

METROPOLITAN COUNCIL
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DATE: April 28, 2010

TO: Metropolitan Parks and Open Space Commission

FROM: Jan Youngquist, Senior Planner-Parks (651-602-1029)

SUBJECT: MPOSC Recommendations on Proposed System Plan Changes

INTRODUCTION

State law requires that every 10 years, each city, county and township in the metropolitan region review and update its comprehensive plan to ensure that the local plan conforms to the Metropolitan Council's system plans, including the *Regional Parks Policy Plan*. (MN Stat. 473.864) The latest round of local comprehensive plans was due to the Metropolitan Council in 2008 for review.

Regional park implementing agencies underwent extensive planning processes to prepare their parks system plans that were incorporated into their jurisdiction's comprehensive plan. As part of their planning processes, some implementing agencies identified potential changes to the regional parks system. Council staff advised the agencies that the proposed additions could not be considered regional facilities unless they were identified in the Council's *Regional Parks Policy Plan* and suggested that the agencies seek regional status for their proposals when the Council updates its policy plan. The proposed system changes from Washington, Dakota, Scott and Carver counties as well as St. Paul came from their local comprehensive plans. The proposed additions from Ramsey County and Three River Park District were initiated as part of this policy plan update.

AUTHORITY TO REVIEW

Minnesota Statute 473.147, Subdivision 1, requires that the Metropolitan Council, after consultation with the Parks and Open Space Commission, municipalities, park districts and counties in the metropolitan area, and after appropriate public hearings, prepare and adopt a long-range system policy plan for regional recreation open space as part of the council's Metropolitan Development Guide (i.e., the *2030 Regional Development Framework*).

The Statute also requires that the policy plan identify generally the areas which should be acquired by a public agency to provide a system of regional recreation open space comprising park district, county and municipal facilities which, together with state facilities, reasonably will meet the outdoor recreation needs of the people of the metropolitan area.

BACKGROUND

Most of the proposed system changes were presented to and reviewed by MPOSC at its meetings in January through March of this year. The Carver County proposals will be presented at the May 4 meeting. This staff report delineates the requests by implementing agency, indicates the implications of the request to the regional parks system, and follows with a proposed action for each group. The handouts from previous meetings

including the request, staff review and maps are included as attachments to this staff report. Estimated acquisition costs, where available, have been added to these attachments.

GROUP 1-- ST. PAUL

(please refer to Attachment A for additional information)

P-1 Proposed Regional Park Study Area—Highland Park

Designation as a regional park study area does not guarantee that the park would become part of the regional parks system, but would authorize Council staff to work with St. Paul to conduct visitor-origin studies to determine the regional distribution of visitation to the park. Once these studies are complete, information will be provided to MPOSC and the Council for evaluation.

T-1 Proposed Regional Trail Search Corridor—Ayd Mill Trail

This request has been withdrawn by the City of St. Paul.

T-2 Proposed Regional Trail Search Corridor—Johnson Parkway Trail

With inclusion into the regional parks system, this trail would qualify for regional parks operations and maintenance funding and upon Council approval of a master plan, would be eligible for development funding through the regional parks capital improvement program.

The trail would provide a connection between Phalen-Keller and Battle Creek-Indian Mounds Regional Parks and would recognize all of St. Paul's Grand Rounds as part of the regional parks system.

PROPOSED ACTION

That the Metropolitan Parks and Open Space Commission make a motion to accept the St. Paul proposals P-1 and T-2 to be incorporated into the draft *Regional Parks Policy Plan*.

GROUP 2—WASHINGTON COUNTY

(please refer to Attachment B for additional information)

T-3 Proposed Regional Trail Search Corridor—Middle St. Croix Valley Trail

With inclusion into the regional parks system, this trail would qualify for regional parks operations and maintenance funding and upon Council approval of a master plan, would be eligible for acquisition and development funding through the regional parks capital improvement program.

This trail will connect to state, regional and local trails that will provide a continuous trail network following the St. Croix River from Stillwater to the border of Washington and Dakota counties.

T-4 Proposed Regional Trail —Point Douglas Trail

With inclusion into the regional parks system, this trail would qualify for regional parks operations and maintenance funding and upon Council approval of a master plan, would be eligible for development funding through the regional parks capital improvement program.

Washington County owns this destination trail corridor, which will provide the user with up-close views of the Mississippi River, and will facilitate connections to trails in Dakota County and Wisconsin.

PROPOSED ACTION

That the Metropolitan Parks and Open Space Commission make a motion to accept the Washington County proposals T-3 and T-4 to be incorporated into the draft *Regional Parks Policy Plan*.

GROUP 3—THREE RIVERS PARK DISTRICT

(please refer to Attachment C for additional information)

P-3 Proposed Special Recreation Feature—The Landing

With inclusion into the regional parks system, The Landing would qualify for regional parks operations and maintenance funding. The Landing is already developed, but upon Council approval of a master plan, it would be eligible for funding of improvements through the regional parks capital improvement program.

Special recreation features are unique facilities; there are currently 6 special recreation features in the regional parks system. The *2030 Regional Parks Policy Plan* defines a special recreation feature as:

Area that preserves, maintains and provides specialized or single-purpose recreational activities such as golf course, nature center, marina, zoo, conservatory, arboretum, display gardens, arena, gun club, downhill ski area, and sites of historic or archeological significance.

The Landing may be considered a site providing historical significance. Visitation to The Landing is low compared to regional parks system facilities, although Three Rivers Park District anticipates that its change in operations removing the admission fee will draw more visitors to the park. Three Rivers indicates that 68 percent of visitors come from outside its taxing jurisdiction, with 28 percent of them coming from outside the seven-county metropolitan area. Based on this information, the Landing clearly demonstrates regional visitation patterns.

