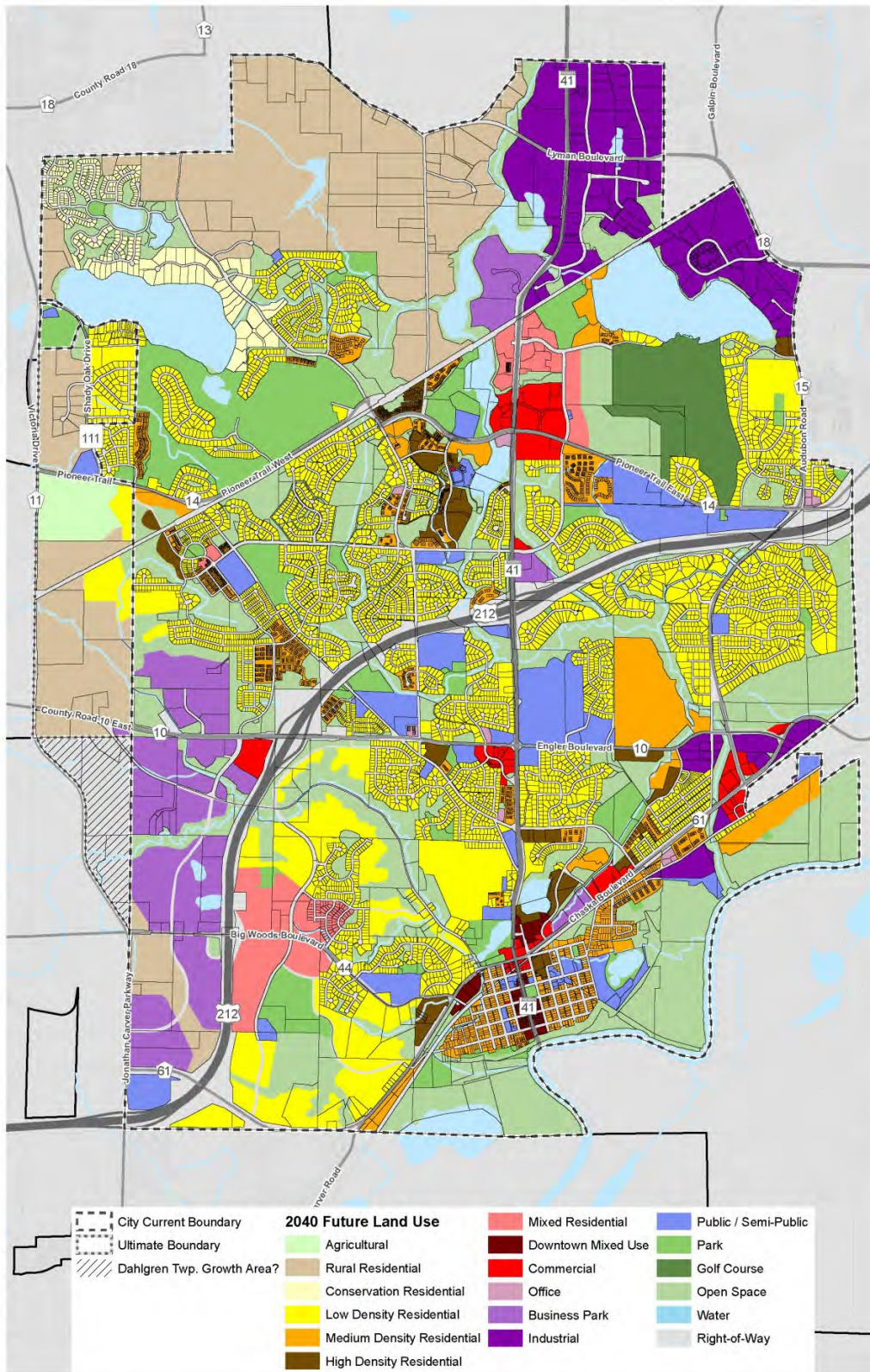
This section establishes the 2040 Land Use Plan Map (FIGURE 4.5) for the community, including the planned growth areas, and the land use policies to guide future growth, development and redevelopment. TABLE 4.4 below summarizes the 2040 planned land uses by category.

TABLE 4.4: 2040 PLANNED LAND USE

Land Use Category	Chaska(2018 Boundaries)		Laketown Annexation Area		Ultimate Chaska Area	
Agricultural	0.00	0.00%	68.86	10.93%	68.86	0.57%
Rural Residential	903.84	7.92%	320.52	50.88%	1,224.36	10.17%
Conservation Residential	164.69	1.44%	0.00	0.00%	164.69	1.37%
Low Density Residential	2,100.92	18.42%	108.93	17.29%	2,209.85	18.36%
Medium Density Residential	548.46	4.81%	0.00	0.00%	548.46	4.56%
High Density Residential	129.81	1.14%	0.00	0.00%	129.81	1.08%
Mixed Residential	228.90	2.01%	0.00	0.00%	228.90	1.90%
Downtown Mixed Use	30.85	0.27%	0.00	0.00%	30.85	0.26%
Commercial	143.28	1.26%	0.00	0.00%	143.28	1.19%
Office	15.51	0.14%	0.00	0.00%	15.51	0.13%
Business Park	525.55	4.61%	2.92	0.46%	528.46	4.39%
Industrial	550.66	4.83%	0.00	0.00%	550.66	4.57%
Public/Semi-Public	428.08	3.75%	8.19	1.30%	436.27	3.62%
Park	559.41	4.90%	0.52	0.08%	559.93	4.65%
Golf Course	217.53	1.91%	0.00	0.00%	217.53	1.81%
Open Space	1,488.13	13.05%	2.23	0.35%	1,490.36	12.38%
Water	424.51	3.72%	0.63	0.10%	425.14	3.53%
Right-of-Way	1,550.47	13.59%	52.97	8.41%	1,603.44	13.32%
(Wetland)	1,395.87	12.24%	64.20	10.19%	1,460.07	12.13%
Total	11,406.47	100.0%	629.96	100.0%	12,036.43	100.0%

Source: City of Chaska & HKGI, 2018

FIGURE 4.5: CHASKA 2040 PLANNED LAND USE



LAND USE CATEGORIES

The following land use definitions are general descriptions of the categories used for land use planning in Chaska.

Rural Residential

Lots or parcels of five (5) acres or more guided for single-family detached dwellings at four dwelling units per 1/4 1/4 section (40 acres). This land use category is intended to ensure preservation of land identified as part of Chaska's Greenbelt. Conservation Development (Conservation Residential and Conservation Business Campus) on city sewer and water are desirable land uses within Chaska's Greenbelt.

Conservation Residential

Lots or parcels in Chaska's Greenbelt guided for conservation or cluster residential development in order to conserve natural resources and open space in Chaska's Greenbelt areas. This land use category allows predominantly single-family detached dwellings, but also allows single-family attached dwellings and mid-rise multiple-family housing such as apartments and condominiums. Allowed density is up to one (1) dwelling unit per gross acre for the overall conservation residential development with a minimum density of 0.20 dwelling units per gross acre (five-acre lots).

Low Density Residential

Lots or parcels guided for predominantly single-family detached dwellings, but also allowing single-family attached dwellings and mid-rise multiple-family housing such as apartments and condominiums. Density range allowed is from two (2) to five (5) dwelling units per net acre including local access streets.

Medium Density Residential

Lots or parcels guided for single-family attached dwellings, manufactured housing parks and mid-rise multiple-family housing such as apartments and condominiums. Density range allowed is six (6) to 11 dwelling units per net acre including local access streets.

High Density Residential

Lots or parcels guided for multiple-family housing such as single-family attached dwellings and multi-story dwellings such as apartments and condominiums. Density range allowed is 12 to 40 dwelling units per net residential acre including local access streets.

Open Space Preservation

Land guided for open space preservation, including environmental protection, historic preservation, homeowners' association recreation (e.g. Jonathan), public/semi-public use or other public purposes, and which development is prohibited through ownership, ordinances or other legal means.

Park / Recreation

Areas guided for public parks (local, county, regional, state, and federal), playgrounds (not including school yards or daycare facilities), playfields, recreational facilities, gun clubs, golf courses, and similar areas.

Public / Semi-public

Lots or parcels guided for public, semi-public and private educational facilities, places of worship, hospitals, convalescent homes, penal facilities, and facilities of local, state, and federal governments.

Downtown Mixed Use

Downtown areas guided for the integration of more than one land use either vertically (e.g. multi-story buildings with residential and/or office uses above and commercial uses at street level) or horizontally as a planned development (e.g. planned mixed developments designed to integrate complementary land uses). Land uses allowed are commercial, office, residential, park, and civic. Density range allowed is 12 to 40 dwelling units per net residential acre including local access streets. Residential uses should generally represent a minimum of 50 percent of the overall mixed use area.

Mixed Residential

Areas guided for the integration of more than one land use either vertically (e.g. multi-story buildings with residential and/or office uses above and commercial uses at street level) or horizontally as a planned development (e.g. planned mixed developments designed to integrate complementary land uses). Land uses allowed are residential, commercial, office, park, civic, and open space. Low, Medium, and High Density Residential uses are allowed. Density range allowed is three (3) to 40 dwelling units per net residential acre including local access streets. Residential uses should generally represent a minimum of 75 percent of the overall mixed use area rather than each property or development site. The important natural resource systems and open spaces within the area must be identified, prioritized, and protected, using the Environmental Features Map (FIGURE 3.7) as the basis for open space preservation. Protected wildlife corridors should have a general width of 150 feet. Public access to these natural resource systems and open spaces is required.

Office

Lots or parcels guided for stand-alone office buildings as opposed to offices and administrative facilities associated with industrial uses, or to retail goods and merchandise outlets.

Commercial

Lots or parcels guided for retail sales establishments offering goods and services to the general public. Included are professional offices, hotels/motels, and all recreational services that are predominantly owned and operated for profit (e.g. theaters and bowling alleys).

Industrial

Lots or parcels guided for buildings and associated office, administrative and truck service facilities for the following activities: manufacturing, fabrication, assembly, processing, packaging, compounding or storage of materials, goods and products. Also included are scientific research, investigation, testing, experimentation, wholesaling (except live animals), contractors, goods movement facilities, communication, and utilities.

Business Park

Areas guided for the integration of office and light industrial uses in order to create employment centers on large sites that provide a greater diversity of jobs, higher development densities and jobs

per acre, higher quality site and architectural design, and increased tax revenues. Office, office-showroom-warehousing, research and development services, high-tech electronic manufacturing, medical, and lodging are typical business uses appropriate for this land use category. Supporting retail and services, such as healthcare, fitness, child daycare, dry cleaning, bank, coffee shop, restaurant, and convenience store, should only be allowed as secondary uses, provided no more than 10 percent of the overall business park area is used for these purposes.

Agricultural

Lots or parcels where agricultural uses are currently occurring but in the future may gradually be required for expansion for urban uses as the community grows and urban facilities and services become available.

Public Right-of-Way

Land guided for public right-of-way for street and railroad related uses.

Water

Open water areas such as permanently flooded open water, rivers and creeks.

Private Golf Course

Lots or parcels guided for private golf course land uses including golf courses, golf holes, practice ranges, and greens.

OPEN SPACE PRESERVATION

Chaska's extensive natural open space system encompasses the Minnesota River Valley, East and West Chaska Creek ravines, Lake Bavaria, Hazeltine Lake, the Chain of Lakes, downtown clayhole lakes, wetlands, floodplains, and wooded areas. Most of the extensive East Chaska Creek drainageway system consisting of the creek bed and attendant ravines and wetlands is presently owned by the City of Chaska. This acquisition was made possible primarily by federal and state grants in 1972 and 1976, and also by conveyance of undevelopable land by developers. See Chapter 3 - Natural and Environmental Resources Protection for a more detailed discussion.

In addition to the City's natural open space system, the state and federal open space areas include the Minnesota Valley National Wildlife Refuge surrounding Chaska Lake, the Minnesota Valley State Recreation Area just across the river from downtown Chaska, and the Minnesota Landscape Arboretum on the northern edge of the community. Also, the Bluff Creek Corridor is located just east of the Chaska/Chanhassen border, which includes Assumption Creek, the last remaining native trout stream in Carver County, and the Seminary Fen, one of the rarest types of wetland (calcareous fen) in the U.S. The Seminary Fen has been designated as a MN Scientific & Natural Area (SNA) by the MN DNR. Although the Bluff Creek Corridor is located in Chanhassen, this creek ravine/drainageway serves as the eastern portion of Chaska's Greenbelt Concept, a physical separation and open space between the two cities.

RESIDENTIAL LAND USES

In 2017, there were 10,012 households in Chaska and another 114 in the Laketown Township annexation area. It is assumed that there will be a total of 14,200 households within Chaska in the year 2040. This means that another 4,188 households will be added from 2017-2040 for an average annual growth rate of 180 households per year. For comparison purposes, from 2000 through 2010 a total of 3,049 residential building permits were issued for an annual average of 277 housing starts per year, whereas, the 1990s had an annual average of 193 housing starts per year.

During the 1990s, more than 80 percent of the residential permits were for single-family detached units with 15 percent being single-family attached, and less than 5 percent being multiple-family housing. However, single-family detached units represented less than 40 percent of new housing units in 2000-2009 with multiple-family housing at 47 percent and single-family attached housing at 15 percent. It was discussed earlier that the aging of the population will likely continue to create a greater demand in the future for single-family attached and multiple-family housing growth. Thus, future residential land will likely need to accommodate a broader mix of housing types than it did in the 1990s, which is already occurring in the time period since 2000. This percentage breakdown is closer to Chaska's housing construction pattern during the 1970s and 1980s when multiple-family and manufactured home developments outpaced single-family detached housing.

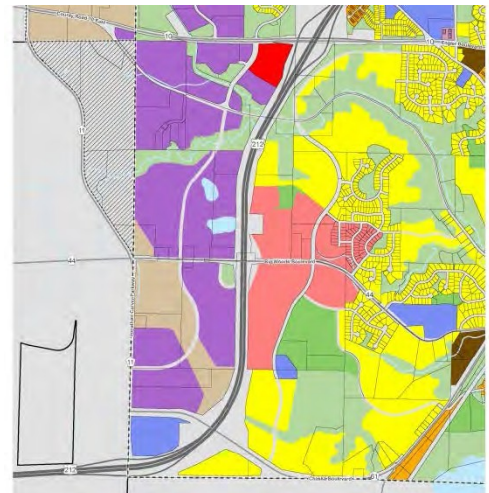
Areas of Residential Growth

The largest areas for future residential growth consist of the following:

- » Southwest Chaska Growth Area
- » Clover Ridge, northwest corner, along Pioneer Trail and Clover Ridge Drive
- » Hammers agricultural land (approximately 85 acres) just north of downtown and Firemen's Park
- » Wagner agricultural land (approximately 45 acres) southeast of Hazeltine Lake
- » Hazeltine Golf Course land along Hundertmark Road (approximately 25 acres)
- » Laketown Township future annexation land guided for (approximately 60 acres)
- » Downtown Chaska potential redevelopment properties

Southwest Chaska Growth Area

This existing agricultural land is generally guided for either Mixed Residential or Low Density Residential. See Southwest Chaska section earlier in this chapter for discussion, goal and policies.



Clover Ridge

This land located in the northwest corner of the neighborhood is generally guided for High Density Residential and Medium Density Residential.

Hammers Property

This existing agricultural land is generally guided for Low Density Residential.

Wagner Property

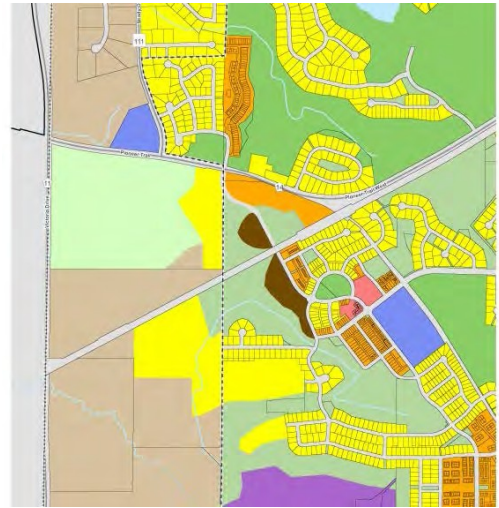
This existing agricultural land is generally guided for Low Density Residential.

Hazeltine Golf Course Excess Land

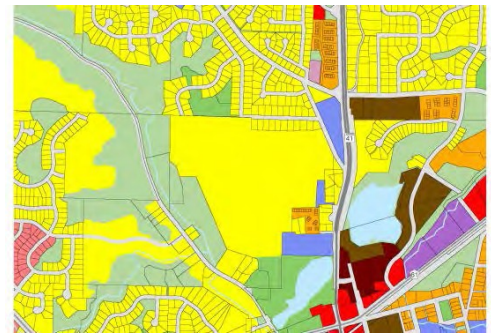
This existing agricultural land, which the property owner deemed as excess land to their golf course facility, is generally guided for Mixed Residential. In 2013, a sketch concept and guiding principles were completed and adopted by the City.

Laketown Township

This existing agricultural land is generally guided for Low Density Residential See Laketown Township section earlier in this chapter for discussion, goal and policies.



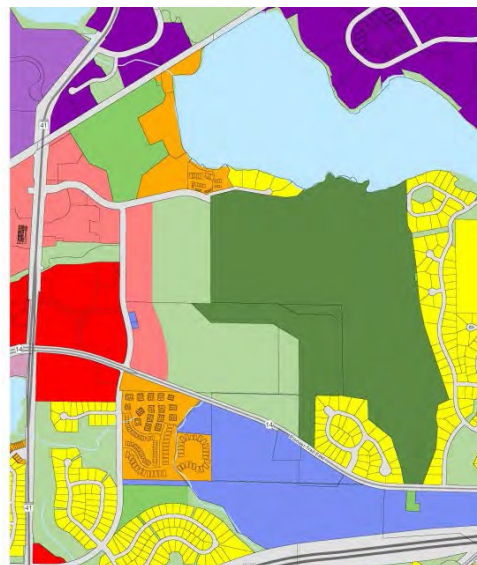
Clover Ridge



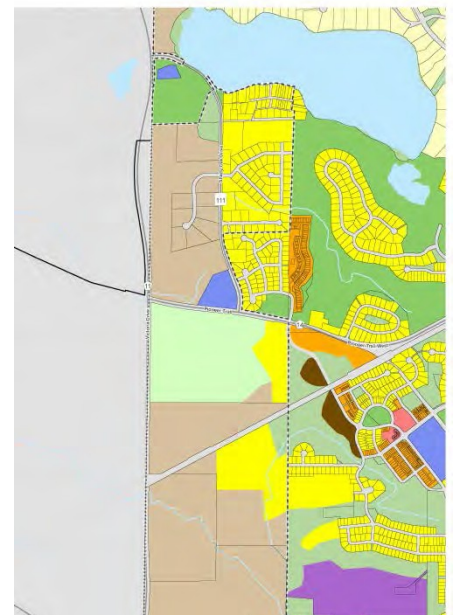
Hammers Property



Wagner Property



Hazeltine Golf Course Excess Land



Laketown Township

Downtown Chaska

As part of the Downtown Master Plan adopted in 2012, a number of potential redevelopment sites were identified in the greater downtown area. These sites are generally guided for either Downtown Mixed Use, High Density Residential, or Medium Density Residential. See Downtown section later in this chapter for discussion, goal and policies.

The 4,188 households to be added 2017-2040 will be allocated as follows:

1. 173 housing units added in 2017 and 2018;
2. Within the 271 undeveloped lots that were platted as of October 2018;
3. Within the 4/40 (greenbelt) areas in northern Chaska, southwest Chaska, and portions of the Laketown Township annexation area (104 units); and
4. Within approximately 718 agricultural and undeveloped acres in Chaska and in Laketown Township annexation area that are designated on the 2040 Comprehensive Plan for residential, mixed residential or downtown mixed use development.

These four general areas have a projected holding capacity of approximately 6,000 additional housing units based on average densities for each of the city's residential land uses. When taken together with the 10,126 existing housing units in Chaska and the Laketown Township annexation area, the holding capacity of the ultimate City of Chaska land is approximately 14,200 households.

In conclusion, Metro Council's 2040 forecast of 14,200 households in Chaska can be accommodated within the areas designated for residential uses, including mixed uses, on the 2040 Comprehensive Plan map. Chaska will be essentially fully developed in 2040 or soon after when its ultimate holding capacity of about 14,200 households will be reached. At that time, the City is projected to contain approximately 36,600 residents — a 54% increase from the 2010 Census count of 23,770 persons.

A summary of the preceding residential land demand/supply calculation and is shown below.

Housing Demand Calculations

Total households forecast 2040	14,200
Less 2017 households in City	<u>- 10,012</u>
	4,188
Less 2017 households in Laketown Township	<u>- 114</u>
	4,074
Plus estimated houses demolished 2017-2040	<u>+ 40</u>
	4,114
Less housing units added 2017 and 2018	<u>-173</u>
	3,432
Less 2018 undeveloped platted lots	<u>-271</u>
	3,161
Less potential new lots in 4/40 areas	<u>-104</u>
2017-2040 additional households needed on new land	2,810

TABLE 4.5: RESIDENTIAL LAND SUPPLY, 2017-2040

Residential Land Use Category	Re/ Development Acres (Net)	% Res.	Min u/a	Max u/a	Avg. u/a	Min Units	Max Units	Avg. Units
Low Density Residential	503.05	100%	2.0	5.0	3.5	1,006	2,515	1,761
Medium Density Residential	48.79	100%	6.0	11.0	8.5	293	537	415
High Density Residential	48.52	100%	12.0	40.0	26.0	582	1,941	1,262
Mixed Residential	343.27	75%	3.0	40.0	21.5	772	10,298	5,535
Downtown Mixed Use	16.20	50%	12.0	40.0	26.0	97	324	211
Total	959.83					2,751	15,615	9,183
Total U/A*						3.18		

*Total Units/Acre calculates only the residential portion of acres of mixed use land use categories

Source: City of Chaska & HKGI, 2018

DOWNTOWN AREA LAND USES

Historic downtown Chaska contains a mix of land uses typical of a small town downtown, including civic, private institutions, commercial, office, residential, park and open space. The core commercial area continues to be centered on Chestnut Street (Highway 41), Second Street, and Chaska Boulevard (CSAH 61), but has also expanded to the area north of Chaska Boulevard as land has redeveloped. Downtown remains the civic center of the community with the City Square, City Hall, Police, City Hall Plaza, Chaska History Center, U.S. Post Office, County Library and License Center all located in the center of downtown. In addition, Chaska is the County Seat with Carver County's Government Center located on the eastern edge of downtown and one of the city's largest employers. Downtown is also home to other institutions, including four churches, elementary schools, the Carver-Scott Educational Cooperative School, and the community's only elderly care and housing institution.

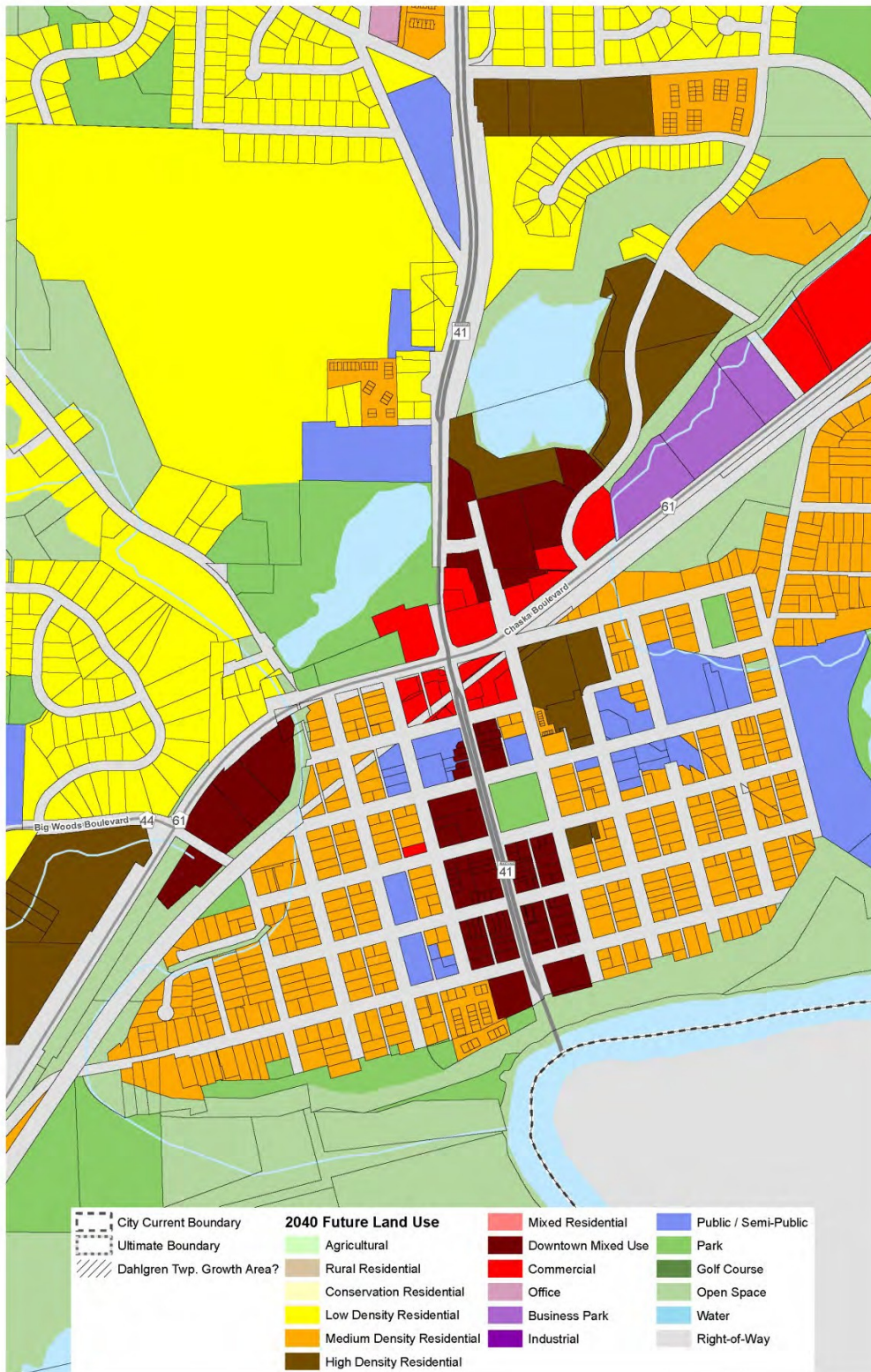
As part of updating its 2030 Comprehensive Plan, Carver County completed a *2030 Retail and Services Space and Land Demand Study* in January 2008. The objective of this study was to estimate the quantity of land necessary to support future retail and services development in Carver County, which includes retail, service, food service, financial, and medical establishments. This study also provided basic data relating types of retail and service establishments, quantity of establishment, existing square footages and acreages, and growth trends from 1986-2006. In 2006, downtown Chaska had 104 retail and service establishment, including 43 retail and 61 service, and occupied approximately 589,000 square feet of space. In terms of square footage, retail represented 63 percent of the space, followed by service (26.5%), financial (4.4%), food service (4.3%), and medical (2%). In terms of number of establishments, restaurants represent 18% of the total retail/service establishments in the downtown area. From 1986-2006, square footage of retail and services in downtown grew by approximately 33 percent with the largest growth occurring during the 1997-2001 time period. Based on trade area households, future population growth, and potential competitive developments, the study estimates future downtown development potential between 2008 and 2030. The study estimates demand for retail and services square footage space will increase in the range of 63 to 79 percent over the next twenty years. An additional 37 to 47 acres of land may be needed to accommodate this development demand.

The location of downtown Chaska at the base of a 17.8 square mile City, with a road pattern shaped as a funnel, has presented serious accessibility issues as the City has primarily grown northerly away from downtown. Trade area traffic is funneled into downtown primarily via Highway 41, which has increasingly become a congested arterial highway, particularly with the completion of new Highway 212. The present downtown feeder system with Highway 41 as its backbone cannot be upgraded sufficiently to support traffic volumes generated by the City's projected population of 36,600 persons. Community and neighborhood shopping facilities are necessary in upper Chaska as the City grows to 36,600 persons and significant commercial development has occurred over the past 10-20 years to meet these needs. This continuing shift to a growing population and employment base above the bluff, which is physically and spatially separate from the historic downtown Chaska area, presents challenges for downtown. Downtown's accessibility challenges are countered by its relatively strong role as the historic image of the City and the center of many community functions and activities as mentioned above. The shopping role of downtown is actually only one of several functions, which collectively serve to create downtown's unique identity.

The 1980s and 1990s saw a transition and expansion of the downtown area. In essence, the downtown was geographically expanded to include the Klein brickyard area north of Chaska Boulevard (CSAH 61). The historic downtown area south of Chaska Boulevard took on more of a service specialty character while the convenience goods retail sector consolidated north of Chaska Boulevard. This change has strengthened Chaska's role as a trade center in Eastern Carver County, but has had some obvious effects on the character of the historic downtown area.

The Klein Brickyard Redevelopment project north of Chaska Boulevard was initiated during the latter 1990s. This project was the largest redevelopment effort undertaken by the City to date and most likely won't be matched in the future. The focus of this project was to create a mixed-use area (retail, office and residential) that reflects and complements the historic character of the historic downtown, and presents a positive image from both Highway 41 and Chaska Boulevard (old Highway 212). Provision of convenient parking and a pedestrian-friendly environment are also important objectives. This area includes a mix of retail businesses, both in vertical mixed-use buildings and freestanding buildings, offices, and high density residential uses. The buildings are oriented toward an extension of Walnut Street that directly connects this expansion area to the historic downtown. Some of the housing units are also oriented toward Brickyard Clayhole Lake which includes a public trail and lake overlook feature.

FIGURE 4.6: DOWNTOWN CHASKA 2040 PLANNED LAND USE



Downtown is facing significant impacts from recent and future transportation changes in Chaska. With the completion of new Highway 212 in 2008 as a freeway through central Chaska, old Highway 212 was turned back from the State to Carver County as CSAH 61. Since CSAH 61 travels through downtown, the City took the opportunity to officially name the roadway Chaska Boulevard in conjunction with the conversion from a state highway to a county highway. As a result of the completion of new Highway 212, traffic on Highway 41 is projected to increase significantly as it provides one of the limited crossings of the Minnesota River for traffic from the south traveling to new Highway 212. The volumes, speeds, and types of traffic carried on Highway 212 have major impacts on the downtown environment and its possibilities for revitalization. In addition, in December 2008 Mn DOT announced its recommendation for a new route for a Highway 41 river crossing that would connect TH 169 south of the Minnesota River and new Highway 212 in Chaska. The recommended route would travel along the south side of downtown near the river levee and Chaska Ballpark and have significant impacts on downtown, including potentially noise, visual and pollution. A Tier I Final Environmental Impact Statement has been adopted by Mn DOT for the Highway 41 project. Finally, the Union Pacific Railroad spur that cuts through downtown Chaska was officially abandoned in 2008 which opens up a variety of opportunities for reuse of this land.

Although the City has a long history of successful redevelopment projects in downtown, the desire for dramatic, long-term and cost-effective revitalization efforts in downtown were hampered by the lack of a holistic vision and master plan for downtown. In 2012, the City approved the Chaska Downtown Master Plan. This plan lays out a downtown vision, guiding principles, downtown destinations & connections concepts, land use plan map, market positioning objective/strategies/priorities, redevelopment priorities and strategies, and three catalyst redevelopment site concepts. In general, any infill development, redevelopment, and public space and infrastructure investments should be guided by the Downtown Master Plan.

The Chestnut St district, which is the downtown core, should become a downtown mixed-use district that is dominated by commercial storefronts at street level with other uses above street level. In addition, the two potential redevelopment sites on the west side of downtown (bus barn site and site across Hickory St) should become mixed use sites due to their close proximity to the downtown core and location on the south side of Chaska Blvd/CSAH 61. At the intersection of Hwy 41 and Chaska Blvd/CSAH 61, commercial land uses are envisioned to remain as this is a major highway and downtown gateway area.

Three catalyst redevelopment sites were identified in the Downtown Master Plan: a riverfront block on the east side of Hwy 41, the Firemen's Park site, and the block west of City Square. The Landing, a 54-unit senior housing building, was completed and opened in 2014 on the riverfront site. The developer, as a participant in The U.S. Dept. of Energy's Better Buildings Challenge, used passive building design principles, geothermal heating and cooling, and energy-efficient appliances. Firemen's Park was redeveloped in 2015 with a completely redesigned and reconstructed community park, Chaska Curling Center, event center, and restaurant. This combination of new gathering places has proven to be one of downtown's most popular destinations for both residents and visitors. The City initiated a planning and design process for the third catalyst site, referred to as City Square West in the

Downtown Master Plan, in 2018. The redevelopment plans thus far envision public-private redevelopment of the entire site with a new public paseo/plaza and multiple mixed-use buildings for commercial and residential uses.

Large downtown edge sites along Chaska Blvd/CSAH 61 to the east of downtown that are vacant/underutilized should be redeveloped with commercial/industrial land uses that will not directly compete with existing and future retail/restaurant land uses in the downtown core.

The Riverfront District east of Highway should be considered for High Density Residential redevelopment in the future as these four half-blocks offer the only future potential for developing new housing that could take advantage of river views and connections. Higher Density Residential is also appropriate for the large potential redevelopment site on the west side of Chaska Blvd/CSAH 61.

COMMERCIAL LAND USES

A city's commercial development is primarily dependent upon 1) the supporting population base residing within the city's trade area, 2) local employment base residing beyond the trade area, and 3) regional traffic volumes through the City. All of these elements have been increasing in Chaska and will continue to do so. Beyond the historic downtown commercial uses in lower Chaska, there is a community commercial center in northern Chaska and several neighborhood commercial centers. The development of new commercial centers outside of the historic downtown area began in the 1980s to serve the expanding population and employment base in the central and northern areas of the City. In 2017, it was estimated that the city was home to 73 retail businesses and 38 restaurants, drinking places, and food services (ESRI Retail Marketplace Profile data). A summary of retail and restaurant businesses in the city are summarized in the table below:

TABLE 4.6: CHASKA RETAIL & RESTAURANTS, 2017

Types of Retail Stores*	Number of Businesses	Demand (Retail Demand Generated by Chaska Residents)	Supply (Retail Sales Captured in Chaska)	Retail Gap	Leakage/ Surplus Factor
Motor Vehicle & Parts Dealers	8	\$87,755,506	\$19,608,126	\$68,147,380	63.5
Furniture & Home Furnishings Stores	2	\$13,705,893	\$1,978,638	\$11,727,255	74.8
Electronics & Appliance Stores	8	\$15,744,902	\$9,620,329	\$6,124,573	24.1
Bldg. Materials, Garden Equip. & Supply Stores	5	\$30,690,905	\$21,859,864	\$8,831,041	16.8
Food & Beverage Stores	12	\$65,248,494	\$49,527,503	\$15,720,991	13.7
Health & Personal Care Stores	9	\$28,342,844	\$14,492,319	\$13,940,525	32.5
Gasoline Stations	4	\$45,455,110	\$30,225,908	\$15,229,202	20.1
Clothing & Clothing Accessories Stores	3	\$22,861,000	\$3,183,486	\$19,677,514	75.6
Sporting Goods, Hobby, Book & Music Stores	4	\$13,109,322	\$3,349,659	\$9,759,663	59.3
General Merchandise Stores	3	\$73,841,904	\$82,617,391	-\$8,775,487	-5.6
Miscellaneous Store Retailers	14	\$15,900,361	\$8,989,012	\$6,911,349	27.8
Non-store Retailers	1	\$6,691,702	\$1,605,468	\$5,086,234	61.3

Total Retail Stores	73				
Food Services & Drinking Places	38	\$46,367,193	\$27,714,393	\$18,652,800	25.2
Total Retail & Food/Drinking Places	111				

**Note: These retail/restaurant categories do not include services businesses, e.g. banks, clinics, hair salons, etc.*

This summary shows that the City generally has a substantial amount of retail/restaurant leakage. In other words, expected amount of demand by Chaska residents exceeds the supply within many of the retail/restaurant categories. While this situation is to be expected in metropolitan cities that have a wide variety of retail/restaurant options within neighboring metro communities, it can also identify some future retail/restaurant opportunities that may be available within Chaska.

North Chaska Community Commercial Center

In the 1980s, the development of the Jonathan Square commercial buildings at the northwest corner of Highway 41/Pioneer Trail, which is located approximately 3 miles north of downtown Chaska, initiated the development of an additional community commercial center outside of downtown. Starting in the late 1990s, the much larger Chaska Commons shopping center at the northeast corner of this same intersection began to develop in phases. Chaska Commons now contains a large supermarket, home improvement store, clinic, branch bank, restaurants, and numerous smaller retail tenants. In addition, the southeast corner of this intersection was developed with a SuperTarget store in 2001. More recently, the Hazeltine Plaza commercial area is continuing to develop just north of Chaska Commons, which includes a Kohl's department store, restaurant, and clinic with future development planned (ALDI, Chipotle, Starbucks). A future neighborhood commercial center is also planned at Chaska Creek Business Park, southwest quadrant of the Hwy 212/Engler Blvd (CSAH10) interchange. Three large freestanding medical clinics have developed in the past 20 years: Two Twelve Medical Center is an emergency and urgent care facility located at the Hwy 212/Hwy 41 interchange, Ridgeview Medical Plaza in Chaska Commons associated with Ridgeview Hospital in neighboring Waconia, and Chaska Health Center in Jonathan Square associated with St. Francis Hospital in nearby Shakopee.

Carver County's *2030 Retail and Services Space and Land Demand Study* (2006) identified 44 retail and service establishments, including 25 retail and 19 service in this commercial. The continuing growth of this commercial area makes it similar in size to downtown Chaska. However, the scale and mix of establishments is much different than downtown Chaska with big box retail stores comprising more than half of the total square footage. Based on trade area households, future population growth, and potential competitive developments, the study estimated future commercial development potential between 2008 and 2030. The study estimated demand for retail and services square footage space will increase by more than 100 percent (ranging from 125% to 155%) over the next twenty years. An additional 68 to 86 acres of land may be needed to accommodate this development demand.

Neighborhood Commercial Centers

Neighborhood commercial centers have developed at the following nodes:

- » Chaska Grandview at Hwy 41 & Engler Blvd (CSAH 10)
- » Chaska Blvd (CSAH 61) & Audubon Road (CSAH 17)
- » Hwy 41 & Hundertmark Rd
- » Clover Field Marketplace at Hundertmark Rd & Clover Ridge Drive

The Southwest Chaska Growth & Development Plan guides land for neighborhood commercial at the two Hwy 212 interchange areas, Engler Boulevard (CSAH 10) and Big Woods Blvd (CSAH 44), that would serve the local market of neighborhoods and/or business park employees. The land use plan specifically guides commercial uses for a small neighborhood/business park node at the Engler Blvd (CSAH 10) interchange. This approximately 14-acre site could accommodate a neighborhood-scale commercial development of up to 100,000 sq. ft. Limited commercial land uses are also allowed within the Mixed Residential and Business Park land use designations. The land use plan anticipates limited neighborhood commercial uses along Big Woods Blvd (CSAH 44) both east and west of the highway interchange, depending upon future market support, density levels, and traffic volumes.

Chaska Boulevard (CSAH 61) Commercial Areas

The north frontage of Chaska Boulevard (old Highway 212) immediately northeast of the historic downtown area was developed as a highway-oriented general commercial strip in the 1970s and early 1980s. It has been a valuable segment of the City's business community with a mix of commercial businesses, including a construction materials yard, hardware store, automobile dealership, restaurants, gas station, and car wash. Due to the lack of a frontage road, the individual driveway access to each property created some traffic problems on Chaska Boulevard; however, the addition of a center turn lane in the mid-1990s improved these access situations.

During the mid- and latter-1990s, some additional highway-oriented development took place near the eastern City entrance on the west side of the Chaska Boulevard/Audubon Road intersection. The City played a proactive role in that development by purchasing excess United Sugars property as well as a segment of the abandoned United Pacific Railroad right-of-way, which was subsequently sold for commercial, industrial and residential development. Recent developments of commercial, office and industrial development on the east side of the Chaska Boulevard/Audubon Road intersection has occurred with no direct access from these highways to individual lots, thereby avoiding the traffic safety problems associated with the earlier highway strip development. In addition, to the commercial businesses typical of this area, recent development has also included office and industrial development, such as the Klein Bank and Chaska Gateway developments.

Some of the older commercial developments along Chaska Boulevard are beginning to undergo redevelopment, such as the Chaska Lumber site that is being redeveloped near the downtown area. Any future redevelopment of highway-oriented businesses near downtown could present valuable opportunities to improve the physical design and connectivity of this area, including better connections to the historic downtown area, future residential growth areas north and east of Clayhole

Lake, the East Chaska Creek ravine, and a redesigned Chaska Boulevard. The Chaska Boulevard (CSAH 61) corridor should be considered for a future corridor revitalization/redevelopment study.

General Analysis/Directions

The past thirty years have been the fastest growth period in Chaska's history. While the industrial development was actively pursued by the City, the residential development occurred due to market conditions including metro area expansion, lower cost land prices, job opportunities, low interest rates and the discovery of Chaska as a desirable place to live. In relative terms, comparatively less commercial development took place during the rapid period of industrial and residential construction. Traditionally, commercial development lags behind population/housing growth in a developing area. Business owners and commercial developers usually want to be assured of a solid market before making significant investments in a new/expanding area. The exception is some larger chain stores, which can sustain initial losses.

The presence of a sizable and growing customer base in Chaska was recognized by business interests beginning in the latter 1990s as judged by the significant growth in commercial development from 1997-2001. Most of this growth from 1997-2001 was in the development of the Chaska Commons commercial center at Highway 41/Pioneer Trail, which accounted for 83% of the total growth.

Commercial development is one of the most difficult types of land use to properly plan in a City-wide sense, and to take through the public review/approval process on an individual site basis. Residential growth creates the primary demand for commercial services, yet residents adjacent to or nearby proposed sites often object due to a fear of potential negative impact.

The nature of commercial development sometimes creates some opposition from residents because it is often an in-filling process, but one that is fully planned and anticipated. The problem arises from its timing which typically occurs after the residential support base is in place. Industrial development in Chaska has been largely non-controversial because it is mostly tucked away in a corner of the City by itself. Since commercial outlets serve residents, they should logically be located within or conveniently accessible to the residential portion of the City.

The commercial areas that have been designated in Chaska relate to the market for commercial services — basically those locations which are convenient to the residential population base and which are accessible from the arterial/collector streets. Strip commercial development along main roadways, which causes traffic conflicts and a negative community image, is consciously prohibited.

Since there is a limited supply of designated/reserved commercial land, it is important that the "right" kind of development take place. It would be unfortunate if prime sites were taken for second or third rate facilities and later, more desirable uses could not be accommodated due to the lack of appropriate sites. This is what makes commercial development planning more complex — the lack of a solid projection of the various types, sizes and timing of commercial facilities that may want to locate in Chaska in the future.

The study also looked at the development potential for retail and services in SW Chaska along new Highway 212. With the planned population growth in SW Chaska, as well as growth in trade area

households, this area has the potential to evolve as a large community shopping area anchored by discount superstores, supermarkets, home center, and possibly a national department store and other big box retailers. Restaurants, personal services, and other services would complement these large retail uses. The study estimates that this area could support in the range of 1.2 to 1.6 million square feet of space, which would require approximately 128-160 acres of land. In addition, the final route of the new Highway 41 river crossing could significantly influence the retail development potential of this area.

Commercial Land Use Allocation / Designation

About 170 acres of developed commercial and mixed use commercial land exists in Chaska in 2018. Chaska's 2040 Comprehensive Plan, similar to many other cities, designates a limited amount of potential commercial land at fairly specific locations. In 2018, only 1.5 percent of the City's developed area was commercial/mixed use commercial. This percentage of commercial land is low since the "rule of thumb" for similar communities is 4-5 percent. Due to Chaska's continued focus on maintaining and strengthening its existing community commercial centers – the historic Downtown Chaska area and the northern Chaska Commons area - it is not the City's goal to pursue this level of commercial land. In addition, 228 acres of developable land are guided for Mixed Residential development within the city, which allows the integration of multiple land uses, including commercial, office, residential, park, and civic.

In big picture terms, Chaska's 2040 Land Use Plan regarding commercial land uses is described as follows:

1. Two community retail/service areas — the historic Downtown Chaska area in the lower part of the City, and the Highway 41/Pioneer Trail commercial center in northern Chaska.
2. A limited number of smaller neighborhood retail/service centers located at certain arterial/collector roadway intersections, including new neighborhood commercial centers in Southwest Chaska near the Hwy 212 interchanges at Engler Blvd (CSAH 10) and Big Woods Blvd (CSAH 44).

Although it is difficult to categorize the various store types and markets into neat packages, community retail service outlets generally serve a two to three mile primary trade area radius, while neighborhood centers serve a one half to one mile radius. Highway-oriented/general commercial areas are more akin to community service areas than to neighborhood centers. It should be stressed that Chaska's overriding market strength is for local convenience goods and services as opposed to regional facilities that draw from beyond the City's primary trade area. For the most part, Chaska is not in a position to compete with regional centers like Eden Prairie Center, Ridgedale and Burnsville Center. Furthermore, regional facilities are generally not reflective of the small town image and character that Chaska strives to maintain.

BUSINESS LAND USES

Chaska's non-commercial business areas are intended to provide the community with places for sustaining the City's economy, providing employment opportunities, and expanding the tax base. As used herein, the term "business land uses" includes industrial, warehouse, office, office showroom, and business park areas. Business park was added as a new land use category in 2010 to reflect changes in the types of industrial developments being built today and opportunities for bigger scale, as well as higher density, developments that contain a mix of complementary business uses, including light industrial, office, warehouse, showroom, and supporting uses.

Early industries such as the sugar factory, the flour mill and elevator, and the pickle company were located along the two early railroads. Later, a small cluster of industries located in the vicinity of County Highway 17 and old Highway 212.

The large industrial area in northeast Chaska was started in the early 1970s as part of the Jonathan New Town development. After an impressive start, the pace of development in this area subsided until the mid-1980s when the City became involved and offered various incentives to new, expanding and relocating industries. Between 1984 and 1998, 45 new business/industrial projects were completed on about 425 acres of land. The new development added 5,000 employees and well over \$100 million in new valuation. The sites ranged from three to 62 acres with most in the three to ten acre range. Most of the firms relocated from central city or southern and western inner-ring suburbs, in search of larger sites to accommodate expansion needs; however, a few notable companies were "homegrown" in Chaska. Generally, high employment and building-to-land ratios were achieved. Nearly all of the companies serve a national or international market as opposed to a local or metro service area.

As part of updating its Comprehensive Plan, Carver County completed a *2030 Business Park Space and Land Demand Study* in January 2008. The objective of this study was to estimate the quantity of land necessary to support future business park development in Carver County, which includes industrial, office warehouse, bulk warehouse, office showroom, and commercial office uses. This study reported that Chaska's 4.8 million square feet of business park development in 2006 represented 45 percent of Carver County's inventory of such uses, with Chanhassen at 3.9 million square feet or 37 percent. In terms of growth between 1986 and 2006, Chaska ranked second, behind Chanhassen, adding approximately 2.8 million square feet of business park development. The existing 4.8 million square feet of business park development in Chaska breaks down as follows:

Office warehouse/industrial	2.8 million square feet
Bulk warehouse	1.7 million square feet
Commercial office	0.3 million square feet

The Carver County study shows huge growth, over 100 percent, occurred in business park development from 1986-1996 in Chaska, which increased development from approximately 2 million square feet in 1986 to 4.4 million square feet in 1996. However, growth dropped off significantly in the past ten years with the addition of only 0.4 million square feet from 1997-2006. As a result of the rapid

expansion in business development during the 1986-1996 period, the City had substantially less land available for business development. With the annexation of the Chaska Township land in 2003, the City is now guiding additional land for business park development west of the new Highway 212 interchanges. In addition, there is the potential for some existing companies to expand their operations and physical plant on their present sites in coming years in response to normal business expansion patterns. In total, there is currently approximately 430 acres of undeveloped land guided for development of business park, industrial, or office uses.

As of 2018, about 655 acres of land were developed as industrial, office, and business park uses in Chaska. This land consists of primarily industrial development at approximately 542 acres, followed by 88 acres of business park, and 25 acres of office uses. The Carver County study estimated that total business park demand for 2008-2030 could be between 3 million and 3.8 million square feet. Based on estimated building coverages per acre, the number of acres required for this level of development would be in the range of 208-261 acres. This study indicates that the City may want to consider designating additional land for business park uses in the future.

Business park uses are guided for three areas in the community at this time:

- » Southwest Chaska growth area west of U.S. Highway 212 interchanges at Engler Boulevard/CSAH 10 (existing) and Big Woods Blvd/CSAH 44 (future);
- » McKnight Lake & Big Woods Lake area along Highway 41 in northern Chaska;
- » Northeast quadrant of new Highway 212 and Highway 41.

These larger development areas offer the potential to create employment centers that are characterized by a complementary mix of business uses (including light industrial, office, warehouse, and supporting uses), higher development densities and jobs per acre, higher quality design (including architectural, site and natural features), and increased tax revenues.

The southwestern area, which is characterized by gently rolling cropland with some wetland formations, is approximately 400 acres that is designated for business park land uses. This area is a highly visible site strategically located along new Highway 212 and its existing interchange with Engler Boulevard and future interchange at CSAH 44. With the completion of Highway 212 through this area in 2008, it is anticipated that this area will consist of larger parcels (greater than 10 acres), a mix of complementary business uses, contain superior building design, and provide a generous land use buffer (at least 300 feet) to the adjacent Clover Ridge residential neighborhood to the north. In general, the design of this business park should focus on accommodating large sites for corporate headquarters developments similar to Arbor Park West in northern Chaska, which accommodates the corporate headquarters of Fluoroware, FSI and LifeCore. Sites of 15 to 40 acres should be designed rather than three to ten acres as was common in Chaska's earlier industrial developments. One potentially important type of occupant for the business park would be existing companies in Chaska that may need to expand and cannot do so on their present sites or elsewhere in the City. Such companies may need sites in the range of 40 acres or they will be forced to relocate outside of Chaska.

