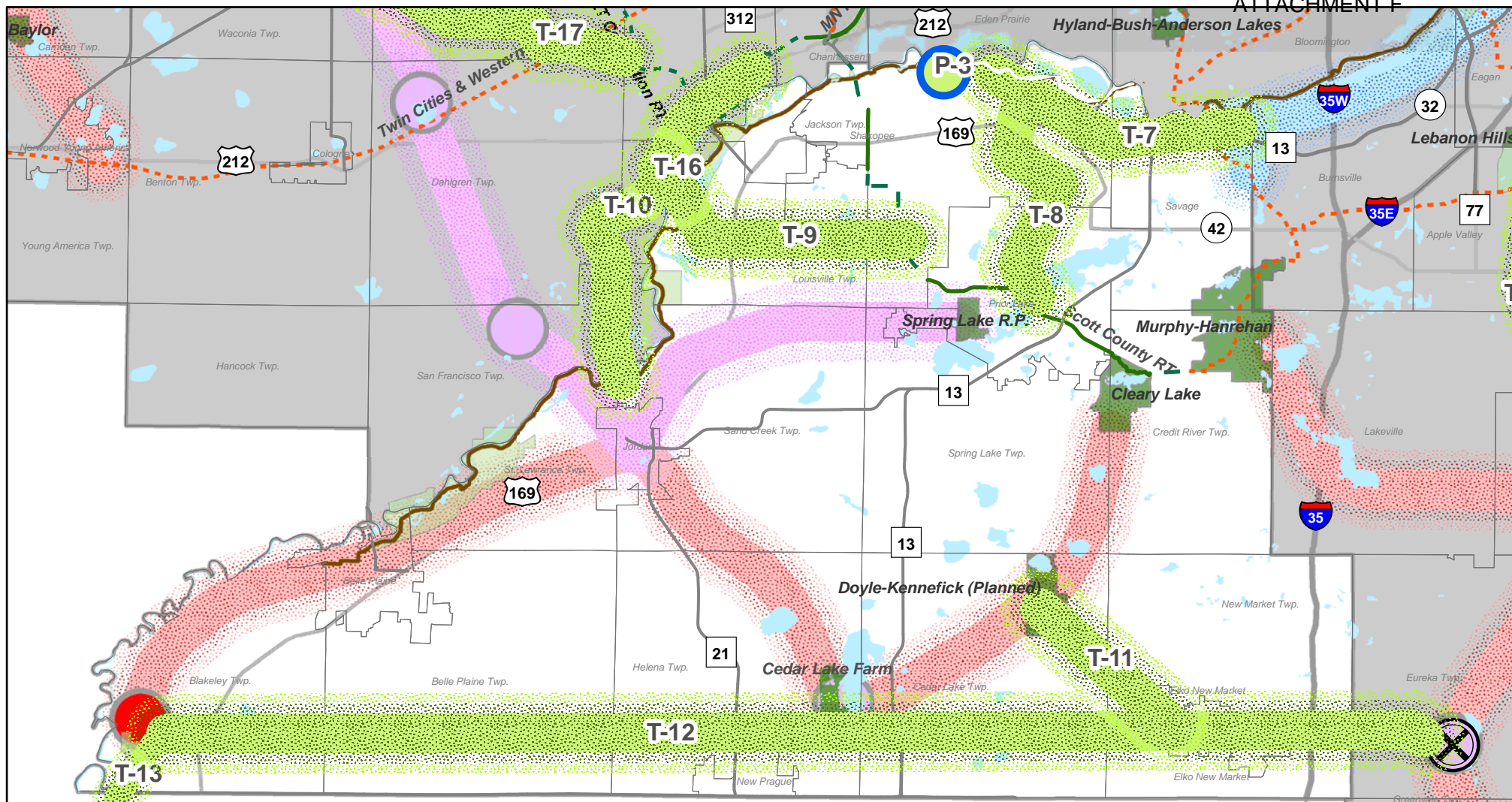


**Regional Parks Policy Plan Update
Proposed System Additions
May 4, 2010 MPOSC Meeting**

ATTACHMENT F

Scott County						
Map Designation	Site Name	Type	Conversion Acres	Trail Length (miles)	Estimated Acquisition Costs	Notes
T-7	Big Rivers RT extension	Trail	-	5	\$1,050,000	Trail would be an extension of the Big Rivers RT along the Minnesota River to the boundary with Scott County
T-8	Prior Lake Outlet RT Search Area	Trail	-	6	\$1,250,000	Trail would connect the Minnesota River to Lower Prior Lake, following the general alignment of the Prior Lake channel
T-9	Louisville RT Corridor Search Area	Trail	-	8	TBD	Trail would connect the Scott Co. West RT to the Union Pacific rail line river crossing to Carver Co.
T-11	Elko New Market--Blakeley --Doyle Kennefick Connection Trail	Trail	-	4	\$900,000	This proposed trail would provide a connection between Doyle-Kennefick RP and the Elko-New Market-Blakeley RT
T-12	Elko New Market-Blakeley RT Search Corridor	Trail	-	32	\$7,275,000	This proposed trail would connect Blakeley Bluffs RP Search Area to Cedar Lake Farm RP and the Chub Creek Greenway RT in Dakota Co. Would require short RT search area for connection in Dakota Co.
T-13	Blakeley Bluffs RT Extension	Trail	-	2	\$450,000	This proposed extension of the Southern Scott Co RT Search Area would connect Blakeley Bluffs RP Search area to the border of Scott Co where it would connect with Ney Nature Center in Le Sueur Co.

Estimated acquisition costs provided by Scott County



Regional Parks Policy Plan Update--Scott County

Regional Parks

- Regional
- State
- Federal

Regional Trails

- Regional Existing
- Regional Planned
- Regional Proposed (No Master Plan)
- State Existing

Regional Park Search Areas (2005)

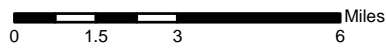
- New Unit
- Completing the System

Regional Trail Search Corridors (2005)

- Boundary Adjustment
- New Unit
- Completing the System

Proposed System Additions (2010)

- T-7** Big Rivers RT Connection
- T-8** Prior Lake Outlet Trail
- T-9** Louisville Trail
- T-11** Elko New Market-Blakeley-Doyle Kennefick Connection
- T-12** Elko New Market--Blakeley Trail
- T-13** Blakeley Bluffs RT Extension



**2030 Regional Parks Policy Plan Update
Proposed System Changes**