PROPOSED ACTION

That the Metropolitan Parks and Open Space Commission make a motion to accept the Three Rivers Park District proposal P-3 to be incorporated into the draft *Regional Parks Policy Plan*.

GROUP 4—RAMSEY COUNTY

(please refer to Attachment D for additional information)

P-4 Proposed Regional Park Boundary Adjustment—Vadnais Snail Lakes Regional Park

The boundary adjustment to Vadnais Snail Lakes Regional Park would allow Island Lake County Park to qualify for regional parks operations and maintenance funding. Island Lake County Park is already developed; upon Council approval of a master plan, it would be eligible for funding of improvements through the regional parks capital improvement program.

Although Vadnais Snail Lakes is classified as a regional park, in many respects it serves as a park reserve, with large undeveloped areas protecting high-quality natural resources and small areas for recreation. By expanding its boundaries to include Island Lake County Park, more recreational

opportunities will be provided to park visitors, specifically to visitors south of I-694. Island Lake County Park annually hosts a series of waterski events conducted by the Minnesota Waterski Association. These events have a regional draw.

T-14 Proposed Regional Trail Search Corridor—Rice Creek South Trail

With inclusion into the regional parks system, this trail would qualify for regional parks operations and maintenance funding and upon Council approval of a master plan, would be eligible for development funding through the regional parks capital improvement program.

Ramsey County hopes to have the trail corridor, wildlife corridor and trailhead property transferred to them from the federal government at no cost prior to the public auction for the TCAAP site. This trail will provide connections between the Rice Creek North and Highway 96 Regional Trails as well access to winter recreational activities on the Arden Hills Army Training Site. This proposal provides an opportunity to build a regional trail adjacent to a large-scale future development of housing, offices and retail establishments.

T-15 Proposed Regional Trail Extension—Trout Brook Regional Trail

With inclusion into the regional parks system, this trail would qualify for regional parks operations and maintenance funding and upon Council approval of a master plan, would be eligible for acquisition and development funding through the regional parks capital improvement program.

The proposed extension of the Trout Brook Regional Trail would create a continuous trail with connections to the Sam Morgan Regional Trail in downtown St. Paul, the Trillium Nature Sanctuary, the Bruce Vento Regional Trail, the Gateway State Trail, Lake McCarrons County Park in Roseville and Vadnais-Snail Lakes Regional Park in Vadnais Heights.

PROPOSED ACTION

That the Metropolitan Parks and Open Space Commission make a motion to accept the Ramsey County proposals P-4, T-14 and T-15 to be incorporated into the draft *Regional Parks Policy Plan*.

GROUP 5—DAKOTA COUNTY

(please refer to Attachment E for additional information)

P-2 Proposed Regional Park Study Area—Thompson-Kaposia-Kaposia Landing

Designation as a regional park study area does not guarantee that the park would become part of the regional parks system, but would authorize Council staff to work with Dakota County to conduct visitor-origin studies to determine the regional distribution of visitation to the park. Once these studies are complete, information will be provided to MPOSC and the Council for evaluation.

T-5 Proposed Regional Trail Search Corridor—Rosemount River Access Trail

With inclusion into the regional parks system, this trail would qualify for regional parks operations and maintenance funding and upon Council approval of a master plan, would be eligible for acquisition and development funding through the regional parks capital improvement program.

The City of Rosemount has developed a master plan for a segment of this trail from downtown Rosemount to the Mississippi River. Dakota County will plan the alignment of the trail to connect to Lebanon Hills Regional Park. The trail will provide connections between Lebanon Hills Regional Park

in Eagan/Apple Valley, the proposed Vermillion Highlands Greenway Regional Trail, the planned Mississippi River Regional Trail and Spring Lake Park Reserve in Nininger Township.

T-6 Proposed Regional Trail Search Corridor—North Creek Greenway Trail

With inclusion into the regional parks system, this trail would qualify for regional parks operations and maintenance funding and upon Council approval of a master plan, would be eligible for acquisition and development funding through the regional parks capital improvement program.

The proposed trail will connect Lebanon Hills Regional Park and the Minnesota Zoo to the proposed Vermillion River Greenway Regional Trail in Farmington. The trail will travel through urbanized, suburban and rural areas in Apple Valley, Lakeville and Farmington and provide opportunities to connect to local parks, trails and schools.

Proposed Deletion—Southwest Dakota County Regional Park Search Area

A regional park search area was designated in the southwest portion of Dakota County in the *2030 Regional Parks Policy Plan*, which was adopted 2005. The *2030 Regional Parks Policy Plan* indicated that the regional park search area was subject to the outcome of the Dakota County Park System Plan, which was completed in 2008 and was incorporated into the County's comprehensive plan. The County completed an extensive planning process to develop its Park System Plan; a regional park in this area was not a component of the plan. The County is planning a greenway regional trail corridor in the area, which will provide opportunities for recreation as well as protection of natural resources.

PROPOSED ACTION

That the Metropolitan Parks and Open Space Commission make a motion to:

- 1) Accept the Dakota County proposals P-2, T-5, T-6 to be incorporated into the draft *Regional Parks Policy Plan* and,
- 2) Accept the Dakota County proposal to remove the Southwest Dakota County Regional Park Search Area from the regional parks system as part of the draft *Regional Parks Policy Plan*.

GROUP 6—SCOTT COUNTY

(please refer to Attachment F for additional information)

T-7 Proposed Regional Trail Extension—Big Rivers Regional Trail

With inclusion into the regional parks system, this trail would qualify for regional parks operations and maintenance funding and upon Council approval of a master plan, would be eligible for acquisition and development funding through the regional parks capital improvement program.