The northern site, which is approximately 65 acres, consists of the land west of Highway 41 that borders McKnight Lake, Big Woods Lake, and the Chaska Greenbelt area to the west. The Oak Ridge Conference Center has been developed on the northern portion of this site. The undeveloped southern portion of the site is approximately 20 acres in size. To the north of this site is the Arbor Park West business development described above.

Most of Chaska's contemporary industrial development has typically been medium quality as gauged by such factors as building materials, design, landscaping, and lack of outdoor storage. Zoning regulations and criteria for obtaining financial incentives have consciously encouraged such development standards. This is generally regarded as a positive situation; however, these standards have been a problem for some local businesses that wish to expand or relocate but cannot justify the investment required to meet these standards. Some of the businesses also want to maintain outdoor storage yards, which are prohibited in some areas or restricted by Chaska's regulations. For the most part, such lower grade development, typified by metal buildings and outdoor storage, would be inappropriate in the existing or designated industrial areas. One small area at CSAH 44 and CSAH 61 (old Highway 212) is zoned and developed for such uses, but it is visually hidden from view by natural terrain and landscaping. At this time, no similar low-exposure area has been identified in Chaska for future development of this nature.

Chaska had approximately 12,855 jobs in 2017 with most of these jobs created since 1970 when the community had about 3,000 jobs. Job creation averaged about 2,400 new jobs per decade in the 1970s and 1980s and jumped to nearly 3,200 in the 1990s. As of 2007, approximately 1,750 jobs have been added since 2000 and job growth for this decade is projected to drop back to the 2,400 level. Employment increases are projected to slow considerably after 2010 when baby boomers will be entering their retirement years to about 1,500 jobs per decade.

Chaska has a history of a high jobs-to-households ratio, maintaining a 1.8 jobs-to-households ratio from 1980 to 2000. Since 2002, the growth in households has outpaced growth in jobs, which has resulted in a declining jobs-to-households ratio, which was approximately 1.3 in 2010. Looking out to 2020-2040, this ratio is projected to continue declining based on the current 20-year projections. However, the ratio has the potential to increase as a result of significant more land being available for business park development and new development having higher job densities per acre along the Highway 212 corridor in the SW Chaska growth area.

Chaska is fortunate to have a diversified business base producing a wide variety of products and services. As a result, if one company or industry sector is negatively affected by market conditions or other factors, the slack is taken up by another firm or sector that needs employees or building space.

PUBLIC FACILITIES

This section addresses the major existing and anticipated public facilities within the City, whether City owned or otherwise. These include facilities owned by the City of Chaska, Carver County, and School District 112.

CHASKA FACILITIES

City Hall/Police/Library

This multi-purpose facility, located at 4th and Pine Streets in Downtown Chaska, was opened in the Summer 1989. The building contains 30,800 square feet and houses the offices of City Administration, Community Development, Police, Finance/Personnel and Utility Billing. In addition to its City functions, the facility is also home to the Carver County Library and the Library's administrative offices. The Library leases space from the City, and its administrative offices are located in space that will ultimately be used for expansion of City Hall functions.

Chaska Community Center

This multi-use facility, located on Park Ridge Drive north of Engler Boulevard and east of the School Campus, opened in 1990, with expansions completed in 1997 and 1998. The Chaska Community Center is intended to provide leisure opportunities with a particular emphasis on family and intergenerational activities, and to serve as an important "community gathering place".

The Community Center was first expanded in 1997 to add a 230 seat performing arts theater. The second expansion in 1998 consisted of a second sheet of ice and attendant facilities to help meet the increasing demand for the original hockey rink. In conjunction with the hockey rink, an additional 10,000 square feet was added for a fitness and rehabilitation therapy space to be operated by St. Francis Medical Center.

Municipal Services Building

The Municipal Services Building located on Victoria Drive was opened in 1986, with an expansion planned to be completed in 1999. The planned expansion would add 13,600 square foot of additional garage space to the original 26,700 square foot building. The Municipal Services Building houses the shops, garages and offices of the City's Public Works and Public Utilities departments. The Public Works Department is responsible for street and trail maintenance. The Public Utilities Department is responsible for sewer, water and electric service.

Long term improvements to the Municipal Services Building include the relocation of the cold storage building and expansion of the water treatment plant with new settlement ponds. With these future improvements, it is anticipated that no future additions will be needed in order to accommodate the City's long term maintenance needs.

Senior Citizen Center (THE LODGE - For Active Older Adults)

The Lodge, located next to the Chaska Community Center, was developed to serve the Active Older Adults (AOA) population for ages 55 and older. The Lodge is designed with areas that encourage socializing, including a large central space to allow older adults to gather together and share their

talents. It also includes a kitchen, multi-purpose room, library/computer kiosk, pool table, reception/office area, enclosed deck overlooking the Minnesota River Valley and an outdoor terrace and garden.

Fire Station

This state-of-the art facility, located south of Engler Boulevard and east of Meadow Park, was opened in 1996. With the opening of the new station, the former fire station located on Hwy. 212 in lower Chaska was sold for private use. The new fire station site is centrally located in the City and intended to serve the entire City now and into the future. The building currently has six apparatus bays housing fire equipment, and has the potential to expand to ten bays in the future. Besides space for fire equipment and firefighting facilities, the building houses a community meeting room and a small historical center highlighting the history of Chaska's Fire Department.

Water Treatment Facility

Chaska has recently completed the construction of the new Water Treatment Facility that is capable of treating 12.6 million gallons per day, for iron and manganese removal to only trace levels by gravity filtration. Sodium hypochlorite is used to disinfect the water for bacteria and fluoride is added to enhance tooth protection, as required by state law. Water is pumped to the distribution system after treatment and is stored in 4 elevated towers that have the capacity to hold 4 million gallons. The facility was built based on the needs of Chaska at ultimate development.

Chaska Town Course Golf Course/Clubhouse and Par 30 Executive Course

The Chaska Town Course, opened in 1997, is located directly south of Lake Bavaria in northwest Chaska. The 18-hole golf course is intended to operate as a quality municipal golf course serving as a community recreation resource and as a community gathering place. Designed by Arthur Hills, the Town Course has been ranked as one of the most desirable municipal courses to play in the country. The club house is consistent with the golf course concept of a high quality facility designed to also facilitate community functions and gatherings.

The Chaska Par 30 Executive is a small and challenging golf course designed by Robert Trent Jones. The course opened for play in 1971. The bent grass greens are average sized. The bluegrass fairways are wide. This is an excellent course for beginning golfers or for experienced players looking to challenge their short game.

Chaska History Center

The Chaska History Center houses the Chaska Historical Society. This society was officially organized in 1980 by a group of people who recognized the need to record and preserve the history of Chaska. The Chaska society, a chapter of the Carver County Historical Society, is located in the Chaska History Center at 112 West Fourth Street in a newly restored 1890 Livery Stable. The Chaska History Center has become the resource center for researching the history of Chaska and its people through exhibits, photographs, letters, diaries, maps, artifacts, documents and copies of the Chaska Herald newspaper.

City of Chaska Facility Needs

The City of Chaska underwent an extensive public facility construction program from 1989-1999. During this ten-year period the City constructed the City Hall, Community Center, City Fire Station, Chaska Town Course, and expanded the Municipal Services Building. This building period established the core public facilities for the City of Chaska. Hence, minor expansions to the City Hall and Municipal Services Building are the only public building projects that may be needed in the future to accommodate the ultimate growth of Chaska.

Electric Utility

Chaska has provided safe and reliable electric service since 1914. With a city owned electric utility, the citizens of Chaska receive personal service from a dedicated staff and cheaper electric rates because the “profits” from the utility go right back into the City of Chaska’s general fund to keep taxes low. A municipal owned electric utility differs from an investor owned utility such as Xcel Energy in many ways but the most obvious is local support. The City of Chaska Electric Utility can quickly respond to customer needs and provide immediate support with local personnel who take pride in their community.

Power for the City of Chaska is purchased wholesale from the Minnesota Municipal Power Agency (MMPA). MMPA provides power, conservation improvement programs, green power programs and other services to 11 cities in Minnesota. Avant Energy, MMPA’s energy management company, provides generation resources with 2 local combustion turbine generators and with hydroelectric and coal power plants contacts.

As of 2009, three electric distribution substations supply power throughout the City using primary overhead and underground lines operated at 13,800 volts to the step-down transformers located at all industrial, commercial and residential locations. From the transformer the customer owned service lines then bring the power to the building. The electric department also maintains signal lights and street lights throughout the City and locates all buried underground lines.

As of 2009, a 2030 planning study is currently being completed outlining the requirements of the distribution system for the short-term and long-term needs of the City. The electric department has actively pursued improvements to the distribution infrastructure to maintain high reliability and provide an efficient system with low losses (<4%).

Chaska is not new to industrial customers. The existing industrial parks in the City operate on a 24/7 basis and demand highly reliable electric service. This is provided with dedicated feeders serving these customers, sectionalizing to minimize customer impacts, looping capabilities for all underground lines and power quality investigations when needed. A remote monitoring system is in place for substation circuits serving these loads and disturbances are automatically reported to the on-call person.

For a new customer in the 15-25 MW range located at the new West Creek Corporate Center industrial park, plans are already underway to serve this load. Recently, the Electric Department completed installation of conduits under new Highway 212 to tie into the existing City distribution system. The

Electric Department has been planning a site for a new distribution substation that may be installed in cooperation with neighboring utilities. To service this substation and the growing load, an existing 69,000-volt transmission line is being upgraded to 115,000 volts.

There are many ways to provide redundant service to a critical load. Starting at the substation level, redundant transformers can be installed to cover a transformer failure. Redundant feeder lines can be provided with automatic transfer capability should one fail. At the customer site, redundant transformers and/or local generation can also be a solution. Chaska continues to work with the customer on an individual basis to determine the level of redundancy required and what makes the most sense for that customer.

CARVER COUNTY FACILITIES

Carver County Government Center

The City of Chaska is the County Seat of Carver County. The Carver County Courthouse is located at the intersection of Fourth and Beech Streets in lower Chaska. The original building was built in 1965 and contained 60,800 square feet. The first of two expansions was added in 1985 and included 27,600 square feet of office space for the Human Services Department. The building was expanded again by 124,000 square feet in 1994 and included three new court rooms, a 111-bed jail, a law library, and offices for the county attorney's and sheriff's departments.

In 2008, the County completed construction of a building addition to the Justice Center, which included adding an upper floor to the southern half of the building. This addition added two new courtrooms and an expanded court services area and totaled about 15,300 square feet. At this time, the County also "finished" the lower level of the Justice Center, which is about 30,600 square feet in size. The newly built-out lower level will accommodate records storage, the law library, jury assembly space, and an EOC/training room and conference area.

Carver County License Center

Carver County also operates a licensing center at 418 Pine Street, which is immediately west of City Hall. The building is owned by Chaska and leased by the County. The center handles motor vehicle transactions, driver licensing, game and fish licensing, and passport proceedings. The State of Minnesota operates the Chaska Exam Station at the center where written and road tests are performed. The building was expanded an additional 1,500 square feet to the west bringing its total square footage up to 4,940 square feet.

Carver County Environmental Center

The Carver County Environmental Center was built in 2002 in the northeast industrial area of Chaska to provide convenient recycling and household waste services for Carver County residents year round. The Environmental Center also serves as a hazardous waste education facility with a public meeting room designed to use site-generated energy and constructed out of re-use material.

Carver County Community Development Agency

The Carver County Community Development Agency (CDA), located at 705 North Walnut in downtown Chaska, serves the housing and business development needs of eleven cities and nine townships in Carver County. The CDA provides affordable housing opportunities for residents throughout the County and manages 500 rental units for working families and seniors. The CDA also administers various programs to help residents, which include: credit counseling; housing counseling; refinance counseling; foreclosure counseling; purchasing Carver County Community Land Trust homes; single-family rehabilitation loans; and multi-family (rental) rehabilitation loans.

The CDA also operates an active economic development program geared to the needs of businesses interested in expanding or locating in Carver County. It helps businesses, site selectors and developers: find suitable land or buildings; access technical assistance; tap available financing, loans or incentives; facilitate business planning; secure permits and approvals; and manage construction projects. Staff also serves as an economic development resource, funding and referral source to cities and townships throughout the County.

INDEPENDENT SCHOOL DISTRICT 112 FACILITIES (PUBLIC SCHOOLS)

Chaska is located within Minnesota Public School District #112. Also served by District #112 are the Cities of Chanhassen, Victoria, Carver, and East Union. Currently, the District operates one preschool, five elementary schools, two middle schools, and one senior high school. District #112 also owns and maintains a building in which a special education school operates. The public schools within the City of Chaska are outlined below.

Kindergarten Center

The Kindergarten Center, formerly known as the Early Childhood Center, is located off Village Road within the Jonathan area of Chaska. As of Spring 2009, 405 kindergartners attended the school. The Center's capacity, depending on class size, is between 500-725 students.

Jonathan Elementary School

Jonathan Elementary School, which opened in September 1991, is located north of Pioneer Trail and west of Highway 41. The capacity of the school is approximately 625-650 and enrollment during 2008/2009 was about 575 students. The school serves students in grades K-5.

Chaska Elementary School

Chaska Elementary School is located on a campus with the Chaska Middle Schools at the intersection of Engler Boulevard and Highway 41. As of Spring 2009, 572 students in grades 1-5 were enrolled in the school, which is close to its capacity of 500-600 students.

Clover Ridge Elementary School

Clover Ridge Elementary School is located in the Clover Ridge neighborhood near the intersection of Hundertmark Road and Clover Ridge Drive. Serving grades 1-5, this school has an enrollment of 684 as of Spring 2009. The capacity of the school is approximately 625.

Chaska Middle School East and West

Chaska Middle School East, also located on the school campus, educates students in grades 6-8. Enrollment as of Spring 2009 was 1,000 students, which is near capacity. The completion of the new High School in 1996 enabled district officials to remodel the former high school in 1996 enabled district officials to remodel the former high school as a middle school serving grades 6-8, which is now Chaska Middle School West. As of Spring of 2009, enrollment was 1,050 students, at its intended capacity of about 1,000 students.

Pioneer Ridge Freshman Center (to become Pioneer Ridge Middle School)

The Pioneer Ridge Freshman Center was constructed in Fall of 2002 to focus singularly on ninth grade students. The enrollment, as of Spring of 2009, is 675. The capacity of the Center is 700 students. As of Fall of 2009, the Freshman Center is going to be reclassified as a Middle School and will subsequently house students grades 6-8.

Chaska Senior High School

Chaska Senior High School, which opened in September of 1996, is located south of Pioneer Trail and east of Highway 41. The High School was originally built with three wings, or "houses," which could accommodate 500 students each. The site can accommodate a fourth house for future expansion. As of Spring of 2009, enrollment for grades 10-12 was at 1,969 students.

Carver-Scott Educational Cooperative — Carver Annex

The Carver-Scott Cooperative is located in the old Junior High Building at the intersection of Ash and 4th Streets in lower Chaska. The building is owned and maintained by School District #112; however, it is operated by a special school district organized by the State to educate vocational and other special students of high school age, as well as adults attempting to obtain their high school diplomas. These students originate not only from within School District #112, but also from other districts throughout the State. In Spring of 2009, it was estimated that 6,500 students (not including Adult Programming) were enrolled in the Carver-Scott Cooperative facilities throughout Carver and Scott Counties. Approximately 500 students are enrolled in vocational programs, which is referred to as Career Technical Education.

The Carver-Scott Cooperative operates out of a number of other buildings throughout Chaska, one of which is the old Continental Engineering building located on Sixth Street and Ash Street. This building houses the East Creek Family Center, the New Beginnings program as well as the Stepping Stones program.

OTHER SCHOOLS IN CHASKA (PRIVATE AND PAROCHIAL)

Besides those public schools associated with School District #112, several other schools are located within the City of Chaska. These facilities are briefly outlined below.

Jonathan Montessori House of Children

Jonathan Montessori is located along Hundertmark Road near Village Road. Along with its pre-kindergarten and kindergarten, and as of Spring of 2009 has 63 students. The building also

includes a public charter school, the World Learner School, which serves grades 1-8. As of Spring 2009, the World Learner School has an enrollment of 175 students and a capacity of 200 students.

Guardian Angels School (Catholic)

The Guardian Angels School is located at the intersection of 2nd and Cedar Streets in lower Chaska. As of Spring 2009, 210 students in grades K-8 were enrolled in the school, as well as 32 students enrolled in pre-school.

St. John's Lutheran Church School

The St. John's School is located at the intersection of Ash and 4th Streets in lower Chaska. As of Spring 2009, the school served 216 students from pre-kindergarten through eighth grade. With a school expansion in 2001, St. John's increased school capacity to approximately 375 students.

Southwest Christian High School

Southwest Christian (SWC) is a college-preparatory high school for students in grades 9-12 located in the northeast business park area of Chaska. The school is an independent, interdenominational school that serves students from more than 40 area churches and 25 communities. SWC utilizes a discipleship model of Christian education, helping students to think and act biblically in their worldview and is home to 159 students.

CEMETERIES

The City of Chaska owns and maintains Mount Pleasant cemetery north of downtown along the Minnesota River bluff line. Approximately 400 gravesites remain open out of 2,000 sites created in the mid-1800s. On average, 10-15 sites are purchased each year; thus, it appears that the facility will not reach its ultimate capacity during the 1999-2020 planning period. Nonetheless, the City should evaluate its long range needs regarding the feasibility/desirability of expanding westerly into the existing farmland prior to residential development of that property. The City will evaluate whether additional non-denominational cemetery space should be provided, and if so, whether it should be as an expansion of Mount Pleasant or in a new location.

Guardian Angels Cemetery is off of CSAH 44 northwest of downtown Chaska in the SW Chaska growth area. The St. John's and Moravian cemeteries are located within developed areas of the community. Guardian Angels and St. John's are relatively large and have significant expansion space. The small Moravian Cemetery is essentially full but another Moravian facility is located a few miles west of the City.

HERITAGE PRESERVATION

Like so many early river towns, Chaska has a rich heritage, which is manifested by a significant collection of historic buildings, some dating back to the mid-1800s. Of particular interest and unique value are the many “Chaska brick” buildings, which were a product of the City’s early brickyards. The existing clayhole lakes serve as a reminder of Chaska’s former brickmaking industry.

“Chaska brick” homes are scattered throughout lower Chaska and the surrounding rural area. Some early industrial buildings were also constructed of “Chaska brick” and are still standing, such as the mill and United Sugars. The most apparent concentration of “Chaska brick” buildings is found in the downtown commercial area, particularly along 2nd Street and Walnut Street.

The majority of the City’s historically relevant buildings have been preserved to varying degrees. Conversely, a few “gems”, such as the courthouse and school adjacent to the City Square, were razed before historic preservation became popular.

In recent years, many commercial buildings in the downtown area have been restored or rehabilitated to recall their original designs and materials. The City has financially assisted many of these downtown restoration/rehabilitation efforts since the latter 1980s.

In 1978, the State Historical Society designated several individual buildings and a district for historic preservation. In 1980, the Walnut Street Historic District was listed as a National Historic District on the National Register of Historic Places (NRHP) as well as seven (7) individual buildings. The Walnut Street Historic District contains City Square and portions of six other contiguous blocks, which encompasses 29 contributing properties within the district. There is some discussion at the local level of eliminating the district in favor of individual building designations since some of the structures in the district are not historically relevant.

In 1989, the City adopted a Heritage Preservation Ordinance, which established the Planning Commission as the Heritage Preservation Commission (HPC) and set forth various criteria and standards for designating historic buildings, sites and districts. Subsequently, members of the Chaska Historical Society prepared an inventory of buildings and sites having historic value. A brochure describing 50 historic buildings/sites was prepared during the 1990s to guide walking and driving tours of historic downtown Chaska.

In 1991, the City created a Historic Preservation Task Force to survey older buildings and sites, receive citizens’ suggestions regarding historically significant buildings, research historic information, and recommend buildings and sites worthy of local historic designation. The Task Force used specific criteria contained in the Heritage Preservation Ordinance in its considerations of which buildings and sites to designate as historic places. Three groups of buildings and sites were recommended by the HPC and approved by the City Council as local historic buildings/sites in 1992, 1993, and 1996, with a total of 51 buildings/sites now designated within the City. In 2006, five additional properties were designated as local historic buildings/sites by the City Council. Thus, as of 2008, the City had 56 locally designated historic properties.

In 2002, the City significantly expanded and revised its Heritage Preservation Ordinance in order to meet the specific ordinance requirements for qualifying as a Certified Local Government (CLG), as established by State Historic Preservation Office (SHPO). The City also established the Heritage Preservation Commission as a separate commission from the Planning Commission, which was also a CLG requirement. City Staff also researched and developed a draft Heritage Preservation Plan, which has not been completed nor adopted up to now.

In 2003, the City of Chaska applied for and became a Certified Local Government (CLG), which is administered and by the SHPO. As a CLG, the City is empowered to assume a leadership role in the community by identifying, evaluating and protecting local historic resources; eligible to apply annually for grants administered by the State Historic Preservation Office (SHPO) from a designated federal CLG pass-through allocation; receive technical advisory services from the SHPO; and have a formal role in the National Register process.

In 2003, the City of Chaska applied for and received a \$10,000 CLG matching grant from the SHPO and the Historic Preservation Fund (National Park Service, U.S. Department of the Interior) to help fund the costs of creating the Downtown Preservation Design Manual. The Downtown Preservation Design Manual was adopted by the City Council in March 2004 as the City's design guidelines for historic building storefronts in the downtown commercial district and as the primary design criteria for the Chaska Economic Development Authority when considering applications for the City's Storefront Rehabilitation Loan and Initial Architectural Feasibility Grant program.

The City of Chaska applied for and received a second CLG matching grant of \$5,000 to develop the Chaska Historic Context Study, which was approved by the City Council in August 2006. Historic Context Study provides a "framework" document that establishes the overarching themes or "contexts" of Chaska's historical development that provide the City with a tool for organizing and evaluating its historical resources and lend a broader perspective on the Chaska's historical development. The Historic Context Study is intended to be the primary guide for evaluating current historic resources, designating new resources, and planning for preservation in future generations. The historic contexts will allow for a more fair designation of properties, as each site can then be viewed in terms of what is best for the City as a whole, rather than as a single instance in isolation. The eight (8) historic contexts are as follows:

- » Native American, Early Archeological, Early Settlement: 1700-1858
- » Chaska Brick: 1857-1950
- » Commerce and Industry and Civic Services: 1850s-1950s
- » Farmsteads and Agricultural Life: 1852-1950s
- » Transportation: 1700-1950s
- » Religion: 1842-1950s
- » Residential: 1857-1950s
- » Preservation of the Recent Past: 1956-present

In 2012, the Chaska Downtown Master Plan was completed for the historic downtown and adopted by the City Council, which has provided guidance for revitalization, redevelopment, public infrastructure

investments, and heritage preservation efforts. As part of the plan's implementation, it was followed up by both the Downtown Streetscape Master Plan and Downtown Signage Design Guidelines. The development of the signage guidelines also included amendments to the City's Zoning Ordinance regarding downtown signage, both of which are intended to promote improved and historically appropriate signage in downtown.

SOLID WASTE MANAGEMENT

Minnesota's solid waste management policies and purposes are specified in Minnesota Statutes, Section 115A. The Minnesota Pollution Control Agency (MPCA) is the state agency with responsibility for developing and enforcing the state's solid waste management policies and regulations. Planning for solid waste management is primarily a county responsibility in Minnesota. Metropolitan counties must develop county plans that are in accordance with the most recent "metropolitan long-range policy plan" adopted by the Metropolitan Council, and revised by the MPCA. As required by Minnesota state statute, Carver County regulates the various aspects of solid waste management through Chapter 50 of the Carver County Code of Ordinances, which was originally adopted in 1987 and revised in 1995 and 2000. Under its current ordinance, Carver County does not require cities or towns to organize collection, although the County has the authority to do so under state statute. Carver County licenses all haulers collecting municipal solid waste within the County.

The Minnesota Office of Environmental Assistance (OEA) and the Solid Waste Management Coordinating Board (SWMCB) jointly prepared and adopted the Metropolitan Solid Waste Management Policy Plan in late 2003/early 2004. The OEA combined with the Minnesota Pollution Control Agency (MPCA) in 2005 to form the new MPCA. The SWMCB is a joint powers board, made up of six metro counties including Anoka, Carver, Dakota, Hennepin, Ramsey, and Washington Counties. Based on the policies of the Regional Policy Plan, the SWMCB prepared a Regional Solid Waste Master Plan in 2004 that established regional outcomes, regional strategies, and county initiatives. Each of the counties developed their supplemental portion of the Master Plan addressing individual county issues.

Carver County updated its Solid Waste Master Plan in 2012 which replaced the County's previous Solid Waste Master Plan that was adopted in 2004. The Carver County Solid Waste Master Plan 2012-2030 was prepared by the Carver County Environmental Services Department, with assistance from the Solid Waste Advisory Committee, representatives from communities within the County, and licensed haulers. Although this Plan lays out a framework for waste management for the next 20 years, its primary objective was to guide waste management by the County through the next five years, when the next major plan revision is anticipated, which would be 2020.

Carver County supports the MPCA hierarchy of preferred waste management methods as established by state statute and presented below:

1. Waste reduction and reuse
2. Materials recovery (recycling)
3. Yard and food waste composting

4. Resource recovery
5. Land disposal

Carver County's existing solid waste management programs include the following:

- » Carver County Environmental Center
- » Household hazardous waste (HHW), permanent and mobile facilities
- » Very Small Quantity Generator (VSQG)
- » Special waste collections, such as electronics, motor oil & filters, fluorescent tubes, high intensity discharge lamps, batteries, mercury, appliances, tires, etc.
- » Battery recycling
- » Waste reduction and recycling, residential and non-residential
- » Waste processing coordination and funding
- » Landfill coordination
- » Public education and information resources
- » Solid waste regulation
- » Yard waste management
- » Backyard composting bin
- » Solid waste and recyclable collection licensing

The Carver County Environmental Center, which was established in 2002, is located at 116 Peavey Road in Chaska. The site was chosen largely for its strategic location, which is in the center of Carver County's largest population areas of Chaska, Chanhassen, and Victoria. The site has good access and visibility from Highway 41 allowing for maximum exposure for both residents and businesses. The Environmental Center serves as a year-round, one-stop, drop-off site, which allows for the collection of household hazardous waste, special waste, and recycling. Having all of the services under one roof and open throughout the year makes the collection process more efficient for the County and convenient for residents and businesses. The Environmental Center also provides a product reuse area and an environmental education clearinghouse. The Environmental Center was designed with convenience and safety as top priorities.

Thus, while the primary responsibility for solid waste management rests with the State and counties, the City of Chaska works quite closely with the Carver County Environmental Services Department and participates in the County's various solid waste management programs.

LAND USE IMPLEMENTATION

NEIGHBORHOOD HOME OWNERS' ASSOCIATIONS

In order to create a sense of place within City neighborhoods, common open space, private roads and utilities, landscaped medians, monument signage and additional trails are typically provided by developers. These additional elements occur in either public or semi-public areas within developments. The general public is not responsible for this amount of additional elements in other neighborhoods within the City. If the additional elements of this neighborhood were the responsibility of the general public, it would place an undue and unfair burden on the taxpayers of the City. Therefore, Homeowners' Associations (HOAs) are required to be established to own and maintain these elements.

The City of Chaska has a history of supporting the creation of neighborhood home owners' associations (HOAs) at the time of development of new planned residential developments that provide common neighborhood facilities, such as parks, trails, open spaces, and streets. This history began with the planning for the innovative Jonathan New Town neighborhoods in the 1960s. It has continued with the City's utilization of Planned Development Districts, specifically Planned Residential Development (PRD) and Planned Multi-Use Development (PMD) Districts for most of the community's new residential neighborhoods since that time. There are currently more than 35 residential HOAs existing in the City of Chaska.

The Jonathan Home Owners' Association is by far the largest HOA in Chaska and one of the largest in the metro area. Based on the 2000 U.S. Census, Jonathan neighborhoods represented approximately 1/3 of the population of Chaska with more than 2,899 households and an estimated population of 8,000. In general, Jonathan includes the neighborhoods south of the TC & W railroad, west of Highway 41, and north of new Highway 212. A second major area of Jonathan is the Autumn Woods neighborhood, which is located about one mile east of Highway 41. Two other small residential areas within Jonathan are two townhouse developments located on the south shore of Hazeltine Lake (Carvers' Green and Hazeltine Estates) and a small pocket of single-family homes located at the southeast corner of Lake Bavaria (Lake Bavaria Estates). Common facilities include a wide variety of neighborhood amenities, such as open green spaces, parks, tot lots, trails, pedestrian tunnels and bridges, community gardens, mail stations, entrance monuments, street boulevards and islands.

Jonathan Development Corporation (JDC) began planning for Jonathan New Town in 1965. In 1970, a project agreement was executed between JDC and the federal government whereby financial assistance would be provided for development of the new town. Jonathan became one of 13 New Towns throughout the country that were funded in part through a federal New Town program available at that time.

Jonathan was originally planned to become a self-supporting town of 50,000 residents and some 22,000 jobs. A major diversified town center was envisioned similar in size to Southdale and Eden Prairie Center. Seven villages, each supported by a convenience commercial center and elementary school, were planned along with a system of smaller neighborhoods within each village. Complete

separation of vehicles and pedestrians was to occur by means of an extensive trails system, which crossed streets by means of underpasses.

Nearly 13 square miles of land were acquired for the New Town, mostly in Chaska, but also in Chanhassen, Victoria and Laketown Township. The commercial and industrial core was to be located in north Chaska in proximity to T.H. 41. A strong element of the town concept was preservation of the natural environment. One third of the land area was to remain in open space use — mostly the natural creek/ravine and wetland systems.

Jonathan, along with the other federally assisted New Towns across the country, did not develop as originally conceived. There are many and varied reasons for their “failure”, but a leading reason was the recession of the mid-1970’s which drastically slowed the anticipated rate of development, and resulted in the inability of the developer to repay government loans. Eventually, in 1980, the federal government foreclosed and JDC ceased development activities.

At the time of JDC’s foreclosure, an impressive beginning on the New Town had been made. An extensive infrastructure system was in place consisting of trunk sewer/water lines and facilities, local streets, pedestrian trails system, a hierarchy of parks and about one square mile of environmentally sensitive open space. The City of Chaska acquired most of the open space and part of the trails system in the late 1970’s through grants from the federal government. Two state-of-the-art industrial/business parks were nearing completion, approximately 600 housing units were constructed and occupied, and the first Village Center was built with a supermarket as its anchor. The Village Center was closed in the latter 1980’s due partly to changing shopping center concepts, and it is now owned and used by School District #112 for office and educational purposes.

A wide variety of housing types and price ranges were constructed in Jonathan in the 1970’s. They included single-family neighborhoods of varying lot sizes and housing costs, cluster housing, townhomes, apartments, and condominiums. Design innovation was the hallmark of most of the housing developments. Subsidized rental apartments were located across the street from the most expensive single-family neighborhood. All homes were located adjacent to the pedestrian trail system.

Following foreclosure, an agreement was executed between First National Bank of St. Paul and Chaska Investment Company (CIC), whereby CIC would become the new owner/developer of the remaining Jonathan land. Since then, CIC has sold some parcels and developed others for a variety of land uses, including single-family and multi-family housing, industrial, and commercial uses. As each new residential neighborhood was developed, it became part of the Jonathan Home Owner’s Association (HOA).

Jonathan’s unique and strong livability qualities make it a very desirable place to live. Its early design innovations give Jonathan a unique image, but one that has also blended well physically and socially with the rest of the City. Many of the neighborhood planning/design principles and concepts that have guided Jonathan’s early development have positively influenced the subsequent development of non-Jonathan land in Chaska.

In general, the purposes of the PRD and PMD Districts are to allow greater variety in the types of residential environments available to the residents of Chaska; to respond to changes in housing choices and in new housing concepts; to encourage innovative design in the development of single-family neighborhoods such as cluster housing, but not necessarily at higher densities; the provision of privately controlled common open space ancillary to new housing developments; and to allow a more efficient allocation and maintenance of public facilities such as streets and utility lines serving new housing developments. Provision of common open space is required for all PRD and PMD Districts and all land that is planned for common open space must be conveyed to an organization that will own and maintain it. As part of creating a PRD/PMD District, the City also supports density bonuses when a developer is willing to provide additional neighborhood amenities, such as common open space. In addition, the City supports the incorporation of non-standard street designs to facilitate creative neighborhood concepts with the understanding that these non-standard streets would be maintained by an HOA.

TRADITIONAL NEIGHBORHOOD DEVELOPMENT

The purpose of Traditional Neighborhood Development (TND) guidelines is to allow for the development of compact, mixed-use, pedestrian-oriented residential neighborhoods. The intent of facilitating TND's is to increase the sense of community, increase pedestrian movements, minimize traffic congestion, decrease suburban sprawl, decrease infrastructure costs, increase affordable housing, increase fiscal revenues, decrease environmental degradation, and provide multi-modal linkages to Chaska and the Twin Cities metropolitan region.

The provisions of TND's are adaptations of urban conventions, which predominated residential neighborhood development in the United States from colonial times until the 1940's and historically were based on the following design principles:

- » Neighborhoods that have an identifiable center and edge.
- » Neighborhoods where the most important and visible property is utilized by some public use (ie., public buildings, parks, plazas, etc.,).
- » Neighborhoods whose size is limited by the distance from the edge to the center, generally a five to ten minute walk ($\frac{1}{4}$ to $\frac{1}{2}$ mile radius).
- » Neighborhoods that consist of an integrated network of walkable streets.
- » Neighborhoods that contain diversity in land uses, building types, building sizes, building prices, and styles of ownership.
- » Neighborhoods whose name links it directly to the activity that is occurring at its center.

CHASKA LAND USE GOALS & POLICIES

CHASKA GREENBELT

Goal

A permanent Greenbelt shall be established around the edges of the City to the extent possible to physically and visually separate Chaska from adjacent communities.

The primary purposes of such Greenbelt are:

- To help preserve and strengthen Chaska's sense of community and identity as a freestanding community,
- To help achieve a wide variety of housing choices within the City including a rural lifestyle, and
- To preserve and protect valuable open space and natural resources.

Policies

1. Standards for residential development within the portion of the Greenbelt that is suitable for development (excluding floodplains, wetlands, wooded slopes, etc.) shall be as follows:
 - Maximum of four dwellings per 1/4 1/4 section (40 acres) including farm and non-farm dwellings.
 - Spacing between dwellings at least 300 feet.
 - Minimum five acre lot size per dwelling.
 - Dwellings shall not be located on steep slopes over 18 percent.
 - A standard on-site sewage treatment system shall be installed, and one alternate drainfield site shall be provided.
 - Other requirements as set forth in Section 3.1.1B (Rural Residential 2) of the Chaska Zoning Ordinance.
2. The protection of "rural character" will be an important land use strategy for implementing the "Greenbelt" concept. A cooperative preservation strategy between the City and property owners will enhance the rural character of the Greenbelt and strengthen the historic relationship of Downtown Chaska and the agricultural lands that surrounded it. The preservation of very low density (minimum one housing unit per 80 acres) land uses at the "key" community entrances is one method of promoting the "rural character". Methods to preserve the "rural character" of these "key" community entrances are as follows:
 - "Key" community entrances are those locations where an arterial road (planned or existing) enters or exits the community.
 - The parcel to be preserved for agricultural purposes is 80 acres in size and is designated as being in the Greenbelt.
 - A permanent land use protection tool is put in place on the property to be preserved, such that the permanent and continued agricultural utilization of the land is ensured.
 - The building eligibilities of the area to be preserved, that would have been available if development had occurred under the RR-2 zoning district, can be transferred to adjacent land that is owned by the same owner of the land to be preserved, such that

the minimum lot area and spacing requirements of the RR-2 zoning district would still apply to those transferred building eligibilities.

- The area that the building eligibilities are to be transferred to will be visually remote from the “key” community entrance.
 - The building eligibilities could not be utilized to impact wetlands, wooded steep slopes, nor high-quality tree stands as identified by the Comprehensive Plan.
 - The “rural character” preservation plan and building eligibility transfer plan will be reviewed by the Planning Commission and the City Council for overall conformance to the City’s policies and ordinances.
3. In lieu of Policy #1 above, projects in the Chaska Greenbelt can request a comprehensive plan map amendment to allow for cluster development (i.e., conservation development), if the project generally meets the following objectives:
- The development areas within the project can be serviced by Chaska sanitary sewer and water.
 - A concept plan is submitted for a project area that is bounded by major roads or municipal boundaries in the Greenbelt.
 - A completed analysis on the impact of the proposed development on municipal infrastructure (i.e., streets, water, sewer, etc.).
 - The viewsheds at key community entrances are identified, prioritized, and protected. The prioritization should be by functional classification of the street involved (i.e., viewsheds along arterials have a higher priority than viewsheds along collectors).
 - The open space and natural resources systems of the area are identified, prioritized, and protected, using the Environmental Features Map as the basis for open space preservation. Public access to these systems is required.
 - The density of the project is approximately 1.0 dwelling units per gross acre.
 - Development activity is limited to approximately 1/3 of the site. The remainder of the site remains undeveloped with permanent protection measures provided to ensure that it will be properly maintained, enhanced, and protected in perpetuity.
 - Protect approximately 25-50% of the gross project acreage in the form of viewsheds, natural resources and open spaces beyond that which is already regulated (i.e., wetlands, steep slopes, etc.).
 - Wildlife corridors, based on those identified on the Environmental Features Map, having a general width of 150 feet.
 - Provision of adequate parkland and construction of park(s), as these development areas are outside of existing planned park areas.

SOUTHWEST CHASKA

Goal

Development of an integrated area of new neighborhoods, employment districts, neighborhood commercial nodes, a connected street network, and extensive open space network that is environmentally, economically, and socially sustainable for the entire Chaska community and strengthens downtown Chaska as the heart of the community.

Policies

1. The Southwest Chaska Growth & Development Plan will serve as a guide and a baseline for review of development proposals within the southwest Chaska growth area and is incorporated into the 2040 Comprehensive Plan in its entirety by reference.
2. Ensure that future developments are designed with strong physical connections, where feasible, to the historic downtown area and features that contribute to revitalizing downtown rather than competing with it.
3. The protection of natural resource systems and open spaces in the southwest Chaska growth area will be an important land use strategy. Future development planning within the area must include the identification, prioritization, and protection of natural resource systems and open spaces, using the Environmental Features Map (Figure 3.4) and Southwest Chaska Growth & Development Plan as the basis for open space preservation. Protected wildlife corridors should have a general minimum width of 150 feet. Public access to these natural resource systems and open spaces is required.
4. Support the design, formal approval and funding of an additional interchange with Highway 212 at CSAH 44, working in partnership with the County, State, Metropolitan Council, and affected property owners.
5. Future land uses and development patterns should generally align with the Southwest Chaska Growth & Development Plan (Figure 4.3).
6. Promote residential, commercial and public space development in the southwest growth area that incorporates Traditional Neighborhood Development principles, elements and design guidelines, as established in the Southwest Growth & Development Plan.
7. Limit commercial development to neighborhood-scale commercial uses that primarily serve residents of surrounding neighborhoods and employees of surrounding employment districts.
8. Promote the development of employment districts that optimize the significant amenities of the southwest Chaska growth area, including convenient freeway interchange access/visibility, proximity to unique historic downtown Chaska, proximity to a broad workforce, and a wealth of green space and recreational facilities.
9. Ensure that proposed development projects sufficiently contribute to achieving the City's long-term population, employment, density, tax base, housing affordability, and environmental sustainability goals.
10. Preserve and provide public access to the remnant "Big Woods" as a unique, high quality and historic open space element of the community's natural landscape.
11. Add a new Community Park adjacent to the preserved "Big Woods" open space area.
12. Connect to the regional trail system including the planned Southwest Regional Trail along Creek Road, the planned Minnesota River Bluffs LRT Regional Trail Extension into Carver, and the County Road 10 Regional Trail Search Corridor.

FUTURE ANNEXATION

Goal

Chaska's unique sense of community and identity as a freestanding community is preserved and strengthened through planned land annexation in Laketown Township and consideration of land annexation in Dahlgren Township.

Laketown Township Policies

1. The City of Chaska and Laketown Township officials should continue efforts to update the 1976 Orderly Annexation Agreement including land use control by the City of Chaska based upon an agreed upon land use plan. Such agreement could also include staged annexation of areas having development priority.
2. The Pioneer Trail intersection with County Road 11 and the Engler Boulevard intersection with County Road 11 will be "key" community entrances as defined in Section II(C) of this Chapter. As a "key" community entrance, the City will work cooperatively with the adjacent property owners to creatively preserve the rural character of these two intersections.
3. The greenbelt areas of the Township require detailed planning, as these areas are narrow portions of the greenbelt, being roughly one-quarter mile in width. The following narratives describe the preservation strategies for the greenbelt area within the Township:
 - In the area north of Pioneer Trail, the City will:
 - Work with the property owner at the intersection of Pioneer Trail and County Road 11 to preserve the agricultural utilization of the land.
 - Work to locate structures, such that they are sensitive to "rural character", given that this is a narrow area of the Greenbelt.
 - Work to protect the views from Lake Bavaria, by strictly adhering to policies and ordinances on the location of structures.
 - Improve public access and utilization of Lake Bavaria.
 - South of Pioneer Trail and north of the railroad tracks, the City will:
 - Work with the property owner at the intersection of Pioneer Trail and County Road 11 to preserve the agricultural utilization of the land of the "Kelzer Farm".
 - Limit urban residential development on the area to the east of the "Kelzer Farm" to that area that is below and east of the ridgeline that generally starts at a point 500 feet east of the intersection of Pioneer Trail and Shady Oak Drive, then runs southerly to a highpoint of 1000.8 feet, then runs southwest to a highpoint of 1003.0 feet, then runs southeast to a highpoint of 1000.2 feet, then runs southeast to a point which is ½ the distance between highpoints 1000.2 feet and 947.0 feet, then runs from this midpoint south to the lowpoint 917.7 which is adjacent to or on the right-of-way of Chicago, Milwaukee, St. Paul and Pacific Railroad right-of-way and there terminates.
 - North of Engler Boulevard and south of the railroad tracks, the City will:
 - Support the expansion of the MUSA out to the creek that drains the Clover Ridge wetland complex and to the knob that is generally located in the Northeast Quarter of the Northeast Quarter of Section 36, Township 116,

Range 24, such that the development of the knob area is permitted to the extent that it can be serviced by gravity sanitary sewer following the completion of a grading plan for the area. The grading plan will follow the guidelines used for similar projects.

- Work with the property owner of the “Brose Farm”, which is immediately south of the railroad tracks on County Road 11 to preserve the oak woods that exists there.
- Work with the property owner at the intersection of Engler Boulevard and County Road 11 to preserve the agricultural utilization of the land of the “Cornelius Farm”.
- South of Engler Boulevard, the City will:
 - Work with the property owner at the intersection of Engler Boulevard (CSAH 10) and CSAH 11 to preserve the agricultural utilization of the land of the “Cornelius Farm”.
- 4. In conjunction with future annexation of land east and south of future Lake Bavaria Park and the potential transfer of Shady Oak Drive (CR 111) from the County to the City, the City supports relocation of the roadway segment between the lake and the future park to a location south of the future park. This roadway relocation would enable the future park to have direct waterfront access to Lake Bavaria.

Dahlgren Township Policies

1. The City of Chaska supports the annexation of that part of Dahlgren Township lying easterly of the centerline of the alignment of Jonathan Carver Parkway (CSAH 11).
2. Initial discussions with Dahlgren Township officials and property owners should be undertaken to understand the needs of all parties with the expected outcome being an Orderly Annexation Agreement for the subject portion of Dahlgren Township.
3. As part of the Orderly Annexation Agreement, the City should strive to obtain Planning and Zoning authority (similar to the Laketown and Chaska Township agreements) over the subject portion of Dahlgren Township to ensure that no uses are introduced into this area that would negatively impact the future annexation of these properties.
4. At such time that the subject part of Dahlgren Township is annexed by the City of Chaska, planned land uses should be based on the SW Chaska Growth and Development Plan.

REGIONAL AND COUNTY GROWTH PLANNING

Goal

As a city within the Twin Cities metropolitan region and Carver County, the City of Chaska works collaboratively with the Metropolitan Council and Carver County to plan for and achieve the region’s growth, development, infrastructure, and environmental needs.

Policies

1. The City of Chaska endorses the Metropolitan Council’s Thrive MSP 2040, which was adopted in May 2014. Such endorsement includes use of Metro Council’s 2040 population, household

and employment forecasts and a commitment to support efficient use of land and public investments by such means as infill development and redevelopment within the 2040 MUSA, provision of balanced life cycle housing, and requiring minimum housing densities of three (3) dwellings per acre on average in newly developed and redevelopment areas.

2. Within the context of the Thrive MSP 2040, the City of Chaska is committed to preserving and strengthening its separate identity and sense of community with small town values and characteristics. Ways to maintain such community identity include physical separation from other urban areas via the Chaska Greenbelt concept; maintaining the economic health, vitality and service function of the downtown area; maintaining a strong school system with close community ties; creating popular community gathering places; and providing a full range of high quality public facilities and services for all age groups.
3. The City of Chaska endorses Carver County's 2040 Comprehensive Plan. Such endorsement includes the County's policies of maintaining the viability of the agricultural economy; preserving the historic rural character of Carver County by protecting farmland and open spaces; directing residential, industrial, and commercial growth to the municipalities; and supporting the growth and identity of municipalities in an organized and efficient manner. The City of Chaska believes the City's 2040 Comprehensive Plan is consistent with and supports the implementation of Carver County's 2040 Comprehensive Plan.

OPEN SPACE LAND USES

Goal

Preservation of an extensive open space network that protects and connects Chaska's abundant and diverse natural resource features.

Policies

1. The remaining portions of the East Chaska Creek drainageway system that are not currently owned or controlled by the City of Chaska and the portions of the West Chaska Creek drainageway system in Chaska should be preserved for their functional and amenity values through development regulations and conservation/scenic easements obtained at the time of development.
2. The planning of urban development in the vicinity of the creek drainageway systems should promote the positive influence of that system to be extended outward to the maximum extent possible.
3. The City of Chaska recognizes the Bluff Creek Watershed Natural Resources Management Plan (1996) and the Bluff Creek Overlay District (1998), which were prepared and adopted by the City of Chanhassen, as means to preserve the Bluff Creek Corridor. The intent of this plan and overlay district is to preserve this natural resource corridor through protection of significant natural resources and environmentally sensitive development.
4. Preserve the natural resources of the southwest Chaska growth area, including the West Chaska Creek drainageway system, wooded steep slopes, wetlands, remnant "Big Woods" and other significant wooded areas, as part of the community's creek/ravine open space system.

5. Enhance, expand and better connect the Minnesota River Valley open space amenities by developing collaborative relationships with the organizations and visitors associated with the Minnesota Valley National Wildlife Refuge and the Minnesota Valley State Recreation Area, such as the USFWS, MN DNR, and Friends of the Minnesota Valley.
6. Expand connections between Chaska's open space network and the MN Landscape Arboretum through a collaborative relationship between the City, Arboretum, and adjacent property owners.
7. Strengthen the integration of and connections to the community's natural lakes and three clayhole lakes within the open space network to capitalize on their heritage and recreational values.

RESIDENTIAL LAND USES

Goal

Provide an adequate supply of land to accommodate projected future residential development.

Policies

1. Growth of 4,188 households (41.8% increase) from 2017 to 2040 for an average of approximately 182 new housing units per year.
2. Ensure that necessary municipal services (sewer, water, drainage, and streets) are provided at appropriate locations in advance of anticipated residential development.
3. Support the Metro Council's Thrive MSP 2040 Plan, which focuses on efficient use of land and resources including requiring average residential densities of three (3) to five (5) dwelling units per net acre, on average, in new developments.
4. Protect residential developments from adverse impacts such as noise, glare, odor, and air pollution.
5. Integrate sidewalks and trails into residential neighborhoods that also provide attractive, convenient and safe connections to community destinations and regional trails.
6. Reserve the land along the east side of Hundertmark Road between Hazeltine Boulevard and Pioneer Trail, which is guided for Mixed Residential, primarily for residential land uses. The 6-7 acres at the northeast corner of Hundertmark Road and Pioneer Trail could also integrate neighborhood commercial and office uses that are compatible with the adjacent residential development, open space, and public/private golf courses into this primarily residential area. Since this area is outside the designated Highway 41/Pioneer Trail community retail/service center and intended as a transition area to adjacent residential neighborhoods, open space and recreation areas, non-residential uses should be limited to offices and small-scale services/retail. Appropriate small-scale services/retail includes, but is not limited to State licensed day care center, pharmacy with drive-thru, bank with ATM/drive-thru, laundry/cleaner, barber/beauty shop and similar personal services, specialty grocery, restaurant without drive-thru, veterinarian, clinic, and similar uses up to a maximum of 15,000 sq. ft. for an individual establishment. A highway-oriented strip commercial building is not appropriate for this primarily residential area. Due to the location of a City well in this area,

protecting the aquifer is required. Commercial land uses that present a potential risk to the aquifer are prohibited, such as fuel or auto-related businesses.

DOWNTOWN AREA LAND USES

Goal

The downtown area is revitalized as the hub of community destinations and gathering places that reflect and celebrate Chaska's historic character, traditional small town atmosphere and values.