Map Designation:	T-7
Name:	Big Rivers Regional Trail
Agency:	Scott County
Category:	Proposed Regional Trail Extension
Miles:	5
Acquisition Costs:	\$1,050,000

Request

Scott County has requested that the Metropolitan Parks and Open Space Commission (MPOSC) and the Metropolitan Council consider an extension of the Big Rivers Regional Trail Search Corridor as part of the Parks Policy Plan update.

Background

The existing Big Rivers Regional Trail begins in Lilydale where it connects to trails in Lilydale-Harriet Island Regional Park and travels approximately 4 miles southwest along the Minnesota River to the border of Mendota Heights and Eagan. Dakota County operates the regional trail. The *2030 Regional Parks Policy Plan* identified an extension of the Big Rivers Regional Trail from Mendota Heights to Burnsville, at the border of Dakota and Scott Counties. Dakota County included this regional trail search corridor in its Park System Plan. The trail alignment will be determined when a master plan is developed.

Scott County's 2030 Parks and Trails Plan proposes to extend the regional trail search corridor from the border of Dakota and Scott Counties, through Savage, to connect to the Minnesota Valley State Trail in Shakopee. One potential challenge in planning the trail will be a heavy industrial area that includes Port Cargill, which is located between Highway 13 and the Minnesota River in the northeast portion of Savage.

Criteria

The *2030 Regional Parks Policy Plan* outlines the following criteria for regional trails. Staff analysis is italicized.

Strategy 1(c): Siting criteria and land acquisition funding priorities for regional trails

To qualify for regional trail status, an existing or proposed trail must meet the following criteria:

1. The trail should not duplicate an existing trail. The trail may include a portion of an existing county or local trail if the trail serves one of the following functions:

(A) Destination Regional Trail. Be a destination itself, providing a high-quality recreation experience that traverses significant natural resource areas where the trail treadway will have no adverse impact on the natural resource base;

(B) Linking Regional Trail. Link two or more units of the regional recreation open space system.