This request would extend the Big Rivers Regional Trail into Scott County, which would facilitate a continuous trail from Lilydale-Harriet Island Regional Park along the Minnesota River through Lilydale, Mendota, Mendota Heights, Eagan, Burnsville, Savage, and connect with the Minnesota Valley State Trail in Shakopee.

T-8 Proposed Regional Trail Search Corridor—Prior Lake Outlet Trail

With inclusion into the regional parks system, this trail would qualify for regional parks operations and maintenance funding and upon Council approval of a master plan, would be eligible for acquisition and development funding through the regional parks capital improvement program.

The proposed trail will create a connection between the proposed Big Rivers Regional Trail and the Minnesota River in Shakopee and the Scott County West Regional Trail and Lower Prior Lake in Prior Lake.

T-9 Proposed Regional Trail Search Corridor —Louisville Trail

With inclusion into the regional parks system, this trail would qualify for regional parks operations and maintenance funding and upon Council approval of a master plan, would be eligible for acquisition and development funding through the regional parks capital improvement program.

A portion of this proposed trail, along with Carver County's proposed trail T-16, consists of the Union Pacific railroad corridor. Opportunities to acquire a dedicated corridor, especially one that crosses a river between two counties, are rare. With other jurisdictions expressing interest in utilizing portions of the corridor in addition to the trail, acquisition of the Union Pacific railroad corridor could provide opportunities to share acquisition costs, as well a result in a number of other public benefits.

T-11 Proposed Regional Trail Search Corridor —Elko New Market-Blakeley-Doyle Kennefick Trail

With inclusion into the regional parks system, this trail would qualify for regional parks operations and maintenance funding and upon Council approval of a master plan, would be eligible for acquisition and development funding through the regional parks capital improvement program.

This trail would provide a connection between the planned Doyle-Kennefick Regional Park and the proposed Elko New Market-Blakeley Trail in Elko New Market.

T-12 Proposed Regional Trail Search Corridor — Elko New Market-Blakeley Trail

With inclusion into the regional parks system, this trail would qualify for regional parks operations and maintenance funding and upon Council approval of a master plan, would be eligible for acquisition and development funding through the regional parks capital improvement program.

The trail would traverse the southern portion of Scott County connecting the Blakeley Bluffs Regional Park Search Area on the west, Cedar Lake Farm Regional Park, and would extend approximately 2 miles into Dakota County to connect to the proposed Chub Creek Greenway Regional Trail. Dakota County has suggested that Scott County lead the planning efforts for the trail segment that is within Dakota County during Scott County's master planning process for the trail.

T-13 Proposed Regional Trail Extension —Blakeley Bluffs Trail

With inclusion into the regional parks system, the proposed trail from Blakeley Bluffs Regional Park Search Area to the border between Scott and LeSueur counties would qualify for regional parks operations and maintenance funding. Upon Council approval of a master plan, Scott County would be eligible for acquisition and development funding for the trail through the regional parks capital improvement program. 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.

The trail would facilitate a connection between the Blakeley Bluffs Regional Park Search Area and Ney Nature Center in LeSueur County.

PROPOSED ACTION

That the Metropolitan Parks and Open Space Commission make a motion to accept the Scott County proposals T-7, T-8, T-9, T-11, T-12 and T-13 to be incorporated into the draft *Regional Parks Policy Plan*.

GROUP 7—CARVER COUNTY

(please refer to Attachment G for additional information)

T-10 Proposed Regional Trail Extension—Minnesota River Bluffs Regional Trail

With inclusion into the regional parks system, this trail would qualify for regional parks operations and maintenance funding and upon Council approval of a master plan, would be eligible for acquisition and development funding through the regional parks capital improvement program.

This request would extend the Minnesota River Bluffs Regional Trail further southwest into Carver County, which would facilitate a continuous trail through Hopkins, Minnetonka, Eden Prairie, Chanhassen, Chaska and Carver. The trail may provide opportunities to connect to the new Rapids Lake Education and Visitor Center at the Minnesota Valley National Wildlife Refuge and to proposed regional trails that would cross the Minnesota River into Scott County.

T-16 Proposed Regional Trail Search Corridor—Union Pacific Corridor Trail

With inclusion into the regional parks system, this trail would qualify for regional parks operations and maintenance funding and upon Council approval of a master plan, would be eligible for acquisition and development funding through the regional parks capital improvement program.

This proposed trail, along with a portion of Scott County's proposed trail T-9, consists of the Union Pacific railroad corridor. Opportunities to acquire a dedicated corridor, especially one that crosses a river between two counties, are rare. With other jurisdictions expressing interest in utilizing portions of the corridor in addition to the trail, acquisition of the Union Pacific railroad corridor could provide a number of public benefits as well as opportunities for cost-sharing.

T-17 Proposed Regional Trail Search Corridor —County Road 10 Trail

With inclusion into the regional parks system, this trail would qualify for regional parks operations and maintenance funding and upon Council approval of a master plan, would be eligible for acquisition and development funding through the regional parks capital improvement program.

The trail will traverse fast-growing portions of Carver County and provide connections between several regional parks system facilities, including the Southwest Regional Trail Connection, the proposed Twin Cities and Western Regional Trail, the Carver County North-South Regional Trail Search Corridor, the Dakota Rail Regional Trail and the Luce Line State Trail.