Policies

1. Infill development, redevelopment, and public space and infrastructure investments in downtown should generally conform to the Downtown Master Plan's guidance, including its vision, guiding principles, downtown destinations & connections concepts, land use plan map, market positioning objective/strategies/priorities, redevelopment priorities and strategies, and three catalyst redevelopment site concepts.
2. Continue to promote and support activities that will assist in revitalization/expansion of the historic downtown area by making it a more desirable place to shop, do business, to live in, and to visit.
3. Manage, improve and market the provision of downtown parking facilities, in partnership with private redevelopment, to ensure that downtown's parking facilities are located in a convenient and efficient manner, using parking strategies and high quality design appropriate to an urban and historic downtown environment. Surface parking lots, particularly those that dominate a street frontage, should be limited in the downtown core in order to preserve downtown's traditional character of side-by-side buildings along the streets. On-street parking should be maximized. Major redevelopment projects should provide structured parking on-site.
4. Preserve and strengthen the role of downtown as the center of community identity and activity. Facilities that collectively add to downtown's vitality and identity include the preservation of City Hall, Carver County Library, City Square, Chaska History Center, Carver County Government Center, post office, churches, schools, farmer's market and medium/high density housing. The many civic functions that are held in downtown such as River City Days are very important ingredients of a vibrant city center.
5. Promote development of additional medium and high density housing in appropriate locations within convenient walking/driving distance of the downtown area as a means to strengthen its vitality and customer base.
6. Establish the geographical expansion limits of the historic downtown commercial core, generally recognizing Walnut Street as the east edge and Pine Street as the west edge. The exception is the west side of Pine Street north of 4th Street, which may be appropriate for non-residential re-use.
7. Encourage the continued restoration/rehabilitation of downtown Chaska's historic buildings, particularly those constructed of "Chaska brick" from the City's early brickyards. New buildings should be consistent with neighboring buildings and the historic character of downtown

relative to materials, size, scale, color and character. Promote use of the Historic Downtown Chaska Design Guidelines for relevant historic buildings.

8. Increase downtown street connectivity by maintaining the downtown street grid, restore the grid in the northeast quadrant of downtown where feasible, and adding street connections across Chaska Blvd/CSAH 61.
9. Strive to create a highly attractive, convenient and safe walking and bicycling environment in downtown. A complete connected network of sidewalks, paseo alleys, trails, and bike facilities that draws residents, employees and visitors to downtown and enables them to easily move around downtown without driving once they are there. This network should include strong connections to the surrounding city and regional trails network.
10. Promote mixed use and higher density redevelopment in the downtown core that will strengthen downtown as a place to live, work and play. Redevelopment projects need to complement downtown's existing traditional character in terms of building location (street-oriented, close to the sidewalk), height, massing, and architecture.
11. Retain and support expansion or relocation of public institutions within downtown in order to maintain and strengthen downtown's role as the hub of community destinations and gathering places.
12. Allow professional service/office uses within existing residential structures located on the west side of Pine Street and east side of Walnut Street.

COMMERCIAL LAND USES

Goal

Provision of complementary traditional downtown, community and neighborhood commercial centers that are accessible from arterial/collector streets, convenient for community residents and workers, and designed as high quality commercial destinations.

Policies

1. Support the provision and expansion of a full range of commercial goods and services for the resident and working population of the Chaska area. Local businesses should be located, structured and marketed to most effectively compete with neighboring trade centers, as opposed to competing within the City.
2. Balance the desire to provide a full range of commercial goods and services for the residents of the Chaska area, with the corresponding desire to achieve and protect a quality residential environment, and a high-quality image of the City for motorists that travel to, from and through the City.
3. Concentrate the bulk of Chaska's commercial development in two community retail/service areas — the historic downtown Chaska area serving southern Chaska and the Highway 41/Pioneer Trail area serving northern Chaska. This basic plan should be complemented by a limited number of smaller neighborhood retail/service areas, together with a few areas of highway-oriented general development along Chaska Boulevard (CSAH 61) frontage and at key highway intersections.

4. Reserve the 25-acre triangle and proximate area formed by Chaska Boulevard (CSAH 61) and Engler Boulevard (CSAH 11) at the east entrance to the City for general or specialized commercial development. Access to this area is very good but it is at the edge of residential development; hence, highway-oriented facilities that are strong enough to generate their own trade would appear to be most appropriate. Development of this area at the City's east entrance should be carefully planned to ensure a high quality image and to minimize traffic hazards/congestion along the highways. Development controls through the Planned Commercial Development process should be used. A frontage road or similar local service road should be installed for direct access to businesses as opposed to driveways off the arterial routes. This 25-acre site would also be appropriate for some mixed-use development including limited industrial development such as office/ warehouse and office/showroom.
5. Prohibit highway-oriented commercial development in strip fashion along the City's arterial and collector street system.
6. The designated commercial land southwest of the Highway 212/Engler Boulevard intersection shall be neighborhood commercial that primarily serves neighborhood residents and business park employees. Neighborhood commercial is oriented to the local trade area rather than community or regional markets and commercial uses should not be larger than 70,000 square feet in size.
7. The potential commercial development that could occur along CSAH 44 east of the future Highway 212 interchange shall be neighborhood commercial. Site and building design should be walk/bike-friendly with convenient connections from the adjacent neighborhoods. Commercial uses should not be larger than 70,000 square feet in size.

BUSINESS LAND USES

Goal

Provision of business centers for sustaining the City's economy, providing employment opportunities, and expanding the tax base.

Policies

1. The City of Chaska shall continue to help provide an economic climate that stimulates business creation and innovation.
2. The City of Chaska shall continue to work closely with existing businesses with a view toward encouraging and assisting them to remain, expand or relocate in Chaska.
3. Potential unmet needs of both employers and employees in Chaska shall continue to be identified in terms of labor force, housing, commercial services, public facilities and services, and transportation/transit facilities and services. The City shall assist in meeting such needs where possible.
4. The northeast area consisting mainly of five contiguous industrial/business parks shall be filled out and maintained as a high quality employment center. The original Jonathan Industrial Park should be upgraded where individual sites are at variance with the area's overall positive environment.

5. The Highway 41 frontage in upper Chaska shall be encouraged to continue to develop with quality commercial, office, industrial, and corporate headquarters users, in a manner that will preserve a positive City image, and that will minimize traffic hazards/congestion on Highway 41. The frontage south of the Twin Cities and Western Railroad shall be limited to non-manufacturing uses to ensure compatibility with the residential/recreational character of the surrounding area.
6. The SW Chaska business park area along Highway 212 shall be reserved for large site, high-quality light business park development at such time that market conditions, infrastructure, and land acquisition are in place to accommodate such development. This business park area is intended to attract a higher number of jobs per acre, higher site development densities, and higher site/building design quality. Businesses should provide a greater diversity of employment opportunities that are generally high-skilled, head-of-household and living-wage jobs. Since the area is owned by a number of different farmers, investors or developers, the City will need to assume a proactive role in the business park's planning and development.
7. Partner with the State of Minnesota to develop infrastructure and incentives to attract high-quality bioscience, medical and technology businesses to the Chaska Biotech Center.
8. Reserve land in the northeast quadrant of new Highway 212 and Highway 41, which contains about 15 acres to be accessed off of Hundertmark Road, for business park uses. Since this site is located at a new major entrance into the community and is highly visible, high-quality building and site design will be required. It is anticipated that the primary land use at this corner would be a higher density office or medical building. Accessory retail uses that complement the principal use would be acceptable, as long as these accessory uses are developed in conjunction or after the principal use and do not generate heavy traffic demands onto Hundertmark Road, a residential collector street.
9. Restrict the type of development on the unique three-acre parcel at the north end of Lake Grace to office uses that will capitalize upon the panoramic views of the adjacent lake.
10. In areas where industrial, office, or business park uses are proposed for development adjacent to existing or planned residential areas, the City will require that a sufficient buffer area and strategy be part of the development proposal.

PLANNED NEIGHBORHOOD DEVELOPMENT

Goal

New residential developments offer greater variety in the types of residential neighborhoods available to Chaska residents through the use of Planned Development Districts, Neighborhood Home Owners' Associations, and Traditional Neighborhood Development.

Policies

1. Planned Development Districts (PDDs) that provide common neighborhood amenities, including but not limited to parks, trails, and open spaces, and/or non-standard street designs, will be required to create a home owners' association for ownership and maintenance of these quasi-public facilities.

2. Once quasi-public facilities such as parks, trails, open spaces, streets, and utilities are established as part of a planned unit development or subdivision approval, the City of Chaska will not entertain taking over ownership or maintenance of these facilities as public facilities, unless it is concluded that significant inequities exist within the community, in which case the City would seek to resolve such inequities.
3. The inclusion of Traditional Neighborhood Developments (TNDs) into the community fabric requires modifications from existing policies and ordinances, since the intent of these areas are to create “urban-centers” rather than “suburban-enclaves”. The City will continue to review its policies and ordinances to ensure that there are appropriate mechanisms that will allow for these developments, while still requiring good design standards and protecting the health, welfare and safety of the general public. The creation of unique Planned Residential Development (PRD) and Planned Multi-Use Development (PMD) Districts will be used to establish the desired standards and design guidelines for future Traditional Neighborhood Developments.
4. The following development areas should be considered as being eligible for TNDs: Downtown Chaska, Riverwoods, Brickyard Clayhole Lake area, Clover Ridge, and the SW Chaska growth area.

HERITAGE PRESERVATION

Goal

Chaska’s historic resources are preserved, protected, and used in ways that enhance the community’s cultural, economic, and functional vitality.

Policies

1. Promote the preservation and continued use of Chaska’s designated historical and architectural resources for the education and general welfare of the people of the City of Chaska.
2. Promote the benefits of heritage preservation as a tool for increasing the economic, cultural, and functional vitality of historic downtown Chaska.
3. Investigate increasing the City’s inventory of locally and nationally designated historic resources, using the eight (8) historic contexts from the City’s adopted Historic Context Study and accompanied by expanded interpretation of these resources.
4. Identify and evaluate more recent potential historic resources for future studies and designation, such as the original Jonathan development, Hazeltine Golf Course, Chaska Cubs athletic park, and the river levee.
5. Provide educational, financial, technical, and regulatory assistance to ensure the preservation of the City’s historic resources.
6. Explore the potential for creating a downtown heritage preservation plan that links heritage preservation with economic development, public improvements, redevelopment, and placemaking.
7. Explore the potential for expansion of the Walnut Street National Historic District, e.g. East Second Street contains a concentration of locally designated historic buildings.

SOLID WASTE MANAGEMENT

Goal

Solid waste management is done in an environmentally responsible and cost effective manner in coordination with the County and State programs.

Policies

1. The City of Chaska strongly supports waste reduction, reuse, recycling, composting, and resource recovery as the preferred municipal solid waste management methods to decrease the region's dependence on landfills.
2. The City of Chaska strongly supports the strategies, initiatives, and outcomes of the Carver County Solid Waste Master Plan 2012-2030.
3. The City of Chaska will continue to work closely with Carver County in its on-going efforts to plan and implement a viable and acceptable solid waste management program, including the updating of the Solid Waste Master Plan.

Chapter 5. Housing

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HOUSING VISION

It is the Vision of the City of Chaska to provide a balanced housing supply to meet the varied needs of residents of all ages and socio-economic circumstances.

EXISTING HOUSING CHARACTERISTICS

Chaska currently contains a wide variety of housing. This section analyzes the present housing stock (July 2018), past trends, and future needs.

HOUSING TYPES

The breakdown of housing units by type and their increase between 1980, 1990, 2000, 2010 and 2017 is shown in TABLE 5.1 below.

TABLE 5.1: HOUSING TYPE 1980-2017

	1980		1990		2000		2010		2017	
	No.	%	No.	%	No.	%	No.	%	No.	%
Single-Family Detached	1,441	46.50%	2,060	46.02%	3,642	58.48%	4,968	53.48%	5,700	55.37%
Single-Family Attached	N/A	N/A	498	11.13%	660	10.60%	1,605	17.28%	1,699	16.50%
Manufactured Homes	651	21.01%	774	17.29%	659	10.58%	682	7.34%	669	6.50%
Multi-Family	1,007	32.49%	1,144	25.56%	1,267	20.34%	2,035	21.91%	2,227	21.63%
Total	3,099	100.00%	4,476	100.00%	6,228	100.00%	9,290	100.00%	10,295	100.00%

*Includes all dwellings with two or more units and apartments in non-residential buildings.

Source: U.S. Census, City of Chaska

- » Not surprisingly, single-family detached housing comprises the largest percentage of Chaska's housing inventory at 55 percent of the total housing units in 2017. This percentage is down somewhat from the height in 2000, but higher than the percentage in 2010. This suggests that the early 2000's experienced a surge in other types of housing, but since 2010, most housing growth has been single family detached homes.
- » Single-family attached housing includes duplexes and separate entry townhouses, although the U.S. Census data has handled these housing types in different ways over the years. This type of housing in Chaska only increased slightly in number of units between 2010 and 2017, but due to growth of other types of housing in the city, actually resulted in a lower percentage of total housing in 2017.
- » Multiple-family housing includes apartments, condominiums, and housing in mixed-use buildings. Such units may be either owner- or renter-occupied. In 2010 there were 2,035 multiple-family housing units in Chaska. By 2017 the number had increased slightly to 2,227 units.
- » The percentage of manufactured homes, which are located primarily in two manufactured home parks, has decreased from 21 percent in 1980 to 6.5 percent in 2017. By comparison, manufactured homes comprised only 1.2 percent of the metro region's total housing units in 2017.

HOUSING PERMIT TRENDS

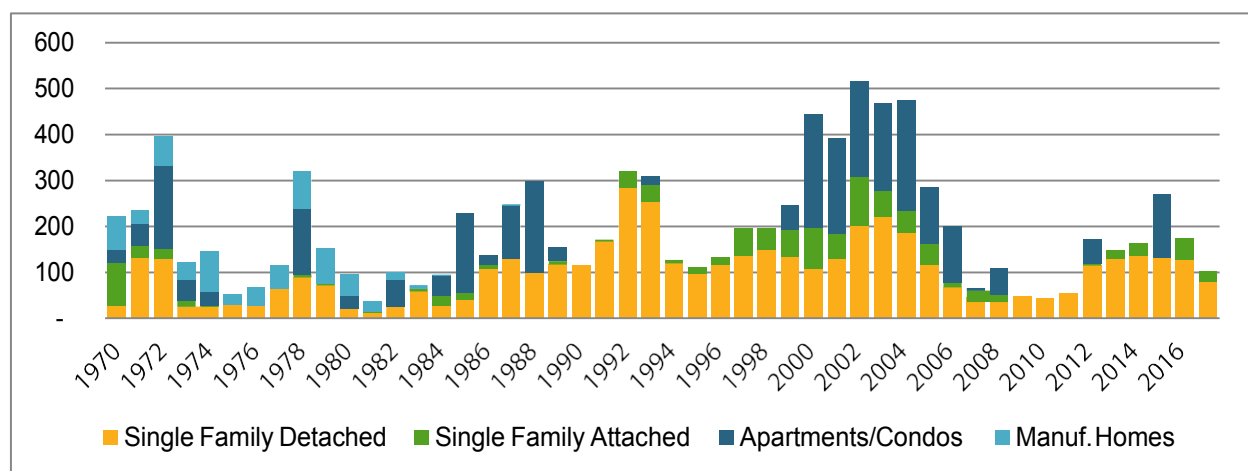
The number of residential building permits (housing starts) in Chaska by year since 1970 is shown in FIGURE 5.1 and

TABLE 5.2. Looking at the fluctuation over time, it's seen that the height of single-family detached construction was in the early 1990s, with smaller peaks in the early 2000s and mid-2010s. The years between 2000 and 2007 saw significant building of apartments and condos.

Very little residential building permits were started in the Great Recession (2008-2012); since then there has been some modest resurgence in housing starts.

Notably, the city has not seen any building permits for new manufactured housing since the early 1980s, as no new manufactured home parks have been established since then. The continuation of these neighborhoods will require programs specifically focused on upkeep and maintenance for manufactured home residents.

FIGURE 5.1: TOTAL CHASKA HOUSING STARTS BY TYPE



Source: City of Chaska and Metropolitan Council

TABLE 5.2: PERCENTAGE BREAKDOWN OF CHASKA HOUSING STARTS BY TYPE

Decade	Single Family Detached	Single Family Attached	Apartments / Condos	Manuf. Homes
1970-1979	34.15%	9.00%	25.91%	30.93%
1980-1989	43.78%	4.01%	45.48%	6.73%
1990-1999	81.52%	14.75%	3.74%	0.00%
2000-2009	38.62%	14.64%	46.74%	0.00%
2010-2017	72.38%	10.57%	17.05%	0.00%
1970-2017	51.44%	11.40%	30.05%	7.11%

Source: City of Chaska and Metropolitan Council

HOUSING AGE

Since Chaska is an older established community as compared to most of the newer suburban communities, it is logical that the age of its housing is also older than most suburbs. Just over 25% of homes were constructed before 1980 and about eight percent of homes were built before 1960. On the flip side, the huge housing growth spurt since 2000 accounts for more than 40% of Chaska's housing (4,132 housing units).

TABLE 5.3: HOUSING AGE

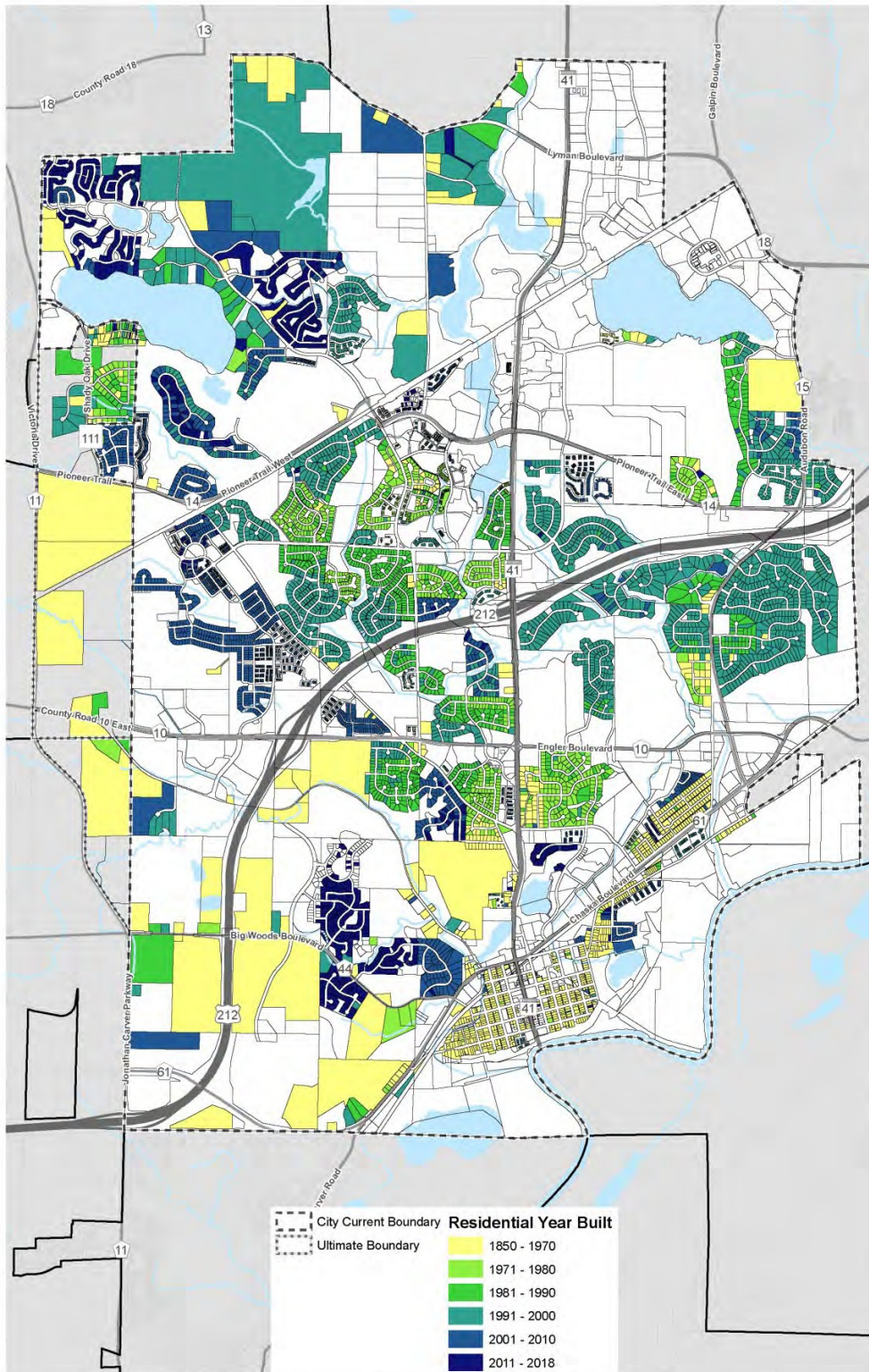
Year Built	Number of Housing Units	% of Total
2010 to 2017	1,126	10.94%
2000 to 2009	3,006	29.20%
1990 to 1999	2,320	22.54%
1980 to 1989	1,097	10.66%
1970 to 1979	1,557	15.12%
1960 to 1969	421	4.09%
1940 to 1959	330	3.21%
1939 or earlier	438	4.25%
Total Housing Units	10,295	100.00%

Source: Carver County

As an older established community that has seen multiple waves of housing growth over time, Chaska benefits from having a variety of housing types simply based upon the varying development periods, from traditional small town downtown houses to Jonathan's modernist housing to more typical suburban housing to Clover Ridge's neo-traditional housing.

Chaska's significant inventory of older housing, particularly downtown, presents greater demands for significant housing maintenance and rehabilitation efforts to preserve healthy and desirable neighborhoods.

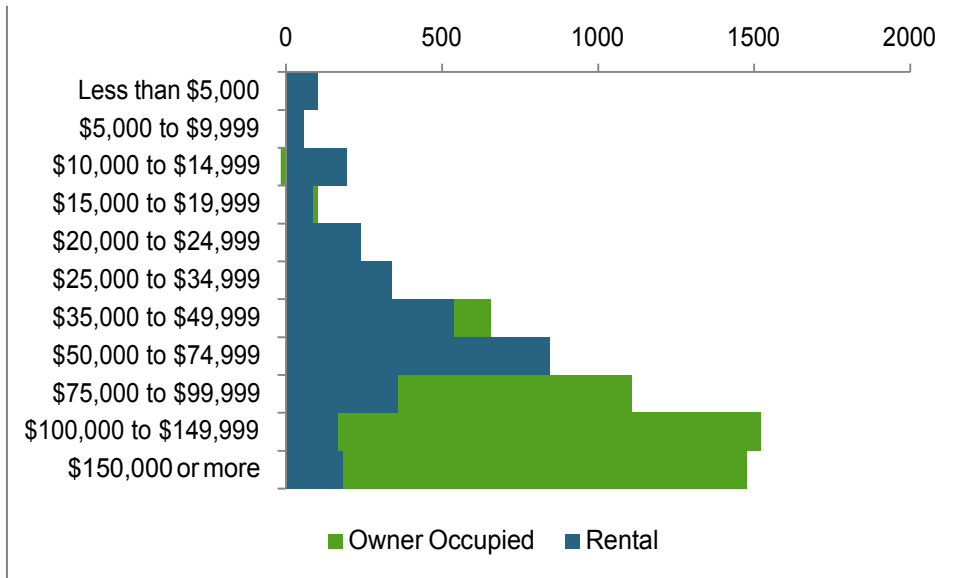
FIGURE 5.2: HOUSING YEAR BUILT



HOUSING COSTS

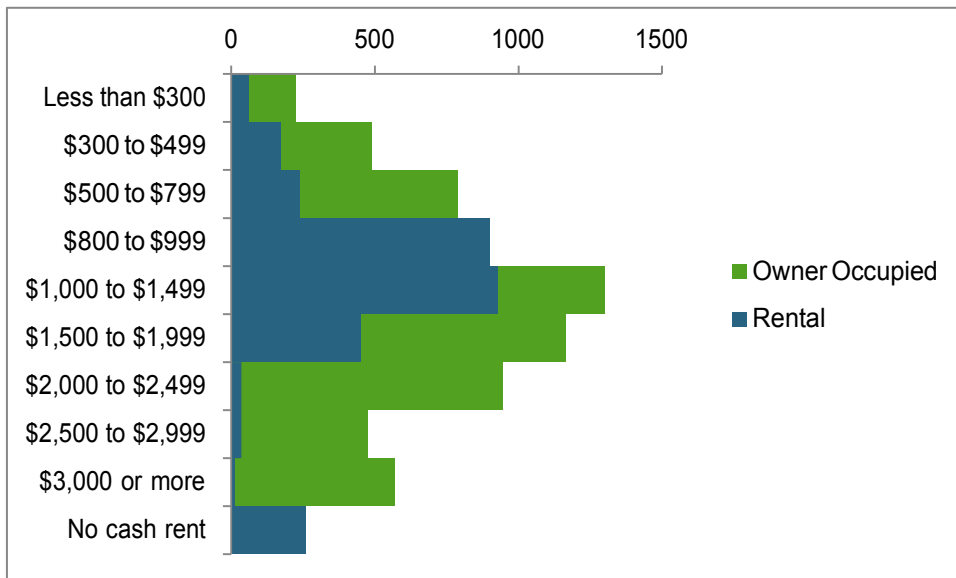
The cost of housing is typically the most significant expense in a household's budget. According to the American Community Survey, the median value for an owner-occupied home in 2016 in Chaska was \$243,700 and the median household income in Chaska was \$76,673. The median gross monthly rent in 2016 dollars was \$1,020.

FIGURE 5.3: HOUSEHOLD INCOME IN 2016, BY TENURE TYPE



Source: American Community Survey, 2012-2016 Estimates

FIGURE 5.4: MONTHLY HOUSING COSTS IN 2016, BY TENURE TYPE



Estimated Market Value

FIGURE 5.5 represents 2016 estimated market values for owner-occupied housing units as presented by the Metropolitan Council. As seen in the graphic, a number of owner-occupied homes in Chaska are \$243,500 or less in value, which is considered the “affordable” threshold for owner-occupied homes. Many of these units are those that are considered “Naturally Occurring Affordable Housing” or NOAH. NOAH are market-rate units, typically older homes on small lots, that are affordable to moderate income (80% Area Median Household Income) households. These affordable homes are found mostly in central and southern Chaska, as well as within the downtown area.

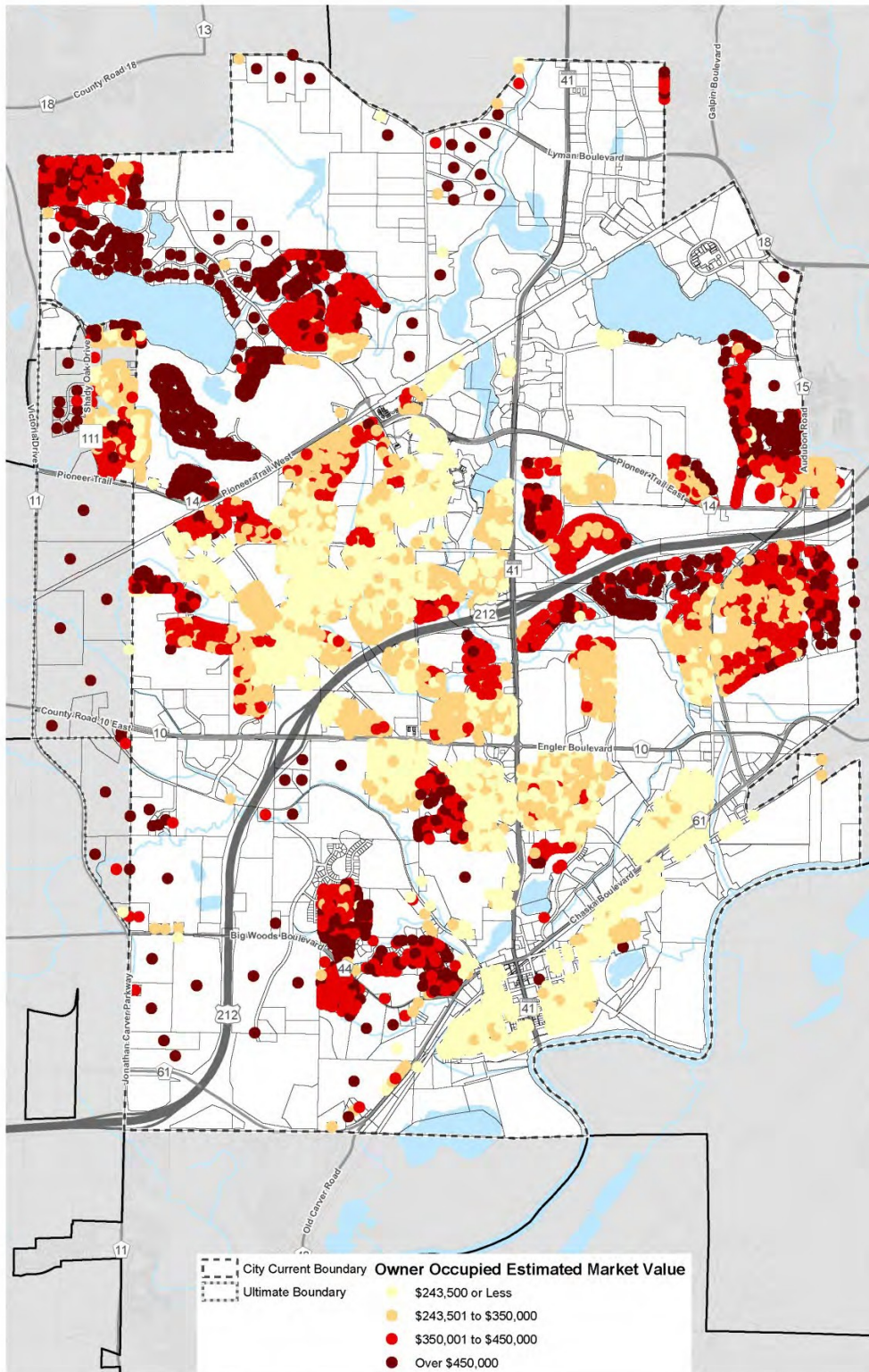
As seen in TABLE 5.4, Chaska’s median owner-occupied estimated market value is more affordable than many neighboring communities, and more affordable than Carver County as a whole. However, Chaska’s median owner-occupied estimated market value is less than the median for the entire Twin Cities Metropolitan Region.

TABLE 5.4: MEDIAN VALUE OF OWNER-OCCUPIED HOMES, 2016

City	Estimated Market Value
Chaska	\$243,700
Carver	\$243,700
Chanhassen	\$339,800
Eden Prairie	\$319,400
Minnetonka	\$301,400
Victoria	\$394,800
Waconia	\$252,200
Carver County	\$277,600
Total Metro Area	\$220,700

Source: 2012-2016 ACS Estimates

FIGURE 5.5: ESTIMATED MARKET VALUE OF OWNER OCCUPIED HOMES



Housing Cost Burden

The cost of housing is typically the most significant expense in a household's budget. A residence is considered "affordable" when 30% or less of the household's gross income is spent on housing. If a household spends more than 30% of their gross income on housing, it is experiencing a "Housing Cost Burden." According to the Metropolitan Council, Chaska has the following breakdown of households experiencing housing cost burden, as seen in TABLE 5.5.

TABLE 5.5: HOUSING COST-BURDENED HOUSEHOLDS, 2016

	Number of Households	% of Total Households
Income at or below 30% of AMI	876	8.92%
Income 31% to 50% of AMI	651	6.63%
Income 51% to 80% of AMI	625	6.36%
Subtotal at or below 80% AMI	2,152	21.91%
Total Households	9,823	100.00%

Source: Metropolitan Council, 2018

Another important aspect when looking at housing costs is the total number of households that are cost burdened, and what their tenure looks like. As seen in TABLE 5.6, 22.7% of all households in Chaska spend more than 30% of their monthly household income on housing costs, according to the American Community Survey. But, the percentage significantly rises when looking at just renters. 33% of rental households in Chaska experience a housing cost burden; this trend is not unique to Chaska, however, tools should be looked at to decrease housing burden for renters.

TABLE 5.6: PERCENT OF HOUSEHOLDS EXPERIENCE HOUSING COST-BURDEN, BY INCOME LEVEL, 2016

Household Income	All Households	Owner Occupied Households	Renter Households
> \$20,000	5.10%	2.80%	9.70%
\$20,000 - \$34,999	6.60%	2.60%	14.90%
\$35,000 - \$49,999	4.40%	3.80%	5.80%
\$50,000 - \$74,999	4.10%	4.70%	2.90%
\$75,000 <	2.50%	3.70%	0.00%
Total	22.70%	17.60%	33.30%

Source: American Community Survey, 2012-2016 Estimates

Unit Affordability

As seen in TABLE 5.7, the city has a limited number of housing units that are considered affordable to very low income households (those households with 30% or less of the Area Median Income [AMI]). Very low-income households are the most difficult to find units that are affordable, as they often require public subsidy to house at an affordable threshold. There are a fair number of homes considered in the affordable range for low-income households (31% to 50% AMI) and moderate-income households (51% to 80% AMI).

TABLE 5.7: EXISTING AFFORDABLE HOUSING, 2016

	Units Affordable to Households	% of Total Housing Units
Income at or below 30% of AMI	948	9.38%
Income 31% to 50% of AMI	1,808	17.89%
Income 51% to 80% of AMI	3,989	39.48%
Total Housing Units	10,105	100.00%

Source: Metropolitan Council, 2018

Publicly Subsidized Housing

Sometimes the cost of housing is so out of reach for individuals or families that the only way to make a unit affordable is through public subsidy. TABLE 5.8 shows the number of publicly subsidized units currently in Chaska.

TABLE 5.8: PUBLICLY SUBSIDIZED HOUSING UNITS, 2016

	Units
Publicly Subsidized Senior Units	266
Publicly Subsidized Units for People with Disabilities	5
Publicly Subsidized Units: All Others	456
All Publicly Subsidized Units	727

Source: Metropolitan Council, 2018

HOUSING TENURE

According to the Metropolitan Council, in 2016 Chaska had 6,921 housing units (68.5%) that were owner-occupied and 3,184 units (31.5%) that were rental units. Chaska's proportion of rental housing decreased significantly in the 1990s from 31 percent to 25 percent in 2000. This decrease was due to rental units comprising only about 11 percent of the total housing starts in the 1990s. Historically, Chaska's share of renter-occupied housing was also relatively high in 1980 (27%) and 1970 (30%). The recent resurgence of rentals within the city could be a reflection of an increasing number of renters after the Great Recession (2008-2012).

TABLE 5.9 compares Chaska's 2016 median rent prices to other south and west metro communities and to the metro average. Chaska's median rent price is higher than Carver County and the Metropolitan Region as a whole and right in the middle of most neighboring communities.

TABLE 5.9: MEDIAN MONTHLY RENT COMPARISONS, 2016

City	Monthly Rent	% Renter Occupied
Chaska	\$1,020	33.1%
Carver	N/A	8.0%
Chanhassen	\$1,215	13.4%
Eden Prairie	\$1,237	27.4%
Minnetonka	\$1,216	30.4%
Victoria	\$940	8.0%
Waconia	\$871	23.1%
Carver County	\$976	20.2%
Total Metro Area	\$963	N/A

Source: 2012-2016 ACS Estimates

Age of Renters

The age profile of Chaska renters in 2016 was similar to Carver County as shown in TABLE 5.10. Not surprisingly, the largest rental age group was the 35-64 group at nearly 50 percent of total renters, which is slightly higher than Carver County as a whole. It is also notable that young renters, ages 15-34, make up a higher proportion of Chaska's renters than Carver County.

Seniors (65 and over) make up a smaller portion of the renters in Chaska than they do in the County as a whole. This is surprising, given the number of senior living facilities established in the city.

TABLE 5.10: AGE OF RENTERS, 2016

Age Bracket	% of Total Householders*	
	Chaska	Carver County
15-34	31.00%	28.80%
35-64	49.30%	47.50%
65 +	19.90%	23.80%
Total	100.00%	100.00%

Source: 2012-2016 ACS Estimates

* Head of Rental Household

Rental Occupancy Rates

According to the *Comprehensive Housing Needs Assessment for Carver County, Minnesota* prepared by Maxfield Research, Inc. in 2014, in that year, Chaska only has *nine* rental units vacant/available for rent. That is a rental vacancy of 0.7%; typically a healthy rental vacancy rate is around 5.0%. This means that in 2014 there was higher demand for rentals than supply available, which can cause monthly rents to increase and affordability of rental options to become even more difficult to achieve.

FUTURE HOUSING NEEDS

City of Chaska - 2040 Comprehensive Plan Chapter 5 - Housing

5-11

In the past, it was common to think of just two basic types of housing in Chaska and the Twin Cities metro area — apartments mainly for young people “just starting out” and single-family homes for couples with children, even if the children were grown and gone. As the City has grown in population, the diversity of its households has increased, including number of people per household, family types, ethnicity, income, and age. The City now contains a broader variety of housing types and will need to plan for the City’s long-term housing needs in terms of a broader range of housing types. As the City looks out to the year 2040, Chaska’s future housing demand will be significantly driven by the following housing factors:

- » **Need to provide housing for a growing population**
- » **Need to preserve, maintain, and upkeep existing housing**
- » **Need to provide housing options for a diverse population with varied housing needs**
- » **Need to provide housing options that are affordable to all residents**
- » **Need to advocate for fair housing**

PROVIDE HOUSING FOR A GROWING POPULATION

- » Between 2017-2040 Chaska is projected to add 9,659 more people and 4,188 more households (for an average new HH size of 2.31 people)
- » Chaska has adequate land supply for new residential development as well as redevelopment opportunities
- » As shown in the housing needs below, this growing population will also require a greater variety of housing options than previous decades

PRESERVE, MAINTAIN, AND UPKEEP EXISTING HOUSING

- » Chaska’s existing, well-built neighborhoods are what attracted many people to the city over the last several decades
- » Maintaining homes as they age, as well as maintaining the neighborhoods themselves can be a challenge
- » Many housing programs with the City and the CDA are aimed at home improvement and maintenance assistance (see implementation tools for more information)
- » The community’s existing manufactured home parks provide important affordable housing options within the region, and maintenance/upkeep assistance targeted at these neighborhoods may require different approaches than other neighborhoods
- » Historical structures throughout Chaska contribute significantly to the community’s sense of identity. The city has an interest in having historic buildings maintained and/or rehabilitated for cultural relevance as well as modern residential needs

PROVIDE HOUSING OPTIONS FOR A DIVERSE POPULATION WITH VARIED HOUSING NEEDS

Lifecycle Housing

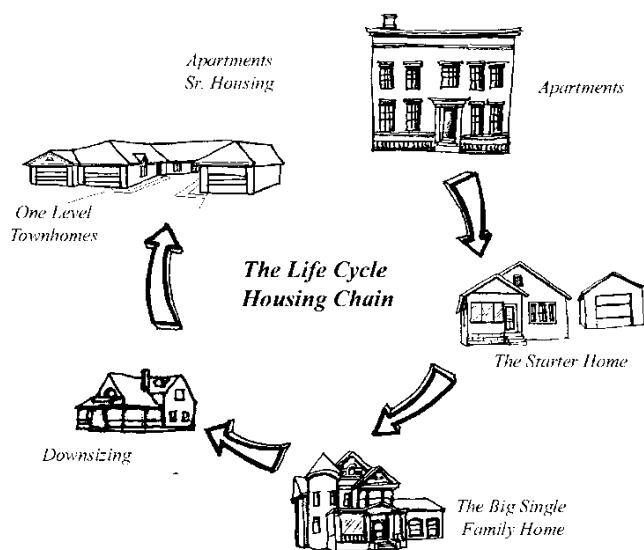
It is in a city’s best interest to plan for a variety of housing to meet the life-cycle needs of the area’s residents. Older people who wish to move from a house to an apartment or condominium often want

to stay in the community they are familiar with and in which they may have friends, family and other associations important to them. Similarly, young people growing up in a community may want to stay there when they move to an apartment or house. These moves may not be possible when the housing in a city is homogeneous in type and cost. A balance of housing to accommodate these needs contributes to a city's long-term viability.

TABLE 5.11: GENERAL STAGES OF LIFECYCLE HOUSING

Age	Stage
18-24	Household formation, generally renters
25-34	First-time home buyers, some renters
35-49	Move-up home buyers
50-64	Empty nesters, may move to smaller housing
65-74	Young Seniors, variety of housing options
75+	Older Seniors, often needing services and housing options

FIGURE 5.6: LIFECYCLE HOUSING DIAGRAM



This pattern, while not followed by all people, shows remarkable consistency for a majority of the population.

It is in a city's best interest to plan for a variety of housing to meet the life-cycle needs of the area's residents. Older people who wish to move from a house to an apartment or condominium often want to stay in the community they are familiar with and in which they may have friends, family and other associations important to them. Similarly, young people growing up in a community may want to stay there when they move to an apartment or house. These moves may not be possible when the housing in a city is homogeneous in type and cost. A balance of housing to accommodate these needs contributes to a city's long-term viability.

Some other considerations regarding lifecycle housing in Chaska include:

- » Many residents who moved as young families to Chaska in previous decades are looking to continue to stay in the community, but have different housing needs (empty nesters)
- » As everywhere else, Chaska's senior population (aged 65 years and older) is growing, and projected to continue to grow
 - Need for varying levels of assisted living
 - Desire for:
 - Active neighborhoods (connected to recreational opportunities)
 - Walkable neighborhoods
 - Smaller homes, single-floor living, low-maintenance housing
- » Shifting needs of younger generations
 - Desire more walkable, well-connected neighborhoods
 - Greater possibility of working from home
 - Amenities within their housing options
 - Less ability to buy first home

Increasingly Diverse Population

- » Over the last two decades, Chaska has become an employment and cultural center for Latino residents
- » Housing needs to address hurdles that may specifically impact these residents
 - English as a second language/non-English speaking
 - Immigration issues/documentation concerns
 - Intergenerational living/households beyond "typical" nuclear family

PROVIDE HOUSING OPTIONS THAT ARE AFFORDABLE TO RESIDENTS

- » Housing is often the largest expense for a household's income. "Affordable" means that housing costs do not exceed 30% of the household income
- » Housing has become less affordable over time at a national and regional level (higher & higher percentage of household income spent on housing costs)
- » Maintain "Naturally Occurring Affordable Housing"
- » Recognize existing manufactured home parks as an important provider of affordable housing within the region
- » Denser development *can* allow for lower cost per unit to construct
- » Housing that is affordable to those with the greatest need will not be able to be met by the private market, and require more intense subsidy programs to provide
- » Housing affordability for vulnerable populations is especially important

Affordable Housing Allocation

Through its regional planning efforts, the Metropolitan Council has prioritized housing affordability in the Thrive MSP 2040 Regional Policy. The Metropolitan Council determined the allocation of affordable housing needed to meet the rising need of affordable housing across the Twin Cities metropolitan area. Housing is considered "affordable" when no more than 30 percent of household

income goes to housing. As such, households with different income levels have different thresholds of “affordable.” The Metropolitan Council has selected the four-person household thresholds as a general measurement for affordable housing needs at each income level. This allocation of affordable housing need is calculated based on a variety of factors:

- » Projections of growth of households experiencing housing cost burden
- » Current supply of existing affordable housing, whether subsidized or naturally occurring
- » Disparity of low-wage jobs and housing for low-wage households within a community

Through these calculations, the Metropolitan Council has determined the Affordability Housing Need Allocation for Chaska between 2021 and 2030, as shown in TABLE 5.12.

TABLE 5.12: CHASKA’S ALLOCATION OF NEED FOR AFFORDABLE HOUSING 2021-2030

Household Income Level	Units
Income at or below 30% of AMI	249
Income 31% to 50% of AMI	156
Income 51% to 80% of AMI	166
Total Units	571

Source: Metropolitan Council, 2016

The way that communities accomplish this affordable housing allocation is by designating adequate vacant land or redevelopable land at minimum densities (units/acre) that are high enough for affordable housing to be an option. The idea is that the more units per acre allowed on a site, the less cost per unit to be built. This makes the development an option for both affordable housing and market-rate developers. The affordable housing allocation does not mean that the city must force the building of this many affordable units by 2030. Rather, through future land use guidance, the city needs to ensure that the opportunity for affordable housing exists by having adequate vacant or redeveloped land guided for higher densities to meet the stated share.

In order to determine if Chaska can achieve the calculated number of units, which residential future land use designations count towards Affordable Housing Allocation Need must be identified. According to the Metropolitan Council, any residential future land use designation that has a minimum density of six units per acre or more can count towards affordable housing allocation calculations for AMI 51%-80%; future land uses with minimum densities 12 units per acre or higher may count towards allocation for AMI at or below 50%. TABLE 5.13 features all residential future land use designations for Chaska and their minimum units per acre.

TABLE 5.13: CHASKA LAND USE DESIGNATIONS FOR AFFORDABLE ALLOCATION

Future Land Use	Min. Units/Acre	% Residential	Qualify?
Low Density Residential	2.0	100%	No

Medium Density Residential	6.0	100%	51%-80% AMI Only
High Density Residential	12.0	100%	Yes
Mixed Residential	3.0	75%	No
Downtown Mixed Use	12.0	50%	Yes

Source: City of Chaska, 2018

Vacant or redevelopable land designated as Medium Density Residential, High Density Residential, or Downtown Mixed-Use that is phased to be developed between 2021 -2030 may count toward affordable housing allocation calculations. As seen in TABLE 5.14, the net developable or redevelopable acres of each applicable land use for 2021-2030 have been multiplied by the minimum units per acre to determine the minimum number of units that could be developed on this available land. From this calculation, Chaska will be able to provide a minimum of 584 unit to meet the allocation of affordable need from 2021-2030.

TABLE 5.14: CHASKA LAND USE DESIGNATIONS FOR AFFORDABLE ALLOCATION

Future Land Use	Net Acres 2021-2030	Min. Units/Acre	% Residential	Units	Income Level
Medium Density Residential	26.41	6.0	100%	158	51%-80% AMI Only
High Density Residential	31.68	12.0	100%	380	80% AMI & Below
Downtown Mixed Use	15.58	12.0	50%	46	80% AMI & Below
Total	73.67			584	

Source: HKGI, 2018

ADVOCATE FOR FAIR HOUSING

- » City as an entity can champion fair and equal housing opportunities for all residents within the community

CHASKA HOUSING GOALS & POLICIES

HOUSING DIVERSITY

Goal

Provision of a diversity of housing opportunities to meet the needs of a diverse population in terms of age, lifecycle, household size, culture, ethnicity, race, income, and socio-economic situation.

Policies

1. Provide a balanced housing supply to meet the varied needs of residents of all ages, lifecycle stages, household sizes, cultures, ethnicities, and races, household income, and socio-economic circumstances in all geographic areas of the city, and to maintain a sustainable community in both social and economic terms. The City's future housing options should include a broad mix of housing style, size, price, and maintenance level options.
2. Promote the development of additional non-traditional housing types, such as condominiums, townhomes, and smaller single-family detached homes for aging residents and smaller households that may desire smaller units and perhaps less maintenance. The anticipated increase in senior households (65+) and smaller households may also increase future demand for rental apartments.
3. Support provision of housing types and services that encourage independent living for elderly people. Such housing types and services include apartments, townhomes, condominiums and cooperatives, as well as accessory dwelling units, shared housing, and personal care homes.
4. Support a substantial increase in development of multiple-family housing toward meeting the future multiple-family housing demand projected in the Carver County Comprehensive Housing Needs Assessment (2014) for 2020 through 2040.
5. Support the retention and upgrading of the City's current manufactured housing neighborhoods as a viable and attractive home ownership option.
6. Continue to encourage the development of higher density multiple-family housing types in a dispersed pattern throughout the community as opposed to designation of focused areas, which would create large concentrations of such housing.
7. Continue to support the development of new higher density multiple-family housing adjacent to high amenity natural sites such as woodlands, parks, lakes, creeks, ravine/open space system and golf courses. Dispersal of higher density multiple-family housing adjacent to natural amenities will help ensure quality residential developments that will be compatible with lower density single-family neighborhoods and will be more likely to maintain their value over the long term.
8. Continue to support the development of new higher density multiple-family housing in locations with convenient access to basic services, including stores, restaurants, services, parks, and transit.
9. Continue to encourage limiting the number of townhouses of any one-product line to approximately 75 units. Historically, townhouse projects in Chaska have limited their product lines to below this number, due to the smaller size of the parcels that were available. This limitation has helped provide the community with a variety of housing styles and prices and

made the associations less vulnerable to downturns in any one product line due to changes in the buying pattern of the general public.

10. Maintain a two-thirds owner/ one-third renter household mix through 2040 as shown in TABLE 5.15:

TABLE 5.15: HOUSING INCREASE FORECASTS, BY TENURE, 2016-2040

Tenure of Households	2016 Estimate		2040		Increase 2016-2040	
	No.	%	No.	%	No.	%
Owner-Occupied	6,250	66.9%	9,500	66.9%	3,250	52%
Renter-Occupied	3,089	33.1%	4,700	33.1%	1,611	52%
Total Households	9,339	100%	14,200	100%	4,861	52%

Source: Chaska Community Development Department

HOUSING AFFORDABILITY

Goal

Provision of housing options which are affordable to all residents of Chaska.

Policies

1. Continue to support the development of new rental and ownership housing which is affordable by low- and moderate-income households to accommodate the City's share of the regional affordable housing needs.
2. Continue to use housing development methods such as Planned Development Districts (PDDs), cluster development, and innovative site plans and building types to help conserve energy and resources used for housing.
3. Continue to work with Carver County CDA, regional, state and federal agencies, and non-profit housing organizations to obtain financial assistance for providing subsidized and more affordable housing for all income levels and age groups.
4. Creatively and cooperatively work with developers on residential projects that receive regulatory relief (i.e., increased residential acreages, increased densities, reduced right's-of-way, reduced pavement sections, private roads, reduced setbacks, fee waivers, and expedited processes, etc.) to provide housing opportunities for persons and families of low and moderate income by:
 5. Establishing sales prices or rents for housing affordable to low- and moderate-income households;
 6. Establishing maximum income limits for initial and subsequent purchasers or renters of the affordable units;
 7. Establishing means, including, but not limited to, equity sharing, or similar activities, to maintain the long-term affordability of the affordable units; and
 8. Establishing a land trust agreement to maintain the long-term affordability of the affordable units.

HOUSING REVITALIZATION

Goal

Older housing stock and neighborhoods receive reinvestment to ensure their revitalization as desirable places to live.