The proposed Big Rivers Regional Trail extension does not duplicate an existing trail. Depending on the alignment, the proposed trail may be a destination and/or a linking trail. Much of the land along the Minnesota River consists of Regionally Significant Natural Resource and Ecological Areas as mapped by the Minnesota DNR and the Metropolitan Council. The trail may provide opportunities to connect to the proposed Scott County East Regional Trail, the Minnesota Valley State Trail, the Minnesota Valley National Wildlife Refuge, and The Landing, which Three Rivers Park District has proposed to be considered for inclusion in the regional parks system as part of the Parks Policy Plan update.

2. The trail must serve a regional audience based on visitor origin and service-area research on regional trails.

The proposed trail is a continuation of the proposed Big Rivers Regional Trail in Dakota County, which connections trails leading to Harriet Island in St. Paul. The proposed trail will also connect to the Minnesota Valley State Trail, which leads more than 20 miles along the Minnesota River to Belle Plaine. These connections will likely result in a regional audience for the proposed regional trail.

For **Destination Regional Trails**, there should be no spacing minimums or maximums; instead, the decision to locate the trail should be based on the availability of existing high-quality natural resources or the opportunity for natural resources restoration, enhancement and protection. Destination Regional Trails should be located to reasonably maximize the amount of high-quality natural resources within the trail corridor boundaries.

As mentioned above, lands along the Minnesota River in Scott County include large swaths of Regionally Significant Natural Resource and Ecological Areas. These areas may provide opportunities to create a destination trail that includes high quality natural resources.

New **Linking Regional Trails** should be located within the developing or developed area of the region. For Linking Regional Trails, any two trails running parallel to each other and not separated by natural or human-built barriers should be at least 1.5 miles apart so as not to overlap the localized service area of those trails. Whenever possible, Linking Regional Trails should be located to reasonably maximize inclusion of high quality natural resources and connections to local trails, areas of lifecycle and affordable housing, and areas of infill and redevelopment.

The 2030 Regional Development Framework classifies Savage and Shakopee as “developing” communities. The closest regional trail that parallels the proposed Big Rivers Regional Trail Extension Search Corridor is the Scott County West Regional Trail, which is more than 5 miles away.

**2030 Regional Parks Policy Plan Update
Proposed System Changes**

Map Designation:	T-8
Name:	Prior Lake Outlet Regional Trail
Agency:	Scott County
Category:	Proposed Regional Trail Search Corridor
Miles:	6
Acquisition Costs:	\$1,250,000

Request

Scott County has requested that the Metropolitan Parks and Open Space Commission (MPOSC) and the Metropolitan Council consider the designation of a regional trail search corridor along the Prior Lake Outlet Channel as part of the Parks Policy Plan update.

Background

Scott County conducted a significant planning process to develop its 2030 Parks and Trails Plan. The Parks and Trails Plan proposes several trails throughout the County, including County transportation trails along County roads, regional trails identified in the *2030 Regional Parks Policy Plan*, and regional trails to be considered for inclusion in the regional parks system as part of the *2030 Regional Parks Policy Plan* update.

The proposed Prior Lake Outlet Regional Trail will connect the proposed Big Rivers Regional Trail extension located along the Minnesota River in Shakopee to Lower Prior Lake and the Scott County West Regional Trail in Prior Lake. The trail search corridor is approximately 6 miles long and follows the general alignment of the Prior Lake Outlet Channel. In the early 1980s, a man-made outlet was constructed in order to relieve flooding problems on Prior Lake. A series of intermittent streams and wetlands was connected to the outlet and enhanced to carry floodwaters from Prior Lake north to the Minnesota River. Along the way, the channel travels through lakes and wetlands, and also picks up additional stormwater from surrounding communities. The Prior Lake-Spring Lake Watershed District is currently implementing a multi-year outlet and channel improvement project.

Criteria

The *2030 Regional Parks Policy Plan* outlines the following criteria for regional trails. Staff analysis is italicized.