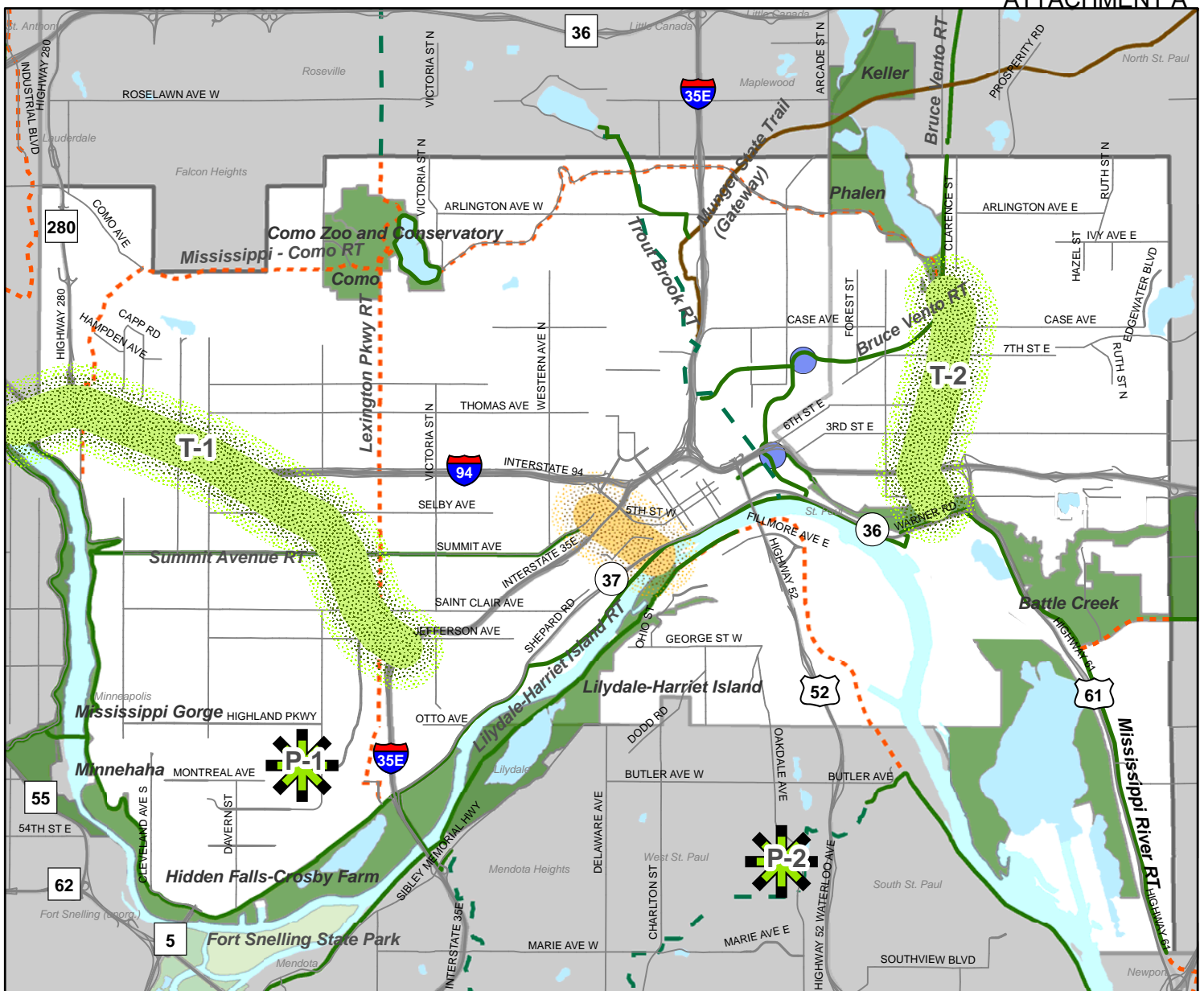
PROPOSED ACTION

That the Metropolitan Parks and Open Space Commission make a motion to accept the Carver County proposals T-10, T-16 and T-17 to be incorporated into the draft *Regional Parks Policy Plan*.

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

ATTACHMENT A

St. Paul						
Map Designation	Site Name	Type	Conversion Acres	Trail Length (miles)	Estimated Acquisition Costs	Notes
P-1	Highland Park (local park)	Regional Park Study Area	248	-	\$0	Previously proposed for inclusion in the regional system. The request for inclusion in 2001 was denied, since studies did not show a regional distribution of visitation.
					Park is already in public ownership	
T-1	Ayd Mill	Trail	-	4.3	TBD	<p><i>This request has been WITHDRAWN by the City of St. Paul</i></p> <p>Proposed trail would connect to the Midtown Greenway Trail in Minneapolis. May provide opportunities to connect to Summit Ave and Lexington Pkwy Regional Trails.</p>
T-2	Johnson Parkway	Trail	-	2.15	\$0	The proposed trail is part of St. Paul's Grand Rounds system and is the only component of the Grand Rounds that is not within the regional parks system.
					St Paul indicates that the trail can be developed in existing right-of-way	



Regional Parks Policy Plan Update St. Paul



Regional Parks

- Regional
- State
- Federal

Regional Trails

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

Regional Park Search Areas (2005)

- Boundary Adjustment

Regional Trail Search Corridors (2005)

Recognition of Regional Status

Proposed System Additions (2010)

T-1

Proposed Trail would follow Ayd Mill Road and connect Midtown Greenway to proposed Lexington Pkwy Regional Trail

T-2

Proposed Trail would follow Johnson Parkway, connecting Phalen Regional Park, Bruce Vento Regional Trail, and Battle Creek-Indian Mounds Regional Park



Highland Park--Proposed Regional Park Study Area

0 0.5 1 2 Miles



Draft for MPOSC January 7, 2010

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

Map Designation:	P-1
Name:	Highland Park
Agency:	City of St. Paul
Category:	Proposed Regional Park Study Area
Acres:	257
Acquisition Costs:	\$0

Request

The City of St. Paul has requested that the Metropolitan Parks and Open Space Commission and the Metropolitan Council consider Highland Park to be designated as a Regional Park Study Area in the Parks Policy Plan update.