Policies

- » Encourage the revitalization in older neighborhoods as attractive living areas. Means to accomplish this include housing rehabilitation, street maintenance and reconstruction, preservation and upgrading of neighborhood facilities (parks, walkways, etc.) and traffic control.
- » Support revitalization of historic and traditional Chaska housing, particularly in the historic downtown Chaska area, for its historic small town character and identity, and also for the economic benefit of a solid population support base proximate to downtown businesses. Clusters of older housing outside of the historic downtown Chaska area should also be targeted for revitalization, such as the original Jonathan New Town neighborhoods, Stoughton Avenue, and Sandy Acres neighborhood.
- » Assist low and moderate income homeowners to obtain loans and grants from available sources for rehabilitation and updating of housing in Chaska's older neighborhoods.
- » Require plans for new residential areas to provide for the development of complete systems of supporting public facilities (parks, walkways, etc.), and to preserve significant natural amenities. To the extent possible, the creation of unified neighborhoods shall be encouraged.
- » Adopt and enforce necessary codes and inspection standards to prevent blight from occurring.
- » Support property tax policies, which encourage the maintenance and rehabilitation of both owneroccupied and rental housing.
- » Continue to support existing neighborhoods and neighborhood associations with Housing Improvement Area financing opportunities to make improvements to common areas and other maintenance needs.

FAIR HOUSING

Goal

Provision to provide for fair and equal housing opportunities to all persons in all housing opportunities and developments regardless of race, color, religion, gender, sexual orientation, marital status, status with regard to public assistances, familial status, national origin, or disability.

Policies

1. Provide accesstoFairHousing Information in an accessible and visible manner for city residents needing to find information about housing discrimination
2. Ensure understanding of fair housing laws, policies, and implications by all city staff and departments who deal with housing, and affirmatively further fair housing as a city directive.

Chapter 6. Transportation

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VISION FOR THE TRANSPORTATION SYSTEM

The purpose of the Transportation Plan is to provide the policy and program guidance needed to make appropriate transportation-related decisions when development occurs, when elements of the transportation system need to be upgraded, or when transportation problems need to be addressed. The Transportation Plan demonstrates how the City of Chaska will provide for an integrated transportation system that will serve the future needs of its residents and businesses, support the City's development plan, and complement the portion of the metropolitan transportation system that lies within the City's boundaries.

There are approximately xx miles of public roadways currently in the City of Chaska, approximately xx percent of which the City is responsible for operating and maintaining. In addition, transit service is provided within the City and the City maintains a comprehensive system of trails and sidewalks. Maintaining and improving this multimodal transportation system is important to the ongoing economic health and quality of life in Chaska and it is needed for people to travel easily and safely to work and other destinations, to develop property, and to move goods. To accomplish this purpose, the Transportation Plan:

- » Defines the density and distribution of future land uses and their relationship to the proposed local transportation system.
- » Develops a functional hierarchy of streets and roads and defines their access to the regional system to ensure that they support the existing and anticipated development of the area, serve both short trips and trips to adjacent communities, and complement and support the metropolitan highway system.
- » Establishes a system improvement program that ensures higher priority projects are constructed first, maintains a consistent and coherent process, and provides for adequate funding for all needed improvements.
- » Identifies appropriate transit services and travel demand management strategies for implementation in Chaska to increase the number and proportion of people who use transit or share rides and reduce the peak level of demand on the entire transportation system.
- » Identifies strategies and policies that need to be implemented to properly integrate the trail system, including pedestrian and bicycle, with the future roadway and transit system, to ensure the provision of trails in a sequence consistent with the development of the roadway system, and to create a rational network of sidewalks.

REPORT ORGANIZATION

The Transportation Plan is organized into the following sections:

- » Roadway System Plan
- » Transit System Plan
- » Bicycle and Trail System Plan
- » Freight System Plan
- » Aviation Plan
- » Implementation Plan

GOALS AND POLICIES

Guidance for the development of the City's Transportation Plan is provided by the Metropolitan Council's 2040 Transportation Policy Plan (TPP), the Carver County Comprehensive Plan, and the Carver County Parks, Trails, and Open Space Plan. The role of the Metropolitan Council is to coordinate large-scale transportation planning efforts to benefit the metropolitan region. As a metropolitan community, Chaska's role is to respond to Metropolitan Council's initiatives and coordinate with adjacent communities, while addressing its local responsibility to improve the quality of life for its citizens, and as a part of this process the City has proposed the following transportation goals and policies:

ROADWAY SYSTEM GOALS

- » Develop, manage and maintain a roadway network that supports and promotes modern infrastructure conditions and standards, as well as promoting safety and healthy, livable communities.
- » Ensure that the roadway network can efficiently move people and goods throughout the City and the region.
- » Maintain and manage traffic demand and levels of service to meet the challenges and opportunities from growth and development.
- » Build and develop partnerships through cooperation and coordination among jurisdictions.
- » Identify sustainable funding sources to maintain and operate the City roadway system.
- » Develop and/or refine City policies related to operations, safety, mobility, planning, and funding of the roadway system.

TRANSIT SYSTEM GOALS

- » Create a strong transit system by integrating the City into the existing regional system which will enhance growth and development.
- » Establish multi-modal transportation options for Chaska residents and workers to support a high quality of life, economic development, a diverse workforce and the needs of an aging population.
- » Recognize the importance of an integrated system of bus and trails to create non-auto options for Chaska residents and workers.
- » Accommodate and support trends in autonomous and connected vehicle technologies, as well as shared mobility.

PEDESTRIAN AND BICYCLE GOALS AND STRATEGIES

- » Prepare and implement a cohesive, effective, and efficient trail plan for the purpose of fostering the health and wellbeing of Chaska, its residents, and businesses by providing recreational and conservation lands sufficient to meet present and future needs.
- » Provide residents with parks and natural areas for recreational uses, protection of the natural environment and geographical characteristics of the county, as visual/physical buffering of land development, and as a means to maintain the sense of place, ambiance, appearance, and cultural and natural history of the County.

- » Provide residents with a high quality, interconnected trail and bikeway system for recreation, fitness, and transportation and as a means to tie parks and open spaces together with local communities.
- » Provide County residents with opportunities to engage in a variety of recreational activities that are enjoyable, in a physically attractive environment, and are affordable to citizens. In coordination with other local recreational services providers, the County will strive to provide residents with well-designed, effective, and interesting programs and services that complement other public and private providers.
- » Maintain an effective, ongoing means of communicating and interacting with residents about issues related to trails, recreation facilities, programs, and future development. To provide residents with the opportunity to participate in recreational activities and programs through the City and various public and private partners
- » Maximize the park, open space, trail, and recreational opportunities available to residents through the development of fair and equitable working partnerships between the City and other public agencies, local recreational program providers, local school districts, local cities and townships, and civic organizations.
- » To secure the funding necessary to carry out the vision of the Carver County Parks, Trails, and Open Space Plan.

FREIGHT GOALS

- » Support rail use along the current rail network.
- » Develop a roadway network that supports heavy commercial vehicles and removes bottlenecks to freight to reduce truck impact on the highway system.

ROADWAY SYSTEM PLAN

The roadway system in the City of Chaska is a significant component of its transportation network and an efficient and well-planned system will help the City meet the demands of its growing population and local economy. The City's roadway system features efficient access to the regional transportation roadway network with major corridors U.S. Trunk Highway 212 (TH 212) Trunk Highway 41 (TH 41) and several County State Aid-Highway (CSAH) and County Road (CR) corridors passing through the community. Industrial areas and economic centers in the City are located with nearby access to the metropolitan highway system, which reduces the impact of truck traffic on local roadways and minimizes the potential for disruption of neighborhoods. This section of the Transportation Plan will address key features of Chaska's roadway system including jurisdictional and functional classifications, roadway system improvements, existing and future traffic volumes, congestion, safety, and additional transportation components and policies.

JURISDICTIONAL CLASSIFICATION

Ownership of the City's roadway system is shared among the Minnesota Department of Transportation (MnDOT), Carver County, and the City of Chaska. MnDOT maintains the trunk highway system on behalf of the State of Minnesota, Carver County maintains the CSAH and CR systems, and the remaining public roadways within the City are owned and maintained by the City of Chaska. The

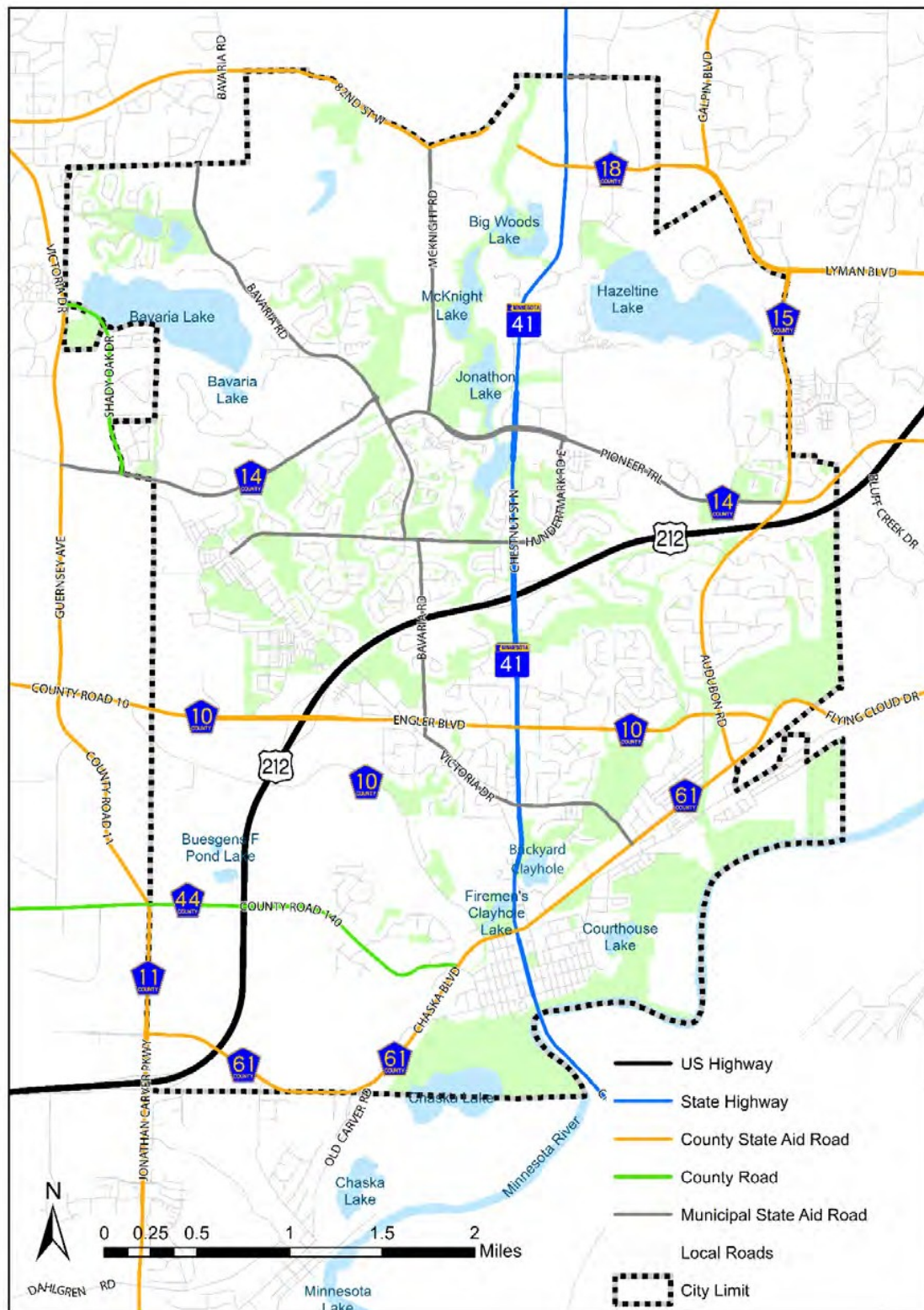
three jurisdictions coordinate in the planning and improvement efforts of the roadway system in Chaska. The existing jurisdictional classification map is shown in FIGURE 6.1.

The jurisdictional classification system is intended to maintain a balance of responsibility among the three governing agencies. It is organized around the principle that the highest volume and limited access roadways that carry regional trips are primarily maintained by MnDOT, the intermediate volume roadways that carry medium length trips are maintained by Carver County, and the local street system that provides access to individual properties is maintained by the City of Chaska. Occasionally, due to growth and development, changes in travel patterns or construction of new facilities, the jurisdictional classification needs to be adjusted to reflect changes in the way certain roadways are utilized. Currently, Carver County and the City are considering the following jurisdictional transfers:

Potential Transfers from Carver County to the City of Chaska:

- » 82nd Street W. (CSAH 18) from Bavaria Road to east of McKnight Road
- » Shady Oak Drive (CR 111) from Victoria Drive (CSAH 11) to Pioneer Trail (CSAH 14)

FIGURE 6.1: EXISTING ROADWAY JURISDICTIONAL MAP



FUNCTIONAL CLASSIFICATION

Roadway functional classification categories are defined by the way roadways serve the flow of trips through the overall roadway system. Within the Twin Cities metropolitan area, the Metropolitan Council has established detailed criteria to define roadway functional classifications, which are presented in TABLE 6.1.

TABLE 6.1: METROPOLITAN COUNCIL ROADWAY FUNCTIONAL CLASSIFICATIONS

Criteria	Principal Arterial	Minor Arterial and Other Arterial	Collector	Local Street
Place Connections	Connect regional job concentrations and freight terminals within the urban service area.	Provide supplementary connections between regional job concentrations, local centers, and freight terminals within the urban service area.	Connect neighborhoods and centers within the urban service area.	Connect blocks and land parcels within neighborhoods and within commercial or industrial developments.
Spacing	Urban communities: 2 to 3 miles. Suburban communities: Spacing should vary in relation to development density of land uses served, 2 to 6 miles.	Regional job concentrations: 1/4 to 3/4 mile. Urban communities: 1/2 to 1 mile. Suburban communities: 1 to 2 miles.	Job concentrations: 1/8 to 1/2 mile. Urban Communities: 1/4 to 3/4 mile. Suburban Communities: 1/2 to 1 mile.	As needed to access land uses.
System Connections	To interstate freeways, other principal arterials, and select A-Minor arterials. Connections between principal arterials should be of a design type that does not require vehicles to stop. Intersections should be limited to 1 to 2 miles.	To most interstates, principal arterials, other minor arterials, collectors and some local streets.	To minor arterials, other collectors, and local streets.	To a few minor arterials. To collectors and other local streets.
Trip-Making Service	Trips greater than 8 miles with at least 5 continuous miles on principal arterials. Express and highway bus rapid transit trips.	Medium-to-short trips (2 to 6 miles depending on development density) at moderate speeds. Longer trips accessing the principal arterial network. Local, limited-stop, and arterial bus rapid transit trips.	Short trips (1 to 4 miles depending on development density) at low-to-moderate speeds.	Short trips (under 2 miles) at low speeds, including bicycle and pedestrian trips. Longer trips accessing the collector and arterial network.
Mobility versus Land Access	Emphasis is on mobility for longer trips rather than direct land access. Little or no direct land access within the urbanized area.	Emphasis on mobility for longer trips rather than on direct land access. Direct land access limited to concentrations of activity including regional job concentrations, local centers, freight terminals, and neighborhoods.	Equal emphasis on mobility and land access. Direct land access predominantly to development concentrations.	Emphasis on land access, not on mobility. Direct land access predominantly to residential land uses.

Criteria	Principal Arterial	Minor Arterial and Other Arterial	Collector	Local Street
System Mileage	5-10%	10-15%	5-15%	60-75%
Percent of Vehicle Miles Traveled	15-35%	15-25%	10-25%	10-25%
Intersections	Grade separated desirable where appropriate. At a minimum, high-capacity controlled at-grade intersections.	Traffic signals, roundabouts, and cross-street stops.	Four-way stops and some traffic signals.	As required.
Parking	None	Restricted as necessary.	Restricted as necessary.	Permitted as necessary.
Large Trucks	No restrictions.	Candidates for local truck network, large trucks restricted as necessary.	May be candidates for local truck network, large trucks restricted as necessary.	Permitted as necessary.
Management Tools	Ramp metering, preferential treatment for transit, access control, median barriers, traffic signal progression, staging of reconstruction, and intersection spacing.	Traffic signal progression and spacing, land access management and control, preferential treatment for transit.	Number of lanes, traffic signal timing, land access management.	Intersection control, cul-de-sacs, and diverters.
Typical Average Daily Traffic Volumes	15,000 to 100,000+	5,000 to 30,000+	1,000 to 15,000+	Less than 1,000
Posted Speed Limit	40 to 65 mph	30 to 45 mph	30 to 40 mph	Max. 30 mph
Right-of-Way	100 to 300 feet	60 to 150 feet	60 to 100 feet	50 to 80 feet
Transit Accommodations	Transit advantages that provide priority access and reliable movement for transit in peak periods where possible and needed.	Transit advantages for reliable movement where needed.	Regular-route buses, transit advantages for reliable movement, where needed.	Normally used as bus routes only in nonresidential areas.
Bicycle and Pedestrian Accommodations	On facilities that cross or are parallel to the principal arterial with greater emphasis along transit routes and in activity centers. Crossings should be spaced to allow for adequate crossing opportunities.	On facilities that cross or are parallel to the minor arterial with greater emphasis along transit routes and in activity centers. Crossings should be spaced to allow for adequate crossing opportunities.	On, along, or crossing the collector with higher emphasis along transit routes and in activity centers. Crossings should be spaced for adequate crossing opportunities.	On, along, or crossing the local road.

Source: Metropolitan Council, 2040 Transportation Policy Plan, 2015. This table summarizes characteristics for existing roadways to be used in evaluating functional classification and should not be used as design guidelines.

The intent of the functional classification system is to create a hierarchy of roads that collect and distribute traffic from neighborhoods to the metropolitan highway system. Roadways with a higher functional classification, such as arterials, generally provide for longer trips, have more mobility, have limited access, and connect to larger economic and industrial centers. Roadways with a lower functional classification, such as collectors and local streets, generally provide for shorter trips, have lower mobility, have more access, and connect to higher functioning roadways. A balance of all functions of roadways is important for effective operation of the City's transportation network.

The roadway functional classification is based on several factors, including:

- » Trip characteristics such as length of route, type and size of activity centers, and route continuity;
- » Access to regional population centers, activity centers, and major traffic generators;
- » Proportional balance of access, ease of approaching or entering a location;
- » Proportional balance of mobility and ability to move without restrictions;
- » Continuity between travel destinations;
- » Relationship with neighboring land uses;
- » Eligibility for State and Federal funding.

The existing roadway functional classification within the City of Chaska is shown in FIGURE 6.2.

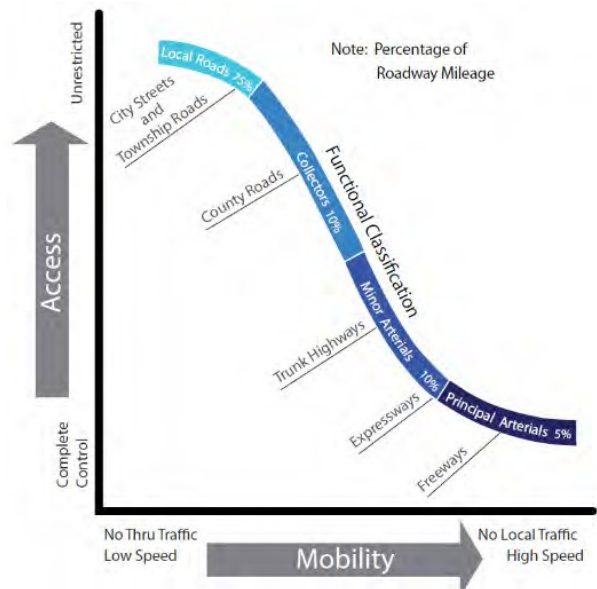
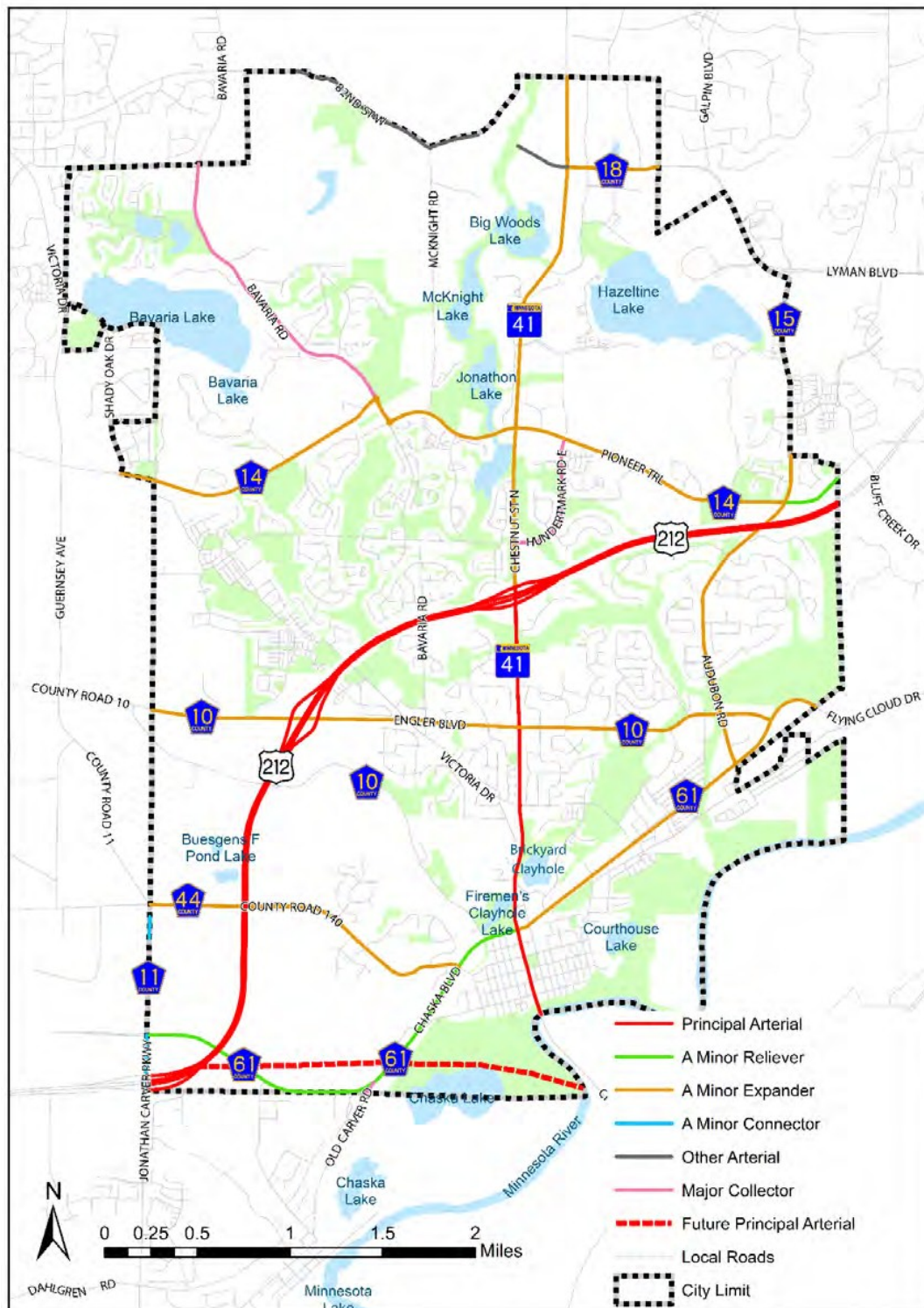


FIGURE 6.2: EXISTING ROADWAY FUNCTIONAL CLASSIFICATION MAP



Principal Arterials

Principal arterials are part of the metropolitan highway system and provide high-speed mobility between the Twin Cities and important locations outside the metropolitan area. They are also intended to connect the central business districts of the Twin Cities along with other regional business concentrations in the metropolitan area. Principal arterials are generally constructed as limited access freeways in urban areas and may also be constructed as multiple-lane divided highways. The City of Chaska is served by two principal arterials which are TH 212 and TH 41.

Minor Arterials

Minor arterials also emphasize mobility over land access, serving to connect large cities with adjacent communities and the metropolitan highway system. Major business concentrations and other important traffic generators are usually located on minor arterial roadways. In urban areas, one- to two-mile spacing of minor arterials is considered appropriate, and most locations within the City of Chaska are within one mile of a minor arterial.

A-Minor arterials are defined by the Metropolitan Council as roadways of regional importance as they serve to relieve, expand or complement the principal arterial system. Consistent with Metropolitan Council guidelines,

A-Minor arterials are categorized into four types and are described in further detail below:

- » Relievers – Roadways that provide direct relief for metropolitan highway traffic;
- » Expanders – Roadways that provide a way to make connections between urban areas outside the I-494/I-694 beltway.
- » Connectors – Roadways that provide safe connections to communities at the edge of the urbanized area and in rural areas.
- » Augmenters – Roadways that enhance principal arterials within the I-494/I-694 beltway.

A well-planned and adequately designed system of principal and minor arterials will allow the City of Chaska's overall roadway network to function properly and discourage through traffic from travelling on residential streets. Volumes on principal and minor arterial roadways are expected to be greater than volumes on collector or local roadways. Minor arterials in Chaska are presented in FIGURE 6.2.

Collectors

Collectors are designed to serve shorter trips that occur within the City and to provide access from neighborhoods to other collector roadways and the arterial system. Collector roadways are expected to carry less traffic than arterial roadways and intended to provide access to some local properties. Collectors are typically categorized as major and minor, with major collectors linking other collectors to minor arterials, and minor collectors linking local streets to other collectors or minor arterials. Roadway segments designated as major and minor collectors in the City of Chaska are included in FIGURE 6.2.

Local Roads

Local roads provide access to adjacent properties and neighborhoods. Local roads are generally low speed and designed to discourage through traffic. All remaining roadways in the City of Chaska that were not listed under the previous functional classifications fall under the local road designation.

Functional Classification Changes

The following are the anticipated changes to the City's functional classification system by 2040:

- » Bavaria Road is currently a major collector. The functional classification of this roadway is expected to change to B-Minor Arterial.

PLANNED AND PROGRAMMED IMPROVEMENTS

There are various roadway projects within the City of Chaska that are currently under construction, programmed for completion within the next few years, or proceeding through the planning process. TABLE 6.2 and

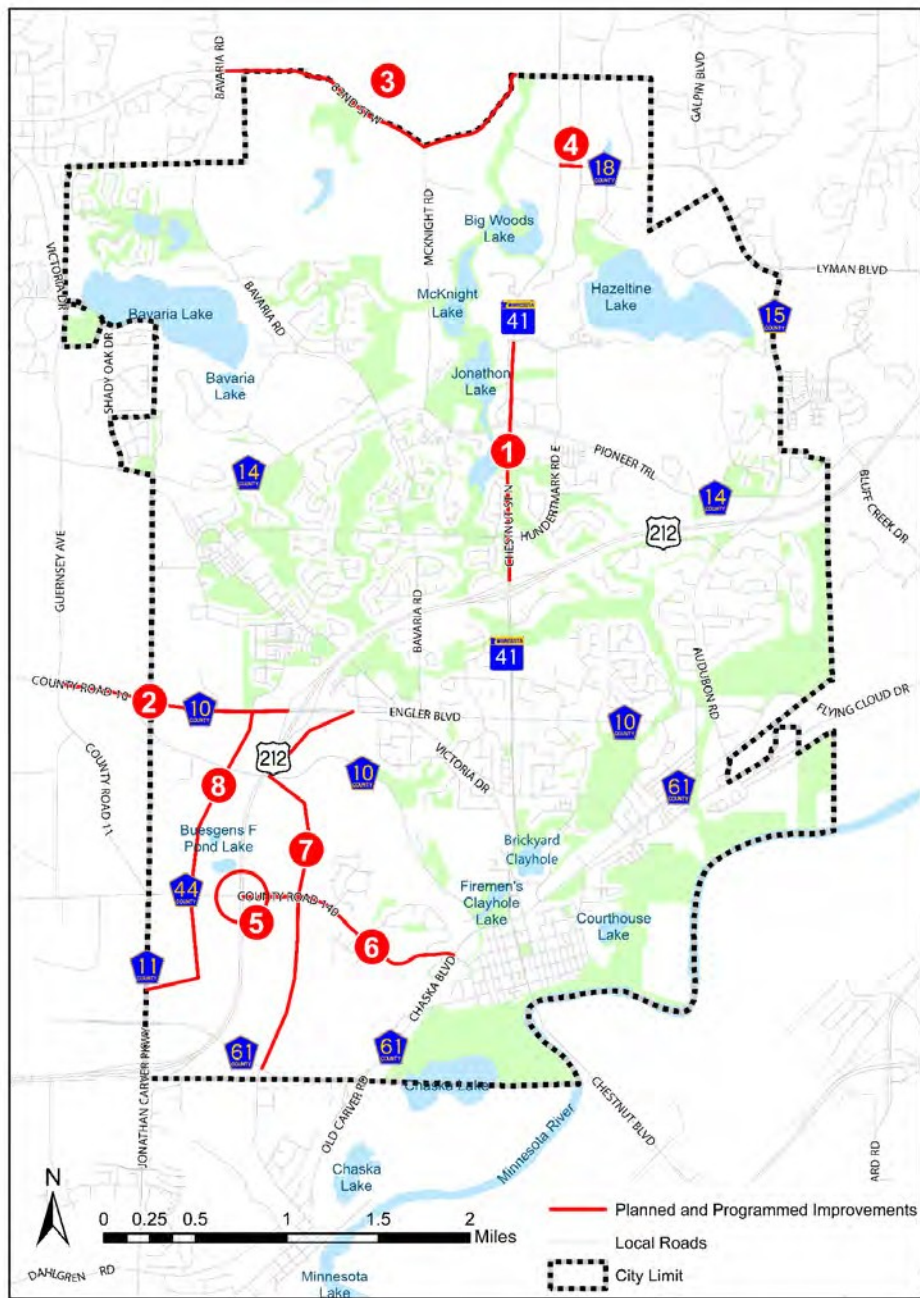
FIGURE 6.3 identify the programmed roadway improvements within Chaska as acquired from Metropolitan Council's 2040 Transportation Policy Plan (TPP), the 2040 Carver County Comprehensive Plan, and the City of Chaska. These planned or programmed roadway improvements are considered part of the future roadway system as they will likely be operational during the 2040 planning period.

TABLE 6.2: LIST OF PLANNED AND PROGRAMMED IMPROVEMENTS

No.	Roadway	Extents	Project	Jurisdiction
1	N. Chestnut Street (TH 41)	TH 212 to 0.3 miles north of Pioneer Trail (CSAH 14)	Expansion to a four-lane divided arterial	MnDOT
2	Engler Boulevard (CSAH 10)	Victoria Drive (CSAH 11) to West Chaska Creek	Expansion to a four-lane divided arterial	County
3	82nd Street W. (CSAH 18)	Bavaria Road to TH 41 (N. Chestnut Street)	Extension of a two-lane urban roadway	County
4	Lyman Boulevard (CSAH 18)	TH 41 (N. Chestnut Street) to Peavy Road	Expansion of a four-lane divided arterial	County
5	Big Woods Boulevard (CSAH 44)	At TH 212	New construction of partial interchange	County
6	Big Woods Boulevard (CSAH 44)	Chaska Boulevard (CSAH 61) to TH 212	Reconstruction to a two-lane urban roadway	County
7	New Construction	Chaska Boulevard (CSAH 61) to Engler Boulevard (CSAH 10) east of TH 212	Construction of a new north-south collector	City
8	New Construction	Jonathan Carver Parkway (CSAH 11) to Engler Boulevard (CSAH 10) west of TH 212	Construction of a new north-south collector	City

Sources: Metropolitan Council's 2040 Transportation Policy Plan (TPP), the 2040 Carver County Comprehensive Plan, and the City of Chaska.

FIGURE 6.3: PLANNED AND PROGRAMMED IMPROVEMENTS MAP



Coordination with Other Jurisdictions

The City of Chaska strives to coordinate with adjacent jurisdictions, such as the cities of Carver, Victoria, Chanhassen, Jackson Township, Laketown Township and Dahlgren Township, as well as Carver County and MnDOT when planning future transportation improvements. Coordination among jurisdictions will provide opportunities for collaboration that could benefit all agencies, City residents and the general public. Additionally, effective coordination may result in financial and time savings through economies of scale, and potentially reducing construction impacts to residents.

2040 TRAVEL DEMAND FORECASTS

The pattern and intensity of travel within the City of Chaska is directly related to the distribution and magnitude of households, population, and employment within the community, in neighboring communities and in the overall region.

Land use, travel patterns, population, and employment change over time affect the efficiency and adequacy of the transportation network. Expected changes in the City's land use pattern, households, population, and employment will be the basis for estimating future travel demand within the City of Chaska.

Land Use

The City of Chaska has a community designation of suburban edge located within the Metropolitan Council's urban service area. Existing land use within the City of Chaska is identified in the Land Use Chapter of the City's Comprehensive Plan.

As the metropolitan area moves forward with a greater focus on multimodal transportation, new development and redevelopment in Chaska will be constrained by the existing and future transportation system. The Transportation Plan is designed to assist the City in developing a transportation system that supports land use and provides safe and efficient movement of people and goods throughout the City.

Socioeconomic Data

The Metropolitan Council prepared estimates for the overall regional growth in terms of population, households, and employment for the years 2020, 2030, and 2040, allocating an appropriate portion to each municipality. Historic and estimated future population, households, and employment levels for the City of Chaska are shown in TABLE 6.3.

TABLE 6.3: SUMMARY OF SOCIOECONOMIC DATA FOR CHASKA

Year	Population	Households	Employment
2010	23,770	8,816	11,123
2020	27,100	10,400	13,600
2030	32,000	12,300	16,000
2040	36,600	14,200	17,600

Source: Metropolitan Council, 2018.

Chaska, with the assistance of the Metropolitan Council, has estimated existing and future population, households, and employment levels for sub-areas within the City known as Traffic Analysis Zones (TAZs). This information was required to complete the traffic forecasting procedures used to estimate future roadway traffic volumes.

Forecast 2040 Traffic Volumes

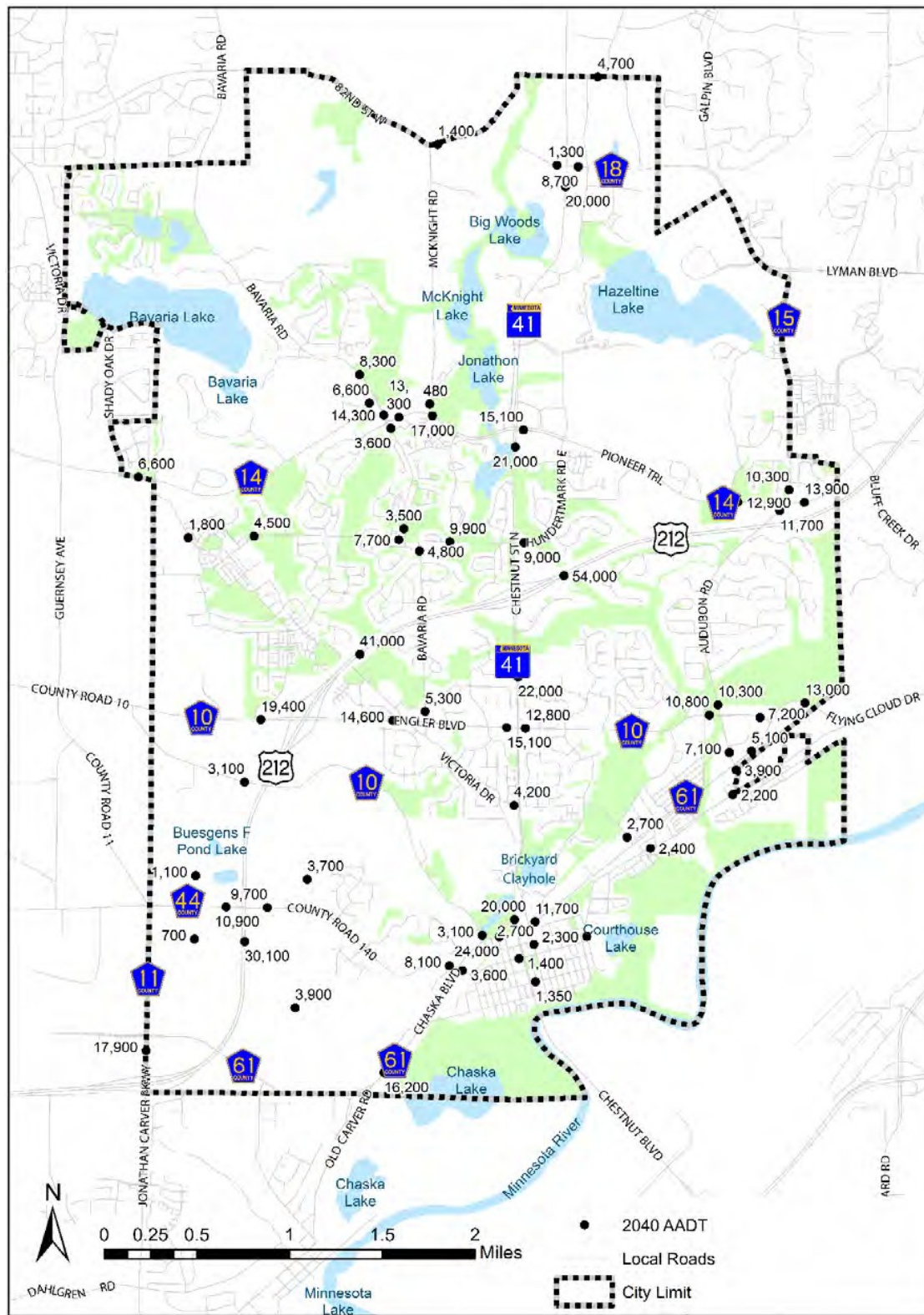
Estimated 2040 traffic forecasts for the City of Chaska were prepared using the future population, households, and employment data outlined above. These forecasts are an essential analytical tool to determine the adequacy of the roadway system to handle future development, as anticipated by the City of Chaska and the Metropolitan Council. In addition to the planned and programmed roadway

projects identified in FIGURE 6.3, the traffic forecast model accounts for future planned improvements that are in the Metropolitan Council's 2040 TPP and Carver County's 2040 Comprehensive Plan for regional highways outside the City limits. The existing traffic volumes are shown in FIGURE 6.4 and results of the 2040 traffic forecasts are shown in FIGURE 6.5.

City of Chaska - 2040 Comprehensive Plan Chapter 6 - Transportation



FIGURE 6.5: FUTURE (2040) FORECAST TRAFFIC VOLUMES



Existing and Anticipated System Deficiencies

Congestion on the roadway system is judged to exist when the ratio of traffic volume to roadway capacity, or v/c ratio, approaches or exceeds 1.00. The v/c ratio provides a measurement of congestion along a particular stretch of roadway and can help determine where roadway improvements, access management, transit services, or travel demand management strategies could be implemented. It does not, however, provide a basis for determining specific intersection improvements.

Level of Service

Level of Service (LOS), as related to highways and local roadways, categorizes the different operating conditions that occur on a lane or roadway when accommodating various traffic volumes. It is a qualitative measure of the effect of traffic flow factors such as speed and travel time, interruption, ability to maneuver, driver comfort and convenience, and is an indirect measure of safety and operating costs. LOS is expressed as levels "A" through "F," with level "A" being a condition of free traffic flow with little or no restriction in speed or maneuverability caused by the presence of other vehicles, and level "F" being a forced-flow condition at low speed with many stoppages resulting in the roadway acting as a storage area. Further definition of LOS is described in TABLE 6.4.

TABLE 6.4: LEVEL OF SERVICE DEFINITIONS

Level of Service (LOS)	Traffic Flow	Volume/Capacity Ratio	Description
A	Free Flow Below Capacity	0.20	Low volumes and no delays.
B	Stable Flow Below Capacity	0.40	Low volumes and speed dictated by travel conditions.
C	Stable Flow Below Capacity	0.60	Speeds and maneuverability closely controlled due to higher volumes.
D	Restricted Flow Near Capacity	0.85	Higher density traffic restricts maneuverability and volumes approaching capacity.
E	Unstable Flow Approaching Capacity	1.00	Low speeds, considerable delays, and volumes at or slightly over capacity.
F	Forced Flow Over Capacity	>1.00	Very low speeds, volumes exceed capacity, and long delays with stop-and-go traffic.

The following section further describes LOS and the correlation between LOS and planning-level roadway capacities, which provides a better understanding of the operations and capacity levels on existing roadways within the City of Chaska. A method to evaluate roadway capacity for non-freeway and non-regional highways is described in TABLE 6.5. For each facility type, the planning-level annual average daily traffic (AADT) capacity ranges and maximum AADT volume ranges are indicated. These volume ranges are based on guidance from the Transportation Research Board's Highway Capacity Manual, direction from the Metropolitan Council, and professional engineering judgment. Capacity ranges are used since the maximum capacity of any roadway design is a theoretical measure that can

be affected by its functional classification, traffic peaking characteristics, access spacing, design speed, and other roadway characteristics.

TABLE 6.5: PLANNING-LEVEL ROADWAY CAPACITIES BY FACILITY TYPE

Facility Type	Planning Level Daily Capacity Ranges (AADT)	Under Capacity				Approaching Capacity		Over Capacity
		LOS V/C	A 0.2	B 0.4	C 0.6	D 0.85	E 1.0	F >1.0
Two-lane undivided urban	8,000 – 10,000	2,000	4,000	6,000	8,500	10,000	> 10,000	
Two-lane undivided rural	14,000 – 15,000	3,000	6,000	9,000	12,750	15,000	> 15,000	
Two-lane divided urban (Three-lane)	14,000 – 17,000	3,400	6,800	10,200	14,450	17,000	> 17,000	
Four-lane undivided urban	18,000 – 22,000	4,400	8,800	13,200	18,700	22,000	> 22,000	
Four-lane undivided rural	24,000 – 28,000	5,600	11,200	16,800	23,800	28,000	> 28,000	
Four-lane divided urban (Five-lane)	28,000 – 32,000	6,400	12,800	19,200	27,200	32,000	> 32,000	
Four-lane divided rural	35,000 – 38,000	7,600	15,200	22,800	32,300	38,000	> 38,000	
Four-lane expressway rural	45,000 – 55,000	9,000	18,000	27,000	38,250	45,000	> 45,000	
Four-lane freeway	60,000 – 80,000	16,000	32,000	48,000	68,000	80,000	> 80,000	
Six-lane freeway	90,000 – 120,000	24,000	48,000	72,000	102,000	120,000	> 120,000	

Existing Capacity Deficiencies

By utilizing the methodology described above, existing capacity deficiencies were identified by comparing existing AADT volumes to the thresholds in TABLE 6.5 to identify and illustrate roadways that currently exhibit capacity deficiencies. The existing traffic volumes shown in FIGURE 6.4 and number of lanes shown in FIGURE 6.6 were used to develop the existing capacity deficiencies shown in FIGURE 6.7. As noted in FIGURE 6.7, the congested roadway segments are defined as those with a v/c ratio above 1.00, which signifies that a segment of roadway has observed volumes which exceed its design capacity, as identified in TABLE 6.6. In addition, FIGURE 6.7 and TABLE 6.7 also identify those segments of roadways that are approaching capacity with v/c ratio greater than or equal to 0.85 and less than or equal to 1.00.

TABLE 6.6: EXISTING ROADWAYS OVER CAPACITY (V/C > 1.00)

Roadway	V/C	Extents	
N. Chestnut Street (TH 41)	1.82	Lyman Boulevard (CSAH 18)	Hundertmark Road
Pioneer Trail (CSAH 14)	1.61	East of McKnight Road	Bavaria Road
N. Chestnut Street (TH 41)	1.24	North of Engler Boulevard (CSAH 10)	Chaska Boulevard (CSAH 61)
TH 212	1.23	East City Boundary	West of N. Chestnut Street (TH 41)
Engler Boulevard (CSAH 10)	1.16	West City Boundary	Chaska Creek
Pioneer Trail (CSAH 14)	1.01	Hundertmark Road	Chaska High School

TABLE 6.7: EXISTING ROADWAYS APPROACHING CAPACITY (0.85 ≤ V/C ≤ 1.00)

Roadway	V/C	Extents	
Jonathan Carver Parkway (CSAH 11)	0.97	Chaska Boulevard (CSAH 61)	Big Woods Boulevard (CSAH 44)
Chaska Boulevard (CSAH 61)	0.96	Engler Boulevard (CSAH 10)	South City Boundary
Pioneer Trail (CSAH 14)	0.94	Bavaria Road	Town Course Drive
Audubon Road (CSAH 15)	0.90	Lyman Boulevard (CSAH 18)	Autumn Woods Drive

The methodology described above is a planning-level analysis that uses average daily traffic volumes and is not appropriate for all traffic conditions. For example, traffic conditions that do not fit the average daily traffic criteria such as weekend travel, holiday travel, and special events, are likely to produce different levels of congestion. Additionally, factors such as the amount of access and roadway geometrics may influence capacity.

FIGURE 6.6: EXISTING AND FUTURE ROADWAY CHARACTERISTICS

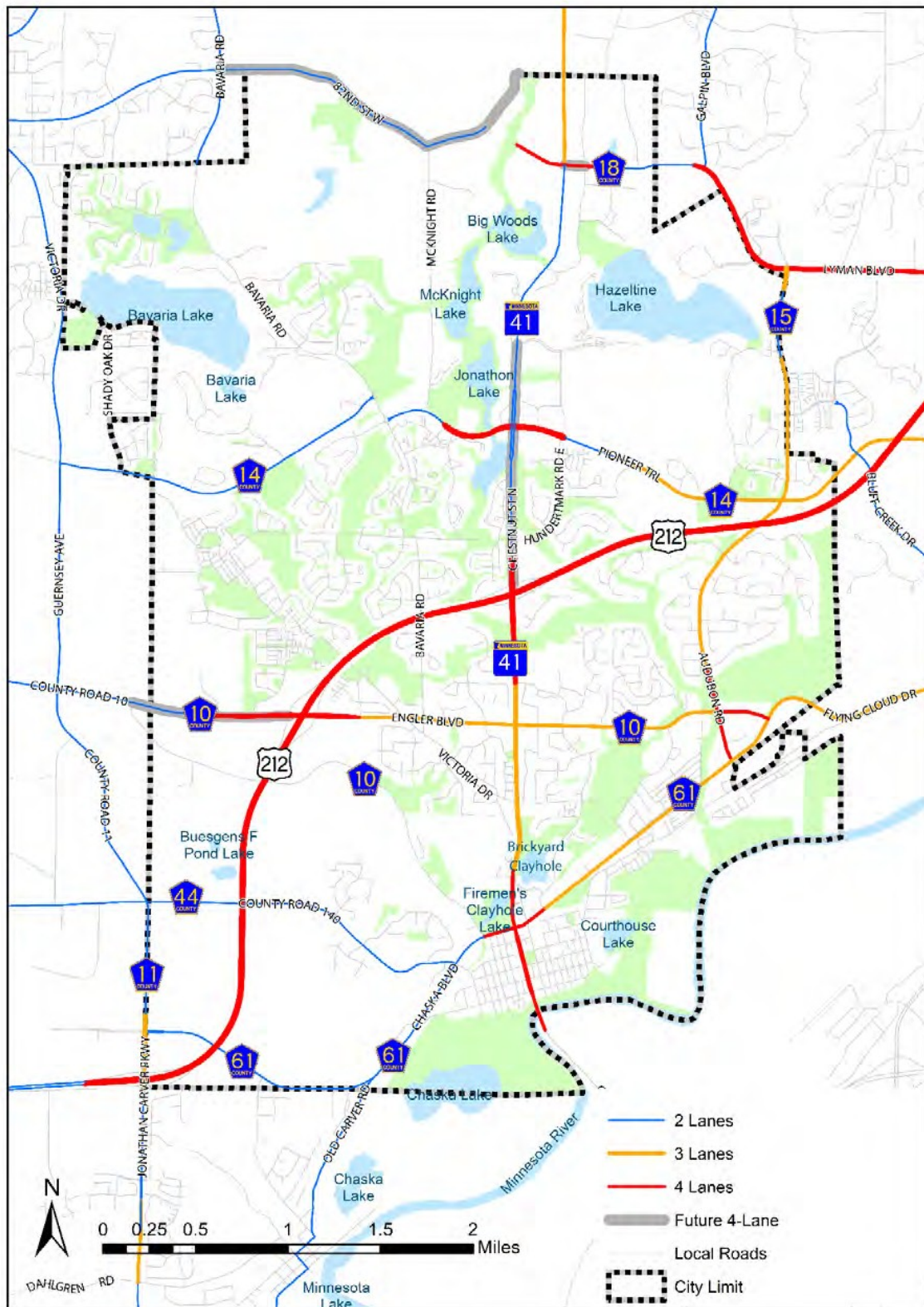
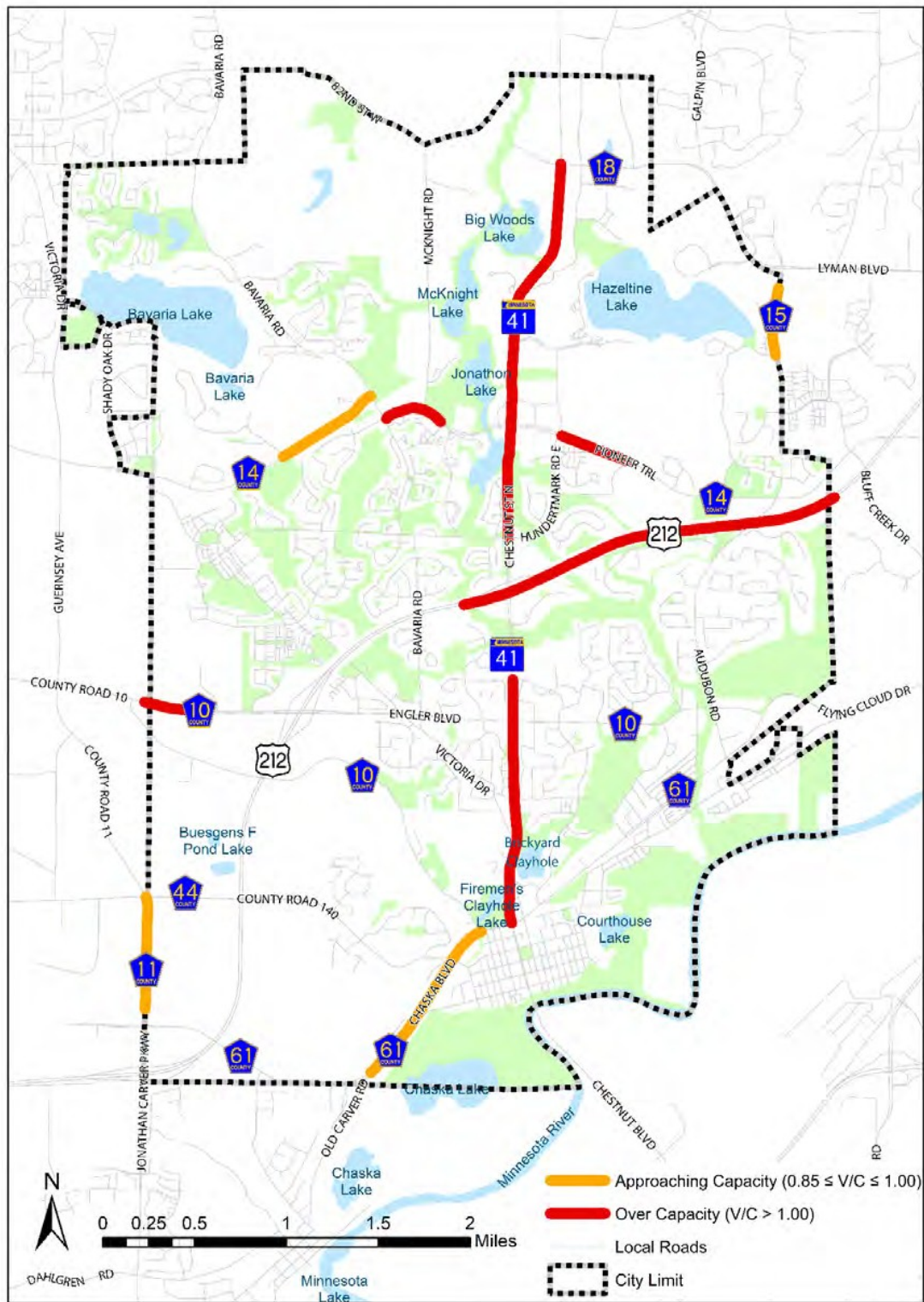


FIGURE 6.7: EXISTING (2018) CAPACITY DEFICIENCIES



Congestion on the Regional Highway System

MnDOT defines congestion on freeway or highway facilities as traffic travelling at speeds less than or equal to 45 miles per hour (mph). There were no reported congestion issues along corridors within the City in the most recent MnDOT congestion study.¹

Future Capacity Deficiencies

A planning-level analysis was performed on the existing roadway system to identify locations where capacity problems are expected to occur by the planning horizon year. Demand was estimated using the 2040 traffic forecasts shown in FIGURE 6.5. Capacity was based upon the existing and proposed roadway geometrics and included the programmed roadway system improvements shown in FIGURE 6.3. A similar volume to capacity analysis was conducted for the forecast 2040 conditions. Using this methodology, TABLE 6.8, TABLE 6.9, and FIGURE 6.8 illustrate Chaska's anticipated future capacity problem areas.