Strategy 1(c): Siting criteria and land acquisition funding priorities for regional trails

To qualify for regional trail status, an existing or proposed trail must meet the following criteria:

1. The trail should not duplicate an existing trail. The trail may include a portion of an existing county or local trail if the trail serves one of the following functions:

(A) Destination Regional Trail. Be a destination itself, providing a high-quality recreation experience that traverses significant natural resource areas where the trail treadway will have no adverse impact on the natural resource base;

(B) Linking Regional Trail. Link two or more units of the regional recreation open space system.

The proposed Prior Lake Outlet Regional Trail does not duplicate an existing trail. Depending on the final trail alignment determined through development of a master plan, it could be either a destination or a linking trail. A trail along the outlet channel could provide a pleasant recreational destination. The trail would link the proposed Big Rivers Regional Trail in Shakopee to the Scott County Regional Trail in Prior Lake.

2. The trail must serve a regional audience based on visitor origin and service-area research on regional trails.

The proposed trail would travel through Prior Lake and Shakopee to connect to the proposed Big Rivers Regional Trail extension, which will travel into Dakota County. By providing connections to the Big Rivers Regional Trail, the proposed regional trail may attract a regional audience.

New **Linking Regional Trails** should be located within the developing or developed area of the region. For Linking Regional Trails, any two trails running parallel to each other and not separated by natural or human-built barriers should be at least 1.5 miles apart so as not to overlap the localized service area of those trails. Whenever possible, Linking Regional Trails should be located to reasonably maximize inclusion of high quality natural resources and connections to local trails, areas of lifecycle and affordable housing, and areas of infill and redevelopment.

The 2030 Regional Development Framework classifies Prior Lake and Shakopee as “developing” communities. The closest trail to parallel the proposed Prior Lake Outlet Regional Trail is the proposed Scott County East Regional Trail, which is more than 4 miles away.

For **Destination Regional Trails**, there should be no spacing minimums or maximums; instead, the decision to locate the trail should be based on the availability of existing high-quality natural resources or the opportunity for natural resources restoration, enhancement and protection. Destination Regional Trails should be located to reasonably maximize the amount of high-quality natural resources within the trail corridor boundaries.

The area surrounding the Prior Lake Outlet Channel has been mapped as a Metro Conservation Corridor by the Minnesota Department of Natural Resources. These corridors have been identified as focus areas for restoring a habitat network in the Twin Cities to protect and improve the health of native vegetation, fish and wildlife species. Areas along the channel in Shakopee have also been identified as Regionally Significant Natural Resource and Ecological Areas by the Minnesota DNR and Metropolitan Council. These resources could support the development of a destination trail.

**2030 Regional Parks Policy Plan Update
Proposed System Changes**

Map Designation:	T-9
Name:	Louisville Trail
Agency:	Scott County
Category:	Proposed Regional Trail Search Corridor
Miles:	8
Acquisition Costs:	TBD

Request

Scott County has requested that the Metropolitan Parks and Open Space Commission and the Metropolitan Council consider the designation of a regional trail search corridor through Louisville Township and Shakopee including a Minnesota River crossing to Carver County as part of the Parks Policy Plan update.

Background

The proposed 8-mile long Louisville Regional Trail will begin at the Scott County West Regional Trail in Shakopee, follow the Union Pacific railroad line and provide a river crossing to Carver County.

The Union Pacific Railroad has a spur line that leads from near the Renaissance Festival site in Louisville Township, across the Minnesota River to downtown Chaska, providing service to United Sugars. In 2007, a bridge trestle collapsed. The railroad removed the trestle and closed the bridge. The railroad decided to abandon the line, since it only served one customer.

Scott County, Carver County, the Metropolitan Council, and the cities of Shakopee, Chaska and Carver began working together to acquire the corridor. Scott and Carver Counties identified the potential to connect regional trails across the river; Chaska saw opportunities for potential redevelopment; Carver was interested in flood protection opportunities since the current rail bridge creates log jams in the river; and Metropolitan Council Environmental Services Division identified portions of the corridor on both sides of the river that could be used for regional sewer interceptor purposes. Therefore, acquisition of the corridor could provide a number of public benefits.