Designation as a Regional Park Study Area does not guarantee that a park will become part of the regional parks system. It acknowledges that studies would need to be conducted to determine whether the facility warrants regional status. Once these studies are complete, the information will be presented to MPOSC and the Council for evaluation.

Background

Highland Park is a 257 acre local park that is primarily bounded by Highland Parkway to the north, Lexington Parkway to the east, West Seventh Street to the south, and Snelling Avenue to the west. The park includes the 18-hole Highland National Golf Course; a 9-hole golf course; an aquatic center that provides swimming, diving and lifeguarding lessons; disc golf; a picnic pavilion seating approximately 200 people; and a picnic shelter seating approximately 50 people. Circus Juventas, a youth performing arts circus school, is also located at Highland Park. The school has a lease with the City of St. Paul and built a 21,000 square foot “Big Top” on the site.

In November 2000, St. Paul requested that the Metropolitan Council recognize Highland Park as a regional park, which would allow the park to be eligible for regional parks funding. The Metropolitan Parks and Open Space Commission reviewed the request and determined that more information was needed regarding visitation to the park, including the regional distribution of visitation.

A park visitor survey was conducted in 2001 to determine the number of local versus non-local visits to the park. Non-local visits are defined as visits by people living outside of St. Paul’s jurisdiction. Visitation estimates at regional parks do not include golfers, as

golf courses are enterprise facilities that do not serve as nature-oriented outdoor recreation. The benchmark applied for qualifying as a regional distribution of visitation was 40 percent non-local visits. Of the visitors surveyed, 92 percent were local visits from people living in St. Paul, and 8 percent were non-local visits from people living in Minneapolis, Eagan, Roseville and West St. Paul. Based on this information, the park was not recognized as a regional park.

Criteria

The *2030 Regional Parks Policy Plan* indicates that a regional park should be 200-500 acres in size (with 100 acres as a minimum); should serve a service area of 3-5 communities; should be in a natural setting contiguous to water bodies or watercourses if possible; and should provide nature oriented recreation such as picnicking, boating, fishing, swimming, camping and trail uses.

At 257 acres, Highland Park meets the size requirements for a regional park, although approximately 170 acres of the park is comprised of the two golf courses. With the exception of Bunker Beach Water Park at Bunker Hills Regional Park, swimming activities in the regional system are typically focused on lakes in natural settings. Swimming lessons at pools are typically provided as part of a local parks and recreation program.

The remainder of the park provides disc golf, picnic facilities, trails and open space, which are all typical amenities in the regional parks system. The park is not contiguous to any water bodies, but includes steep topography with a dense tree canopy along the bluff sloping down to West Seventh Street. Additional studies would need to be conducted to determine the park's service area and visitation patterns.

City of Saint Paul
Parks and Recreation
Highland Park

ATTACHMENT A

Highland National
18 Hole Golf Course
and
Driving Range

9 Hole Disc
Golf Course

Golf
Club house

Montreal Ave

To Lexington Pkwy

Pedestrian
Bridge

Golf
Club house

Police
Station

Police
Parking Lot

Aquatic
Building

Circus
Juventas

Highland
Aquatic
Center

Booya
Shed

Picnic
Pavilion

9 Hole Golf Course

Key

-  Golf Course
-  Parking Lot
-  Play Area
-  Picnic Shelter
-  Picnic Grounds
-  Restrooms
-  Building Structures
-  Trails - Off Street
-  Side Walk

0 125 250
Feet



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

Map Designation:	T-1
Name:	Ayd Mill Trail
Agency:	City of St. Paul
Category:	Regional Trail Search Corridor
Miles:	4.3
Acquisition Costs:	TBD

Request

The City of St. Paul has requested that the Metropolitan Parks and Open Space Commission and the Metropolitan Council consider the designation of a regional trail search corridor along Ayd Mill Road.

Background

Ayd Mill Road runs diagonally through St. Paul from Selby Avenue to Interstate 35E along the Canadian Pacific Railroad corridor. The road has been the subject of a great deal of debate over the years. In the 1960s, the road was envisioned as a freeway connection between Interstates 94 and 35E. The plan was resisted by neighbors worrying about noise, pollution and traffic. The road was subsequently developed as a connection between Selby and Jefferson Avenues.

In 1999, an Environmental Impact Statement was prepared that examined various alternatives for the roadway, with a preferred alternative selected in 2004. The preferred alternative included a four lane roadway, two lanes in each direction, with a direct connection to I-35E on the south end and an extension of Ayd Mill Road to St. Anthony Avenue, a frontage road to I-94, on the north end. The ramp to I-35E opened in the early 2000s, although an extension to St. Anthony Avenue has not been made.

The St. Paul City Council passed a resolution in 2009 stating its position supporting a two lane roadway, with one lane in each direction, to be connected north to St. Anthony Avenue. The City Council supports improving the existing roadway to look more like a city street with an adjacent pedestrian/bicycle trail. The resolution calls for the City to initiate a Supplemental Environmental Impact Statement process to study the effects of the following options: no-build/no-connection, reducing the existing roadway to two lanes, and both a two lane and a four lane connection to St. Anthony Avenue.

The Canadian Pacific Railroad corridor runs parallel to Ayd Mill Road and stretches northwest from the road's terminus at Selby Avenue toward I-94 and Highway 280, then loops southwest to cross the Mississippi River into Minneapolis. The railroad is still

active. The St. Paul Public Works Department has examined options for the development of a bicycle/pedestrian trail along Ayd Mill Road between Snelling/Marshall Avenue and Victoria Street, which would likely require an easement from Canadian Pacific Railroad. Negotiations with the railroad have been difficult.

Although the trail project has been spearheaded by Public Works, the City's comprehensive plan identified this as a potential regional trail due to its proposed connection to the Midtown Greenway Trail in Minneapolis.