TABLE 6.8: FUTURE ROADWAYS OVER CAPACITY (V/C > 1.00)

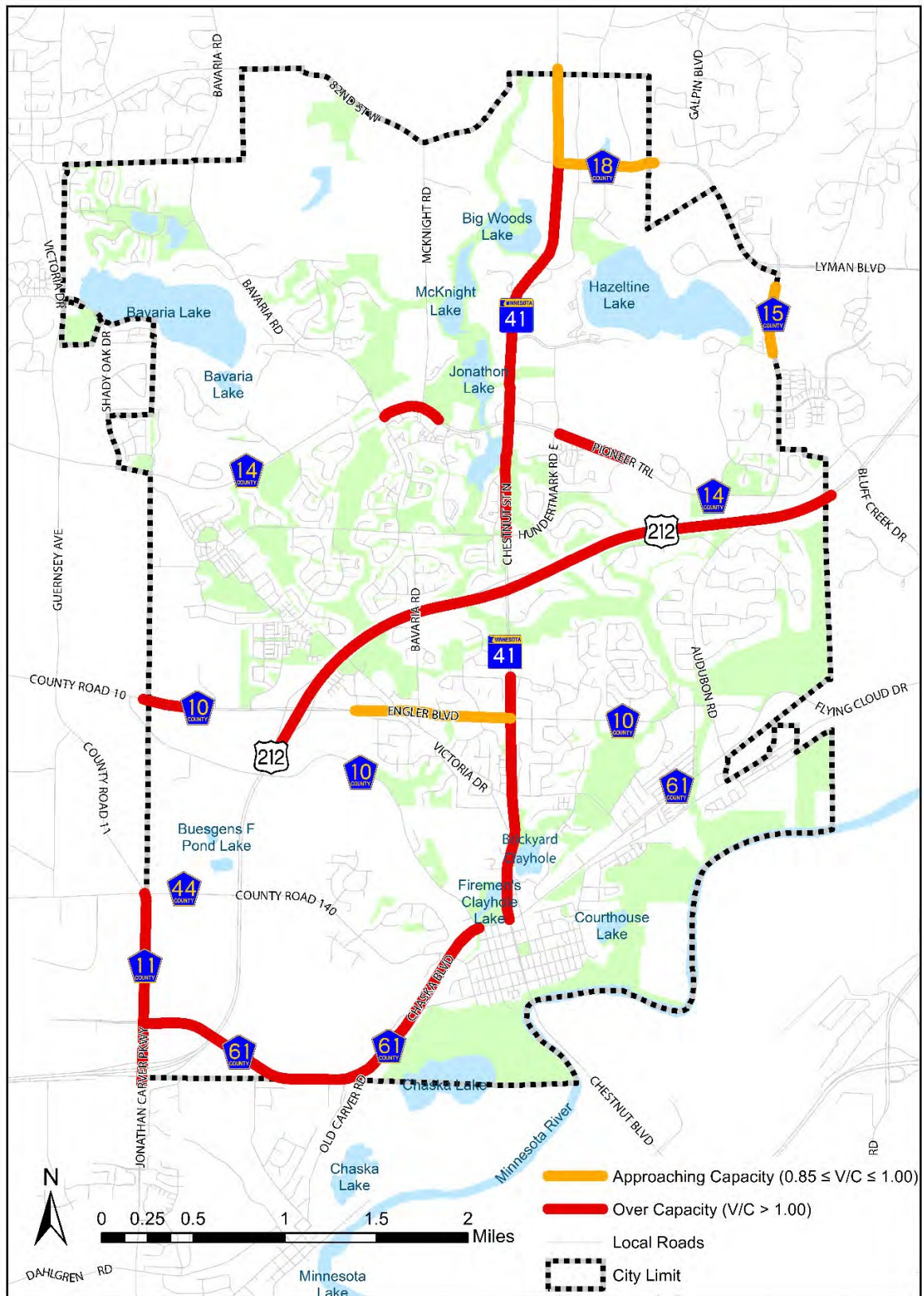
Roadway	V/C	Extents	
N. Chestnut Street (TH 41)	2.10	Lyman Boulevard (CSAH 18)	Hundertmark Road
Engler Boulevard (CSAH 10)	1.94	West City Boundary	Chaska Creek
Jonathan Carver Parkway (CSAH 11)	1.79	Big Woods Boulevard (CSAH 44)	South City Boundary
Pioneer Trail (CSAH 14)	1.70	Bavaria Road	Town Course Drive
TH 212	1.69	East City Boundary	South of Engler Boulevard (CSAH 10)
Chaska Boulevard (CSAH 61)	1.62	Engler Boulevard (CSAH 10)	West City Boundary
N. Chestnut Street (TH 41)	1.30	North of Engler Boulevard (CSAH 10)	Chaska Boulevard (CSAH 61)
Pioneer Trail (CSAH 14)	1.29	Hundertmark Road	Chaska High School

TABLE 6.9: FUTURE ROADWAYS APPROACHING CAPACITY (0.85 ≤ V/C ≤ 1.00)

Roadway	V/C	Extents	
N. Chestnut Street (TH 41)	0.98	North City Boundary	Lyman Boulevard (CSAH 18)
Engler Boulevard (CSAH 10)	0.89	Prescott Lane	N. Chestnut Street (TH 41)
Lyman Boulevard (CSAH 18)	0.87	N. Chestnut Street (TH 41)	East City Boundary
Audubon Road (CSAH 15)	0.86	Lyman Boulevard (CSAH 18)	Autumn Woods Drive

¹ MnDOT Metropolitan Freeway System Congestion Report, 2015.

FIGURE 6.8: FUTURE FORECASTED (2040) CAPACITY DEFICIENCIES



ROADWAY SAFETY

A central focus of the City of Chaska's Transportation Plan is roadway safety. To assist in the evaluation of crashes, MnDOT maintains a database of crash records throughout the State of Minnesota. These records identify the location, severity and circumstances associated with each crash. As shown in TABLE 6.10, this dataset was reviewed to identify the quantity, location, and severity of crashes in the City of Chaska for years 2011 to 2015.

TABLE 6.10: MOTOR VEHICLE CRASHES IN CHASKA (2011 TO 2015)

Year	Personal Injury Crashes				Property Damage	Total Crashes
	Fatal	Type A Incapacitating Injury	Type B Non-Incapacitating Injury	Type C Possible Injury		
2011	1	1	11	47	133	193
2012	0	0	14	35	112	161
2013	1	2	8	46	157	214
2014	0	0	13	47	155	215
2015	0	1	21	43	137	202
Totals	2	4	67	218	694	985

These crashes were generally widely distributed throughout the City with most locations accounting for only one or two incidents, suggesting that a crash at that location was a random event. However, several of these crashes were concentrated at a limited number of locations. The 10 intersection locations with the highest frequency of crashes between 2011 and 2015 are listed in TABLE 6.11 and illustrated in FIGURE 6.9. These intersections were also evaluated for the critical index using MnDOT's crash rate methodology, also indicated in TABLE 6.11. Following MnDOT guidelines, a critical index of 1.00 or less indicates performance within statewide trends, and a critical index above 1.00 indicates that the intersection operates outside the normally expected range.

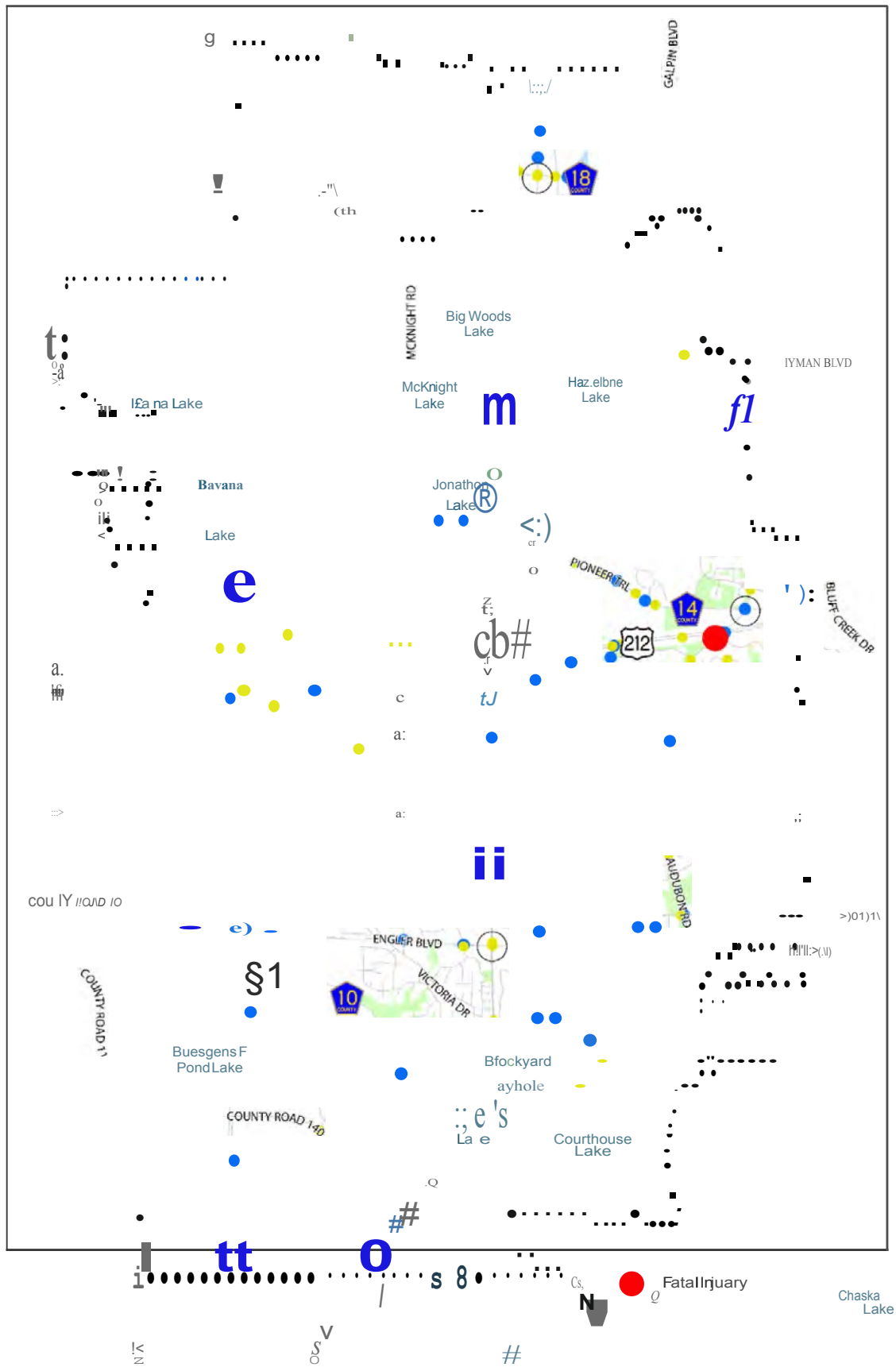
TABLE 6.11: TOP 10 INTERSECTION CRASH LOCATIONS IN CHASKA (2011 TO 2015)

	Intersection	Severity				Property Damage	Traffic Control	Critical Index All Crashes	Critical Index Fatal & Type A
		Fatal	Type A	Type B	Type C				
1.	N. Chestnut Street (TH 41) at Hundertmark Road	0	0	1	15	34	Signal	1.44	0.00
2.	Engler Boulevard (CSAH 10) at N. Chestnut street (TH 41)	0	0	0	12	21	Signal	0.70	0.00
3.	N. Chestnut Street (TH 41) at Pioneer Trail (CSAH 14)	0	0	2	8	23	Signal	0.83	0.00
4.	N. Chestnut Street (TH 41) at 4th Street	0	0	2	6	18	Signal	0.66	0.00
5.	N. Chestnut Street (TH 41) at Chaska Boulevard (CSAH 61)	0	0	0	9	15	Signal	0.46	0.00
6.	82nd Street W. (CSAH 18) at N. Chestnut Street (TH 41)	0	0	2	6	9	Signal	0.74	0.00
7.	Pioneer Trail (CSAH 14) at Audubon Road (CSAH 15)	0	0	1	4	12	Signal	0.71	0.00
8.	N. Chestnut Street (TH 41) at 2nd Street	0	0	0	5	11	Signal	0.43	0.00
9.	Hundertmark Road at Pioneer Trail (CSAH 14)	0	0	1	6	5	Signal	0.40	0.00
10.	Lyman Boulevard (CSAH 18) at N. Chestnut Street (TH 41)	0	0	0	2	10	Signal	0.46	0.00

Critical Index

The critical index is the ratio of the observed crash rate to the critical crash rate. Critical indexes above 1.1 indicate there is likely an existing safety concern at the intersection. Additional analysis and observation of the intersection should be completed to determine the cause of the high critical index. Based on this conclusion, further investigation is recommended at the crash locations with a critical index above 1.00 as identified in TABLE 6.11 to determine the types of crashes occurring and identify mitigation approaches to increase safety.

FIGURE 6.9: RECENT CRASH DATA IN CHASKA (2011 TO 2015)





RIGHT-OF-WAY

Right-of-way (ROW) is a valuable public asset that needs to be protected and managed in a way that respects the intended function of the adjacent roadway, while serving the best interest of the public. The City of Chaska will need to reconstruct, widen, and construct new roadway segments to meet future capacity and connectivity demands due to the City's current and anticipated growth. Such improvements will require adequate ROW be maintained or secured. The City will coordinate with MnDOT and Carver County for ROW acquisition along County or State routes. To ensure consistency, ROW guidelines were prepared and reviewed by City staff. TABLE 6.12 presents these ROW guidelines by functional classification and facility type. Upon adoption of the Transportation Plan, it is recommended that these guidelines be administered in a uniform manner, as use of these guidelines during the ROW acquisition or corridor preservation process will reduce cost and streamline project development.

TABLE 6.12: CHASKA RIGHT-OF-WAY GUIDELINES

Functional Classification	ROW Widths ¹
Principal Arterial	150 to 300 feet
A-Minor Arterial	120 to 150 feet
B-Minor Arterial	100 to 120 feet
Major Collector	80 to 100 feet
Minor Collector	60 to 80 feet
Local Roadways	60 feet

Note: ¹ Due to certain development conditions or physical features of the site or highway, the City may require additional ROW width greater than shown in the guidelines. At intersections, ROW widths may be greater to accommodate additional geometric configurations such as signals, turn lanes, and roundabouts.

Right-Of-Way Preservation

When future expansion or realignment of a roadway is proposed, but cannot immediately be constructed, the City may consider ROW preservation strategies to reduce costs and maintain the feasibility of the proposed improvement. Several strategies may be implemented to preserve ROW for future construction, including advanced purchase, zoning and subdivision dedication techniques, official mapping, and corridor signing. Before implementing any ROW preservation programs, local agencies should consider the risks of proceeding with ROW preservation without environmental documentation, as MnDOT policy requires environmental documentation prior to purchase. If environmental documentation has not been completed, agencies risk preserving a corridor or parcel that has associated environmental issues.

Direct Purchase

One way to preserve ROW is to purchase it. Unfortunately, agencies rarely have the necessary funds to purchase ROW in advance, and the public benefit of purchasing ROW is not realized until a roadway or transportation facility is constructed. In most cases local jurisdictions utilize various corridor preservation methods prior to roadway construction and then purchase the ROW, if it is not dedicated, at the time of design and construction.

Planning And Zoning Authority

Local agencies have the authority to regulate existing and future land use. Under this authority, agencies have a number of tools for preserving right-of-way for transportation projects. These tools include:

- » Zoning – If the property has a very low-density zoning classification, local agencies should try to maintain its existing zoning classification. A low zoning classification limits the risk for significant development and can help preserve land for potential ROW until funding becomes available for roadway construction.
- » Platting and Subdivision Regulations – Local platting and subdivision regulations give local agencies authority to consider future roadway alignments during the platting process since most properties must be platted before development. The City of Chaska can use their authority to regulate land development to influence plat configuration and the location of proposed roadways. In most instances, planning and engineering staff work with developers to formulate a plat that meets development objectives and conforms to a long-term community vision and plans. Most local agencies require ROW dedication as part of the platting and subdivision process.
- » Official Mapping – A final strategy to preserve ROW is to adopt an Official Map. An Official Map is developed by the local governmental unit and identifies the centerline and ROW needed for a future roadway. The local agency then holds a public hearing showing the location of the future roadway and incorporates the Official Map into its thoroughfare or community facilities plan. The mapping process allows agencies to control proposed development within an identified area, and to influence development on adjacent parcels. However, if a directly affected property owner requests to develop property, agencies have six months to initiate acquisition and purchase of the property to prevent its development. If the property is not purchased, the owner is allowed to develop it in conformance with current zoning and subdivision regulations. As a result, this process should only be used for preserving key corridors in areas with significant growth pressures.

Corridor Signing Program

In addition to land use regulations, some jurisdictions have used a corridor signing program to identify arterial roadways that are planned for expansion projects. This signage program notifies residents and potential developers that the particular roadway is planned to be upgraded or a new roadway is planned to be constructed. This often streamlines negotiations with residents and developers since they have been given advanced notice of major roadway expansion projects. Further, this advanced information aids developers in planning coordinated land uses and access management measures into their subdivisions. Signs are generally placed along section line roads on the urban fringe near the City limits or within a City's extraterritorial expansion area.

ACCESS MANAGEMENT

Access management is an important aspect of providing a safe and efficient roadway network. Control of access to roadways, both in terms of cross-street spacing and driveway placement, is a critical means of preserving or enhancing the efficient operation of the roadway system and improving safety by reducing crash exposure. Access control guidelines are used to preserve the public investment in

the roadway system and to give direction to developers for plan preparation. The guidelines are intended to balance the public interest in mobility with the property owners interest in access. Access refers to providing roadway access to properties and is needed at both ends of a trip. Mobility is the ability to get from one place to another freely or easily. Most roadways serve both functions to some degree based on their functional classification. Effective control of driveway access on the entire roadway system requires the cooperation of City, County, and State officials.

MnDOT has developed a policy on access management and guidelines for access spacing. MnDOT's Highway Access Category System and Spacing Guidelines can be found at:

<https://www.dot.state.mn.us/accessmanagement/resources.html>

Access To Principal Arterials

The City of Chaska should follow MnDOT guidelines for access to principal arterials. These guidelines recommend limiting cross-street access to one-half mile spacing within urbanized areas, with one- to two-mile spacing being optimal. No new driveway access is permitted to principal arterials.

Access To Minor Arterials

The City of Chaska strives to meet Carver County guidelines for access to the minor arterial system. These guidelines generally call for one-quarter mile spacing of all access points such as cross streets and driveways.

Driveway Access on City Streets (Collectors and Local Roads)

Driveways contribute to crashes and reduced traffic flow on major streets in local communities as they add to the number of locations where vehicle conflicts can occur. Therefore, it is desirable to have guidelines in place that:

- » Limit the number of driveways to those that are needed to safely accommodate the traffic generated by each development;
- » Provide adequate spacing between driveways so conflicts and resulting crashes between vehicles maneuvering at adjacent driveways are avoided;
- » Ensure proper design to accommodate driveway traffic and minimize vehicle conflicts without significantly reducing roadway capacity.

Occasionally topographic features of an individual site or the needs of a unique land use may require special access features in a proposed development. The City of Chaska may wish to withhold approval of such developments or site changes until a study has been made of the potential impacts on the affected roadways and the adequacy of the proposed access design determined. The City may require that the following steps be included in the traffic study for the site:

- » Estimate site traffic generation and future non-site traffic;
- » Determine directional distribution of trips;
- » Estimate turning movements at driveway and the resulting level of service;
- » Analyze current and future access requirements;
- » Provide necessary geometric and operational improvements to safely accommodate access requirements without negative impacts to traffic operation on the adjoining roadways.

The City of Chaska will continue to support MnDOT and Carver County's access management guidelines on the principal and minor arterial roadway network in the City through the measures listed above. In addition, the City utilizes Carver County's access spacing guidelines to guide access decisions on the City's arterial and collector roadway network.

PAVEMENT CONDITION

The City of Chaska's Department of Public Works is responsible for maintaining roadway pavement within the City. The City applies varying pavement preservation techniques to its roadway system to maintain it in a state of good repair. Generally, the City applies three different pavement treatment types which are pavement preservation, rehabilitation, and reconstruction for maintaining roadways within the City.

Pavement Preservation

Pavement preservation is the proactive maintenance of roadways to prevent them from getting to a condition where major rehabilitation or reconstruction is necessary. Preventative maintenance costs are far less than the ultimate repair cost. Pavement preservation treatments include microsurfacing, micro-milling, and slurry, scrub, or chip seals.

Rehabilitation

As pavement ages, it will inevitably begin to deteriorate due to weathering and loading from vehicles. The condition of the pavement may not be so severe as to warrant complete reconstruction. At this point in the pavement's life is when rehabilitation techniques can be performed. Rehabilitation is carried out on pavements that exhibit distresses beyond the effectiveness of maintenance and preservation techniques, but not too severe to warrant the cost of complete reconstruction. Rehabilitation treatments include mill and overlays.

Reconstruction

Over time pavement structures will degrade due to wear and tear caused by traffic and the environment. Typically, most pavement maintenance programs overlay or rehabilitate pavements to restore its ride quality and structural capacity. Eventually, the roadways deteriorate to a point where rehabilitation becomes too expensive and cannot perform well due to the condition of the underlying pavement conditions. It is at this point when reconstruction is recommended.

TRAFFIC MANAGEMENT STRATEGIES

Traffic Signals

A well-coordinated traffic signal system will promote the efficient flow of traffic along the A-Minor arterials in the City of Chaska, as this type of system reduces the likelihood of through traffic diverting to local streets. The City will work with Carver County to periodically monitor the progression of traffic signals on key County roadways to ensure efficient system operation.

Operational refinement of the signal system will take place on an ongoing basis. New traffic signals will be built at intersections where specific signal warrants are achieved, and funding is available. Intersection improvements will be considered on a site-by-site basis and will be constructed consistently with the warrants identified in the Minnesota Manual on Uniform Traffic Control Devices

(MUTCD) when funding is available. Warrants include specific thresholds relating to traffic volumes and considerations of safety and pedestrian activity.

Stop Signs

The City of Chaska receives numerous requests for the installation of stop signs to manage speed and other perceived traffic safety problems in residential neighborhoods. City traffic engineers will evaluate each stop sign request by utilizing MnDOT's uniform traffic warrant criteria.

Traffic Calming

The primary function of minor collector and local streets is to provide access to residences and other uses along the roadway. However, these streets may also provide routes for traveling to and from or passing through a neighborhood. Conflicts arise between these latter functions when residents become concerned about traffic volumes, speeds and pedestrian safety.

Traffic calming generally refers to strategic physical changes made to streets to reduce vehicle speeds, improve safety, discourage through traffic on residential streets, and decrease the automobile's visual dominance in a neighborhood setting. There are several activities that may be referred to as traffic calming, examples of which include raised intersections and crosswalks, roundabouts, curvilinear streets, street narrowing, raised medians and islands, pedestrian treatments, and streetscaping. These traffic calming treatments are considered for low volume local and minor collector streets where excessive speeds pose a safety problem. The City of Chaska will consider requests for traffic calming devices on a case-by-case basis.

RECOMMENDED ROADWAY SYSTEM IMPROVEMENTS

Future roadway improvements designed to address system connectivity, continuity, congestion and safety issues are planned and recommended for the roadway system in the City of Chaska.

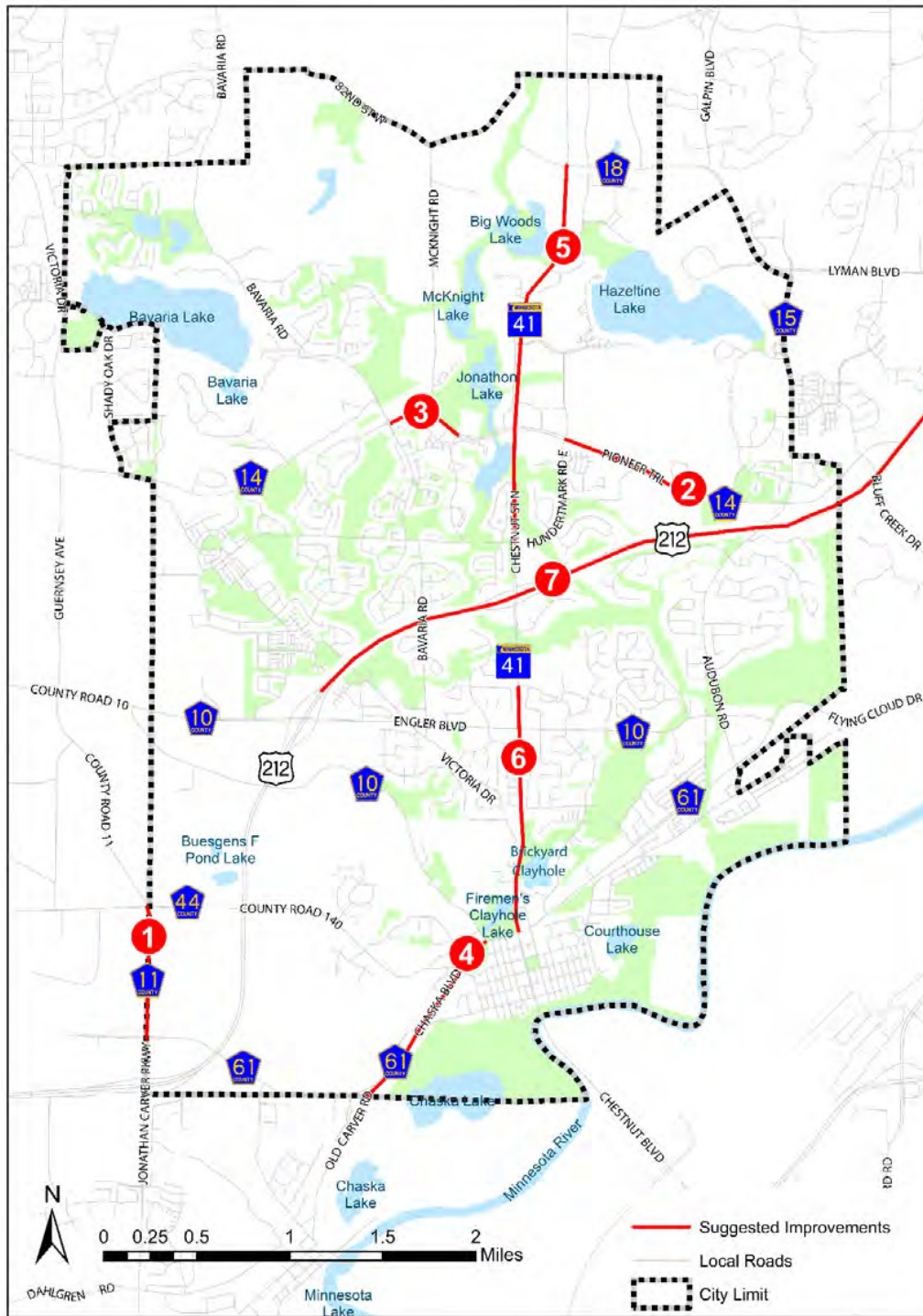
Recommended roadway improvements are shown in TABLE 6.13 and FIGURE 6.10 and are derived from the combination of system needs and the intended function of each roadway as it relates to the adjacent supporting land use. It should be noted that improvements discussed in this section do not include spot intersection improvements or trails.

The determination of which projects will be built, and their proper sequencing, will be determined through each jurisdiction's programming process that considers the estimated cost of each project, available financing and coordination with other projects.

TABLE 6.13: RECOMMENDED ROADWAY IMPROVEMENTS

No.	Roadway	Extents	Recommendation	Jurisdiction
1	Jonathan Carver Parkway (CSAH 11)	Big Woods Boulevard (CSAH 44) to TH 212	2-Lane to 3-Lane	County
2	Pioneer Trail (CSAH 14)	Hundertmark Road to Oriole Lane	2-Lane to 3-Lane	County
3	Pioneer Trail (CSAH 14)	Bavaria Road to Village Road	2-Lane to 3-Lane	County
4	Chaska Boulevard (CSAH 61)	Southern City Limit to Creek Road (CSAH 10)	2-Lane to 3-Lane	County
5	N. Chestnut Street (TH 41)	Lyman Boulevard (CSAH 18) to Hundertmark Road	2-Lane to 3-Lane	MnDOT
6	N. Chestnut Street (TH 41)	North of Engler Boulevard (CSAH 10) to Chaska Boulevard (CSAH 61)	3-Lane to 4-Lane	MnDOT
7	TH 212	East City Limit to Engler Boulevard (CSAH 10)	4-Lanes to 6-Lanes	MnDOT

FIGURE 6.10: RECOMMENDED ROADWAY IMPROVEMENTS



TRANSIT SYSTEM PLAN

As more people choose to live, work, and travel in Chaska, public transit is a key component of meeting mobility needs and linking the City's residents to regional job centers and activities. Transit systems, both fixed route and demand-response, provide for the varied transit needs of the City. Affordable and convenient transit is an essential characteristic of an urban community.

Transit is an important element in the overall transportation network as it offers access to medical care, shopping, and government services for those who cannot access or operate a vehicle, provides opportunities for people who prefer an alternative to automobile travel, and removes a portion of existing or future automobile traffic from the roadway, reducing travel time and congestion for other vehicles on the roadway.

The City of Chaska is committed to supporting and preserving existing transit services and facilities while also seeking ways to improve and expand the transit system. The City can support transit service by promoting more transit supportive land use patterns as sections of the community continue to develop.

This section of the Transportation Plan identifies the existing transit-related services, facilities, and programs within the City of Chaska, suggests improvements, and discusses the City's role in supporting the transit system.

The transit system in the City of Chaska is typical of suburban cities that are still developing or approaching full development. The most visible services within the City are the express routes to downtown Minneapolis that operate during the peak periods from strategically located stations and park and rides. While this service is the most prominent, it is only one element of a comprehensive collection of services, facilities, and programs that includes express and local routes, demand responsive services, and transit alternatives.

TRANSIT MARKET AREAS

There are five existing transit service areas for all communities within the Twin Cities metropolitan area as identified by the Metropolitan Council². The market service areas are defined by:

- » Population density
- » Employment density
- » Automobile availability
- » Intersection density

TABLE 6.14 describes community, land use, ridership potential, and transit service characteristics for the five transit market areas. Chaska is classified as a Suburban Edge Community, with the central part of the City classified as Emerging Transit Market Area III, and the remainder of the City is classified as Transit Market Area IV. Chaska's suburban roadway pattern and moderate densities provide moderate potential for transit service options. Additionally, FIGURE 6.11 displays the transit market areas within Chaska along with the City's existing transit system.

² Metropolitan Council 2040 Transportation Policy Plan, 2015.

TABLE 6.14: METROPOLITAN COUNCIL TRANSIT MARKET AREAS

Market Area	Community Classification	Land Use Pattern	Ridership Potential	Service Options	Service Characteristics	Presence in Chaska
I	Urban Center.	Highest concentration of housing, employment, and activities.	Highest potential for transit ridership.	Fixed local routes, all-day express services, special needs paratransit including ADA and seniors, and ridesharing.	Frequencies: 15 to 30 minutes local and circulator; Span of Service: 18 to 24 hours, 7 days a week; Access: Locals spaced 0.25 to 0.5 miles apart with 8-10 bus stops per mile.	None
II	Urban Center.	High concentrations of housing, employment, and activities.	Approximately half ridership potential of Market Area I.	Fixed local routes, all-day express routes, small-vehicle circulators, special needs paratransit including ADA and seniors, and ridesharing.	Frequencies: 15 to 30 minutes or 30 to 60 minutes depending on land use pattern; Span of Service: 12 to 20 hours per day, 7 days a week; Access: Locals spaced 0.5 to 1.0 miles apart with 6 to 8 bus stops per mile.	None
III	Primarily Urban, with some Suburban, Suburban Edge, and Emerging Suburban Edge.	Moderate concentration of housing and employment.	Approximately half ridership potential of Market Area II.	Peak-only express services, small vehicle dial-a-ride, midday circulators, special needs paratransit including ADA and seniors, and ridesharing.	Frequencies: Peak-period-only express service, 1 to 2-hour midday frequencies, dial-a-ride advance registration; Span of Service: 10 to 14 hours a day, weekdays and limited weekends; Access: Services tied to park and ride lots and hubs.	Central Chaska
IV	Suburban Edge and Emerging Suburban Edge.	Low concentration of housing and employment.	Approximately half ridership potential of Market Area III.	Dial-a-ride, volunteer driver programs, and ridesharing.	Frequencies: As needed; Span of Service: 8-10 hours per day, weekdays; Access: Services tied to park and ride lots and hubs.	Northern, Eastern, and Western Chaska
V	Rural and Agricultural.	Lowest concentration of housing and employment.	Lowest potential for transit ridership.	Dial-a-ride, volunteer driver programs, and ridesharing.	Frequencies: As needed.	Just Outside Western Border

FIGURE 6.11: EXISTING TRANSIT SYSTEM IN CHASKA



CHASKA TRANSIT SERVICES

The following public transit providers operate in the City of Chaska:

- » SouthWest Transit
- » Carver Area Rural Transit (CART)
- » Metro Mobility
- » Park-and-Ride

Fixed-Route Transit Service

Fixed-route transit service includes both local and express bus service that operates on a regular schedule and follows a consistent route. Fixed-route transit service in Chaska is primarily provided by SouthWest Transit. In late 1986, Chaska joined the cities of Chanhassen and Eden Prairie in creating the SouthWest Transit Commission which provides transit for the three communities.

The routes operated by SouthWest Transit provide service to the job centers and park and rides in Chaska, the central business district of Minneapolis, the University of Minnesota, I-35W/Lake Street, Southdale Mall, and SouthWest Station in Eden Prairie. The majority of SouthWest Transit services are peak-period express routes along the TH 212 corridor to Minneapolis. TABLE 6.15 identifies the characteristics of the routes serving the City of Chaska.

TABLE 6.15: CHARACTERISTICS OF FIXED ROUTES SERVING CHASKA

Route	Provider	Type	Weekday Trips	Service Area
690	SouthWest	Express	Twenty-four (24) morning trips; Twenty (20) afternoon trips	East Creek Station, SouthWest Village, Chanhassen Transit Station, Anderson Lakes Parkway, Preserve Mall, Hennepin Village, Dell Road, Valley View Road, SouthWest Station, downtown Minneapolis
691	SouthWest	Express	One (1) morning trip	Audubon Road, Walnut Park and Ride, East Creek Station, SouthWest Village, SouthWest Station, downtown Minneapolis
695	SouthWest	Express	Seven (7) morning trips; Six (6) afternoon trips	East Creek Station, SouthWest Village, SouthWest Station, University of Minnesota
697	SouthWest	Express	Four (4) mornings trips; Two (2) afternoon trips	Carver Station, East Creek Station, downtown Minneapolis
698	SouthWest	Express	Eleven (11) morning trips; Four (4) afternoon trips	McKnight Road, Clover Field Park and Ride, East Creek Station, SouthWest Village, Chanhassen Transit Station, SouthWest Station, downtown Minneapolis, University of Minnesota
699	SouthWest	Express	Nine (9) morning trips; Ten (10) afternoon trips	Carver Station, Audubon Road, McKnight Rad, Walnut Park and Ride, Clover Field Park and Ride, East Creek Station, SouthWest Village, downtown Minneapolis

SouthWest Transit offers commuter express service to and from Minneapolis with trips toward Minneapolis in the morning and returning to Chaska in the afternoon. The anchor for this service is a system of **xx** stations and two park and ride lots in Chaska which are identified in TABLE 6.16.

TABLE 6.16: CHASKA TRANSIT STATIONS AND PARK AND RIDE FACILITIES

Name	Type	Routes
East Creek Transit Station	Park and Ride	690, 691, 395, 697, 698, 699, SW Flex Blue
Walnut Park and Ride	Park and Ride	691

Demand Response Services

Carver Area Rural Transit (CART)

CART is a County-wide transit service administered by Carver County Community Social Services. CART provides demand-response services primarily for residents with mobility of cognitive limitations and seniors. CART buses travel along quasi-fixed routes throughout the County and pick up passengers upon request. Services primarily consist of local travel within the County, although CART does provide transfers to SouthWest Transit and Scott County Transit Services. CART uses small buses that equipped with wheelchair lifts. CART also relies on volunteer drivers to provide transit services for ambulatory customers (e.g. persons without mobility limitations) and trips travelling to medical appointments outside of the County. As with many volunteer services across the County, volunteer drivers for CART are becoming harder to find while demand for personalized mobility assistance continues to increase.

Metro Mobility ADA Services

Metro Mobility is a federally mandated paratransit service per the Americans with Disabilities Act (ADA). The service, provided by the Metropolitan Council, is a shared ride public transportation service for certified riders who are unable to use regular fixed-route buses, including SouthWest Transit, due to a disability or health condition. Trips are provided for any purpose. ADA guidelines determine eligibility for Metro Mobility services.

Other Transit Services

Chaska residents are eligible to be part of the regional van pool and ride-matching services administered by Metro Transit. Metro Vanpool is a service for those wishing to share a ride among an organized van pool. The vans are provided by Metro Transit. Ride-matching services are also available for those who want join carpools using personal vehicles. Chaska park and ride lots are all designated as park and pool facilities, where car or van poolers can meet. Carpool and vanpool participants, like transit riders, qualify for the regional “Guaranteed Ride Home” program, may use High Occupancy Vehicle (HOV) lanes, High Occupancy Toll (HOT) lanes, and meter bypass ramps, receive parking discounts in some circumstances, and may participate in occasional promotional benefits.

TRANSIT FACILITIES

Transit Advantages

Transit advantages are physical transportation infrastructure designed to provide a travel time advantage for transit vehicles compared to other automobiles using the same facility. Examples include dedicated lanes, transit signal priority, bus only shoulders, HOV lanes, and ramp-meter bypasses. Transit advantages improve the attractiveness of transit by allowing buses to move faster than automobiles making the same trip during significant congestion.

The physical transit advantages offered in Chaska that are currently used by transit service are:

- » Bus-only shoulder lanes on TH 212 in both travel directions.

Future Transit Facilities

In the coming years, as funding allows, the City of Chaska plans to enhance and expand SouthWest Transit. The primary focus would be to expand services that support local economic development initiatives and local employment travel needs. Supplementing the existing commuter express service would also be an objective. Another goal is to offer rides on a demand basis without an advance ride reservation similar to Uber and Lyft.

TRAVEL DEMAND MANAGEMENT FOR TRANSIT

Travel Demand Management (TDM) services include programs that promote and support any alternative to commuting via single-occupant vehicle (SOV) and may include ride-matching, carpool or vanpool services as previously described. Transit promotions, employer-subsidized bus passes, flexible work hours, and telecommuting are some of the possible strategies to reduce SOV use. Metro Transit provides a regional TDM service through its Metro Commuter Services group, and the City of Chaska residents may use services and programs free of charge to benefit employee travel arrangements and budgets.

BICYCLE AND TRAIL SYSTEM PLAN

PLANNING FOR A CONNECTED PEDESTRIAN AND BICYCLE SYSTEM

The City of Chaska is a suburban edge community that has experienced significant growth over the last several decades. Throughout this expansion, the City has been implementing a plan for park and trail development that provides residents with a well-established system of recreational amenities. These amenities include trails and sidewalks that provide important enhancements to the City's transportation system and allow residents and visitors an alternative approach for travelling to work, school, employment centers and transit centers. The City of Chaska continues to improve its trail system and future multimodal planning will focus on filling gaps in the existing local trail system and connecting the local system to the regional parks and trail systems, regional employment clusters and regional transit facilities.

EXISTING TRAIL SYSTEM

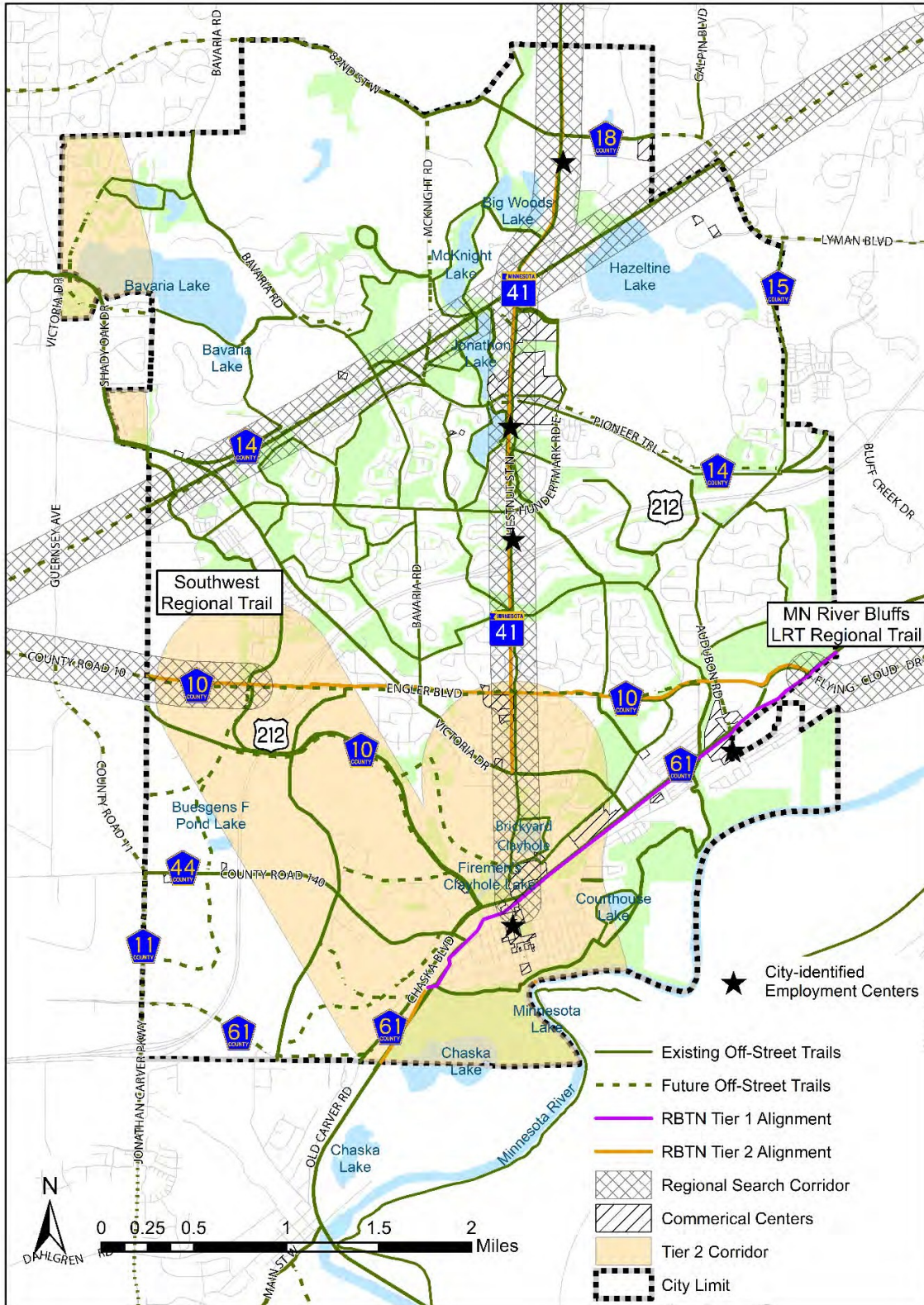
The City of Chaska has a well-developed local trail system including connections to local parks, regional trails, and transit facilities. Over the last decade, Chaska has incorporated off-street trails, sidewalks, and bikeways into major roadway improvements throughout the City, creating key linkages within the bicycle network. Many roadway improvement projects have included trails on both sides of roadways, providing more connections to neighborhoods and local trails and enhancing the local trail system. North-south trails extend along one or both sides of Chestnut Street (CSAH 41), Audubon Road, and Bavaria Road. East-west trails extend along Engler Boulevard (CSAH 10) and Hundertmark Road. Additional local trails connect these major connectors as well as connect to local parks and business centers. As the City's trail system continues to expand, it will be important to identify gaps in the existing system and implement enhancements to the future system to improve connections and provide additional access to regional parks and trails and connections to regional employment clusters. The existing and proposed trail system within the City is identified in FIGURE 6.12.

GAPS IN THE EXISTING TRAIL SYSTEM

The local trail system within the City of Chaska is robust and includes important north-south and east-west trails that serve as the main arteries to a growing network. Improving the local trail system involves identifying gaps and planning to fill those gaps to enhance connections to key destinations within and outside City limits. The primary connections for the local trail system include the following:

1. Connections to local parks and schools;
2. Connections to regional parks and trails;
3. Connections to regional employment clusters;
4. Connections to the local transit system;
5. Connections to the Regional Bicycle Transportation Network (RBTN).

FIGURE 6.12: EXISTING AND PROPOSED TRAIL SYSTEM IN CHASKA



CONNECTIONS TO REGIONAL EMPLOYMENT CLUSTERS

The City of Chaska has identified five regional employment clusters that are characterized by significant retail, professional services, commercial, and industrial development. The five regional employment clusters include:

- Hazeltine Boulevard at Lyman Boulevard
- Chestnut Street at Pioneer Trail
- Chaska Boulevard at Chestnut Street
- Chaska Boulevard at Audubon Road
- Chestnut Street and Hundertmark Road

Creating strong multi-modal connections to regional employment clusters with trails and sidewalks will enhance the trail network within Chaska by providing residents and visitors alternatives to driving to frequently utilized services. The regional employment clusters are commonly located at the intersection of major highways and can create obstacles for local trails often due to the presence of large bridges and expansive intersections nearby or within the regional employment cluster locations. Planning for trail connections to regional employment cluster locations is an important first step in ensuring that future development includes multi-modal facility enhancements, such as off-road trails, independent pedestrian bridges, and ADA compliant roadway crossings.

Another important element of the City's trail system is its relationship to the Chaska transit system. Better trail connectivity to park and ride facilities as well as commercial areas in the City offer users the opportunity to utilize the existing trail system to travel to and from transit nodes throughout the City. By increasing the number of trail connections to the transit system, including park and ride lots and transit stations, commuters may be encouraged to utilize transit-related transportation.

Currently, there are three trail connections to the park and ride lot located on Chestnut Street. As additional transit facilities are developed within Chaska, the City will need to ensure adequate pedestrian and bicycle trail connections are available.

REGIONAL PARKS SYSTEM COMPONENTS

Regional parks system components such as regional parks, park reserves, special recreation features, and regional trails are identified in the 2040 Metropolitan Council Regional Parks Policy Plan. There are no regional parks within Chaska, however, there is a federal land located along the Minnesota River and a regional trail located within City limits.

The regional trail within the City Chaska is the Minnesota River Bluffs LRT Regional Trail ³. Further information regarding this trail is listed below:

³ 2040 Regional Parks Policy Plan – Metropolitan Council

- » Minnesota River Bluffs LRT Regional Trail – This is a 12-mile paved trail that follows an old railroad route between Hopkins and Chaska. The trail runs along several lakes and parks including Shady Oak Lake, Miller Park, Riley Lake Park and the natural forested hills of the Minnesota River Valley.

REGIONAL BICYCLE TRANSPORTATION NETWORK (RBTN)

The City of Chaska is a leader in developing bicycle and trail facilities and planning the next phases of the multi-modal system within the City should correspond closely to the corridors identified in the Regional Bicycle Transportation Network (RBTN) to provide seamless connections to neighboring communities and the broader regional transportation network.