These entities signed a joint powers agreement and submitted an offer to Union Pacific based on an appraisal. However, the parties could not agree on a price, so the railroad is proceeding through the abandonment process. The outcome of the situation is yet to be determined. Designation of a regional trail search corridor in this area and subsequent

approval of a master plan by the Metropolitan Council would allow Scott and Carver Counties to be eligible for regional parks funding for acquisition and development.

Criteria

The *2030 Regional Parks Policy Plan* outlines the following criteria for regional trails. Staff analysis is italicized.

Strategy 1(c): Siting criteria and land acquisition funding priorities for regional trails

To qualify for regional trail status, an existing or proposed trail must meet the following criteria:

1. The trail should not duplicate an existing trail. The trail may include a portion of an existing county or local trail if the trail serves one of the following functions:

(A) Destination Regional Trail. Be a destination itself, providing a high-quality recreation experience that traverses significant natural resource areas where the trail treadway will have no adverse impact on the natural resource base;

(B) Linking Regional Trail. Link two or more units of the regional recreation open space system.

The proposed Louisville Trail does not duplicate an existing trail. Depending on the final trail alignment determined through development of a master plan, it could be either a destination or a linking trail. Areas along the Minnesota River would provide a destination trail setting. The trail will link the Scott County West Regional Trail to the proposed Minnesota River Bluffs Regional Trail extension in Carver County.

2. The trail must serve a regional audience based on visitor origin and service-area research on regional trails.

The trail will travel through Shakopee, Louisville Township and cross over the Minnesota River to connect to Carver County's network of proposed regional trails. Therefore, the Louisville Trail will likely serve a regional audience.

For **Destination Regional Trails**, there should be no spacing minimums or maximums; instead, the decision to locate the trail should be based on the availability of existing high-quality natural resources or the opportunity for natural resources restoration, enhancement and protection. Destination Regional Trails should be located to reasonably maximize the amount of high-quality natural resources within the trail corridor boundaries.

The railroad corridor travels through the Minnesota Valley State Recreation Area in Scott County before it crosses the Minnesota River. This area contains Regionally Significant Natural Resource and Ecological Areas as identified by the Minnesota Department of Natural Resources and the Metropolitan Council. These areas will provide opportunities to create a destination trail that includes high quality natural resources. The regional trail search corridor also passes by two large lakes on the border of Shakopee and Louisville Township.

**2030 Regional Parks Policy Plan Update
Proposed System Changes**

Map Designation:	T-11 T-12
Name:	T-11 Elko New Market-Blakeley-Doyle Kennefick Connection Regional Trail T-12 Elko New Market-Blakeley Regional Trail
Agency:	Scott County
Category:	Proposed Regional Trail Search Corridor
Miles:	T-11: 4 miles T-12: 32 miles
Acquisition Costs:	T-11: \$900,000 T-12: \$7,275,000

Request

Scott County has requested that the Metropolitan Parks and Open Space Commission (MPOSC) and the Metropolitan Council consider the designation of two regional trail search corridors in the southern portion of the County.

The proposed Elko New Market-Blakeley-Doyle Kennefick Regional Trail will connect the planned Doyle-Kennefick Regional Park in Cedar Lake Township to the proposed Elko New Market-Blakeley Regional Trail in Elko New Market, for a distance of approximately 4 miles. (T-11)

The proposed Elko New Market-Blakeley Regional Trail will travel the approximately 30 miles through the southern portion of Scott County and connect the proposed Blakeley Bluffs Park Reserve, Cedar Lake Farm Regional Park, and the proposed Chub Creek Greenway Regional Trail in Dakota County. The length of the trail in Dakota County would be approximately 2 miles. (T-12)

Background

Scott County conducted a significant planning process to develop its 2030 Parks and Trails Plan. The Parks and Trails Plan proposes several trails throughout the County, including County transportation trails along County roads, regional trails identified in the *2030 Regional Parks Policy Plan*, and regional trails to be considered for inclusion in the regional parks system as part of the *2030 Regional Parks Policy Plan* update.