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 Ayd Mill Trail does not duplicate an existing trail and will serve as a regional linking trail. The trail will connect to the Midtown Greenway Trail in Minneapolis and provide a unique diagonal route through the southwest portion of St. Paul, with opportunities to connect to Mississippi Gorge Regional Park, Summit Avenue Regional Trail, and the proposed Lexington Parkway Regional Trail.

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

With a connection to the Midtown Greenway Trail in Minneapolis and to the proposed Lexington Parkway Regional Trail, Ayd Mill Trail will likely serve a regional audience. The proposed Lexington Parkway Regional Trail extends north into suburban Ramsey County, where it will connect to other regional trails,

and extends south to the I-35E Mississippi River crossing to trails in Dakota County, thus providing additional opportunities for regional connections.

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 St. Paul as a “developed” community, so this criterion has been met. The closest regional trail to the proposed Ayd Mill Trail is the Summit Avenue Regional Trail. There will be an overlap of the service area for the two trails. However, the trails will not be parallel to one another, since Ayd Mill runs diagonally northwest to southeast and Summit Avenue runs east to west. The Ayd Mill Trail will provide trail access north of I-94, which is a significant human-built barrier. The northwest segment of the trail is in close proximity to the Central Corridor LRT project, which will likely spur infill and redevelopment efforts in the area.

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

Map Designation:	T-2
Name:	Johnson Parkway Trail
Agency:	City of St. Paul
Category:	Regional Trail Search Corridor
Miles:	2.15
Acquisition Costs:	TBD

Request

The City of St. Paul has requested that the Metropolitan Parks and Open Space Commission and the Metropolitan Council consider the designation of a regional trail search corridor along Johnson Parkway.

Background

Johnson Parkway is a tree lined street located on the east side of St. Paul, which starts at the intersection of Wheelock Parkway and East River Drive at Phalen Regional Park and leads south to Burns Avenue and Mounds Boulevard at Battle Creek-Indian Mounds Regional Park. St. Paul envisions an off-road trail along most of the parkway; however, there may be some areas where the trail will have to be on-road due to a narrowing right-of-way.

St. Paul has plans for a Grand Rounds parkway system, with connections to the Grand Rounds in Minneapolis. The proposed trail along Johnson Parkway is the only segment of St. Paul's Grand Rounds that is not designated as part of the regional parks system.

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 Johnson Parkway Trail does not duplicate an existing trail and will serve as a regional linking trail. The trail will connect Phalen-Keller Regional Park, Bruce Vento Regional Trail, and Battle Creek-Indian Mounds Regional Park.

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

The proposed Johnson Parkway Trail will connect Phalen-Keller and Battle Creek-Indian Mounds Regional Parks. Both of these regional parks are jointly managed by St. Paul and Ramsey County and inherently serve a regional population. St. Paul operates Phalen and Indian Mounds and Ramsey County operating Keller and Battle Creek parks.

Johnson Parkway Trail will also provide a connection to Bruce Vento Regional Trail, which leads to the Gateway segment of the Munger State Trail less than two miles away. The state trail leads from the Trout Brook Regional Trail in St. Paul to Pine Point Regional Park in Stillwater Township. With these connections between regional and state facilities, the proposed Johnson Parkway Regional Trail will likely serve a regional audience.

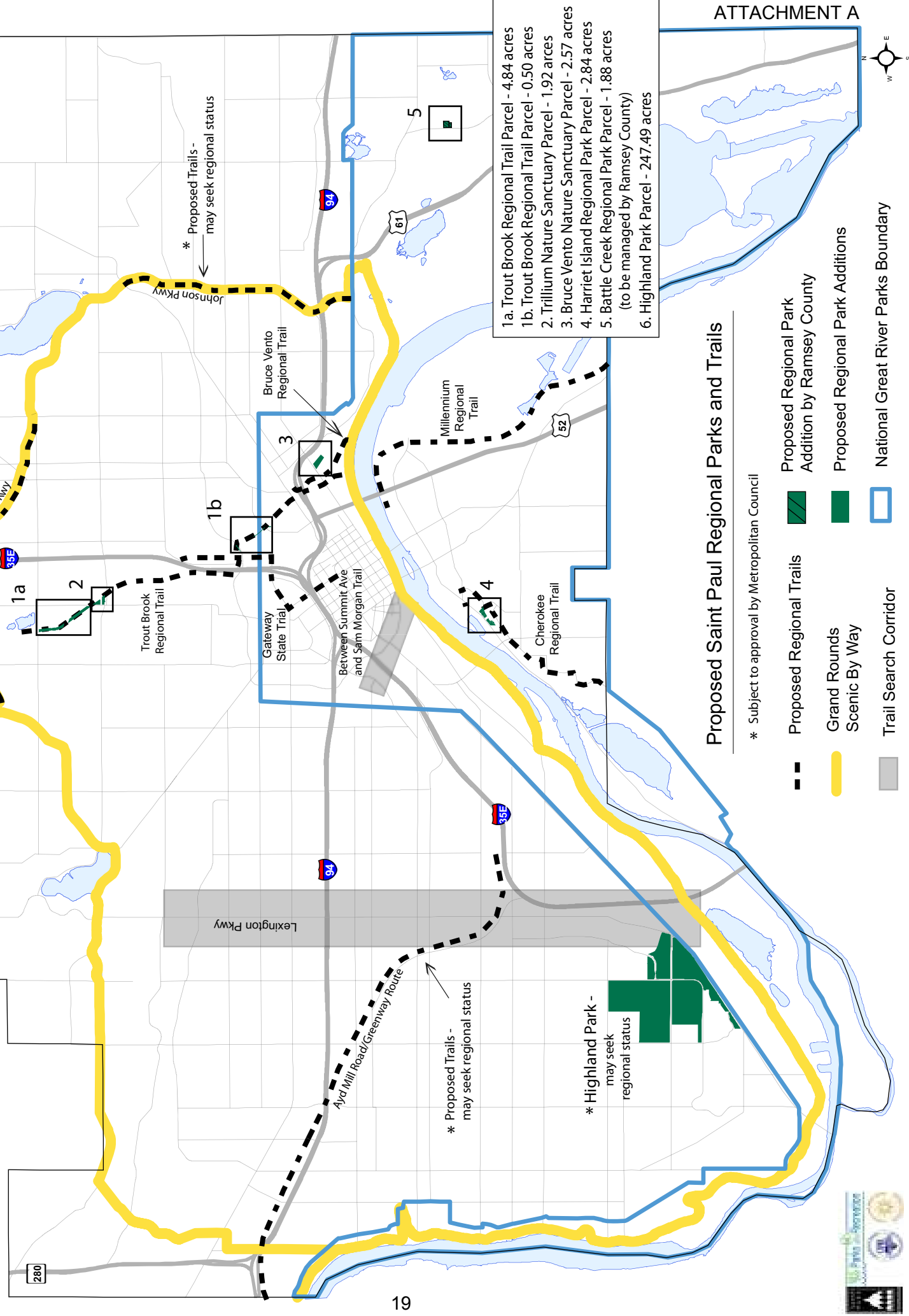
New **Linking Regional Trails** should be located within the developing or developed area of the region. For Linking Regional Trails, any two trails running parallel to each other and not separated by natural or human-built barriers should be at least 1.5 miles apart so as not to overlap the localized 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 St. Paul as a “developed” community, so this criterion has been met. The closest regional trail to the proposed Johnson Parkway Trail is the Bruce Vento Regional Trail. There will be an overlap of the service area for the two trails near their intersection. From the point of their intersection, Johnson Parkway travels south and the Bruce Vento Regional Trail leads west toward Payne Avenue and then south to the Bruce Vento Nature Sanctuary, where it will run parallel to the Johnson Parkway