The RBTN was developed as part of the to the Metropolitan Council 2014 Regional Bicycle System Study, which highlights important regional transportation connections for cyclists. The RBTN serves as framework for designated regional corridors and alignments and defines critical bicycle transportation links to help municipalities guide their bikeway planning and development. The RBTN is subdivided into two tiers for regional planning and investment prioritization:

RBTN TIER 1

Priority RBTN corridors and alignments. These corridors and alignments have been determined to provide the best transportation connectivity to regional facilities and developed areas and are given the highest priority for transportation funding. RBTN Tier 1 corridors and alignments within Chaska include:

- Chaska Boulevard (Alignment)

RBTN TIER 2

RBTN corridors and alignments. These corridors and alignments are the second highest priority for funding. They provide connections to regional facilities in neighboring cities and serve to connect priority regional bicycle transportation corridors and alignments. RBTN Tier 2 corridors and alignments within Chaska include:

- Engler Boulevard (Alignment)
- Chestnut Street/Hazeltine Boulevard (Alignment)
- Creek Road (CSAH 10) (Corridor)
- Chestnut Street south of CSAH 10 (TH 41) (Corridor)
- Victoria Drive (Victoria, MN) (Corridor)

The RBTN corridors and alignments within the City are indicated in FIGURE 6.12.

LINKING LOCAL TRAILS TO THE RBTN

The goal of the RBTN is to develop an integrated seamless system of on-street bikeways and off-road trails that complement each other to most effectively improve conditions for bicycle transportation at

the regional level. Cities, such as Chaska, are encouraged to plan for and implement future bikeways within and along these designated corridors and alignments to support the RBTN vision.

The RBTN corridors and alignments make up the trunk arterials of the overall system of bikeways that connect to regional employment and activity centers. These are not intended to be the only bicycle facilities in the region, and local municipalities, such as Chaska, are encouraged to consider planning for any additional bike facilities desired by their communities. RBTN corridors are shown where more specific alignments within those corridors have not yet been designated, so the City of Chaska is encouraged to use their comprehensive planning process to identify suitable alignments within the RBTN corridors.

In addition, Chaska will consider planning local on- and off-road bikeway networks to connect to the designated Tier 1 and Tier 2 alignments, as well as any new network alignments within RBTN corridors to be proposed in future comprehensive plans. Currently, local trails in Chaska provide important connections to the Minnesota River Bluffs LRT Regional Trail. The regional trail connections provide residents and visitors easy off-street access to regional parks, employment clusters, and the RBTN.

FREIGHT PLAN

EXISTING FREIGHT SYSTEM

A major component of Chaska's freight system is the existing roadway network as identified in FIGURE 6.13. There are no interstate highway corridors within Chaska. The non-interstate highway corridors within the City includes TH 212, TH 41 and several county roads including CSAH corridors Engler Boulevard (CSAH 10) and Chaska Boulevard (CSAH 61).

The most heavily used non-interstate highway corridor in Chaska is TH 212, which is also the most heavily used non-interstate highway corridor in Carver County.⁴ TH 212 corridor serves multiple industrial areas that support a range of manufacturing activities such as fabricated metal, machinery, computer and electronic, and miscellaneous manufacturing industries. Additionally, Engler Boulevard which aligns east-west, and TH 41 which aligns north-south through Chaska provide access to the major industrial areas of northern Chaska along TH 41 and TH 212.

The CSAH system connects to heavy freight corridors and provides first- and last- mile connections to local customers and businesses. CSAH routes that parallel interstate highways or connect to industrial and commercial centers most significantly support the transportation of freight within Chaska.

The rail network in Chaska includes an active Twin Cities and Western Railroad Company (TCWR) rail line located in the northern portion of the City paralleling TH 212 as shown in FIGURE 6.13. The TCWR rail line provides important regional and local connections, most notably to downtown St. Paul and then continues on to Chicago, Illinois.

There are no barge facilities or intermodal freight terminals within the City of Chaska.

⁴ Carver County 2040 Comprehensive Plan, 2018.

FREIGHT GENERATORS

Concentrations of business activity within the City of Chaska and throughout Carver County have been identified by the Minnesota Department of Employment and Economic Development (DEED). Concentrations, or “economic clusters”, of industrial and major business activity are key locations for freight activity. Industrial clusters are those where more than half of all jobs are in freight-intensive industries such as manufacturing, wholesale trade, and construction, and major clusters represent large employment centers with more than 50,000 jobs.

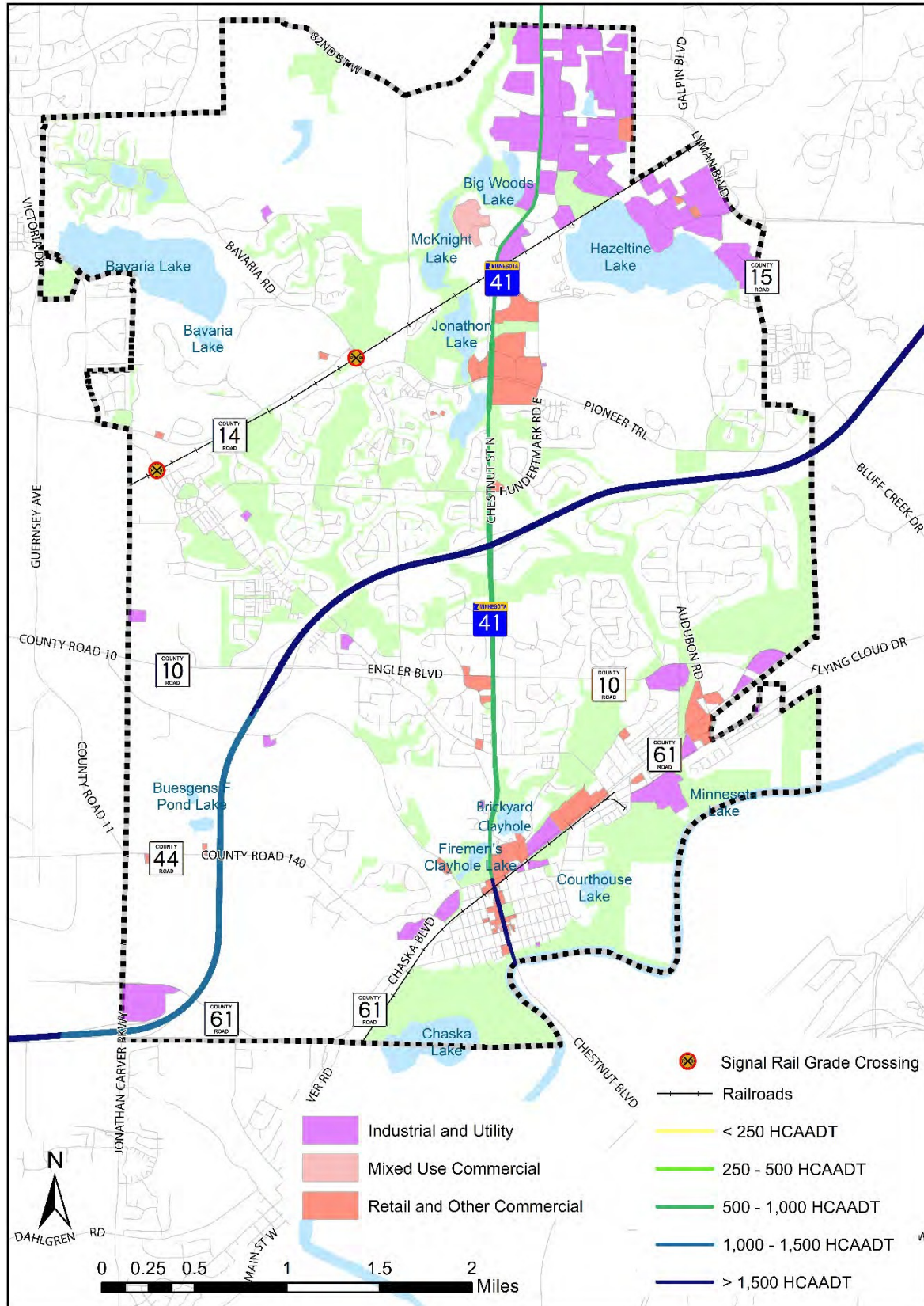
The corridors TH 212 and TH 41 in Chaska have been identified as a major industrial economic cluster having significant freight activity within the City and serving as a center for both employment and the generation of truck trips within Carver County.⁵ Many of the facilities within the cluster are manufacturing sites, along with several transportation and warehousing facilities. The TCWR railroad track runs parallel to TH 212 and connects to major industrial locations in northern Chaska.

Heavy Commercial Vehicle Volumes

Existing heavy commercial annual average daily traffic (HCAADT) volumes are depicted in FIGURE 6.13. High volume corridors include TH 212 and TH 41. The most heavily truck-travelled portions of the interstate highway network in Carver County occur on TH 212, TH 41 and TH 5. Those highways represent the top 10 truck count locations in Carver County and carry the bulk of the County’s highway freight.

⁵ 2017 Metropolitan Council’s Regional Truck Highway Corridor Study

FIGURE 6.13: EXISTING FREIGHT SYSTEM IN CHASKA



Top Interstate Truck Count Locations in Chaska:

- » TH 212 East of Junction with TH 1 (City of Chaska): 1,750 HCAADT
- » TH 212 North of Junction with CSAH 10 (City of Chaska) 1,650 HCAADT
- » TH 41 South of CSAH 61 (City of Chaska): 1,600 HCAADT

SAFETY AND CAPACITY ISSUES

All industrial areas in Chaska are located with adequate access to the metropolitan highway system. The Interstate and Minnesota Trunk Highway systems are all built to 10-ton axle loading standards, TH 212 and TH 41 are part of the National Truck Network and the Minnesota Twin Trailer Network, allowing extra capacity and flexibility for commercial trucking. This major highway coverage reduces the impact of truck traffic on local roadways and minimizes the potential for disruption of neighborhoods. Two locations within the City of Chaska that have insufficient width requirements for a 10-ton truck:

- » Chaska Boulevard (CSAH 61) just east of TH 41
- » CSAH 15 intersection with CSAH 10

Truck travel reliability and freight mobility concerns have been identified within the City's freight network. Poor truck travel time reliability generally coincides with routes that contain several intersections. In Chaska, the stretches of Chestnut Street (TH 41) and Chaska Boulevard (CSAH 61) traverse busy commercial and industrial centers and contain several intersections within a relatively short distance, which contribute to poor reliability due to the significant amount of control delay imposed at each signalized intersection.⁶

In 2017 MnDOT released a study on utilizing truck GPS data for performance analysis in the Twin Cities metropolitan area. The study concluded that most truck bottlenecks in the metropolitan area are located at interchanges. In Carver County, the top morning peak truck bottlenecks identified included TH 212 east of Cologne approaching Chaska.

The unreliable travel times observed in these areas are likely due to trucks navigating roadways with increased demand. According to MnDOT traffic count data, the TH 212 and TH 41 corridors are among the most heavily utilized routes in Carver County. Demand at this level can contribute to poor truck travel time reliability as roadways approach capacity-constrained conditions.

In understanding freight safety and capacity issues, it is important that commercial vehicle traffic from industrial, warehouse and commercial land uses be adequately considered. Increased traffic can be sufficiently accommodated through the following measures:

- » Locating freight-intensive land uses in areas that are proximal to the metropolitan highway system and with ample access to minor arterials;
- » Utilizing acceptable design standards on arterials, ensuring adequate turning radius, pavement depth, and space for commercial vehicles; and

⁶ Ibid.

- » Providing adequate signage and marking along roadways to minimize commercial vehicle traffic through residential neighborhoods.

IMPROVEMENT PROJECTS

Several planned projects of the County roadway system will support the freight network in the City of Chaska and are identified below⁷:

- » TH 212 – Upgrade to a four-lane expressway from Cologne to Carver (unfunded priority project).
- » TH 41 – Expand from two-lane roadway to a four-lane roadway from TH 212 to TH 7. The segment from TH 212 to CSAH 14 is included in the 2017-2022 County CIP and the remaining segment is an unfunded priority project.
- » CSAH 10 – Reconstruction of CSAH 10 east of CSAH 11 and west of West Creek Lane (2017-2022 CIP)

FUTURE CONSIDERATIONS

The City of Chaska is continuing its development as a major hub of industrial centers, business locations, and commercial districts. Transportation system improvements recommended by the City accommodate these continually changing land uses and facilitate increased demand for efficient freight operations to serve these new and growing business developments.

In recent years, e-commerce and day-of deliveries have also become increasingly more important to the national economy and is reflected at a regional level throughout the greater Twin Cities area. The demands of customers to receive products within the shortest amount of time has, and will continue to, increase freight traffic on major and local roadways. Given the proximity of Chaska to the Twin Cities and presence of several industrial clusters, it is imperative that these trends be planned for to maintain traffic flows and avoid congestion along roadways in Chaska.

More cost-effective strategies must be implemented to address regional mobility issues. One strategy proposed for implementation is strategic capacity enhancements. Projects in the form of new interchanges, non-priced managed lanes and limited general-purpose lanes may be needed to address corridor congestion and provide lane continuity for an existing facility or to complete an unfinished segment of the Metropolitan Highway System.

AVIATION PLAN

The Twin Cities metropolitan area is served by one commercial airport, seven reliever airports, and two seaplane bases. Metropolitan Council's 2040 TPP notes that growth in general aviation is essentially flat, but growth in commercial airport activity is projected to continue through 2040. Chaska does not contain any airports; however Flying Cloud Public Airport is five miles east of Chaska in the City of Eden Prairie and serves primarily business and personal aircrafts. Scheduled commercial passenger service is available at the Minneapolis/St. Paul International Airport located approximately 20 miles

⁷ Carver County 2040 Comprehensive Plan, 2018

east of Chaska. Metropolitan Council's 2040 TPP has identified airport service areas based on forecasts for when and where metropolitan growth is likely to occur. Based on these forecasts no new general aviation airports are proposed in the City.

Multiple buffer zones protect the function of each general aviation airport and ensure that surrounding land use is compatible. A 3-mile radius has been established with general requirements for noise, zoning, and infrastructure. Within a 6-mile radius, no new landfills or wind towers are permitted. The Flying Cloud Public Airport noise radius does not intersect Chaska, so the aircraft takeoffs and landings are deemed to be too far from Chaska to create a noise problem in the City.

DEVELOPMENT AND LAND USE

Because of their role in national and international travel, airports are primarily regulated through the Federal Aviation Administration (FAA). The FAA must approve any application to construct a structure 200-feet above ground level. The FAA requires Form 7460-1 "Notice of Proposed Construction or Alteration," under code of federal regulations CFR-Part 77, be filed for any proposed structure or alteration that exceeds 200-feet. FAA Form 7460-1 can be obtained from FAA headquarters and regional offices. This form must be submitted 30 days before alternation or construction begins or the construction permit is filed, whichever is earlier. In addition, MnDOT must also be notified of the proposed development. The Minneapolis/St. Paul Airport Community Zoning Board's land use safety zoning ordinance should also be considered when reviewing construction in the City that raises potential aviation conflicts.

Structures which are 200-feet or higher above ground level may pose hazards to air navigation. Chaska has no existing structures of this height. Structure height in Chaska is guided by the City's subdivision ordinance. Although not common practice, it is possible there could be structures over 200-feet constructed in Chaska due to planned unit developments or other special circumstances. When possible, tall structures which could pose hazards to air navigation should be clustered. Any applicant who proposes to construct such a structure shall follow the proper procedures required by law, as outlined above.

HELIPORTS

The Twin Cities metropolitan area currently does not contain a freestanding public heliport facility. Numerous helicopters are based in the metropolitan area, mostly at public airports. In addition, there are several private heliports in the metropolitan area, mostly at hospitals. The closest heliport to the City is located in the City of Waconia, eight miles west of Chaska. No heliports currently exist in Chaska.

The Chaska Zoning Ordinance provides for "minor heliports" within industrial districts by Conditional Use Permit provided certain standards are met. The standards were adapted from Metropolitan Council's model heliport ordinance. The City recognizes that potential problems are associated with helicopter operations in terms of safety and noise impacts relative to certain types of land uses, particularly residential areas. Conversely, a heliport may be quite desirable in one or more of the City's industrial districts for economic and potentially emergency use reasons.

SEAPLANES

Seaplanes occasionally land on Hazeltine Lake and Lake Bavaria in northern Chaska but none of these planes are based on these two lakes. The frequency of such landings is quite rare and has caused no known conflicts to date. The operation of seaplanes on Hazeltine Lake and Lake Bavaria must conform to all applicable marine traffic rules and regulations.

PRIVATE AIRPORTS

No private airports exist in Chaska. As the City is predominantly urban and suburban, this type of land use becomes less compatible. Future development of private airports is not encouraged by the City.

Chapter 7. Parks, Trails, Recreation & Open Space Plan

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INTRODUCTION

A strong parks, trails, recreation, and open space system is a very important ingredient for providing a high quality of life for Chaska residents. While many socio-economic changes have taken place in recent years, the need for recreation and open space facilities conveniently accessible to Chaska residents has not changed. Indeed, increased leisure time and a greater awareness of maintaining good health has placed even more emphasis on recreation than in earlier years.

The Parks, Trails, Recreation, and Open Space Plan establishes standards for various types of parks and open spaces, compares existing facilities against these standards, projects future park needs, and identifies park lands and facilities needed to serve existing and future residents of Chaska.

SYSTEM HISTORY

The City of Chaska has an extensive parks, open space, and trails system that provides recreation facilities and trail connections throughout the entire community. In general, Chaska's trails system is a combination of trails that traverse through the community's natural landscape, particularly the creek ravines that drain to the Minnesota River, and trails that follow roadways. Appropriate to a river community, the overall trails system's function is analogous to watershed tributaries feeding a major river with neighborhood trails feeding community trails, which then feed regional trails. The primary objective of all trail types is to provide safe and convenient travel routes for recreation or destination purposes while taking advantage of existing community natural resources and roadway systems. The City's trails system is intended to encompass all residential areas, activity centers, and significant natural resource areas throughout the community.

Chaska's trail system has been taking shape since the City's inception and encompasses a variety of trail types that evolved during the City's various development periods. As part of Chaska's early development, provision was made for pedestrian movement via the traditional urban sidewalk system, which continues to serve most of downtown and lower Chaska. Downtown Chaska has sidewalks on both sides of each street. As part of the Jonathan New Town development in the early 1970's, a pedestrian "backwalk" trail system was put in place that separates walkways from streets. The "backwalk" system has continued to develop in many new Jonathan neighborhoods. However, some new Jonathan neighborhoods have been developed with walkways alongside of new sub collector streets. In the Clover Ridge neighborhood, sidewalks are provided on one or both sides of streets in accordance with traditional neighborhood design principles. In neighborhoods outside of Jonathan, pedestrian facilities are provided via sidewalks located primarily along one side of sub collector streets.

The City of Chaska owns a significant amount of natural open space throughout the City, which is primarily comprised of land within the East Chaska Creek ravine/drainage system and the Minnesota River Valley. Since the 1970s, when a substantial portion of this land was acquired by the City with the assistance of state and federal open space grants, the City has developed an extensive system of trails that traverse the natural areas of the creek ravines. The flood control project to reduce flood damage from the Minnesota River was completed in lower Chaska in 1998. As part of the flood control project, a trail was constructed on the levee and along the East Creek Channel Diversion structure.

In addition to trails through linear parks and open space, the City has typically installed trails along one side of all collector and arterial roadways to provide safe and convenient travel routes between destinations in the community. As property is platted and developed, the City will continue to require land dedication for the remaining segments of the City's 2040 Trail System.

SUMMARY OF THE SYSTEM

The City of Chaska contains a wide variety of city-owned parks and facilities, private recreation areas, state and federally owned open space resources as summarized below.

TABLE 7.1: OWNERSHIP & AREA OF PARKS, FACILITIES, & OPEN SPACE IN CHASKA

Park/Recreation Element	Owner	Acreage	Components
City Parks	City of Chaska	289 acres	Community parks, Community playfields, Neighborhood parks, Mini-parks
City Trails, Trail Corridors, and Open Space	City of Chaska	1,100 acres	Ravines, East Chaska Creek ravine, Minnesota River floodplain, wetlands
Municipal Golf Courses	City of Chaska	278 acres, 31 acres	Chaska Town Course, Par 30 golf course
Carver County open space	Carver County	7 acres	Courthouse Lake open space and Lake Bavaria boat launch
Mn DNR land	State of Mn		Open space adjacent to Lake Bavaria
Minnesota Valley National Wildlife Refuge	U.S. Government	130 acres	Open space along Minnesota River
School open space, fields, and play areas	School District #112	86 acres	
Private parks and trails	Jonathan Association		Jonathan Association trails, tot lots, beach and tennis court area
Private Golf Course	Hazeltine	229 acres	Hazeltine National Golf Course
TOTAL			

As noted in the Land Use section, approximately 37 percent of the developed land in the City is in or is committed to open space use. This land totals about 3,000 acres, which is almost five square miles. (FIGURE 7.2.)

PARK BOARD STRUCTURE & PARTNERSHIPS

Chaska's Park Board is a volunteer body acting in an advisory capacity to the City Council that meets monthly. The Board consists of 11 volunteer members who are appointed by the City Council.

The Park Board meets to discuss issues related to open space, city parks, recreation, and arts. The Park Board also assists in the review of the comprehensive plan and various development projects throughout the city and advises the City Council on matters of policy.

The Chaska Park and Recreation Department serves as staff for the Park Board. The Chaska Public Works Department provides maintenance services for the Park Department.

The Park and Recreation Department partners with numerous organizations in order to provide leisure and recreational services for Chaska residents. These groups include: Alphabet Junction Daycare, Beyond the Yellow Ribbon, Bountiful Basket Food Shelf, Breakaway Academy, Carver County Parks, Chaska Cubs, Chaska Downtown Business Alliance, Chaska Figure Skating Club, Chaska Kiwanis, Chaska Lions, Chaska/Chan Hockey Association, Chaska Police Department, Chaska School of Dance, Chaska/Chan United Soccer, Chaska Valley Family Theater, City of Carver, City of Chanhassen Senior Center, Crooked Pint Restaurant, Doterra (Tanya Brown), District #112 Special Education, Fishing with Friends, Independent School District 112, KleinBank Chaska, Landmark Tours, Launch Ministry, Local youth athletic associations, Minnesota Curling Association, MN State High School League, Reach Adaptive Resources, School District athletic teams/coaches, SouthWest Christian High School, SouthWest Transit, St. Francis Sports Medicine, St. Francis Capable Kids, West Express Swim Team

The Chaska Curling Center maintains partnerships with the following organizations: Twin Cities Curling Association- The Big Spiel, TCCA Invitational, etc.; United States Curling Association- Curling Night in America, U18's, College Nationals, National Training Center; and the World Curling Federation- Curling Night in America.

EXISTING PARKS, TRAILS, RECREATION, AND OPEN SPACE SYSTEM

OVERVIEW

The City of Chaska owns 289 acres of "active" parkland as well as 333 acres of public golf course land. In addition to the "active" parkland, the City also owns another 1,100 acres of "passive" parkland for a grand total of about 1,340 acres (2.1 square miles) of municipal open space land. The "passive" land consists largely of the East Chaska Creek ravine/drainageway system, Minnesota River floodplain, and related wetlands, and contains nearly 20 miles of off-road trails through linear parks and open space. About half of the 1,340 acres of municipal

parkland was acquired with the assistance of state and federal grants during the early and mid-1970s.

The National Recreation and Park Association (NRPA) has developed a classification system for specific kinds of parks, recreation, and open space facilities. It addresses function, design, use, size, resource characteristics and preferred location.

The Metropolitan Council has adapted NRPA's classification system and included it in its *2040 Regional Parks Policy Plan*. The classification system contains thirteen components for local and regional recreational facilities ranging from the neighborhood level to the regional level, including trails.

Chaska has adapted the Metro Council's classification system to more closely reflect the City's unique development pattern and needs.

TABLE 7.2 identifies the twelve classifications for park, recreation, and open space facilities, and also describes each classification according to its use, service area, size, site attributes, and site location. The following park and trail types are located within Chaska:

- » Mini-park
- » Neighborhood Park
- » Community Playfield
- » Community Park
- » Community Feature
- » School Parks
- » Linear Parks and Open Space
- » Trails
- » Regional Parks and Trails
- » Federal, State, and County Open Space

No regional parks or park reserves are situated in Chaska.

The park classification system of TABLE 7.2 serves as the basis for Chaska's Parks, Trails, Recreation, and Open Space System Plan. The system plan is intended as a guide for planning — not as an absolute requirement. Sometimes more than one component may occur within the same site such as neighborhood play facilities within a community park or playfield.

TABLE 7.2: PARK CLASSIFICATIONS / CHARACTERISTICS

Feature / Park Type	Use	Service Area	Size	Site Attributes	Site Location	Level of Service	Qty	Existing Facilities
City of Chaska								
Mini-Park	Specialized facilities that serve a concentrated or limited population or specific group such as tots or senior citizens	Less than 1/4 mile	Less than one acre		May be in residential neighborhoods or commercial centers that currently lack convenient access to a neighborhood park/playground or as part		3	East Creek Canyon Park
								Hickory Park
	Area for active recreational	1/4 to 1/2		Physical	of a planned residential development			Wood Ridge Park
					Easily accessible to neighborhood population by foot or bike; centrally			Bavaria Hills Park Bluff Park Chevalle Park Cortina Woods Park Friendship Park Griep Park
Neighborhood Park / Playground	Facilities such as field games, play court games, crafts area, play apparatus area, skating, shelter, open play area	1 mile radius (neighborhood)	3-15 acres	Physical geography suited for intense development	Playfield	0.5 acres per 1,000 population	14	Highland Park Keizer Park
					located with safe and convenient walking and biking access; may be part of a Community Park or			Meadow Park Moers Park Schalow Park Shadow Woods Park Town Course Park Walden Park
Community Playfield	Area for active recreation facilities such as athletic fields for youth and adult league use, and could include neighborhood park uses	3-5 neighborhoods or whole community	25-50 acres	Physical geography suited for intense development	Easily accessible by motor vehicle; edge of neighborhood or in non-residential area	1 per 15,000 population	4	Athletic Park Community Park
								Lions Park Sunset Park
Community Park	Area of natural or ornamental quality for outdoor recreation such as walking, viewing, sitting, picnicking; could include athletic fields for programmed games; could include neighborhood park features, such as play areas and courts	3-5 neighborhoods or whole community	25-50 acres	Affords natural features with varied physical interest	Proximity to community facilities and natural resources	13 acres per 1,000 population	6	Firemen's Park Veterans Park Chaska Community Center
								McKnight Lake Bavaria Park Future SW Community Park
Community Feature / Special Use	Area that preserves, maintains, and provides specialized or single-purpose recreational activities such as golf course, nature center, marina, zoo, conservatory, arboretum, display gardens	Community	Specific to standard applicable to	Appropriate to particular special feature	Where most advantageous for the special feature and the overall park system		4	Chaska Town Course Par 30 golf course City Square

Feature / Park Type	Use	Service Area	Size	Site Attributes	Site Location	Level of Service	Qty	Existing Facilities
	Areas of natural quality such as waterways and wetlands that are preserved for environmental or aesthetic benefits to the community, and/or because of the negative environmental or economic effects of development on them; Serves as corridors for trails and park access points	Community	Variable, based on extent of natural resources	Natural resources that merit preservation and would be negatively affected by development	Where natural resources occur			Municipal ownership of extensive open space system focused on East Chaska Creek ravine, Minnesota River floodplain, and wetlands
Trails	Paved and unpaved trails that are along roads or within natural corridors for linear recreation - walking, running, biking, rollerblading, dog walking	Walking / hiking / jogging: 1.1 miles per 1,000 population; Bicycling: 0.7 miles per 1,000 population						
Non City-owned Parks and Open Space								
Regional Parks, Trails, and Open Space	Area of natural or ornamental quality for nature-oriented outdoor recreation, such as picnicking, boating, fishing, swimming, camping, and trail uses; trails are typically within off-road corridors and connect regional open spaces and destinations	3-5 communities	200-500 acres (100 acre minimum)	Complete natural setting contiguous to water bodies or watercourses where possible	Where natural resources occur - particularly water			Minnesota Valley National Wildlife Refuge; Carver County open space area around Courthouse Lake; Southwest Regional Trail, Minnesota River Bluffs Regional Trail; regional trail search corridors also exist
School Parks (not under joint use agreement)							3	Clover Ridge Elementary School Firemen's II Park Jonathan Elementary School
Private Parks and Open Space	A play area or open space provided by a developer or residential housing association in for recreational, aesthetic, or conservation value	Private residential developments						Jonathan tot lots
Private Trails	Paved trails and sidewalks built and maintained by a private developer or housing association	Private residential developments						Jonathan backwalks and trails
Private Golf Course	Golf course that serves members, not open to the general public							Hazeltine National Golf Course

COMMUNITY PARKS

Chaska has five (5) existing community parks, which are described below. A community park by definition has natural qualities such as a lake or bluff and serves in a passive role. Chaska's community parks are typically located adjacent to major natural features within the community and distributed throughout the community.

1. Firemen's Park
2. Veterans Park
3. Chaska Community Center
4. McKnight Park
5. Lake Bavaria Park

Firemen's Park

Firemen's Park is located in downtown Chaska, on the south side of Firemen's Clayhole Lake, and Veterans Park, which is on the north side of the lake, together form one park but are described separately herein. The park serves as the primary family "active use" facility in the City. The swimming beach, Curling and Event Center building, off shore fishing, and generous open space for play make it unique within the City's parks system.

Veterans Park

Veterans Park is located on the north side of Firemen's Clayhole Lake and the Minnesota River bluff. Veterans Park primarily provides a relatively removed park location for family type gatherings. Veterans Park is currently being expanded with an anticipated completion date of 2019.

Chaska Community Center

The Chaska Community Center has a relatively central geographic location within the community. It is located on the Minnesota River bluff top and is connected to the community's linear park system and its trails. This significant indoor recreation center, which was initially constructed in 1990, is recognized as a vital component of the City's parks system. It is a state-of-the-art facility within the Twin Cities Metropolitan Area.

McKnight Park

McKnight Park serves as the City's primary passive park site, particularly for the northern portion of Chaska, and is located along Lake Jonathan. Trail access relative to the water and wooded areas makes this a popular park site. The park underwent significant development during the 1980's and 1990's.

Lake Bavaria Park

Lake Bavaria Park is located along the southwest edge of Lake Bavaria in the northwest portion of the community. It does not have developed infrastructure yet. It is adjacent to MnDNR land and Carver County land.

COMMUNITY PLAYFIELDS

Chaska has four (4) City-owned community playfield complexes for organized league use, which are described below. Neighborhood playground facilities are provided in all of the City playfield complexes except Athletic Park.

1. Athletic Park
2. Community Park
3. Lions Park
4. Sunset Park

Athletic Park

Athletic Park presently serves as a regulation baseball facility for adult, Legion, and Chaska High School.

Community Park

Community Park serves as an important softball and baseball complex for adult and youth. As with all other municipal parks, it is attached to the City linear park system.

Lions Park

Lions Park has generally been considered an active recreation site accommodating softball, tennis, volleyball, baseball, soccer, and ice-skating. An off-leash dog park was developed in Lions Park in 2018.

Sunset Park

Sunset Park serves as a regulation-size youth baseball field to host primarily ages 13 & up. In addition, the community playfield serves as a trailhead location for local trails.

COMMUNITY FEATURES

Chaska has four (4) parks that are considered unique community features, which are described below.

1. City Square
2. Winkel / Riverbend Park
3. Chaska Town Course
4. Par 30 Golf Course

City Square

This unique “town square” park in the center of historic downtown Chaska features a central gazebo/bandstand. It is primarily a passive use park, but is also used for special events such as River City Days and Taste of Chaska. It was renovated in the 1980s including extensive landscaping, pathways, sprinkling and gazebo reconstruction.

Winkel / Riverbend Park

In conjunction with the flood control project, the City of Chaska traded about six acres with the U. S. Fish and Wildlife Service (USFWS). The City added USFWS land to Athletic Park and USFWS obtained the undeveloped west part of Winkel Park for its Chaska Lake National Wildlife Refuge.

Although Winkel Park is quite small at three acres, it serves a community and regional function as a boat launch access to the Minnesota River outside the new levee. The park includes a small parking lot and the levee trail system, which was rerouted under the T.H. 41 bridge and through Winkel Park as part of the flood control project.

Riverbend Park is a one-acre passive use park that was created in conjunction with the flood control project and the Block 54 redevelopment project. Trail systems link this unique facility to the levee trail, to the downtown commercial area, to Winkel Park via a stairway down the levee, and to the adjacent Riverbend Hotel through its outdoor plaza. Riverbend Park's strongest feature is the panoramic view afforded of the Minnesota River and attendant woodland at a point where the river makes a sharp turn on its way northeasterly to its junction with the Mississippi River at Fort Snelling. A variety of seating/observation areas are available and a large raised central green area is available for private and public functions.

Chaska Town Course

Designed by renowned golf course architect Arthur Hills, Chaska Town Course sprawls over 285 acres of oak groves, open prairie, and marshlands. Lush bent grass covers the playing area from tee box to green. Chaska Town Course is owned and operated by the City of Chaska and was opened in 1997.

Par 30 Golf Course

The Chaska Par 30 is a small and challenging course designed by Robert Trent Jones. The course opened for play in 1971 and is located on Hazeltine Boulevard near Lake Hazeltine. The bent grass greens of the course are average sized. The bluegrass fairways are wide. Water hazards come into play on 5 holes, and there are 15 sand bunkers on the course. The Par 30 is a great course for beginning golfers or for experienced players looking to challenge their short game.

SCHOOL PARKS

School District #112 Joint Use Facilities

The City of Chaska and School District #112 have an agreement for joint use of baseball, softball, soccer fields, and tennis courts located on the Senior High School, Middle School, and Pioneer Ridge Freshman Center campuses. In effect, the Middle School campus, including its gyms and swimming pool, together with the adjacent Chaska Community Center can be

considered a Community Playfield site. Likewise, the Senior High School campus can be considered an extension of Pioneer Park Playfield. Pioneer Park serves primarily as a community playfield site, similar to Community Park. Pioneer Park incorporates both ballfields with youth dimensions and separate ballfields with adult outfield dimensions. The joint use agreement between the City and School District allows large tournaments to be held by each entity in one location.

Firemen's II Park

Firemen's II Park is a one-acre school park on the northeast side of downtown Chaska. The park includes a small playground and open space.

NEIGHBORHOOD PARKS

In 2018, Chaska contained 15 neighborhood parks, which are intended to serve a surrounding residential neighborhood within a 10 minute walk. They range in size from 0.5 to 14 acres. In addition, as stated earlier, five community park/playfields also contain a neighborhood facility, which is encouraged.

Chaska's existing neighborhood parks consist of the following:

1. Bavaria Hills Park
2. Bluff Park
3. Chevalle Park
4. Cortina Woods Park
5. Friendship Park
6. Griep Park
7. Highland Park
8. Kelzer Park
9. Meadow Park
10. Moers Park
11. Schalow Park
12. Shadow Woods Park
13. Town Course Park
14. Walden Park

MINI-PARKS

Chaska currently has three (3) mini-parks, which are listed below. These City-owned mini-parks serve a limited area and typically contain play apparatus and open play space for small children.

1. East Creek Canyon
2. Wood Ridge
3. Hickory

LINEAR PARKS & OPEN SPACE

Chaska's linear parks and open space generally consist of the following components:

1. Minnesota River valley and levee
2. East Chaska Creek ravines
3. West Chaska Creek ravines
4. "Chain of Lakes" – Lakes Grace, Jonathan, McKnight, and Big Woods
5. University of Minnesota Landscape Arboretum
6. USFWS Minnesota River National Wildlife Refuge, Chaska Lake Unit
7. Seminary Fen / Assumption Creek
8. Chaska Greenbelt

CITY TRAILS

Trails throughout the community are developed within roadway corridors and within linear parks and open space. The roadway trails provide safe places for residents to walk and bike within rights-of-way, while the linear park trails provide a natural experience away from busy roadways. In some cases, natural surface trails are provided. The City contains over 90 miles of paved trails throughout the community.

Within Chaska's neighborhoods sidewalks, breakthroughs, and backwalks provide another level of walking and biking facilities. Many of the breakthroughs and backwalks are within Jonathan neighborhoods, and are operated and maintained by the Jonathan Association.

For clarification purposes, certain terms as used herein are defined below:

Pedestrian Backwalk: A pedestrian trail within a neighborhood typically located between rear lot lines. In essence, backwalks are a substitute for sidewalks along streets and are designed to separate pedestrian and vehicular traffic to the extent possible. Backwalks are typically provided by the Jonathan Association.

Pedestrian Breakthrough: A short pedestrian trail between residential lots, which accommodate desired pedestrian movement within neighborhoods, not accommodated by sidewalks along sub collector streets, or by local access streets. Breakthroughs also provide access to adjacent or proximate destinations such as parks and community trails.

All of the City trails are designed for walking, jogging, biking, and hiking purposes. In addition, some of the natural corridor trails may be used for cross-country skiing. Trails exclusively for cross-country skiing and for snowmobiling are not identified in this plan.

Chaska's trail system primarily parallels the watershed system of East Chaska Creek leading to the University of Minnesota Arboretum. Other trail segments exist throughout the

community in linear parks and open space. The trail system connects most of the City's major public facilities and activity centers.

Equestrian Trails

Horse stables exist within the rural, northwest part of the City where a substantial number of horses are currently kept. Some equestrian trails exist north of the TC & W Railroad. Some of these trails are within the City's linear park system and some are on private property by informal agreement.

The MN DNR has developed an extensive system of equestrian trails within the Minnesota Valley State Recreation Area across the river and south of Chaska. This system is intended to be expanded in the future.

It is the intention of the City of Chaska to preserve and enhance permanent horse trails in the northwest part of the City. This will be consistent with maintaining the Chaska Greenbelt identity and will preserve a popular form of recreation for the citizenry.

NON-CITY PARKS, TRAILS, AND OPEN SPACE

Within the City of Chaska, non-municipal local parks and open space facilities are provided by School District #112 as well as various homeowners' associations, most notably the Jonathan Homeowners' Association, which encompasses approximately 1/3 of Chaska's residential neighborhoods.

The numerous parks, trails, and open spaces under the jurisdiction of the Jonathan Homeowners' Association are represented on the map as local open space rather than parks and city trails since these parks are not publicly owned or maintained.

Private local parks and open spaces, such as private school playgrounds are not reflected as public parks.

Hazeltine Golf Course is identified specifically as a private golf course use, whereas, the Chaska Town Course and Par 30 Golf Course are designated as parks since they are publicly owned.

Finally, Jonathan Association owns and maintains 14 play lots, which are accessible via neighborhood trail systems.

FEDERAL, STATE, AND REGIONAL PARKS AND OPEN SPACE

Federal and State legislation designates most of the Minnesota River floodplain from Fort Snelling to Belle Plaine as either the Minnesota Valley National Wildlife Refuge (NWR) or the Minnesota Valley State Recreation Area. The U. S. Fish and Wildlife Service (USFWS) and the

State Department of Natural Resources (MN DNR) are the primary agencies engaged in planning, acquiring, operating, and maintaining the area.

Minnesota Valley National Wildlife Refuge

The Minnesota Valley National Wildlife Refuge (NWR) consists of eight (8) wildlife refuge units totaling approximately 13,500 acres. The Chaska Lake Unit is located in the extreme southwest part of Chaska, south of the levee and west of T.H. 41, and stretches south into the northeast part of the City of Carver. The unit is approximately 600 acres in size. The Chaska Lake NWR is directly south of both Athletic Park and Winkel Park. The primary objective is to preserve and protect wildlife and wildlife habitat and to provide opportunities for wildlife oriented recreation and education. The Chaska Lake Trail is a 1.7 mile unpaved trail that is accessed via a trailhead at Athletic Park in Chaska and connects to the riverfront park in Carver. Just to the south of the Chaska Lake Unit are the Louisville Swamp Unit (2,600 acres) and the Rapids Lake Unit (1,500 acres).

MN DNR is also acquiring wildlife refuge as well as park sites along the river lowlands as part of the Minnesota Valley State Recreation Area. In addition, DNR is developing a comprehensive system of trails from Fort Snelling to LeSueur. The north end of DNR's Carver Rapids Wayside recreation area is located directly south of Chaska across the Minnesota River. DNR has developed a horse, mountain bike and snowmobile trail from Chaska upriver to Belle Plaine. The northerly trailhead is on the east side of T.H. 41 about one half mile south of the Minnesota River/Chaska City limits.

The above described State and Federal efforts to preserve the natural resources within the Minnesota River lowlands, and to provide complementary recreational opportunities therein, have many positive and long-term benefits to area communities and the region as a whole. The City of Chaska has worked closely with agency representatives to achieve mutual goals and will continue to do so in the future.

There are no existing or proposed metropolitan regional parks located within the City of Chaska; however, two regional parks are located nearby the City.

Carver Regional Park Reserve is located about two miles northwest of Chaska in Victoria City and Laketown Township. The park contains 3,700 acres (5.8 square miles) and features boat launch, camping, picnicking, interpretive center and bike, horse, cross country ski and snowmobile trails. The park is owned and operated by the Three Rivers Park District.

Lake Minnewashta Regional Park is located 1.5 miles north of Chaska in Chanhassen. It contains 350 acres and features boat accesses, picnicking, swimming, a play area and trails. Future additions will include camping, a nature interpretive center and additional trails. The

park is owned, operated and maintained by Carver County with facility funding from Metro Council.

Lake Waconia Regional Park on the southern shore of Lake Waconia is about nine miles west of Chaska. This 135-acre park with views to the lake and Coney Island has a swimming beach, reservable group picnic shelter, picnic tables, grills, play equipment, restrooms, volleyball court, sledding hill, and the indoor Lake Waconia Event Center. Recent expansion of the park's land and shoreline will enable the County to consider adding a boat launch within the park, possibly in partnership with the Mn DNR.

Although not formally designated a regional park or open space, the Minnesota Landscape Arboretum is located directly adjacent to and north of Chaska in Chanhassen. The facility contains over 900 acres with about 50 acres of undeveloped property located in Chaska. It features over 5,000 species of plants as well as six miles of trails. It is open year-round and is operated and maintained by the University of Minnesota.

REGIONAL TRAILS

Regional trails are those owned and maintained by Carver County, Metro, State and Federal agencies. The following existing and proposed regional trails are relevant to Chaska's trails system.

Minnesota Valley State Trail & Recreation Area

The Department of Natural Resources (MN DNR) has developed a comprehensive trail system plan for the Minnesota River Valley from Ft. Snelling to LeSueur, a distance of 72 miles. The first section of a hard surfaced trail was developed on the former Milwaukee Railroad right of way between the Courthouse area in Chaska and Murphy's Landing in Shakopee, a distance of about five miles. Unfortunately, the rail bridge across the Minnesota River deteriorated to the point where it was removed by the DNR in 1997. The existing state trail consists of a paved trail from Murphy's Landing west to the Nyssen's Lake area just southeast of Chaska on the south side of the river. The trail then extends westerly to T.H. 41 bridge, approximately one half mile south of the Minnesota River (border of Chaska) and then veers south along the river eventually connecting to Carver and Belle Plaine. The T.H. 41 bridge includes a trail that connects Chaska's river levee trail system to the Minnesota Valley State Trail system. Directly south of Chaska across the Minnesota River, the MN DNR has developed hiking, horseback riding, mountain biking and snowmobiling trails from Chaska upriver to Belle Plaine.

Hennepin County Rail Trails: Minnesota River Bluffs Regional Trail and Southwest Regional Trail

The Hennepin County Regional Railroad Authority (HCRRRA) acquired two abandoned rail lines in the early 1990's for a potential Southwest Light Rail Transit (LRT) use. The lines originate in Hopkins as two branches of a triangle; the north branch extending westerly through Minnetonka and Excelsior to Victoria, and the south branch (former C & NW Railroad)

extending southwesterly through Eden Prairie and Chanhassen to Chaska. Both of these routes are considered to be long-range LRT projects. In the interim, an agreement between HCRRRA and the Three Rivers Park District allows the right of way to be used for “temporary” aggregate lime regional trails. These two trail segments were constructed in the mid 1990’s. The Cities of Chaska and Chanhassen financially participated in constructing the portion of the south branch trail between Bluff Creek Road in Chanhassen to CSAH 61 in Chaska.

The two trails have become very popular and receive extensive use. Both regional trails have proposed future segments near downtown Chaska in order to complete the connections between Victoria and Chaska and Chanhassen and Chaska.

Metro Council Proposed Regional Trails

The Metropolitan Council’s 2040 Regional Parks Policy Plan identifies future planned regional trails and proposed regional trail search corridors. Local comprehensive plans are required to conform to this regional system plan. Trails with relevance to Chaska are:

- » Minnesota River Bluffs Regional Trail, which is a proposed extension of connection from the existing Southwest Minnesota River Bluffs LRT Regional Trail at its current terminus in Chanhassen to downtown Chaska and the proposed Southwest Regional Trail;
- » Southwest Regional Trail, which is a proposed connection from the proposed extension of the Minnesota River Bluffs LRT Regional Trail in downtown Chaska to downtown Victoria, Carver Regional Park Reserve, and the proposed Highway 5 Regional Trail
- » Southwest Regional Trail, which is a proposed connecting trail between the two branches of the Southwest LRT Regional Trail, and also providing a connection from downtown Chaska to downtown Victoria, Carver Regional Park Reserve, and the proposed Highway 5 Regional Trail
- » Twin Cities & Western Railroad Regional Trail, which is a proposed regional trail that would follow the existing active railroad corridor if there is a change in the status of the use of the tracks.

Chaska’s Trails Plan recognizes these existing and proposed regional trails and identifies connections between the community and regional trail systems.

Carver County 2040 Trail and Bikeway System Plan

Carver County’s 2040 Comprehensive Plan update includes a county wide Trail and Bikeway System Plan that is intended to seamlessly connect the County’s trail and bikeway system with the regional and local trail systems. This plan consists of four types of trails:

- » Destination Trail – paved trail in a Conservation Corridor setting that serves pedestrians and bicyclists;
- » Destination Trail – paved trail in a Rail-to-Trail setting that serves pedestrians and bicyclists;
- » Bikeway – on-road bike lanes or shoulders that serve bicyclists but not pedestrians;
- » Linking Trail – paved trail within roadway right-of-way that serves pedestrians and bicyclists.

ISSUES & OPPORTUNITIES

PARKLAND ANALYSIS

The National Recreation and Parks Association (NRPA) has established a set of metrics for parks acreage and facilities. These metrics include a summary of data collected from around the country that establishes a baseline of comparison for the amount of park land acreage and number of facilities based on a community's population. A median level of park land for a community between 20,000 and 49,999 residents is 9.6 acres of developed park & recreation land for each 1,000 residents. In the last comprehensive plan, the City used a standard of 15 acres of park land per 1,000 residents. This metric is a high standard compared to other communities nation-wide.

Application of the Chaska desired standard acreage level of 15 acres per 1,000 residents to Chaska's past, present and future population levels is calculated in TABLE 7.3 below:

TABLE 7.3: CHASKA PARKS ACREAGE ANALYSIS

Year	Population	Existing Developed Park Acreage	Min. Desired Park Acreage	Excess/ Deficient Acreage	2019 - 2040 Additional Acreage Needed
2010	23,770	375 *	356	19	—
2020	27,433	421 *	411	10	—
2030	32,000	471 **	480	-9	9 acres
2040	36,600	471 **	549	-78	78 acres

* Includes 86 acres of school ballfields and playgrounds.

** Includes 86 acres of school ballfields and playgrounds and 50 acres of future parks in the SW Area.

According to this standard, Chaska exceeded the 15 acre/1,000 residents standard in 2010 by 19 acres which includes 289 acres of City-owned developed park land together with 86 acres of joint use District #112 facilities, largely ballfields. This standard demonstrates only that the City currently slightly exceeds (5%) this general guideline for desirable developed "active" park/recreation land on a city-wide quantitative basis.

Looking out to the future, this quantitative analysis indicates that the City should add park land to the current park system as the community continues to grow in population. The City has identified two specific parks that are planned for expansion in the future which total approximately 50 acres. The two parks, which are also identified on the 2040 Park & Open Space System Plan, are SW Community Park and the SW Neighborhood Park. In addition to these 50 acres of future planned park land, the City is projected to have a need for acquiring and developing an additional 78 acres of park land by 2040.

In addition to the above overall quantitative analysis, it is also beneficial to assess the various types of parks provided in the community in order to reveal potential deficiencies in the community's mix of parks. An indication of where deficiencies exist can be obtained by

comparing existing parks by type, including the particular facilities at each park, to the park standards listed in TABLE 7.2.

Finally, a distribution analysis was conducted, which analyzes park service areas, to determine whether the community's parks are adequately distributed to provide active recreational facilities within an appropriate distance for all residents. The Park Service Area Analysis map (Error! Reference source not found.) shows the service areas for all active city parks, including neighborhood parks/playgrounds, mini-parks, community parks, and community playfields. A desired service area of ½ mile radius was used for these parks. This analysis reveals the following:

Neighborhood Parks and Playgrounds

- » Existing neighborhood parks or mini-parks are located within one half mile of the majority of residential areas.
- » A few residential areas in the City are more than a half mile from existing City neighborhood park facilities. These areas are identified on Error! Reference source not found. as future park search areas, which include:
 - Downtown Chaska west of Hwy 41
 - Chaska Brickyard area (NE quadrant of Highway 41 & CSAH 61)
 - Neighborhood Three (quadrant northwest of Highway 41 & Highway 212)
 - Hazeltine Lake (west and south sides of lake)
 - Riverview Park area
 - Jonathan neighborhood east of Hazeltine Golf Course
- » Neighborhoods served by mini-parks rather than neighborhood parks/playgrounds should be considered for improved access to neighborhood park facilities when opportunities arise.

Community Parks

- » All of the community parks, with the exception of the Chaska Community Center, are “natural resource based” parks with locations adjacent to or incorporating significant natural features such as lakes, woodlands, bluffs, wetlands, and the creek/ravine system.
- » Community parks, based on the standards in TABLE 7.2, should be 25-100 acres in size. Additional land should be acquired for Lake Bavaria community parks to achieve this standard.