The Parks and Trails Plan indicates that current trail opportunities consist primarily of constructing trails within county road rights-of-way at the time of road reconstruction and describes potential options for the development of future off-road trails. The off-road

trails could be developed along railroad rights-of-way that may be abandoned in the future, large utility rights-of-way such as major transmission lines and pipelines, or within a corridor obtained by park dedication/acquisition at the time of development. The Parks and Trails Plan indicates that trails should serve multiple functions such as transportation and recreation whenever possible and also envisions a loop system that connects regional park and rural towns, such as Jordan, Belle Plaine, New Prague and Elko New Market.

The proposed Elko New Market-Blakeley Regional Trail (T-12), along with two regional trail search corridors already identified in the 2030 Regional Parks Policy Plan, will complete a trail loop between Jordan, Belle Plaine, the proposed Blakeley Bluffs Park Reserve, New Prague and Cedar Lake Farm Regional Park.

The proposed Elko New Market-Blakeley-Doyle Kennefick Regional Trail (T-11), along with the Elko New Market-Blakeley Regional Trail (T-12) and a regional trail search corridor already identified in the 2030 Regional Parks Policy Plan, will complete a trail loop between the planned Doyle-Kennefick Regional Park, Cedar Lake Farm Regional Park and Elko New Market.

Criteria

The *2030 Regional Parks Policy Plan* outlines the following criteria for regional trails. Staff analysis is italicized.

Strategy 1(c): Siting criteria and land acquisition funding priorities for regional trails

To qualify for regional trail status, an existing or proposed trail must meet the following criteria:

1. The trail should not duplicate an existing trail. The trail may include a portion of an existing county or local trail if the trail serves one of the following functions:

- (A) Destination Regional Trail. Be a destination itself, providing a high-quality recreation experience that traverses significant natural resource areas where the trail treadway will have no adverse impact on the natural resource base;

- (B) Linking Regional Trail. Link two or more units of the regional recreation open space system.

Neither the proposed Elko New Market-Blakeley-Doyle Kennefick Regional Trail (T-11) nor the proposed Elko New Market-Blakeley Regional Trail (T-12) duplicate an existing trail and both could serve as a destination or linking trail, depending on the trail alignment determined in a master plan. These trails will provide opportunities to connect several units of the regional parks system, including the proposed Blakeley Bluffs Park Reserve, Cedar Lake Farm Regional

Park, and the planned Doyle-Kennefick Regional Park in Scott County and the proposed Chub Creek Greenway Regional Trail in Dakota County.

2. The trail must serve a regional audience based on visitor origin and service-area research on regional trails.

The proposed regional trails are in close proximity to Scott County's borders with Sibley, LeSueur, Rice and Dakota Counties. The proposed Elko New Market-Blakeley Regional Trail (T-12) will connect to the proposed Chub Creek Greenway Regional Trail in Dakota County. Therefore, these trails will likely attract a regional audience.

New **Linking Regional Trails** should be located within the developing or developed area of the region. For Linking Regional Trails, any two trails running parallel to each other and not separated by natural or human-built barriers should be at least 1.5 miles apart so as not to overlap the localized service area of those trails. Whenever possible, Linking Regional Trails should be located to reasonably maximize inclusion of high quality natural resources and connections to local trails, areas of lifecycle and affordable housing, and areas of infill and redevelopment.

The 2030 Regional Development Framework classifies Jordan, Belle Plaine and Elko New Market as "rural centers", which are considered older developed small towns that serve as a center for the rural area. There are no existing or proposed regional trails that run parallel to either of the proposed regional trail search corridors.

For **Destination Regional Trails**, there should be no spacing minimums or maximums; instead, the decision to locate the trail should be based on the availability of existing high-quality natural resources or the opportunity for natural resources restoration, enhancement and protection. Destination Regional Trails should be located to reasonably maximize the amount of high-quality natural resources within the trail corridor boundaries.

The southern portion of Scott County is rural and contains several streams, wetlands and Regionally Significant Natural Resource and Ecological Areas as identified by the Minnesota DNR and the Metropolitan Council. These resources would provide a good setting for the development of a destination trail corridor.