Trail. The trails will be more than 1.5 miles apart in the area where they run parallel to one another.

The Johnson Parkway Trail will travel under I-94, providing a safe connection between two areas separated by the freeway. The parkway travels through areas that provide affordable housing. Significant redevelopment has occurred in the Payne-Phalen neighborhood.

City of Saint Paul Parks and Recreation



DEPARTMENT OF PARKS AND RECREATION



CITY OF SAINT PAUL

Mayor Christopher B. Coleman

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25 West 4th Street
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Telephone: 651-266-6400
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January 27, 2010

Ms. Jan Youngquist
Metropolitan Council
390 North Robert Street
Saint Paul, MN 55101

RE: Agency Input on Proposed Regional Park System Plan Changes

Dear Ms. Youngquist:

The following Regional Park and Trail additions/expansions are hereby proposed by Saint Paul Parks and Recreation for consideration by the Metropolitan Parks and Open Space Commission for inclusion in the Metropolitan Regional Park and Open Space System. We have listed the trail and park areas under separate categories as follows:

REGIONAL PARKS:

1. Highland Park- (Proposed new regional park)

Highland Park is a 264 acre City of Saint Paul park defined by Highland Parkway on the north, Hamline Avenue on the east, West Seventh Street on the south, and Snelling Avenue to the west. An on-street bike trail is planned to connect the park to the Sam Morgan Regional Trail less than three blocks away (with 66,000 annual visits). The park recently completed major renovations including a new pool facility, new picnic area, restrooms, play area, trail/bridge enhancements, new parking lot, lighting, and disc golf course at a cost of \$4M dollars. An additional pool bath house renovation is planned for 2012 at a cost of \$1.8M. We are also undertaking a study of the area surrounding the intersection of Montreal and Edgumbe to improve park access/identification and determine a use for the historic pool building and adjacent park land located here.

We believe this park should continue to remain in the Regional Park System Plan as a "proposed regional Park study area". The activities within the park listed below, draw a significant amount of visitors from outside the City of Saint Paul; however, we have not taken any accurate counts of these activities to enable us to accurately determine the percentage of regional users. Because of this fact, we are not in a position to prove the park's regional draw at this time.



CAPRA Accreditation

An Affirmative Action Equal Opportunity Employer



National Gold Medal Award

Park Amenities and Activities:

- Small Group picnic area and shelter, restrooms, play area, nature trail
- Large Group picnic area, pavilion, restrooms, kitchen facilities, play area, parking, site lighting
- “Booya” building
- Executive 9 hole and regulation 18 hole golf courses
- Park Maintenance Facility
- Cross Country Skiing
- Renovated Swimming Pool, diving well, kids splash pad
- Disc Golf course

Regional Activities:

- Circus Juvenes
- Picnicking
- Swimming
- Disc golf

REGIONAL TRAILS:

1. Johnson Parkway Regional Trail- (proposed addition to the regional park system)

This proposed 2.15 mile trail will provide an important missing link between Phalen Regional Park (344,500 annual visitors) and Indian Mounds Regional Park (60,300 annual visitors); which further links to the Bruce Vento Regional Trail (33,200) and the Sam Morgan Regional Trail (66,500). The trail is planned to be constructed within current Saint Paul Parks ROW along the wide, sometimes divided Johnson Parkway. This segment of trail is also part of Saint Paul’s Grand Rounds framework plan, completed in 2000, which calls for high quality on-road bicycle lanes with striping and signage. In addition, there does appear to be considerable space for an off-road trail, especially if the road was narrowed as part of a larger City-wide project. Determination of the actual alignment will be considered during the Master Plan process, which will be initiated when funding becomes available.