Community Playfields

- » The four (4) community playfields and three (3) school park/playfields, are well located throughout the community to serve existing residential areas.
- » A new Community Playfield should be considered in coordination with the design and development of the future SW Community Park.

Other Facility Needs

In addition to the traditional parks and recreation facilities discussed above, a desire has also been expressed by various user groups for specialized recreational facilities and sites including an outdoor swimming pool, pickleball courts, a disc golf course, mountain bike trails, and an off-road B.M.X. bike

park. The Park and Recreation Department is giving consideration to accommodating these facilities somewhere in the City.

Summary

Chaska parks and recreation land deficiencies and future needs in 2018 are:

- » Overall developed park and recreation land exceeds the standard of 15 acres/1,000 persons by 18 acres.
- » Whereas existing neighborhood parks are generally well located, several neighborhoods are not adequately served by a neighborhood parks and playgrounds due to 1) location outside of desired park service areas, 2) neighborhood park needs being met by a mini-park rather than a neighborhood park, and 3) underdevelopment of some existing neighborhood parks.
- » Chaska is served fairly well by four (4) existing Community Playfields and three (3) school joint-use facilities at accessible locations. Some additional improvements to and site expansion of these playfields may be needed in the future.
- » The five (5) existing “natural resource based” Community Parks are fairly well positioned throughout the community. Potential park expansion and/or development to meet community park standards are needed.
- » Development of the future SW Community Park should consider Community Playfield-type facilities.
- » Another 29 acres of land will be needed to meet the 15/1,000 standard in the year 2030 and 82 acres in the year 2040.
- » Sites should be explored for more non-traditional recreation activities that have become popular in recent years such as specialized facilities and sites for an outdoor swimming pool, pickleball courts, a disc golf course, mountain bike trails, and an off-road B.M.X. bike park.

Thus, while approximately one third of the developed area in Chaska is permanent park/recreation/open space land, some of the existing parks need further development and/or expansion and new parks are needed to serve the existing residential areas.

City of Chaska - 2040 Comprehensive Plan



COMMUNITY INPUT

In August of 2018, an online questionnaire was promoted to Chaska's residents to gain input on the existing values and future desires related to parks and recreation. The online questionnaire returned a total of 1,267 responses, of which 79% of the responses were from Chaska residents.

The key findings of the input are summarized below:

- » Residents are engaged – there is a high level of interest from Chaska's residents and visitors in the future of the parks, recreation, and trails system
- » Residents and park users value the existing biking and walking trails more than other parks and recreation facilities, and building more paved trails is a high priority for park and trail users
- » Protection of natural resources was identified as the highest priority among a list of 19 choices for future initiatives – 44% of respondents strongly agreed it should be a priority, and 34% agreed it should be a priority.
- » After protection of natural resources, the initiatives that more than half respondents agreed or strongly agreed should be priorities include: add more paved trails, improve biking and walking-friendly areas in downtown Chaska, improve park and trail wayfinding with signs and maps, expand indoor recreation facilities for winter use, update the Community Center, update existing playgrounds and park shelters, expand outdoor winter recreation facilities, and add more off-road, mountain bike/hiking trails. Initiatives that were lower on the priority list included adding more parks, athletic fields and facilities, expanding recreation programming, and improving the quality of athletic fields
- » Residents are interested in continued maintenance of the existing system (especially trails) before building new facilities.
- » The word cloud below identifies the most used words in the open-ended question listed above it:

Q4 What else do you feel is a priority in Parks & Recreation over the next 10-20 years?



- » The open-ended answers include a variety of suggestions, including:
 - Desire for more trails, trail improvements, and trail connections
 - Desire to maintain and improve/repair existing facilities throughout the system
 - Desire to maintain the rural/suburban character of Chaska with wide open spaces and less growth

- Add mountain bike trails
- Desire for disc golf
- Desire for dog park
- Desire to improve wayfinding on trails
- Desire to improve the community center, add an outdoor pool

PARKS AND RECREATION TRENDS

The following parks and recreation trends have been identified as potentially having an impact on the use of parks and recreation facilities in Chaska.

Increasing Demands on Time

Changes in employment patterns are altering patterns of parks and recreation use and are creating more demand at new times. Notable trends include a shorter workweek, flexible work hours, home offices, and two-income households. For example, use of parks during day hours by mothers with toddlers has decreased, but park use at day's end by young family groups has increased.

Safety

Residents are more concerned about safety in parks and open spaces. Desired features include lighting in parks and along trails, security cameras, and open spaces with long sight lines.

Budget Constrained

Many communities are dealing with tight budgets due to impacts from the economic recession during 2007/2008. In some cases, maintenance and replacement of recreation facilities has not kept up with the need.

Place-Making

Destination parks and special facilities, such as event spaces, amphitheaters, bars/restaurants, and unique facilities have been popular developments in recent years as communities try to attract visitors and provide memorable experiences for their residents.

Aging Actively

People are living longer today than ever before, and many seniors have a desire to stay active as they grow older. Activities, such as pickleball, swimming, walking, and biking, are popular among seniors.

Universal Design and Accessibility

There is a need for public services, such as parks and recreation facilities, to be designed to meet the needs of all citizens in terms of accessibility and usability.

Disconnected From Nature

Digital devices, such as mobile phones, tablets, and laptops, provide constant distractions from the outdoors. Parks and recreation need to stay relevant to ensure youth and adults engage with the outdoors.

Special Facilities & Non-Traditional Activities

There is more interest today in unique and non-traditional recreational activities as people are constantly discovering and learning about new ways to recreate. These include: disc golf, challenge courses, dog parks, splash pads, and pickleball, among others.

Green Alternatives

Changing weather patterns, increased flooding, larger rain events, and increased development have brought attention to smart stormwater design and best practices for protecting the environment. Implementation of rain gardens, prairie restoration areas, and native landscaping along shorelines have become popular ways to improve the local landscape.

Trail Use

In many communities, trails are the most requested facility. As the popularity of walking, running, biking, and dog-walking have continued to increase, people are looking for trails that are safe and provide high quality experiences, including loops, off-road paved surfaces, and natural corridors.

Changing Winters

As winter temperatures have varied in recent years, many communities are finding it difficult to maintain outdoor ice rinks, ski trails, and sledding hills. Refrigerated ice rinks and snow making have been used to provide reliable outdoor winter recreation facilities. Other flexible winter activities, such as fat tire biking, have become popular.

More Transient

In order to relocate for a job, better schools, or up-size or down-size, people are moving where they live more often now than in past decades. In order to keep local residents informed of offerings, parks and recreation departments should provide ample information through multiple outlets: City website, social media, and mailed/print publications.

High Quality Athletic Facilities

Artificial turf fields are becoming more popular as a way to provide reliable multi-use athletic fields that require little maintenance compared to natural turf fields. Tournament complexes with multiple features and amenities, such as covered dugouts, concession stands, permanent restrooms, shaded viewing areas, and warm up spaces are also becoming more in demand.

Aquatic Facilities & Recreation Centers

Many communities provide or are being asked to provide high quality indoor and outdoor aquatic facilities and community or recreation centers that include options for all ages: senior center, teen center, preschool, meeting rooms, event facilities, indoor pool, indoor children's play area, and fitness center.

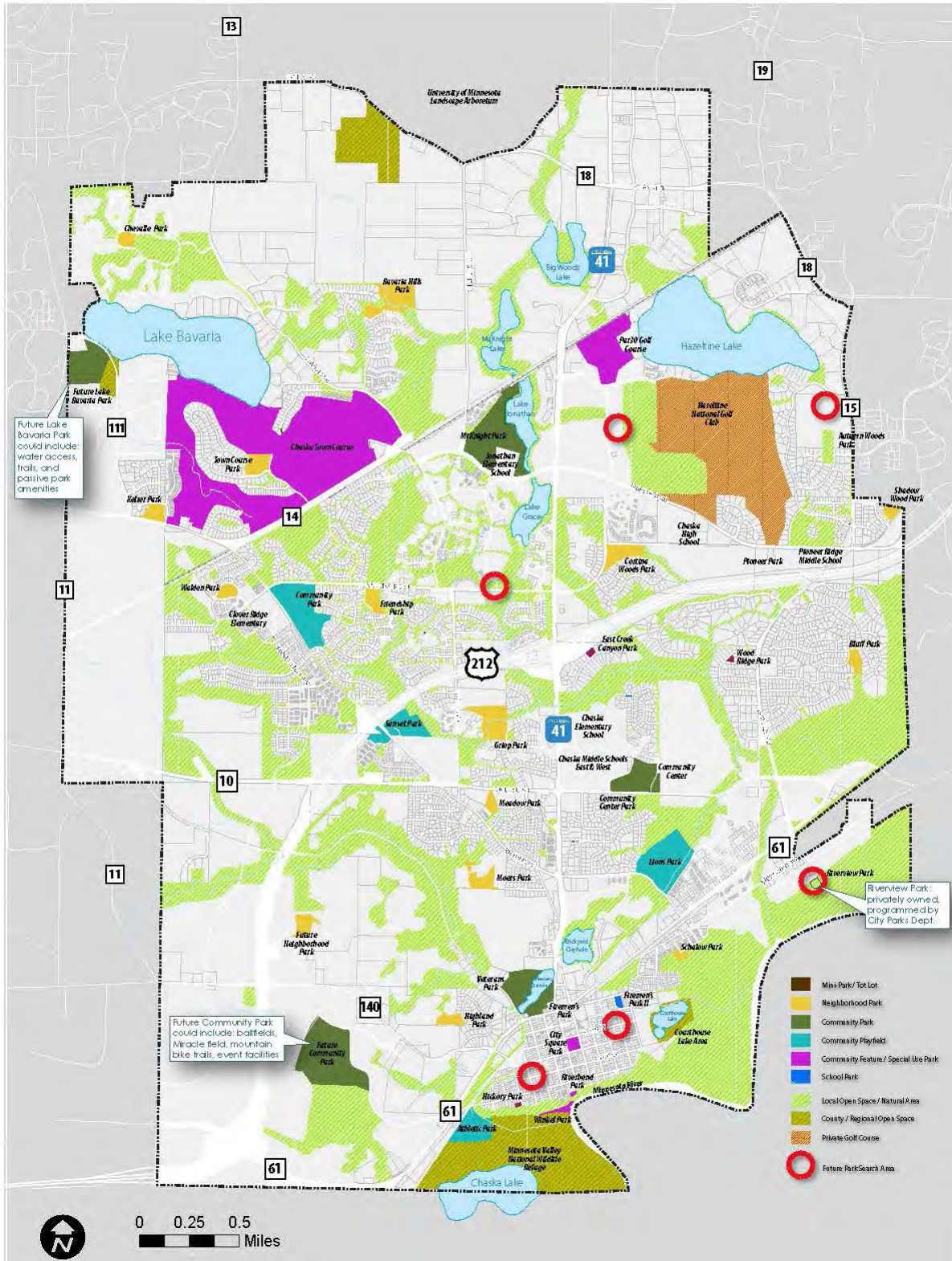
2040 PARKS, TRAILS, RECREATION, AND OPEN SPACE PLAN

FIGURE 7.2 identifies the existing and planned parks and open space in Chaska.

GOALS & POLICIES

The following goals are broad, high level statements that reflect the values of the Chaska community regarding parks, recreation, and trails. The statements are written to reflect the end results or desired scenarios for the City of Chaska's parks, recreation, and trails system. The following policies shall apply to the acquisition, development and maintenance of park/recreation facilities within the City of Chaska. The goals and policies are organized so that each goal has several policies that relate to achieving the goal. Some policies relate to more than one goal but are listed under the goal that is most applicable.

FIGURE 7.2: 2040 PARKS & OPEN SPACE MAP



PLANNING AND DEVELOPMENT

The following goals and policies shall apply to the acquisition, development, operation, and maintenance of parks and recreation facilities within the City of Chaska.

Accessibility Goal

Chaska's parks and recreation facilities are designed based on the principle of universal design, providing all-inclusive facilities that are able to be used by people of all ages and abilities.

Policies

1. Chaska shall utilize the Park/Recreation/Open Space classification system and standards presented in TABLE 7.2 as a guideline for acquisition, expansion, development and redevelopment of local public park/recreation/open space facilities.
2. Chaska shall develop and maintain park master plans for all city parks and playfields to provide a tool for evaluating, planning, designing, and prioritizing needed improvements to the parks/recreation/trails system.
3. Chaska shall develop new mini-parks only as a part of Planned Residential Developments to be owned and maintained by home owners' associations or rental housing owners. In rare cases where a residential development lacks safe or convenient access to a neighborhood park, a City-owned mini-park may be considered.
4. Chaska shall develop neighborhood park facilities in conjunction with Community Parks and Community Playfields, where appropriate, such as in Community Park and Lions Park.
5. Chaska shall provide safe and convenient pedestrian access to neighborhood parks by means of a neighborhood pedestrian movement system to be designed as a part of each residential development.
6. Chaska shall provide trail access between neighborhood parks and the Linear Parks and Trails system.
7. Chaska shall ensure that new residential conservation/cluster development proposals in Greenbelt areas are required to evaluate the potential needs for both active and passive neighborhood parks.
8. Chaska's trail system includes on road trails (i.e., Pioneer Trail) and off road trails (i.e., Highway 41); however, the preference is for the latter. Separate, paved trails will be installed along one side of all collector and arterial roadways.

9. Chaska's paved trails along roads shall provide for safe destination oriented travel. The roadway trail network also serves activity centers and trip generators.
10. Chaska shall determine the provision of sidewalks based on the type of development, pedestrian needs, and proximate trail connections to each subdivision.
11. Chaska shall strive to achieve a trail network that provides for multi-use recreational travel while encompassing the community natural resource system. Border plantings shall identify the public private boundary within the trail system. The trail system will connect community activity centers and trip generators in addition to providing a means of travel for the destination oriented user whenever possible.
12. Chaska shall strive to make streets more pedestrian friendly in general.
13. Chaska shall acquire land for open space corridors through the City's CIP. Development and maintenance of trails within open spaces are City responsibilities. This procedure is the same as that which the City has been pursuing to date and which best guarantees uniformity and usability of the greenway system.
14. Chaska shall make every effort to pursue cost sharing options with other jurisdictions (i.e. State, County) when proposed trails are in State, County, or other agencies' rights-of-way. New developments adjacent to collector or arterial streets shall continue to pay their proportionate share of roadway trails, as has been the past practice.
15. Chaska shall determine acquisition and development responsibilities for specific projects within the CIP. Timing of construction will depend upon: connection to trip generators or residential areas; major roadway projects; and grants.
16. Chaska's Capital Improvement Program (CIP) identifies the five-year plan for constructing additional parks and trails and is updated annually.

LAND PRESERVATION AND CONNECTIVITY

Natural Resources Goal

Chaska's parks and open spaces contain natural resource areas that are protected and conserved for the purposes of wildlife habitat, ecological function, environmental services, and aesthetic interest.

Policies

1. Chaska shall preserve and protect the existing and future Community Linear Park/Ravine system in its natural state. It is not essential to own the ravine and attendant wetland system and bluff areas in order to protect them. The City shall use

conservation/scenic easements and environmental ordinances are effective preservation devices.

2. Chaska shall provide pedestrian accessibility to the Community Linear Park System from proximate residential areas as well as from appropriate commercial/industrial and public areas.
3. Chaska shall optimize preservation of natural resource corridors in Greenbelt areas, with any subdivision of land or change of use, particularly new residential conservation/cluster development proposals.
4. Chaska shall support preservation of and connections to the Minnesota Valley State Recreation Area and Trail within the lower Minnesota River Valley.
5. Chaska shall support preservation of and connections to the Chaska Lake Unit of the Minnesota Valley National Wildlife Refuge.
6. Chaska shall ensure that the City's trail system is connected to the Regional, State and Federal trail systems.
7. Chaska shall require land dedication for the remaining segments of the City's 2040 Trail System as property is platted and developed.
8. Chaska shall complete the trail system throughout the Community Linear Park System through the acquisition of additional right of way outright or by easement. The types of pathways and attendant development, such as rest areas and signs, should be complementary to the desired natural setting.

PARTNERSHIPS, ENGAGEMENT, AND MARKETING

Community Connection Goal

Chaska's parks and recreation department maintains a strong connection with its community residents and visitors through attentive service, responsiveness to residents' needs, and engaged staff members.

Health & Wellness Goal

The health and wellness of Chaska's residents are supported by parks and recreation. Residents are healthy and active through their use of parks, trails, and open spaces, and their participation in the City's and its partner organizations' recreation programs.

Trends Goal

Chaska's parks and recreation department stays aware of current recreation trends and continuously evaluates its system for new programs and facilities to meet the needs and desires of its changing population.

Technology Goal

Chaska's parks, trails, and recreation facilities incorporate technological advances, such as interactive signage and wayfinding, wifi, lighting, and security measures. Recreation programming and information is delivered using sophisticated technological methods.

Arts and Culture Goal

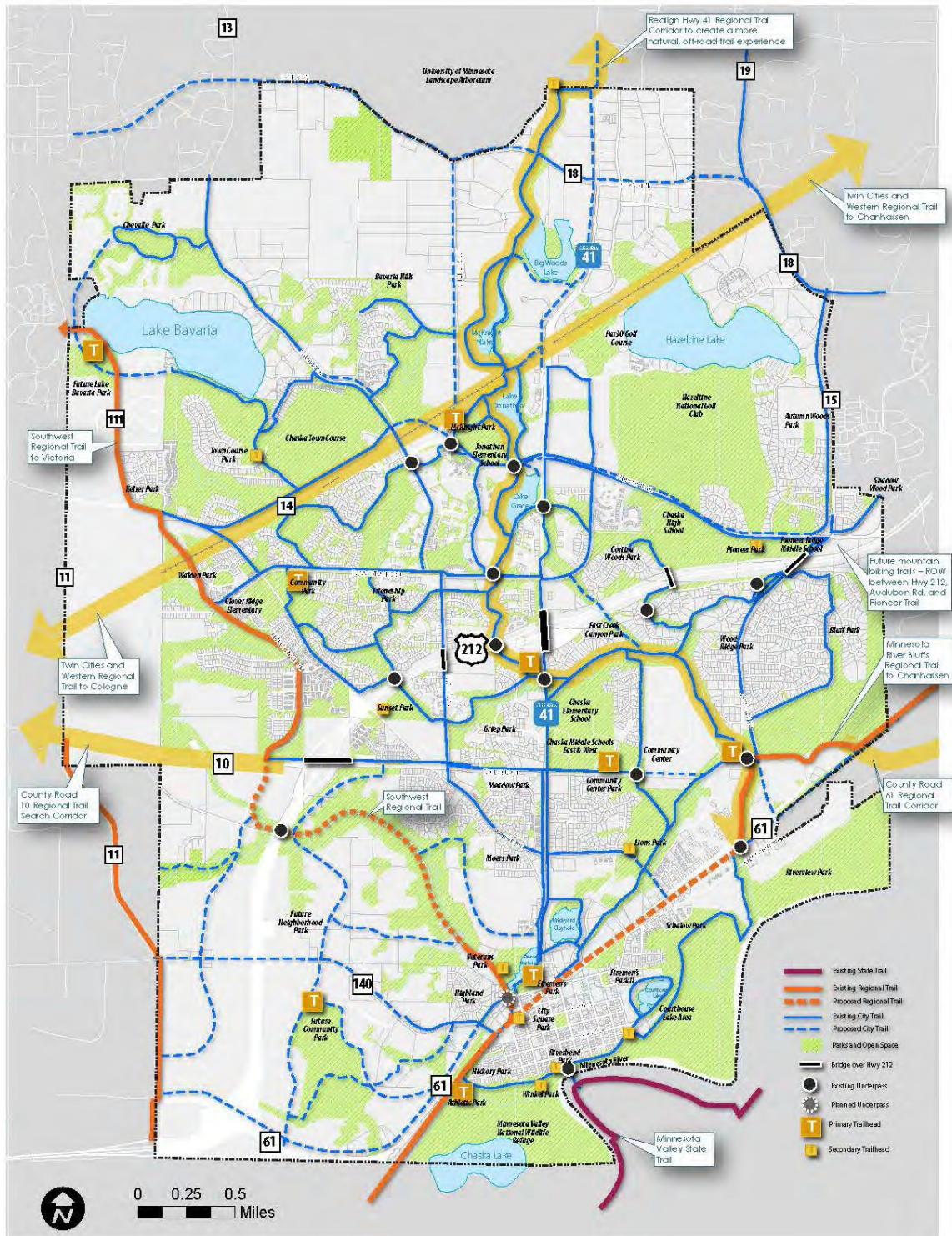
Chaska's parks, facilities, and recreation system includes spaces and programs that support and promote the arts and reflect the culture of its diverse population.

Policies

1. Chaska shall encourage the continued use of school district, Jonathan, County and other available recreational facilities by the general public.
2. Chaska shall make efforts to ensure the community residents are engaged during park planning processes in order to incorporate the desires and needs of residents into new parks and facilities.
3. Chaska shall provide current park maps and easily accessible parks and recreation information on its website.
4. Chaska shall utilize partnerships and joint use agreements with other agencies, private organizations and businesses, athletic associations, volunteers, and other groups in order to provide efficient recreation services.
5. Chaska shall develop and enhance primary and secondary trailheads as defined and identified in the Chaska Wayfinding Master Plan and shown on Figure.7.3, Chaska Trails Map. Primary trailheads are located at places with convenient roadway access and vehicle parking, sometimes providing trail signage (L-shaped wood kiosks), shared bike parking and restrooms. Secondary trailheads would include trail access and wayfinding signage, not necessarily parking or other amenities.
6. Chaska shall develop park and trail wayfinding signs as identified in the Chaska Wayfinding Master Plan as follows:
 - a. Trail Gateway Marker: where the city's trails cross the city's border, signs welcome visitors to Chaska's trail system
 - b. Trailhead Kiosk: trailheads downtown and at major trail intersections provide detailed trail maps and a place to rest
 - c. Trail Map Sign: primary trail intersections throughout the community provide trail maps

- d. Trail Directional Sign: secondary trail intersections provide signs that point to major destinations, identify trail names, and identify distances from standard starting points

FIGURE 7.3: 2040 TRAILS MAP



TRAILS AND CONNECTIVITY

FIGURE 7.3 identifies existing and planned trails, trailheads, and trail crossings in Chaska.

Pedestrian and Bicycle Network Goal

Chaska contains a fully connected pedestrian and bicycle network with multiple paved trails that connect residential neighborhoods to community destinations and provide multiple loops for leisure linear recreation and various experiences.

Policies

1. Chaska shall plan for the connection of regional trails with the City's trail system; however, the use of the connecting regional and community trails should be compatible. For example, regional agencies should not indicate a snowmobile trail leading to the City limits if snowmobiles are not permitted in that part of the City.
2. Chaska shall partner with, support, and encourage State, County, and other agencies in developing trail connections within and to Chaska.
3. Chaska shall utilize the following standards when designing and implementing trails and sidewalks. The standards recognize the use of low volume, local access streets for pedestrian movement, but they require sidewalks on one side of sub collector streets for safety, leisure and destination purposes. Pedestrian breakthroughs are required where sidewalks and local access streets do not accommodate desired pedestrian movement.

Standards / Guidelines for Designating Residential Sub Collector Streets

The following standards and guidelines shall be used as a basis for identifying sub collector streets in existing neighborhoods and new subdivisions at the time they are submitted for review and approval. The premise is that by identifying sub collector streets at an early stage of subdivision review, and by requiring sidewalks along all sub collector streets, the process of designing a neighborhood pedestrian movement system will be easier, more objective and non-controversial.

In most cases, the criteria below are not meant to be absolutes; rather, they should be treated as guidelines. It is not necessary for a sub collector street to meet each of the criteria.

Residential sub collector streets have some or all of the following characteristics:

- a. Carry residential through traffic generated by tributary local streets;
 - b. Carry residential through traffic between adjacent neighborhoods;
 - c. Carry through traffic, which does not have origin or destination within the neighborhood;
 - d. Connect to minor arterial or collector streets;
 - e. Are over 1,200 feet in length;
 - f. Carry over 500 trips per day on some portion of the street;
 - g. Have relative continuity within a neighborhood as opposed to cul de sacs or short loop streets; and/or
 - h. Carry significant school children traffic.
- 4. Chaska shall provide pedestrian accessibility to the Linear Park System from proximate residential areas as well as from appropriate commercial, industrial and public areas.
- 5. Chaska shall strive to provide trail crossings of minor arterial roadways and some collector streets that are grade separated or occur at signalized intersections for safety purposes.
- 6. Chaska shall ensure that roadway trails are physically separated from the street pavement by a safe distance — in the range of seven (7) to 12 feet, and also be located in full view of roadway motorists.
- 7. Chaska shall optimize reuse of the abandoned Union Pacific Railroad right-of-way for providing convenient links within the City's trail system.
- 8. Chaska shall provide trails through natural open space corridors and trailhead facilities in the Chaska Greenbelt to enable public access to natural resource corridors within the Greenbelt, at such time that these areas develop with residential conservation/cluster development.
- 9. Chaska shall ensure that safe and convenient internal pedestrian circulation shall be provided as an integral part of the design of new residential areas.
- 10. Chaska shall require that the acquisition and development of the neighborhood system of sidewalks and backwalks will be the responsibility of the developer separate from the park dedication responsibility. Maintenance responsibility for sidewalks will be with the lot owner, and the backwalk system will be with the homeowners' association or lot owner in that order. The City will not pursue backwalk systems in areas where a homeowners' association does not exist.

11. Chaska shall ensure that its neighborhoods contain pedestrian circulation systems that serve a wide variety of purposes including the following:
 - a. to help achieve unified, cohesive neighborhoods and enhance Chaska's sense of neighborhood and community,
 - b. to promote social interaction among neighborhood residents,
 - c. to provide leisure walking/jogging opportunities,
 - d. to provide pedestrian access to neighborhood parks, adjacent community trails, nearby community park and recreation facilities, other public/semi-public facilities, and other similar destinations within convenient walking distance, and
 - e. to provide safe walking opportunities in areas of moderate to high vehicular traffic volumes — generally over 300 trips per day.
12. Chaska shall ensure that within all new non-Jonathan neighborhoods, five-foot wide concrete sidewalks are provided along both sides of all residential local streets and, to the extent possible, shall form a continuous walkway system by connecting to other neighborhood or community trails.
13. Chaska shall allow within Jonathan neighborhoods, pedestrian backwalks may be provided in place of sidewalks along residential local streets, as desired by the Jonathan Association; however, where such backwalks do not provide for a reasonable level of personal safety, then traditional sidewalks should be installed.
14. Chaska will not require pedestrian backwalks in non-Jonathan neighborhoods unless a homeowner's association exists for ownership/maintenance purposes, or unless unusual circumstances dictate the use of such backwalks.
15. Chaska will not require sidewalks along local streets, in recognition of their low traffic volumes and their non-continuous nature; however, in certain cases, such sidewalks may be required in order to achieve continuity in the walkway system, or to provide access to adjacent or proximate destinations.
16. Chaska may require pedestrian breakthroughs between lots in order to provide access to proximate destinations such as parks and community trails. New residential areas should be designed to avoid pedestrian breakthroughs to the extent possible.
17. Chaska shall review new subdivisions on an individual basis, depending on the varied characteristics of each development, regarding the specific makeup of the required internal pedestrian circulation system.
18. Chaska shall require that the provision of neighborhood trails are the financial responsibility of the developer and shall not be credited against the park land/fee

dedication responsibility. The premise is that neighborhood trails are primarily a transportation system as opposed to being part of the park system.

19. Chaska's City Council shall have discretionary authority to require neighborhood trails where necessary or desirable to carry out the above policies.

Chapter 8. Sanitary Sewer

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SANITARY SEWER

A rewrite of Chaska's Comprehensive Sewer Policy Plan has been completed and will be adopted by the City Council by the end of the 2018. The Plan is consistent with capacity limits established by the Metropolitan Council Environmental Services (MCES) for review, along with the 2040 Comprehensive Plan.

The Policy Plan includes the following components:

- » Establishes drainage district boundaries for existing and future trunk sewers.
- » Relates ultimate land use to wastewater design flows.
- » Establishes sewer trunk routing and sizes.
- » Presents a Capital Improvement Program (CIP) for trunk sewer repair and extensions based on planned growth.
- » Reviews the financial program necessary to fund the CIP.
- » Provides a guide for the installation and maintenance of on-site wastewater disposal systems.

For detailed information, the City of Chaska Comprehensive Sewer Policy Plan has been included in the Appendix section of the 2040 Comprehensive Plan and is also on file at City Hall.

Chapter 9. Water Supply & Distribution

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WATER SUPPLY AND DISTRIBUTION

A rewrite of Chaska's Water Supply and Distribution Plan has been completed and will be adopted by the City Council by the end of the 2018. The Plan serves as a guide for the maintenance and expansion of the City's trunk water system. The Plan will be submitted to the Metropolitan Council and the Minnesota Department of Natural Resources for approval. A Capital Improvement Plan is included to help the City plan for both long-term and short-term needs. A layout of the ultimate trunk distribution system for the entire City is presented, along with review of preliminary projections related to sewer area and connection charges.

A copy of Chaska's Water Supply and Distribution Plan has been included in the Appendix section of the 2040 Comprehensive Plan and is also on file at City Hall.

Chapter 10. Surface Water

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SURFACE WATER MANAGEMENT

The City of Chaska has a Local Surface Water Management Plan (LSWMP) that serves as a comprehensive planning document to guide the City in conserving, protecting, and managing its surface water resources. In addition to providing the primary guide for managing the surface water system throughout the City, the LSWMP brings the City into compliance with Minnesota Statutes Section 103B (M.S. 103B) requiring a local water management plan and serves to meet the rules and guidance of the Metropolitan Council per Minnesota Rules Chapter 8410. Chaska's current LSWMP was last updated in 2015 by Stantec and formally adopted by the City Council on November 16, 2015. The current LSWMP is intended to provide guidance for the City's surface water system through the end of 2024. Periodic amendment to the LSWMP will likely occur in the intervening 10 years so that the plan remains current with all watershed plan amendments and revisions, as well as any "state of the art" practices in surface water management.

Chaska is located within multiple watersheds, which are under the jurisdiction of three (3) watershed management organizations. The watersheds consist of the Carver County Watershed Management Organization (CCWMO), the Lower Minnesota River Watershed District (LMRWD), and the Riley-Purgatory Bluff Creek Watershed District (RPBCWD). The CCWMO watershed plan was approved by the Minnesota Board of Water & Soil Resources (BWSR) in 2010, the LMRWD watershed plan was approved in 2011, and the RPBCWD watershed plan was approved in 2011. Chaska's LSWMP meets the requirements of all three of these watershed plans. As part of updating the current LSWMP, the City of Chaska submitted the draft plan to the three watershed agencies, as well as the Metropolitan Council. All comments received were addressed in the revised final plan document. Meeting watershed requirements ensures that the City is in compliance with local and regional expectations.

The current LSWMP is an update to the 2007 Local Surface Water Management Plan, 1990 Stormwater Management Plan, the 1994 Stormwater Quality Management Plan, and the 2001 Stormwater/Natural Resources Management Plan for Lower West Chaska Creek.

The LSWMP establishes the City's goals and policies regarding surface water management in Chaska and its environs. The City's goals were established using the guidelines of the goals developed by the Metropolitan Surface Water Management Act (M.S. 103B). The City of Chaska has been successful in maintaining its natural drainage patterns throughout most of its development. The City's goal is to foster continued optimum use of that natural drainage system while enhancing the overall quality of water entering lakes and wetlands. The intent is to prevent flooding while using identified Best Management Practices (BMPs) to enhance surface water quality with minimal capital expenditures by the City.

Chaska has been designated by the State Board of Water and Soil Resources (BWSR) as a Local Government Unit (LGU) with the authority to regulate wetland activities as mandated in the Wetland Conservation Act and within the City's subdivision authority. The City is committed to avoidance and protection of wetlands as part of its development review process.

The National Pollutant Discharge Elimination System (NPDES) Phase II Storm Water Permit Program is a federal regulatory program that requires owners of Municipally Separate Storm Sewer Systems

(MS4s) to prepare and implement a Storm Water Pollution Prevention Program (SWPPP) and apply for the permit with the administrative agency. The Minnesota Pollution Control Agency (MPCA) administers the Phase II MS4 program in the state. The City has an approved SWPPP, which was most recently updated in May 2006, and an approved NPDES Phase II MS4 permit.

The LSWMP also contains a Water and Natural Resource Inventory, Assessment, and Management section that provides an inventory of wetlands and uplands. The inventory identifies water and natural resources that should be prioritized for preservation and restoration opportunities as development occurs. The inventory was created for planning purposes only; therefore, regulation of activities potentially impacting individual wetlands must be based on a site-specific delineation of the wetland boundary as part of a proposed project.

The complete LSWMP document is on file at City Hall and was previously submitted to the Metropolitan Council as part of the 2015 review and adoption process. It is also included in the Appendix of this document as Appendices E and F.

Chapter 11. Implementation

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BACKGROUND

Implementation of the Chaska 2040 Comprehensive Plan will occur over the next 20 years in many different forms. Some implementation actions will be reactive, such as zoning and subdivision ordinances to primarily guide private developments; others will be proactive, such as the City's Capital Improvement Program (CIP) for undertaking various public improvement projects (streets, sewers, parks, etc.), small area planning, parks/trails master planning, and redevelopment studies.

Since the 2040 Comprehensive Plan is an update of preceding plans, the various means to implement the 2040 Plan are generally not new, but represent updates or continuations of past practices. The City of Chaska has been heavily involved in implementing the various versions of its Comprehensive Plans since 1967.

The remainder of this chapter identifies and briefly describes the more significant devices to implement Chaska's 2040 Comprehensive Plan.

OFFICIAL CONTROLS

The City of Chaska has established the following official controls to implement its Comprehensive Plan, including ordinances, policies, fiscal devices, and public programs.

ZONING ORDINANCE

Chaska's original Zoning Ordinance was enacted in 1961, preceding its first comprehensive plan, which was adopted in 1967. Since 1982, the Zoning Ordinance has been structured to carry out the goals and policies of the Comprehensive Plan. As part of the Metropolitan Land Planning Act, the 1995 Minnesota Legislature mandated that local zoning ordinances and comprehensive plans be consistent with each other for all jurisdictions within the seven-county Twin Cities metropolitan area; and determined that, where issues arise, the comprehensive plan will take precedence over zoning. This reverses the previous situation where zoning prevailed over the comprehensive plan.

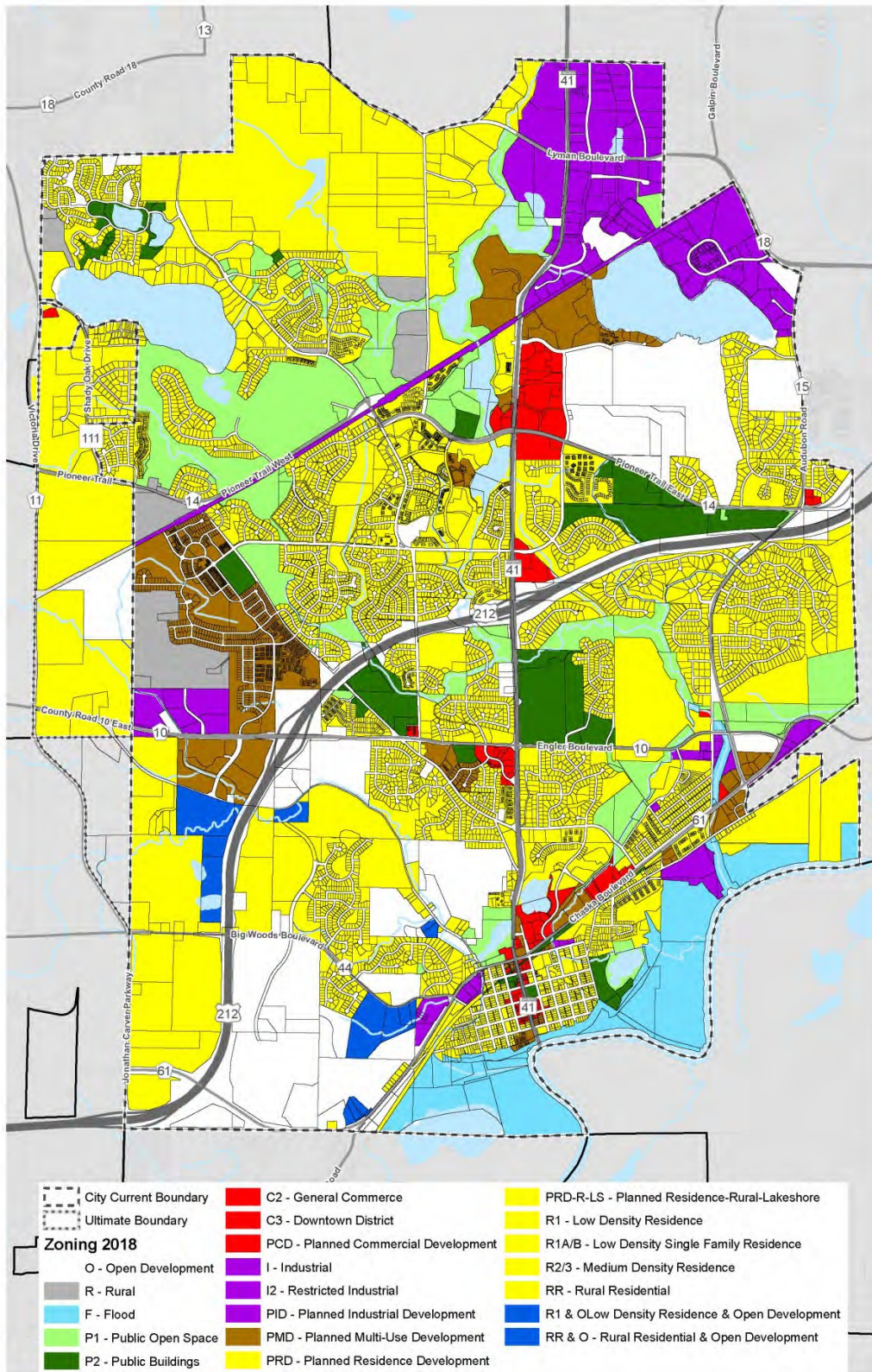
The Zoning Ordinance establishes the City's zoning districts, which includes minimum lot sizes/maximum density, as shown in Table 11.1. The City's current official zoning map is shown in FIGURE 11.1.

Following an update or amendments to the Comprehensive Plan, the City has nine (9) months to review and amend its Zoning Ordinance to bring it into compliance with the modified Plan. Typically, cities will undertake a rezoning study following a major update or amendment to its Comprehensive Plan.

TABLE 11.1: CHASKA'S CURRENT ZONING DISTRICT STANDARDS

Zoning Category	Minimum Lot Size
R - Rural	43,560 sq. ft.
RR1- Rural Residential 1	43,560 sq. ft.
RR2 – Rural Residential 2	217,800 sq. ft.
R1- Low Density Residential	9,000 sq. ft.
R1A – Low Density Single Family Residential	11,500 sq. ft.
R1B – Low Density Single Family Residence	15,000 sq. ft.
R2 – Medium Density Residential	7,200 sq. ft.
PRD – Planned Residential District	None
R3 – Multiple Family Residence	None
C1 – Neighborhood Service	7,500 sq. ft.
C2 – General Commerce	20,000 sq. ft.
C3 – Downtown Commercial	7,500 sq. ft.
PCD – Planned Commercial District	None
PMD – Planned Multi-Use District	None
I - Industrial	20,000 sq. ft.
I2 – Restricted Industrial	43,560 sq. ft.
PID – Planned Industrial District	None
P1 – Open Space	N/A
P2 – Public Buildings	43,560 sq. ft.
O – Open Development	N/A

FIGURE 11.1: CHASKA ZONING MAP, OCTOBER 2018



SUBDIVISION ORDINANCE

Chaska's Subdivision Ordinance was adopted in 1977 and has been amended several times since then. The Subdivision Ordinance regulates the subdivision and platting of land within the municipal boundaries of the City providing for the orderly, economic, and safe development of land; preserving agricultural lands; facilitating adequate provision for transportation, water, sewage, storm drainage, streets, schools, parks, playgrounds, and other public services and facilities essential to development by the subdivider; providing for the imposing of plat approval fees; and prescribing penalties for the violation of its provisions. This Ordinance shall establish minimum requirements, adopted to protect and promote the public health, safety, and general welfare of the people.

SHORELAND MANAGEMENT

The Minnesota Department of Natural Resources (DNR) requires local governments to adopt and enforce shoreland management regulations adjacent to designated public waters. Public waters classified by the Commissioner of Natural Resources are Chaska Lake, Courthouse Lake, Lake Bavaria, Hazeltine Lake, East Chaska Creek, and West Chaska Creek. Chaska adopted the DNR's shoreland regulations in 1986 as an amendment to the Zoning Ordinance. Chaska's Shoreland Management Ordinance establishes a Shoreland Overlay District that has been designated for the shorelands of all public waters within the City.

In 1989, the DNR updated its shoreland management standards and established a priority system for local governments to update their regulations. Chaska was ranked as a low priority community and still operates under the 1986 ordinance. At such time that the DNR raises its priority for the City of Chaska to update its shoreland management ordinance, Chaska will work with the DNR to bring the City's ordinance in compliance with the State's updated shoreland management standards.

PLANNED DEVELOPMENT DISTRICT ORDINANCES

As mentioned in Chapter 4 (Neighborhood Home Owners Associations), Chaska has a long history of utilizing the Planned Development District (PDD) process in reviewing and acting upon development applications, starting with Jonathan New Town in the early 1970s. Indeed, most of the developments that were processed since then have been PDDs or PUDs (Planned Unit Developments) as more commonly known in other communities.

PDDs have been most commonly used in Chaska for residential developments, but have also been used extensively in commercial and industrial developments. PDDs provide the City more control over developments and more flexibility and efficiencies for developers. Through the PDD process, the City encourages and has achieved balanced/mixed residential developments (housing types, densities, costs) as well as mixed use developments, particularly residential/commercial uses.

An important feature of most PDDs is the corresponding Open Development District which is a holding zone consisting of most of the undeveloped land within the MUSA. While the Comprehensive Plan designates general land uses, the PDD process involves rezoning each proposed development

from O Open Development to a PDD, which prescribes more specific uses and development standards.

Chaska will continue to use the planned development process extensively during the 2018-2040 planning period.

BUILDING AND HOUSING MAINTENANCE CODES

Chaska uses the Minnesota State Building Code, which it adopted by reference several years ago. This document is used for all new construction. The City prepared and adopted a Rental Housing Maintenance Program/Code in 1994, which establishes minimum standards for maintenance of all existing rental housing. Such housing code prevents overcrowding, assures safe and sanitary living conditions, and maintains property values by helping to prevent housing/ neighborhood deterioration and blight.

ENVIRONMENTAL PROTECTION ORDINANCES

The following ordinances are currently in place, either as part of the Zoning Ordinance or as separate documents.

1. Flood Protection (Chaska Zoning Ordinance)

Establishes Floodway and Flood Fringe overlay zoning districts, including regulations and standards, to minimize potential damage to property, human suffering, and loss of life due to flooding within such land areas.

2. Shoreland Management (Chaska Zoning Ordinance)

As described above.

3. Steep, Wooded Slopes (Chaska Zoning Ordinance)

Prohibits disruption of wooded slopes over 18 percent gradient; requires structures to be set back at least 50 feet from such steep wooded slopes.

4. Tree Preservation (Chaska Zoning Ordinance)

Development within woodland areas less than 18 percent slope may be permitted but, as far as practical, retention of substantial tree stands shall be encouraged and incorporated into the required Landscape Plan.

5. Private Sewage Disposal Systems

Chaska uses Carver County's private septic tank ordinance for inspecting new septic tank installations which have been very infrequent in recent years — one or two per year. At the time of sale, existing private systems are required to be inspected by a licensed installer who then issues a Compliance Certificate or a finding of non-compliance. In the latter case, the owner is given a time period to either bring the facility into compliance or install a new system.

The City will continue to utilize the private sewage disposal regulations and expertise of Carver County in coming years, particularly since the "4/40" housing development within the north and west greenbelt areas will not be served by municipal sewer and water systems.

6. Stormwater Management and Erosion Control (Chaska Zoning Ordinance)

In the development, improvement, excavation or alteration of land, surface runoff is subject to water quality and quantity controls established by the City of Chaska, in the Chaska Surface Water Management Plan, as well as other regulatory agencies, including the Carver County Watershed Management Organization (CCWMO), the Lower Minnesota River Watershed District (LMRWD), and the Riley-Purgatory-Bluff Creek Watershed District (RPBCWD), and the Minnesota Pollution Control Agency (MPCA).

7. Land Excavation and Reclamation (Chaska Zoning Ordinance)

Establishes standards and permit requirements that prevent erosion and stormwater runoff problems.

TAX INCREMENT FINANCING (TIF)

TIF is one of the most popular local development financing tools. TIF enables a city to use the additional property taxes generated by new development to pay for certain development expenses.

Since the 1980s, numerous Minnesota communities have turned to TIF to redevelop blighted areas, to provide low and moderate income housing, to stimulate economic activity, and to pay for certain public projects. Chaska has made wide use of TIF for all of the above purposes.

Although the State Legislature amended the TIF law in the 1990s to create greater restrictions on its use, Chaska expects to continue using this valuable development/redevelopment tool within the limits prescribed by State law.

CAPITAL IMPROVEMENT PROGRAMMING (CIP)

A Capital Improvement Program (CIP) identifies and schedules public improvements necessary for serving a community's existing and future needs. Integral to the CIP is the estimated cost and source of financing for each project.

Chaska has been heavily involved in capital programming for many years. In addition to its role as a tool for implementing the City's Comprehensive Plan, purposes of the CIP are to implement Chaska's Five-Year Goals, to maintain the existing level of services, and to provide a stable mill rate over the planning period.

Chaska's CIP is a six-year program with the first year becoming part of the current annual budget. Chaska's most recent CIP is can be found in the Appendix. The public improvement categories include streets, storm sewer, water systems, sewers, parks/trails, city facilities, and electric system. Source of revenues include municipal state aid for streets, grants, special assessments, park fund, general fund, trunk fund, water/sewer fund, tax increment, electric fund, levies, and others.

Each year the CIP is updated, deleting the past year and adding a new sixth year. City department heads prepare their requests and submit it to the City Administrator who evaluates and coordinates preparation of a draft CIP. Such draft is submitted to the Planning Commission, Park Commission, and

other entities for review and comment. Finally, the document is reviewed and adopted by the City Council.

The City of Chaska is very aware of the importance of capital improvement programming and will use the 2040 Comprehensive Plan as a basis for annually preparing subsequent CIPs.

IMPLEMENTATION ACTIONS

ENVIRONMENTAL PROTECTION

The City of Chaska is committed to the protection and preservation of its significant natural resources. The City of Chaska has established a very solid record of environmental protection during the past four decades. Since Chaska's natural environment is one of its strongest attributes, the preservation of such environment will continue to be of major importance to the City's well-being.

- » Environmental regulations will continue to be added and updated as necessary to assure adequate environmental protection.

LAND USE

- » Land Annexation
 - Move forward with discussions with Dahlgren Township officials and property owners to understand the needs of all parties with the expected outcome being an Orderly Annexation Agreement for the subject portion of Dahlgren Township.
 - Phased annexation of Laketown Township land based on development priorities.
- » Chaska Greenbelt
 - The Chaska Greenbelt areas require detailed planning as they include private rural land and narrow portions that are roughly one-quarter mile in width.
- » Southwest Chaska Growth Area
 - Implement the Southwest Chaska Growth & Development Plan using the plan's phasing, public finance, affordable housing, annexation, and marketing strategies.
 - With the upcoming construction of the Hwy 212/CSAH 44 interchange and extension of sanitary sewer to the west side of Hwy 212, more detailed planning is needed for the areas guided for Business Park (Chaska Biotech Center) and Mixed Residential adjacent to the interchange.
- » Revitalization/Redevelopment Planning
 - Continue to implement the Downtown Master Plan and subsequent related plans, including the Downtown Streetscape Master Plan and Wayfinding Master Plan.
 - Continue specific redevelopment studies for downtown sites, such as City Square West, bus barn site, and other redevelopment sites.
 - Engage in redevelopment planning for appropriate older areas outside of downtown. The Chaska Boulevard/CSAH 61 (old Highway 212) corridor's transition from a state highway commercial corridor to a community roadway with a mix of areas would

benefit from a corridor redevelopment plan. Since it is a County roadway, this plan could be undertaken in collaboration with Carver County.

» Heritage Preservation

- Develop a Heritage Preservation Plan.
- Pursue additional local and national historic site designations, such as expansion of the Walnut Street National Historic District and local designation of sites already on the National Register of Historic Places.

HOUSING

The bulk of Chaska's housing has and will be developed by the private sector. As such, it is very responsive to market conditions and less responsive to government controls and initiatives. The Comprehensive Plan designates sufficient land for accommodating 14,200 households by 2040 at an average density of at least three housing units per acre for new development and redevelopment, as shown in the City's 2040 Future Land Use Plan.

HOUSING ACTIVITIES / INITIATIVES

The following activities and initiatives will be undertaken, either individually or in partnership, by the City of Chaska, the Carver County CDA, other housing agencies and organizations, and private housing developers.

Carver County Home Ownership Initiatives

1. Development, Affordable Financing, Down Payment Assistance, HomeBuyer Education, & Foreclosure Prevention
 - a. The CDA has the experience to develop affordable single-family housing and is prepared to offer all cities in Carver County its expertise and assistance.
 - b. The CDA offers homebuyer education and certification to all Carver County residents.
 - c. The CDA offers foreclosure prevention counseling and financial assistance, if qualified, to all Carver County residents.
 - d. The CDA is undertaking the expansion of the permanently affordable community land trust program throughout Carver County to address the ever-increasing need for workforce housing.
 - e. The CDA will continue to work with participating first-time homebuyer lenders to promote various down payment assistance and closing cost assistance programs that will work in conjunction with existing programs.
 - f. The CDA will continue to seek new sources of funding to commit to its homebuyer education and foreclosure prevention activities, expanding the program to address the increased demand for services.
2. Homeowner Rehabilitation
 - a. The CDA currently (2008) administers the following programs in Carver County:
 - i. MHFA Deferred Loans
 1. Maximum income: \$18,000 adjusted
 2. Maximum loan amount: \$10,000
 3. Interest rate: 0%

4. Deferred 30 year loan
 - ii. Carver County CDA Home Improvement Loans
 1. Maximum income: no limit
 2. Maximum loan amount: \$5,000
 3. Interest rate: 3-9%
 4. Terms commensurate with repayment ability
- b. The CDA will continue to apply for existing funding and seek additional sources of funding to address the increasing demand for homeowner rehabilitation programs, i.e. Community Development Block Grants, MHFA grants, private foundation grants.