**2030 Regional Parks Policy Plan Update
Proposed System Changes**

Map Designation:	T-13
Name:	Blakeley Bluffs Regional Trail
Agency:	Scott County
Category:	Proposed Regional Trail Extension
Miles:	2
Acquisition Costs:	\$450,000

Request

Scott County has requested that the Metropolitan Parks and Open Space Commission (MPOSC) and the Metropolitan Council consider an extension of the Blakeley Bluffs Regional Trail Search Corridor from the Blakeley Bluffs Regional Park Search Area to the boundary between Scott and LeSueur Counties as part of the Parks Policy Plan update.

Background

The *2030 Regional Parks Policy Plan* identified a Regional Trail Search Corridor in Scott County to connect proposed regional trails in Jordan to the Blakeley Bluffs Regional Park Search Area in the southwest portion of the County. Scott County's 2030 Parks and Trails Plan plans for this regional trail and proposes to extend the regional trail search corridor south to the border of Scott and LeSueur Counties, where there will be opportunities to connect to Ney Nature Center.

Ney Nature Center is a LeSueur County Park and Environmental Learning Center located on the bluffs of the Minnesota River. The nature center is open for hiking, cross-county skiing and bird watching and includes facilities that are used for education, and private rentals such as meetings and weddings.

If the proposed trail is incorporated into the regional parks system, the trail would be eligible for regional park funds for the segment that lies in Scott County. A trail connection in LeSueur County to Ney Nature Center would not be eligible for regional park funds, since it is outside of the Metropolitan Council's seven county jurisdiction.

Criteria

The *2030 Regional Parks Policy Plan* outlines the following criteria for regional trails. Staff analysis is italicized.

Strategy 1(c): Siting criteria and land acquisition funding priorities for regional trails

To qualify for regional trail status, an existing or proposed trail must meet the following criteria:

1. The trail should not duplicate an existing trail. The trail may include a portion of an existing county or local trail if the trail serves one of the following functions:

(A) Destination Regional Trail. Be a destination itself, providing a high-quality recreation experience that traverses significant natural resource areas where the trail treadway will have no adverse impact on the natural resource base;

(B) Linking Regional Trail. Link two or more units of the regional recreation open space system.

The proposed Blakeley Bluffs Regional Trail Search Corridor extension does not duplicate an existing trail and will be a destination trail. The trail will provide opportunities to connect the proposed Blakeley Bluffs Park Reserve to Ney Nature Center.

2. The trail must serve a regional audience based on visitor origin and service-area research on regional trails.

The regional trail search corridor extension is in close proximity to the borders between Scott, Sibley and LeSueur Counties and is proposed to connect to Ney Nature Center in LeSueur County. Therefore, the trail will attract a regional audience.

For **Destination Regional Trails**, there should be no spacing minimums or maximums; instead, the decision to locate the trail should be based on the availability of existing high-quality natural resources or the opportunity for natural resources restoration, enhancement and protection. Destination Regional Trails should be located to reasonably maximize the amount of high-quality natural resources within the trail corridor boundaries.

Land along the Minnesota River in this portion of the County include large swaths of Regionally Significant Natural Resource Areas of Outstanding Quality as identified by the Minnesota DNR and the Metropolitan Council. These areas include bluffs and ravines with stunning views.