Carver County Rental Housing Initiatives

1. New Construction

The Carver County CDA assisted in the formation of the Carver County Housing Development Corporation, a non-profit entity with the ability to partner with private developers to create affordable housing projects and developments. Carver County has recently been involved in the successful development of affordable rental housing projects in the Chaska Brickyard redevelopment, which is 32 housing units in a mixed-use building, and a mix of affordable single-family detached homes and townhomes in the East Creek Acres project northeast of downtown Chaska.

2. Tenant-Based Subsidy Programs

a. Section 8 Rental Assistance Program, Metropolitan Council HRA

The Carver County CDA administers 520-530 Section 8 Rental assistance certificates and vouchers monthly for the Metro HRA. The Carver County CDA's operating jurisdiction includes all of Carver County and a portion of Hennepin County.

b. Shelter plus Care Rental Program

Shelter plus Care (S+C) is a program designed to provide housing and supportive services on a long-term basis for homeless persons with disabilities and their families who are living in places not intended for human habitation (e.g. streets) or in emergency shelters. The CDA presently serves seven individuals and three families residing in Carver County, in conjunction with Carver County Mental Health's First Street Center.

c. Housing Trust Fund Rental Program

The HTF program is intended to be temporary in nature, and to serve households whose gross income at the time of initial occupancy does not exceed 60 percent of HUD area median income. Funding is provided on an annual basis through Minnesota Housing. We presently serve 15 households with this program residing in Carver County.

d. MHFA Bridges Assistance

This subsidy is for persons with serious and persistent mental illness. The CDA continues to apply and secure program funding for five housing units.

e. Carver County CDA Rental Inventory / HousingLink

The CDA maintains an up-to-date comprehensive inventory of vacant rental units in Carver County as well as the southwest suburban metro area. The inventory is made

available to the public and includes information such as contact names and phone numbers, rental price ranges, and available amenities.

3. Project-Based Subsidy Programs

a. Carver County Public Housing Program

The CDA has 81 housing units in their Public Housing Program scattered across Carver County. Households pay 30 percent of their gross income toward their monthly rent payments. The CDA's program is site-based, so the subsidy stays with the unit.

4. Rental Housing Programs and Facilities

a. Tax Credit Program (administered by MHFA):

- i. East Creek Carriage Townhomes
- ii. Brickyard Townhomes
- iii. Carver Ridge Townhomes

b. Project-Based Subsidized Housing:

- i. Talheim (seniors)
- ii. Waybury (seniors)
- iii. Chaska Village Townhouses (families and seniors)

c. County CDA properties:

- i. Scattered site public housing
- ii. Lake Grace Manor
- iii. Jonathan Acres

d. Tenant-Based Subsidized Housing:

- i. Section 8

PARKS AND TRAILS

The following action items have been identified by community members, City parks staff, and the Chaska Park Board to be priorities for the next 10-20 years.

The action items are organized by the type of project and associated responsibility for completing it. The purpose of categorizing the initiatives is to help identify the next steps for completion to the Park Board and Parks and Recreation staff.

- » **Operational/Ongoing:** tasks that may be in the works already and that will require staff time to address existing issues with operational changes; they may include simple adjustments to the way things are currently operating, or they may require investment in new materials/equipment/staff time; Park Board involvement will include periodic updates.
- » **Project Initiatives:** projects that will require some more definition and exploration, either by staff, Park Board members, volunteers, or by an outside expert.
- » **Capital Investments:** these are defined projects that need to be implemented. The projects will require significant investment from the City and the Park Board in funding and time commitment. The projects may involve hiring an outside consultant to do the work. Park Board and City staff involvement will include significant time reviewing designs and plans.

Operational/Ongoing

1. Work with the City's communications staff person more to take advantage of parks and recreation marketing and promotion opportunities.
2. Work with MNDOT to install mountain biking trails near Pioneer Ridge Middle School and Hwy 212.
3. Work with the Jonathan Association to better coordinate network of trails and pathways.
4. Continue to maintain and operate parks and facilities at high levels.
5. Chaska shall support continued improvements to the MN DNR's Minnesota Valley State Trail on the south side of the Minnesota River, including safe and convenient connections to the T.H. 41 bridge trail for pedestrians and bicyclists.
6. Chaska shall support continued improvements to the USFWS Chaska Lake Trail within the Chaska Lake Unit of the Minnesota Valley National Wildlife Refuge, including development of a future bridge crossing of the creek and trailhead at Winkel Park.
7. Support the interim use of the former C & NW Railroad right-of-way as a regional trail (Minnesota River Bluffs Regional Trail), except in the downtown area.
8. Support Carver County's development of the Carver County 2040 Trail and Bikeway System Plan by establishing agreed upon roles and responsibilities with Carver County in planning, designing, funding, developing and maintaining the identified linking trail and bikeway corridors in the County's Plan.
9. Partner with Carver County, Metro Council and local communities to establish agreed upon roles and responsibilities for planning, designing, funding, developing and maintaining a potential regional trail in the TC & W Railroad corridor.

Project Initiatives

1. Establish ways to measure the value of the parks and recreation system in Chaska. Work with Carver County public health staff to determine and development a measurement tool for defining the public health value of the system.
2. Develop a plan for future park land acquisition in growth areas of the City.
3. Explore opportunities to provide improved access to neighborhood parks/playgrounds for existing neighborhoods that rely on mini-parks for their neighborhood park uses.
4. Explore opportunities to expand existing community parks that do not meet the desired size standard for community parks.
5. Develop a plan to improve walkability and bikeability in downtown Chaska by expanding the City's trail system into and through Downtown Chaska to provide safe, efficient and

convenient bike routes, including the consideration of bike lanes on designated streets. These routes should follow the recommendations of the Downtown Chaska Master Plan.

6. Develop a plan to complete the trail system throughout the Linear Parks and Open Space within Chaska.
7. Explore defining trail loops and connectors with identified names and features.
8. Evaluate the Creek Road corridor for a future regional trail and other linear recreation facilities.
9. Develop a list of parks that do not have park master plans, and begin a process of creating park master plans for them.
 - a. Develop a master plan for the future SW Community Park. Potential components include: Miracle Field, ballfields, event space and facilities, and mountain bike trails.
 - b. Evaluate Town Course Park and develop a master plan for future development that align with the neighborhood's needs, including potential pickleball facilities.
 - c. Develop a master plan for Lake Bavaria Park—explore the potential to create a County Park.
10. Develop a plan to add handicapped accessibility to the golf courses.
11. Identify parks and trails in need of repair and replacement and establish a timeline for repairs.
12. Identify areas of the city that are underserved by parks, such as densely populated areas, and establish a plan to build new parks and expand trail connections to existing parks.
 - a. Evaluate potential acquisition of Riverview Park property to create a city park in an underserved area of the city.
13. Identify areas within parks and open space for potential soft surface hiking/nature trails and mountain bike trails.
14. Identify needs for winter recreation – indoor and outdoor facilities and programs – and a plan to implement them.
 - a. Explore the potential for winter events, such as a winter triathlon, utilizing trails in and around downtown Chaska.
 - b. Evaluate potential locations and partners to develop cross-country ski trails in Chaska.
 - c. Evaluate potential locations and partners to develop fat tire bike trails in Chaska.
15. Work with Carver County and the Met Council to realign the proposed Hwy 41 Regional Trail corridor from along the road to utilize existing trails around the lakes west of Hwy 41.
16. Develop a plan for disc golf improvements.

17. Determine a plan to achieve future park acreage needs. As the City is projected to grow to a population of 32,000 by 2030 and 36,600 by 2040, the City is projected to have a need for acquiring and developing 9 acres by 2030 and 78 acres by 2040 to meet the desired 15 ac/1,000 population standard. This additional park land is in addition to the two specific parks in the SW Area that the City has already identified for future expansion which total approximately 50 acres. Most of the additional parkland can be acquired through the parkland dedication process at the time of subdivision review and approval. In the past, the City has relied heavily on State/Federal grants and park dedication fees to finance park development. In order to provide a desirable level of park facilities in the future, other funding sources such as a bond issue should be considered.

Capital Investments

1. Implement the future planned Community Park/Playfield in the SW Chaska growth area.
2. Discuss with Carver County and the MN DNR the possibility of expanding the Courthouse Lake park area beyond the levee to the east and southeast within the floodplain, to create an extensive river oriented park/conservancy/and nature interpretive area.
3. Implement trail wayfinding signage throughout the system using the Chaska Wayfinding Master Plan as a guide.
4. Partner with the City of Victoria, Carver County, and Metro Council to develop the Southwest Regional Trail, thereby connecting Carver Regional Park Reserve to the Minnesota Valley State Trail and completing a loop regional trail system connecting Hopkins, Victoria and Chaska.
5. Continue to plan and install a pedestrian and bike trail system throughout the Linear Park System depicted on the Chaska Trails Map (Figure____).
6. Continue to build the trail network in Chaska by completing the following trail gaps and new trail segments:
 - Roadway trail along McKnight Road between 82nd Street and Pioneer Trail
 - Trail crossings of the TC & W Railroad corridor
 - Greenway trail around the west side of Lake Bavaria, connecting the existing Town Course trail to Lake Bavaria Community Park and the existing trail in the Chevalle neighborhood
 - Completion of greenway trail loop around Lake Grace
 - Future trail connecting between Cortina Woods neighborhood north of Highway 212 to East Creek Canyon neighborhood south of the highway via an underpass
 - Greenway bluff trail connecting Moers Park to the future trail in the Creek Road corridor
 - Trail network in the SW Chaska growth area

7. Work with local agencies and partners to complete the proposed Regional Trail Corridors, which are identified in the *Metropolitan Council's 2040 Regional Parks Policy Plan*, and include the following:
 - Minnesota River Bluffs LRT Regional Trail
 - Southwest Regional Trail
 - Twin Cities & Western Railroad Regional Trail
 - County Road 10 Regional Trail Search Corridor

8. Work with Carver County to build the proposed Carver County Bikeways/Linking Trails, which are identified in the Carver County 2040 Trail and Bikeway System Plan, include the following:
 - County Road 18 Corridor
 - Highway 41 Corridor
 - County Road 11 Corridor
 - County Road 10 Corridor 9 (west of Clover Ridge Drive)
 - County Road 61 Trail
 - Highway 101 Trail

9. Implement planned future neighborhood parks:
 - Downtown East Future Neighborhood Park
 - Downtown Chaska east of T.H. 41 is underserved by neighborhood parks. City Square is located in the area but is designed as a passive use facility. The original two-acre Firemen's II Neighborhood Park was eliminated by courthouse expansion in the 1990's. It was replaced with a new one acre Firemen's II "mini park" north of the Carver Scott Co op. While it is a valuable facility, its small size and isolated location limit its effective use and service area.
 - Downtown West Future Neighborhood Park
 - The portion of Downtown west of T.H. 41 is within the service area of Firemen's Park but is separated from the facility by heavily traveled Chaska Blvd. The other three west side parks (Athletic, Winkel, and Riverbend) do not contain neighborhood park facilities, particularly for younger children. In 1998, the City acquired two vacant lots on Hickory Street, which are adjacent to the dike trail/open space system. The landward side of the levee features a significant linear open space that was acquired by the City as part of the flood control project.
 - These two lots serve as a small play area, but a future neighborhood park is desired in the area of Guardian Angels School.
 - SW Chaska Growth Area - Future Neighborhood Parks
 - Figure shows one neighborhood park to serve the future residential development in the northern portion of the SW Chaska growth area. Neighborhood park needs for the southern portion of the area would be met by the future community park adjacent to the Big Woods natural area. Various

options exist for combining future neighborhood parks with other potential facilities:

- With a future community park;
 - With a future community playfield;
 - With a future elementary school;
 - With existing upland wooded areas; and/or
 - Two or more of the above.
- Careful planning of the SW Chaska growth area is needed to ensure that this important future residential area is properly served with needed park/recreation school facilities conveniently accessible to the resident population. Efforts to combine facilities to maximize their attraction and minimize costs of development and maintenance should be pursued.

TRANSPORTATION

Funding Strategies

Roadways under City jurisdiction are maintained, preserved, constructed, and reconstructed by the City's Department of Public Works. Funding for these activities, including the administrative costs of operating the Department, are obtained from a variety of sources, including ad valorem taxes, special assessments, development fees, and tax increment financing. A major concern of the City is the availability of sufficient funds for maintenance and construction activities. If funds are unavailable, needed projects may be delayed or terminated and maintenance of existing facilities may fall short of acceptable standards. The following explains the existing sources of funding and potential new sources of revenue.

State Aid

An important source of revenue to the City is State Aid. A network of City streets called Municipal State-Aid Streets (MSAS) are eligible for funding assistance with revenue from the State Highway User Tax Distribution Fund. This constitutionally-protected funding allocation is comprised of gasoline taxes and vehicle registration fees and is allocated based on a formula that considers the population of a City and the financial construction needs of its MSAS system.

Ad Valorem Taxes

For situations in which 20 percent of the cost of a City project can be assessed to the adjacent property owners, the remaining cost of the project can be added to the ad valorem or property taxes of the remaining property owners in the City. Ad valorem taxes for street improvements are excluded from the State-mandated levy limits.

Tax Increment Financing

Establishing a tax increment financing (TIF) district is a method of funding infrastructure improvements that are needed immediately using the additional tax revenue to be generated in future years by a specific development. Municipal bonds are issued against this future revenue, which is dedicated for a period of years to the repayment of the bonds or to other improvements within the TIF project area. TIF districts can accelerate economic development in an area by ensuring that the needed infrastructure is in place without requiring support from the usual funding.

Grant Funding

There are many opportunities for metropolitan cities to take advantage of various grant funding initiatives. Regional Solicitation and Highway Safety Improvement Program (HSIP) are among grant solicitations for the Twin Cities metropolitan area. The City should monitor the grant funding opportunities available for applicable projects and submit applications when possible.

Planning for the Future

Throughout the City of Chaska's comprehensive planning effort, the City will consider how to address existing transportation needs, while setting the stage for future growth. Items for consideration include the following:

- System Preservation
- Connected Vehicles and Autonomous Vehicles
- Travel Demand Management
- Complete Streets and Safe Routes to School

System Preservation

Infrastructure systems such as roadways, bridges, culverts, and sidewalks have become expensive and challenging to maintain in today's environment with aging infrastructure, rising costs of materials, and stagnant or declining revenue. In fact, many local agencies are being forced to pause, and ask questions about the costs and benefits of continuing to maintain assets throughout their entire system, or if other approaches should be explored to better balance needs with available resources. Generally, approaches to be considered include:

Performance Standards and Measures

A performance-based approach improves the accountability of local infrastructure investments, assesses risks related to different performance levels, and monitors progress and increases transparency.

Project Prioritization

Project prioritization can help the City rank infrastructure needs in a manner that is consistent with preservation goals and objectives. This technique can help avoid the typical "worst first" approach to programming preservation projects that tends to invest limited resources in the most expensive improvements instead of directing maintenance funds to infrastructure that merely need rehabilitation, which will provide more cost-effective solutions in a timely manner.

New Revenue Sources

There are methods to capture new revenue streams to close the financial gap in maintaining assets in a state of good repair. Exploring new revenue sources will allow the City to expand and accelerate preservation initiatives.

New Maintenance Techniques

There are new maintenance techniques that can extend the lifecycle of an asset. For example, new maintenance techniques for roadway surfaces can provide longer service life and higher traffic volume thresholds, resulting in more stable road maintenance costs. Cost reduction of life cycle extension strategies which save money, or extend surface life, can directly benefit preservation needs, and minimize any identified financial gap.

Asset Management

Tracking assets and their condition will provide a stronger outlook on lifecycle costs and replacement schedules. This will help establish funding plans and identified future funding gaps or shortfalls.

Connected Vehicles and Autonomous Vehicles

Connected Vehicles (CVs) refers to vehicles that communicate with one another and with other elements of intelligent transportation infrastructure. Autonomous, automated, or self-driving vehicles (AVs) describes a spectrum of vehicles that require varying degrees of human control. Connected Automated Vehicles (CAVs) to refer to both technologies, which are automated vehicles connected to other vehicles and the transportation system.

There is a wide range of forecasted adoption scenarios for CV and AV technology. Analysts from the automotive industry tend to provide more conservative forecasts, while analysts from the technology world tend to be less conservative, with some forecasting heavy adoption by as early as 2030. Before widespread adoption occurs, there will be an extended period during which the developing CV and AV platform must coexist with human-operated personal vehicles, as well as with public transit, pedestrian users, and other modes. In Metropolitan Council's 2040 TPP, it is noted that the implications of connected and automated vehicles need to be thoroughly examined. As with many new transportation technologies, automated and connected vehicles are likely to penetrate urban markets prior to expanding to the suburbs, especially if they are initially developed through a ride-hailing platform.

In response to increased prominence of CV and AV technology, the role of regional and local transit providers could be reduced or become more specialized. Pedestrian and bicycle activity could become more regulated, so as not to interfere with automated systems on streets and sidewalks. As CV and AV technology is deployed in the Twin Cities, Chaska and other communities will be faced with policy considerations as they look to promote equity for all transportation users and continue to provide a balanced transportation system. Demand for CV and AV technology in Chaska is expected to be similar as in other suburban areas.

Travel Demand Management

Research has shown that Travel Demand Management strategies are a useful technique in helping alleviate parking demands in a geographical area. TDM strategies are applied to help reduce the number of single occupancy vehicles traveling and parking in a certain area. Opportunities to encourage TDM strategies are highlighted throughout this section.

Bicycle Amenities

Actively promoting bicycling as an alternative means of travel to and from a destination can be achieved through information dissemination and the provision of bicycle storage facilities and adding on-street bicycle lanes and additional connections to trails. These actions can help decrease the demand for vehicle parking.

Car Sharing Provisions

Car sharing programs provide mobility options to a cross section of residents who would not otherwise have access to a vehicle. These programs encourage the efficient use of a single vehicle among multiple users, while reducing the amount of parking needed to accommodate each resident within a neighborhood. Zoning language can encourage or require new developments of a certain size to include off-street parking provisions for car sharing programs.

Shared Mobility

Shared mobility includes bikesharing, carsharing, and ridesourcing services provided by companies such as Uber and Lyft. Predictions indicate that by creating a robust network of mobility options, these new modes will help reduce car ownership and increase use of public transit, which will continue to function as the backbone of an integrated, multimodal transportation system.

Travel Demand Management Plans (TDMP)

A TDMP outlines measures to mitigate parking demand as part of the development permit process, which can result in innovative solutions that are tailored to the specific needs of a neighborhood or district. These types of plans may require specific strategies for reducing single-occupancy vehicle trips and promoting alternative modes of transportation.

Complete Streets and Safe Routes to School

Complete Streets are commonly defined as roadways that accommodate all users such as pedestrians, bicyclist, vehicles and transit, regardless of age and ability. This is important to consider when recognizing the diversity of people traveling throughout the community.

The Transportation Plan's goals and policies embrace several elements of complete streets, such as safety for pedestrians and bicyclists. MnDOT has adopted a Complete Streets Policy, last updated in May 2016, and has committed to assessing opportunities for incorporating complete street design principles in all MnDOT projects. MnDOT's Complete Streets Policy can serve as a resource to the City for incorporating complete street design standards into City projects.

Safe Routes to School is a national initiative to increase safety and promote walking and bicycling for America's youth. The Safe Routes to school program will assist in providing infrastructure and non-infrastructure grants to build trails, paths, and safe connections to local schools.

Planning for safe routes to schools will require specific attention to certain elements such as bike routes, complete street treatments, sidewalk networks, pedestrian/bicycle amenities and wayfinding signage. Combined, these elements can create Safe Routes to Schools or Complete Streets.

POTENTIAL ACTIONS THAT CROSS PLAN ELEMENTS

There exists a number of topics, which touch multiple elements of the plan; but whose analysis, study and actions are outside of the scope of this update. These topics are significant unto themselves, and as such, are better addressed as independent studies, whose prioritization may be further clarified by a future "Commitment to Community Task Force", which the City last convened in 2009.

The following topics have been brought up as issues in the process and deserve additional discussion, prioritization and action, if needed:

Senior-Friendly Community

The "Age Composition" data in Chapter 2 of this Plan shows the continued increase in Chaska residents who are 55 and older, this increase mirrors the state and national demographic profiles.

There exist several programs which assist cities in determining how they can be a more senior-friendly community, dementia-friendly community, allow Granny Pods, etc. As the residents of our community

continue to age, the City should work to understand their needs and determine its role in meeting those needs.

Youth

The youth in our community have always been an important focus of community support. However, there are some specific youth groups who may need additional support. The City is in the early stages of discussion around creating a “Miracle League” baseball field and expanding the capacity of the Par-30 golf course to be a handicap accessible facility. Also, the City has worked to increase recreational activities available to the youth who live in the Riverview Terrace Mobile Home Park. The City should continue work to understand the needs of its youth and determine its role in meeting those needs.

Inclusiveness

The “Racial/Ethnic Diversity” data in Chapter 2 of this Plan show the continued increase in the minority populations within Chaska. As new residents of our community, it is important to understand their needs and challenges and to assist them to thrive in our community. The City should continue work to understand the needs of its minority populations and determine its role in meeting those needs.

Homelessness

Homelessness is a housing issue that spans the local, county, regional and state levels of government. The City should continue work to understand the needs of its homeless population and work to support Carver County’s Health and Human Services in its role in meeting those needs.

Resiliency

Resiliency is having the capacity to respond, adapt, and thrive under changing conditions. Consideration of vulnerabilities - and responses to those vulnerabilities - will strengthen our community’s ability to prepare for and respond to climate impacts, aging infrastructure, changing from a developing to a developed community, etc. The City should work to understand these needs and determine its role in meeting those needs.

Winter Cities

Minnesota is famous for its two seasons – construction and winter. As the State of Hockey and the local success of the Chaska Curling and Event Center, there would seem to be interest in embracing winter in a bigger way. The City should explore ways, not only at a neighborhood or community level, but in the Historic Downtown to expand recreational and social opportunities for its residents to “Embrrrrrace Winter”.

Chaska Park Board
Meeting Minutes
October 8, 2018

1. Call to Order

The October meeting of the Chaska Park Board was called to order by Chairman Grau at 7pm in the Council Chambers at City Hall.

2. Roll Call

Present: Grau, Roan, Downs, Gutierrez, Ives, Olsen, Branch, Flaherty-Wilcox.

Absent: Mihajlov, Wittrock

Staff Present: Marshall Grange, Mary Monteith.

3. Adopt the Agenda

Grange noted addition to the Agenda, under 6C, a proposed recommendation to the city council to authorize the City of Chaska to contract with the Bicycle Alliance of Minnesota for their services to help Chaska apply for a designation to become a Bicycle Friendly Community.

Motion by Flaherty-Wilcox, second by Downs, to approve the October 8th agenda with the addition under 6C of the proposed recommendation to council to apply to become a Bicycle Friendly Community. Motion carried.

4. Visitor Presentation

None

5. Approve Meeting Minutes

Motion by Downs, second by Branch to approve the Chaska Park Board minutes of August 13th, 2018. Motion carried.

6. Old Business

A.) Grange updated the board on current happenings at Lion's Park Off-Leash Dog Area. The site overall has really come along. The bump out at the curb has been completed. Fencing is up around the smaller dog area, and concrete pads have been poured for the dog wash and fountain areas. Staff is working on a soft opening of the smaller dog area Oct. 29th, at 5 p.m. Invites out to council, the Herald, Chaska Police and the public. The larger grand opening would be done next spring after the wooded area is complete.

B.) Grange shared pictures of Veterans Park, showing how things are coming along. There still is a bit to do in advance of the Veteran's Day ceremony on Nov. 11th. The weather has impacted some areas. Grange explained the recent call out to area Veterans to donate their challenge coins for display in the coin columns. The inaugural Chaska coin has been ordered and will be available for purchase on Veteran's day.

Staff have been fielding calls on the opening date of the archery area. That too will open on Veteran's day.

C.) Bike Friendly Community/Bike MN

Grange shared with the board some of the details of applying for the designation of a Bicycle Friendly Community. Carver County staff have offered to help with applying; they also have SHIP money that will cover the cost to contract with the Minnesota Bike Alliance to conduct research.

As part of the upfront work to be done, there will need to be a full assessment of current trails, wayfinding, etc., as well as the assembly of a task force committed to helping to move things forward. Process could be an approximate 9-12-month timeframe. There will be a November 8th kick off meeting of those interested in being part of this task force, please contact Marshall if you would like to be a part of this.

Motion by Ives, second by Gutierrez, recommending City Council to authorize the City of Chaska to contract with the Bicycle Alliance of Minnesota for their services to help Chaska apply for a designation to become a Bicycle Friendly Community through the National Bicycle Alliance; of which Carver County will fund the total amount of \$5,000 for Chaska to receive such services through the Statewide Health Improvement Program (SHIP). Motion carried.

D.) Commissioner Branch (Board liaison to the City Square West Task Force) shared a presentation with others on where things are at with City Square West. The two major points of this redevelopment are, relocation of the library, and homing in on the best options for the site. Viable options that will draw people downtown to hang out as well as consideration of permanent housing. Three potential sites were ranked for the library relocation, with currently the license center as the best overall site. "Lots more to come, still in developing stages".

7. Other Business

A.) Director's Update-Grange covered many of the recreational events happening throughout Chaska this month.

Also reminded the board to start thinking ahead to the end of year with Grau serving out the maximum term as chair and who may be interested in that position moving forward into 2019.

8. Roundtable

- Flaherty-Wilcox inquired on "adaptive programming" and where we are at. Grange shared that various programming has started, as word gets out the program will grow. Flaherty-Wilcox also asked about consultant used for the city's community surveys. The city uses Decision Resources, who is well known and reputable in the market.
- Olsen asked about where things are at with the Par 30. Grange shared that the project is being led by John Kellin from the Town Course. As things progress updates will be given.

- Ives expressed excitement over the progress made on the dog park and opening yet this fall. Also shared excitement for the CCC's "Little Tigers" program that his children are currently enrolled in.
- Downs-lots going on, excited to see the dog park and Veterans Park wrapping up.
- Gutierrez shared he is happy to hear about all the informative updates.

9. Adjourn

Motion to Adjourn October meeting by Olsen, second by Roan. Motion Carried.

- MINUTES -
CHASKA ECONOMIC DEVELOPMENT AUTHORITY
SEPTEMBER 17, 2018

DRAFT

1. Call to Order

President Windschitl called the meeting to order at 9:34 pm.

2. Roll Call

Roll call was taken. Present: Commissioners Geisler, Rohe, Schulz and President Windschitl.

Absent: Commissioner Boe.

Also Present: Nate Kabat, Assistant Executive Director and Matt Podhradsky, Executive Director.

3. Adopt Agenda

Motion by Commissioner Schulz, second by Commissioner Geisler, to adopt the agenda as presented.

Motion carried.

4. Approve Previous Meeting Minutes

Motion by Commissioner Rohe, second by Commissioner Schulz, to approve the minutes of the July 16, 2018 EDA meeting.

Motion carried.

5. Adopt Resolution EDA 2018-13, Approve Proposed 2019 Budget and Maximum Payable 2019 Property Tax Levy

Executive Director Podhradsky presented the item to the Commission.

Executive Director Podhradsky provided further detail regarding a second Economic Development person going forward.

President Windschitl asked if that would be something they do in the budget as they move forward.

Executive Director Podhradsky explained it would be part of the budget but that there would be a revenue source that supports it.

Motion by Commissioner Geisler, second by Commissioner Schulz to adopt Resolution No. 2018-13 adopting a Proposed 2019 Budget and the Proposed Assessed 2018 Payable 2019 Maximum Property Tax Levy.

Motion carried.

6. Other Business

Commissioner Rohe asked for an update on when the Hot Spot is going down.

Assistant Executive Director Kabat noted that last he heard, it would be the middle of September, but stated it is the middle of September now, so that obviously has not happened yet. He stated he has a meeting with them on Wednesday the 19th and that they have submitted permits for demolition.

Commissioner Rohe also asked for an update on the Pagoda.

Assistant Executive Director Kabat stated the China Pagoda received the Concept Approval from the Council earlier this year and that they need to submit for Preliminary Approval. He stated they have had discussions with them and one of the things is that they are trying to time it with City Square West, being eligible for relocation benefits, and not getting too far ahead of that and not have the dollars to make the project happen.

Commissioner Rohe inquired if there is any way to expedite those dollars.

Executive Director Podhradsky explained the timing and next steps of Staff regarding this and noted that they are developing a plan to look at something sooner rather than later.

President Windschitl commented that the businesses there are on a month to month lease.

Executive Director Podhradsky noted that they need to be careful when dealing with the relocation side of things not to do anything prematurely, but that he does not think they are too far off.

President Windschitl looked to clarify that there was a Task Force meeting regarding this on Wednesday.

Executive Director Podhradsky confirmed that there was.

President Windschitl noted that the ribbon cutting for Bavaria Downs is tomorrow at 3:30 pm.

7. Adjourn

Motion by Commissioner Geisler, second by Commissioner Rohe to adjourn the meeting at 9:43 pm.
Motion carried.

- MINUTES -
CHASKA CITY COUNCIL
OCTOBER 1, 2018

1. Call to Order

The meeting was called to order by Mayor Windschitl at 7 pm.

2. Pledge of Allegiance

3. Roll Call

Roll call was taken. Present: Councilmembers Schulz, Boe, Rohe, Geisler, and Mayor Windschitl.
Absent:

Also Present: Luke Melchert, City Attorney; Nate Kabat, Assistant Administrator

4. Adopt the Agenda

Motion by Councilmember Boe, second by Councilmember Geisler to adopt the agenda as presented.

Motion carried.

5. Visitor

5.A. Municipal Drinking Water Awards

Water/Sewer Supervisor Haefner reported that Chaska won three awards for best tasting tap water from two competitions at the State Fair and at the American Water Works Association Minnesota Chapter Annual Conference held in Duluth. He reported that they will participate in the national competition is held in Denver, Colorado in June of 2019.

Water/Sewer Supervisor Haefner also updated the Council on the native prairie landscaping project at the water treatment plant.

The Council discussed the differences in tap water taste of the surrounding cities.

Water/Sewer Supervisor Haefner recognized the Water/Sewer Staff for their hard work.

Mayor Windschitl asked how water can taste different each year.

Water/Sewer Supervisor Haefner discussed the different water aquifers in the area and noted that they tap into the Mount Simon. He also explained that they sampled water when it was running at 7,000 gallons per minute, and plan to do the same come June 2019.

Councilmember Geisler asked how many cities in the area treat by softening.

Water/Sewer Supervisor Haefner stated that Bloomington, Eden Prairie, Minneapolis, and St. Paul all do. He noted some of those treat surface water and therefore use softening as well as microfiltration.

City Attorney Melchert inquired if they typically run 7,000 gallons per minute all day.

Water/Sewer Supervisor Haefner replied that they do not and that they are now at their typical winter rate of 2.5 million gallons per day.

Mayor Windschitl inquired what the peak rate in the summer is.

Water/Sewer Supervisor Haefner responded that it is 6-7.5 million gallons per day.

The Council congratulated the Water and Sewer Department for their awards.

6. Minutes

Motion by Councilmember Rohe, second by Councilmember Schulz to approve the minutes of the September 10, 2018 and September 17, 2018 City Council meetings.

Motion carried.

7. Consent Agenda

Motion by Councilmember Boe, second by Councilmember Geisler to approve the Consent Agenda Items A through E:

- A. Approve Temporary On-Sale Intoxicating License for Southwest Metro Chamber of Commerce
Motion to approve Temporary On-Sale Intoxicating License TW.18-04 for Southwest Metro Chamber of Commerce, allowing them to serve intoxicating beverages at their Women's Biz Event, effective October 11, 2018.
- B. Adopt Resolution No. 2018-126, Approving Limited Use Permit with MnDOT for a Pedestrian Trail and Bridge Across Highway 212
Motion to approve Resolution No. 2018-126 approving the Limited Use Permit with the State of Minnesota, Department of Transportation for the TH212 Interchange Project.
- C. Approve the Lake Jonathan Flats Easement
Motion to accept the terms of the proposed easement for the Lake Jonathan Flats building.
- D. Adopt Resolution No. 2018-129, Appointment of Election Judges for the 2018 General Election
Motion to adopt Resolution No. 2018-129 appointing those persons listed on Exhibit A as Judges of Election for the General Election, Tuesday, November 6, 2018.
- E. Massage Therapy Registration
Motion to approve Massage Therapy Registration No. MTL 18-09 to allow Hannah Strahota to practice Therapeutic Massage at Chaska Family Chiropractic.

Mayor Windschitl inquired if the limited use in Item B refers just to the trail.

Assistant Administrator Kabat stated that he believed it was the Pedestrian Trail and Bridge, but would need to check on that.

Motion carried.

8. Action Items

8.A. Adopt Resolution 2018-128, Public Hearing: Consider Certification of Delinquent Utilities and Miscellaneous Unpaid Fees

Assistant Administrator Kabat presented the Item to the Council.

Mayor Windschitl inquired why one residential fee was so high.

Assistant Administrator Kabat commented that he was not certain and went on to explain the different fees that could be incurred.

Mayor Windschitl opened the public hearing at 7:20 pm.

Mayor Windschitl closed the public hearing at 7:21 pm.

Motion by Councilmember Schulz, second by Councilmember Rohe to adopt Resolution No. 2018-128 approving certification of delinquent utilities and miscellaneous unpaid fees to Carver County for collection with the payable 2019 property taxes. Motion carried.

The Council took a brief recess in order for the sound technician to attempt to fix feedback issues.

8.B. Adopt Resolution 2018-130, Accept Resignation of Council Member Jay Rohe

Assistant Administrator Kabat presented the item to the Council.

Councilmember Rohe inquired if he needs to abstain from this vote.

City Attorney Melchert stated that he is still on the Council and it is not a conflict of interest, so he may vote.

Mayor Windschitl looked to clarify the necessary action for this item.

Assistant Administrator Kabat explained the necessary steps and read the resolution out loud to the Council.

Councilmember Boe inquired about whether there will need to be a special election held to fill the vacancy or it would be filled by appointment.

City Attorney Melchert explained that because the resignation occurred after the last filing date for the upcoming election, it will be filled by appointment.

The Councilmembers each thanked Councilmember Rohe for his efforts for the City of Chaska in the various ways that he has served and commented how they have enjoyed serving with him.

Mayor Windschitl explained that Councilmember Rohe is moving out of his Ward and therefore by State Statute needs to resign from the Council. He explained that Councilmember Rohe has been very upfront that this would be coming, and thanked him for his service. He stated that he appreciates the experience Councilmember Rohe has brought to the Council and noted that he has served the City for fourteen years.

Councilmember Rohe spoke about his move, his excitement to be able to remain in Chaska, his love for the Community of Chaska, his respect for the City Staff, and his enjoyment in serving Chaska over the years. Councilmember Rohe then thanked and complimented each member of the Council individually for their service. He also thanked Staff for what they do for the City, and stated that he has loved serving this City.

Mayor Windschitl again thanked Councilmember Rohe for his genuine service to the City.

Assistant Administrator Kabat noted that City Administrator Podhradsky was sorry not to be able to be here tonight and passed along his well-wishes. Assistant Administrator Kabat then thanked Councilmember Rohe for his service to the City.

City Attorney Melchert recounted how well the Council has served the City of Chaska during his years as City Attorney and stated that is part of the reason Chaska is as great as it is, and that Councilmember Rohe is part of that.

Councilmember Schulz shared that he believes what makes this Council so effective is how they talk it out, settle it, make the final decision, and move forward and put forth what they think is best for Chaska. He referred to Veteran's Park as an example.

Councilmember Rohe talked about what he has learned over the years as a Councilmember, and commented that the Council has always done a good job of working together and respecting each other. He referred to Fireman's Park and how the varying ideas came together. He advised anyone who wants to sit on Council to listen, learn, have respect and understand people's perspectives.

Councilmember Geisler noted that one thing that make this Council great is that they can agree to disagree, see things differently, but still learn from each other.

Mayor Windschitl went over the steps that will occur to fill Councilmember Rohe's seat.

Motion by Councilmember Schulz, second by Councilmember Geisler to approve Resolution No. 2018-130 accepting the resignation of Council Member Jay Rohe and declaring a vacancy on the Chaska City Council. Motion carried.

8.C. Appoint SouthWest Transit Commission Member

Mayor Windschitl explained that due to Councilmember Rohe's City Council resignation, he also has to resign from the SouthWest Transit Commission (Commission) as this position in the Commission is required to be held by a Council Member.

Councilmember Rohe stated that he recommending appointing Mayor Windschitl to the SouthWest Transit Commission as Councilmember Boe is busy campaigning, Councilmember Schulz is not re-running for Council, and Councilmember Geisler just was appointed to something else. He stated that he has really enjoyed serving in this position as well.

The Council agreed.

Assistant Administrator Kabat noted Mayor Windschitl's SouthWest Transit Commission appointment would be effective October 3, 2018.

Councilmember Boe inquired if Mayor Windschitl would then become Chair, as Councilmember Rohe was holding that position, or if the Vice-Chair would take over.

Councilmember Rohe stated that will have to be determined by the Commission.

Motion by Councilmember Rohe, second by Councilmember Schulz to appoint an elected representative from Chaska to the SouthWest Transit Commission for the remainder of 2018.

Mayor Windschitl commented that he will be happy to serve on the Commission.

Motion carried.

9. Bills

9.A. AP Council Roster 10-2-18

Motion by Councilmember Geisler, second by Councilmember Rohe to approve the bills as presented. Roll call was taken. Voting aye: Councilmembers Schulz, Boe, Rohe, Geisler, and Mayor Windschitl. Voting nay: None
Motion carried.

10. Other Business

10.A. City Administrator's Report

10.B. Financial Reports - As of 8/31/18

10.C. Other Meeting Minutes

10.C.i. Receive the September 12th Planning Commission minutes

Councilmember Boe:

- Commented that there was a great turnout at both the Guardian Angel Fall Festival and the Block Party on Second. He thanked the volunteers and those who attended.
- Reported that the Knights of Columbus will be hosting a pancake breakfast from 8 am to noon on October 14, 2008 at Guardian Angels.
- Noted that he has heard talk that Play It Again Sports will be coming to Chaska.

Councilmember Geisler:

- Noted that there will be some lane closures on Bavaria Road from 7 am to noon tomorrow, October 2, 2018.
- Commented that she enjoyed the opening of Bavaria Downs and that it is an amazing property. Mayor Windschitl noted that the planning group for Bavaria Downs were speculating that this will likely become the number one wedding venue in Minnesota, if not across the nation. He stated that it is a phenomenal use of that property.

Mayor Windschitl:

- Asked Assistant Administrator Kabat if Staff can talk to MN Dot about how dim the left turn arrow is on County Road 61 heading west.
- Noted that Dollar Tree opened up downtown.
- Reported that he and the Parks Staff met with the Veterans group and Veteran's Park and discussed the schedule and plan for the ribbon cutting on Veteran's Day, November 11, 2018. He stated they will meet again on October 15, 2018 to go over more details.
- Noted the Council will meet at the Legion tonight to celebrate Councilmember Rohe's service and welcomed the public to join them. He stated that no City funds will be used.

Councilmember Rohe:

- Thanked the people of Chaska for allowing him to sit in this seat.

11. Adjourn

Motion by Councilmember Boe, second by Mayor Windschitl to adjourn the meeting at 8:21 pm.
Motion carried.

**- MINUTES -
CHASKA CITY COUNCIL
OCTOBER 15, 2018**

1. Call to Order

The meeting was called to order by Mayor Windschitl at 7 pm.

2. Pledge of Allegiance

3. Roll Call

The Council and Staff offered condolences to the Abdi and Abdalla Families and offered thanks to all who helped in the search efforts.

Roll call was taken. Present: Councilmembers Schulz, Boe, Geisler, and Mayor Windschitl.
Absent:

Also Present: Luke Melchert, City Attorney; Nate Kabat, Assistant Administrator; Tim Wiebe, Fire Chief, Noel Graczyk, Administrative Services Director; and Matt Podhradsky, City Administrator.

4. Adopt the Agenda

Motion by Councilmember Boe, second by Councilmember Geisler to adopt the agenda as presented.

Motion carried.

City Administrator Podhradsky provided clarity on the application process and interview schedule for the vacant City Council seat.

5. Visitor

5A. Bountiful Basket Food Shelf

Stacy Ward and Karen L. Campbell gave an update regarding the Bountiful Basket Food Shelf.

The Council thanked Ms. Ward and Ms. Campbell for their work with the Bountiful Basket Food Shelf.

5.B Chaska Fire Explorers

Fire Chief Wiebe introduced Firefighter Nate Peterson and noted that he oversees the Chaska Fire Explorers Program. Firefighter Peterson introduced the Explorers and reported that they received third place at the State Fair in the Explorer Post competition. He also described the training the Explorers receive and the tasks they complete in the competition.

Fire Chief Wiebe provided detail into the number of Explorers who have moved on to become firefighters.

The Council congratulated the Explorers and thanked Fire Chief Wiebe and Firefighter Peterson for their efforts with the program.

5.C. Chaska Police Department—CSO Position

Public Safety Director Goldstein explained that Officer Marelia Garcia, who has been with the Department for 19 years, will be leading the new CSO Division of the Department.

Officer Garcia introduced the new CSOs.

The Council welcomed them to their new positions.

City Administrator Podhradsky gave further detail regarding the CSO positions and the need for them in the community.

The Council had Officer Joe Carlson step up and thanked him for his efforts with the search that took place over the weekend.

6. Minutes

Motion by Councilmember Geisler, second by Councilmember Schulz to approve the minutes of the October 1, 2018 City Council meeting.

Motion carried.

7. Consent Agenda

Motion by Councilmember Boe, second by Councilmember Geisler to approve the Consent Agenda Items A through E:

- A. Set Date for Canvass of Municipal Election Results
Motion to set the date for the canvass of local election results as November 13, 2018 at 6:00 pm at the Chaska City Hall Council Chambers
- B. Adopt Resolution 2018-131, 2019 Downtown Reconstruction Project Feasibility Study
Motion to approve Resolution No. 2018-131 ordering preparation of the feasibility study for the 2019 Downtown Street/Utility Reconstruction Project
- C. Adopt Resolution 2018-132, Adopt Special Assessment for West Creek Corporate Center Addition
Motion to adopt Resolution No. 2018-132 establishing a special assessment to Lot 2, Block1 West Creek Corporate Center Addition in the amount of \$12,438 in accordance with Development Agreement dated July 9, 2010
- D. Bicycle Friendly Community Designation
Motion to approve the Park Board's recommendation to contract with the Bicycle Alliance of Minnesota for their services to apply for a Bicycle Friendly Community designation through the National Bicycle Alliance and authorize staff to receive \$5,000 from Carver County's SHIP fund and execution of corresponding agreement between the City of Chaska and Carver County
- E. Adopt Resolution 2018-134, Adopt Resolution Approving the Final Plat for Sagewood/DR Horton/PC #2018-33

Motion to adopt Resolution No.2018-134 approving the Sagewood Final Plat for 14 lots (PC #2018-33)

City Administrator Podhradsky provided further clarity into Item 7.A. and the length of time for canvassing.

Mayor Windschitl inquired what the Bike Friendly Designation entails.

City Administrator Podhradsky explained the designation in more detail.

Motion carried.

8. Action Items

8.A. Public Hearing to Consider Setting 2019 Operating Budget and Plan for Chaska Downtown Special Services District and Imposition of Service Charges

Assistant Administrator Kabat presented the item to the Council. He requested that the Council open the Public Hearing and leave it open until November 5, 2018 in order to properly go through the process that State Statute requires.

The Council noted that the Chaska Downtown Special Services District has asked for this to be done.

Mayor Windschitl opened the public hearing at 7:50 pm.

Motion by Councilmember Schulz, second by Councilmember Geisler to Continue the Public Hearing to Consider Setting 2019 Operating Budget and Plan for Chaska Downtown Special Services District and Imposition of Service Charges to November 5, 2018. Motion carried.

8.B. Approve Adjustments to Pension Benefits for Chaska Fire Department Relief Association

Mayor Windschitl recused himself from the item.

City Administrator Podhradsky introduced the item to the Council.

Administrative Services Director Graczyk presented the item to the Council.

City Administrator Podhradsky noted that this adjustment does not cost the City more money, but the Fire Department Relief Association receives more benefits. He explained that is due to a function of how well the market is doing and proceeded to give more detail regarding that.

Relief Association President Jesse Davey explained the work the Board does regarding the fund and stated that this fund is valuable on multiple fronts and that they appreciate the Council's consideration.

Fire Chief Wiebe reiterated that this pension is a valuable tool for recruiting and retention of firefighters.

City Administrator Podhradsky also spoke to the importance of the pension for firefighter retention.

Councilmember Boe noted that many communities struggle with attracting and retaining adequate numbers of firefighters.

Councilmember Geisler agreed and stated that is especially so for volunteer departments. City Administrator Podhradsky clarified that this is not the only retention tool.

Mayor Pro Tem Schulz agreed that this is a great tool to aid in retention of firefighters. He asked what would happen to this fund when market investments do not do so well.

Administrative Services Director Graczyk and City Administrator Podhradsky provided further detail regarding this.

City Administrator Podhradsky noted the cost savings the City sees in having a volunteer fire department versus a full-time fire department, even with the City adding more robust duty crews.

The Council expressed their appreciation to the Department for the work they do for the City.

Mark Windschitl, Fire Relief Board member, recognized the work that Administrative Services Director Graczyk and President Davey do for the Fire Relief Board and thanked them for their efforts.

President Davey listed the Fire Relief Board members.

Motion by Councilmember Geisler, second by Councilmember Boe to approve a Chaska Fire Department Relief Association benefit structure and By-Law Amendments based on a benefit of \$2,452.50 per month of service for the monthly benefit and a benefit of \$7,100 per year of service for the lump sum benefit effective as of January 1, 2019. Motion carried.

9. Bills

9.A. AP Council Roster 10-15-18

Motion by Councilmember Schulz, second by Councilmember Geisler to approve the bills as presented. Roll call was taken. Voting aye: Councilmembers Schulz, Boe, Geisler, and Mayor Windschitl. Voting nay: None
Motion carried.

10. Other Business

10.A. City Administrator's Report

10.B. Administrator's Bi-Weekly Report

10.C. Other Meeting Minutes

10.C.i. Receive the August 23rd Human Rights Commission minutes.

10.C.ii. Receive the September 27th Human Rights Commission minutes.

10.C.iii. Receive the draft minutes of the October 10th, 2018 Planning Commission Meeting.

City Administrator Podhradsky:

- Noted there will be a ceremony for the opening of the dog park at 5pm on October 29, 2018, with a work session to follow at 6pm. He also clarified what portion of the dog park will be opened.
- Stated that Curling Night in America had its first airing last Friday and will be on again this Friday and noted that the schedule indicates the airing time varies.
- Reported there is an employee breakfast at 7:30am on October 25, 2018 at the Event Center, which is also open to the public. He explained that those present will hear the presentation on the Decisions Resources Community Survey. He reiterated the importance of the results of this presentation due to the fact that perception is what matters, not measurable efforts, and that the employees have a direct hand in this.
- Noted Veteran's Park will be designated on Veteran's Day, November 11, at 2pm. Mayor Windschitl noted that those who would like their Military Challenge Coin displayed there can contact Parks and Recreation. City Administrator Podhradsky provided further detail into the vision of the Challenge Coin display. Mayor Windschitl reported the details of the park designation ceremony. He noted that the archery range is done and asked if it is open. Staff stated that the whole park is still closed down. Mayor Windschitl noted it is important people spread the word about this wonderful event. City Administrator Podhradsky stated that Challenge Coins were not made until the Korean War, so World War II veterans do not have them. He explained that there is a Challenge Coin for WWII being minted now, and that once they get them, they would also have the opportunity to display them at the memorial.
- Referred to an article in the paper about City Attorney Melchert. He recognized the various ways City Attorney Melchert has benefited the City of Chaska. Councilmember Schulz inquire how long City Attorney Melchert had been a member of the Lions. City Attorney Melchert responded he had been a member since 1968. He also added that the City is full of wonderful people and that the Council has been a great part of that.

Councilmember Boe:

- Reiterated it was nice to see Curling Night in America.
- Noted the Fall Clean-up Day is October 27 from 8am to 2pm in the parking lot of Athletic Park. He stated residents can bring brush and yard waste, but no appliances or trash, and that the Jonathan Association will pick up and drop off for those within the Jonathan Association.
- Asked for an update on the Hot Spot. Assistant Administrator Kabat explained the process the developer is following, and City Administrator Podhradsky provided further detail regarding other steps the developer is having to follow.
- Noted part of Clover Ridge Drive will be closing for a short time on October 19, 2018. City Administrator Podhradsky stated that he believes it is due to a leaky water valve and will be started after school starts and finished by the time it is over. Kevin Wright clarified that it is a new sewer line going in and the closure will last about a week.

Mayor Windschitl:

- Noted that Councilmember Schulz and City Administrator Podhradsky ran in a recent marathon, and that Assistant Administrator Kabat did a 10k.
- Stated that the League of Women Voters Candidate Forum at 7pm on October 17, 2018.
- Reported that the grassy area by County Road 15 is undergoing the process to be restored to native prairie grass and wildflowers.

Assistant City Administrator Kabat:

- Noted the Jack-o-lantern Trail of Fun will occur October 19, 2008 at 6pm at Athletic Park.

11. Adjourn

Motion by Councilmember Boe, second by Councilmember Schulz to adjourn the meeting at 8:54 pm.

Motion carried.