Scott County 2030 Comprehensive Plan Update



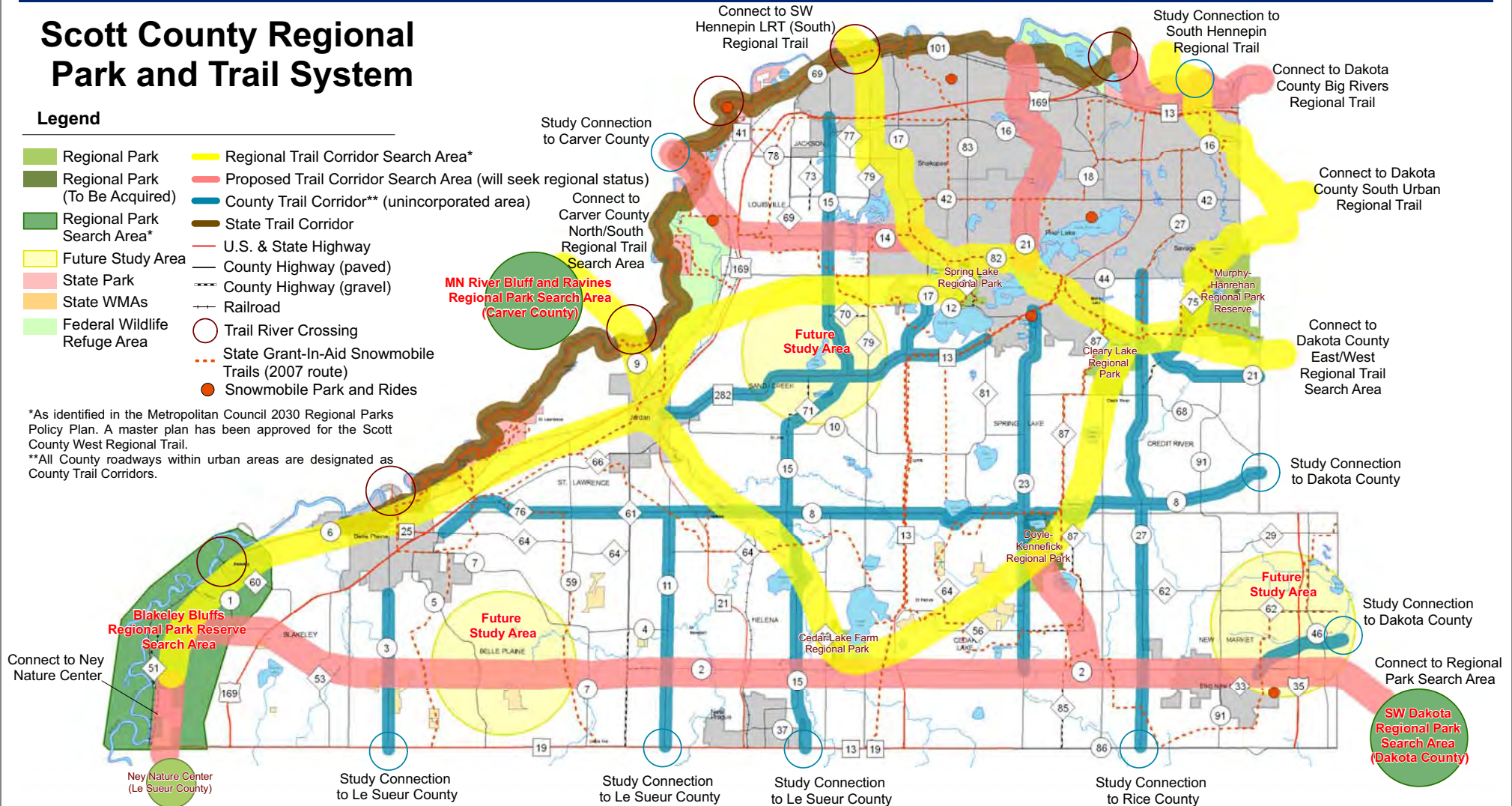
Scott County Regional Park and Trail System

Legend

- Regional Park
- Regional Park (To Be Acquired)
- Regional Park Search Area*
- Future Study Area
- State Park
- State WMAs
- Federal Wildlife Refuge Area
- Regional Trail Corridor Search Area*
- Proposed Trail Corridor Search Area (will seek regional status)
- County Trail Corridor** (unincorporated area)
- State Trail Corridor
- U.S. & State Highway
- County Highway (paved)
- County Highway (gravel)
- Railroad
- Trail River Crossing
- State Grant-In-Aid Snowmobile Trails (2007 route)
- Snowmobile Park and Rides

*As identified in the Metropolitan Council 2030 Regional Parks Policy Plan. A master plan has been approved for the Scott County West Regional Trail.

**All County roadways within urban areas are designated as County Trail Corridors.



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This map is neither a legally recorded document nor a survey and is intended for planning purposes only. Delineations may not be exact.
 Prepared by: Scott County Planning Department
 Adopted: March 24, 2009