2. Ayd Mill Road Trail- (proposed addition to regional trail system)

This proposed 4 mile trail will provide a much needed St. Paul extension of the existing Minneapolis Midtown Greenway trail. From 2007 to 2008, ridership along the Midtown Greenway has increased 25%, bringing the overall total of trips to 563,688 between March 2007 and June 2008. At the Hennepin Avenue station along the Greenway, there has been a 38% increase in bicycling (178,368 trips in 2007 to 246,923 trips in 2008, or an increase of 68,554 trips). The Ayd Mill trail would connect the Midtown Greenway in Minneapolis to the existing Sam Morgan Regional Trail in Saint Paul, via a dedicated trail bridge across the Mississippi River.

Although the exact alignment has not been defined, a trail search corridor has been identified for this future addition to the regional trail system in Saint Paul.

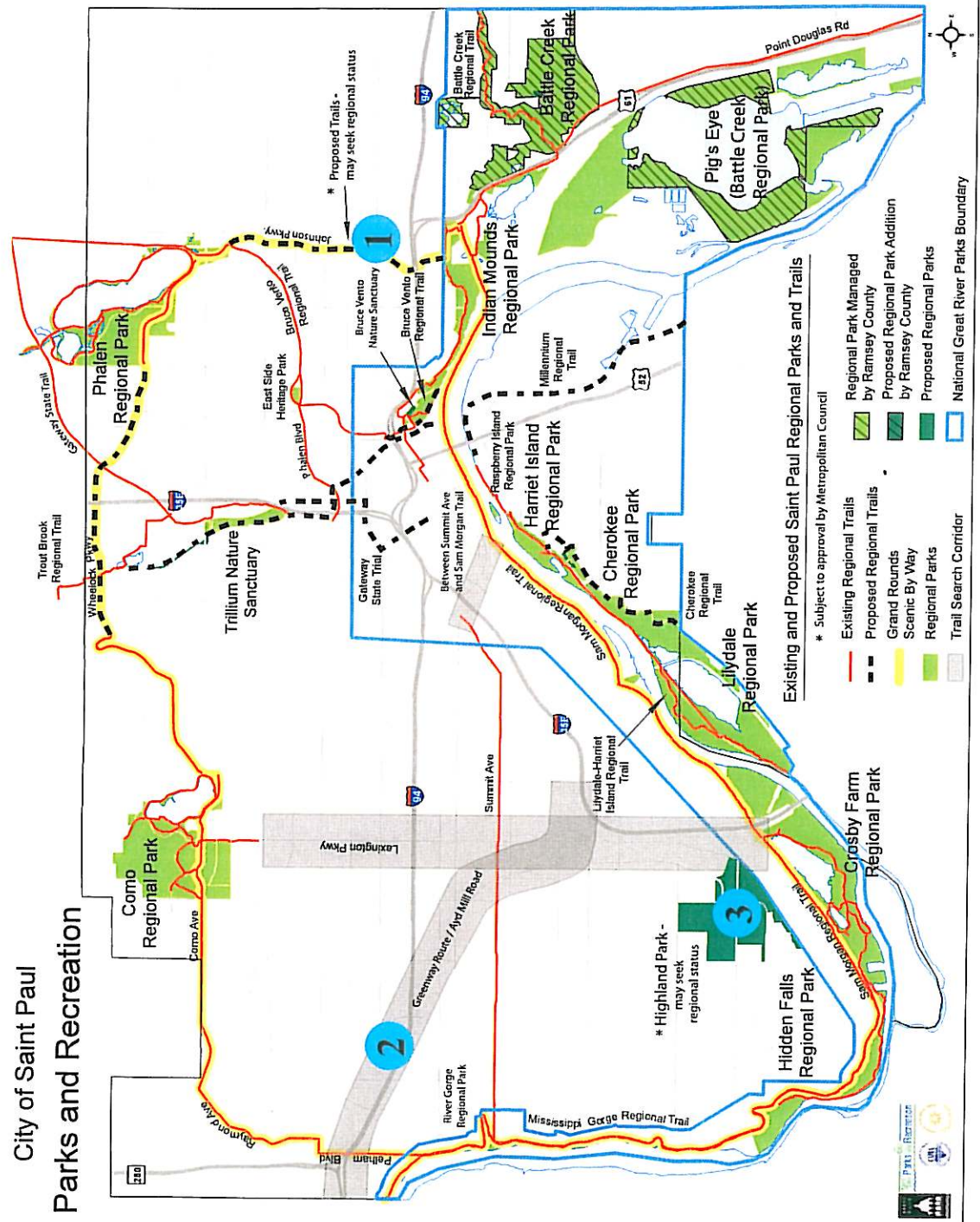
We have attached a map identifying the proposed park and trail system additions. Please contact Jody Martinez at 266-6424 if additional information is required.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Michael Hahm', with a stylized, cursive script.

Michael Hahm, CPRP
Director of Parks and Recreation

Existing and Proposed Saint Paul Regional Parks and Trails



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

ATTACHMENT B

Washington County						
Map Designation	Site Name	Type	Conversion Acres	Trail Length (miles)	Estimated Acquisition Costs	Notes
T-3	Regional Trail Search Corridor	Trail	-	8	\$3,000,000	The proposed trail would connect the proposed Brown's Creek State Trail along the Zephyr Line in Stillwater to Lakeland, with potential local trail access to the St. Croix Valley RT
T-4	Point Douglas Trail	Trail	-	2	\$0	The trail would be a destination trail along the Mississippi River that would link the Mississippi River RT and the St. Croix Valley RT to trails in Wisconsin
					Washington County owns the corridor	

Estimated acquisition costs provided by Washington County



Regional Parks Policy Plan Update Washington County

Regional Parks

- Regional
- State
- Federal

Regional Trails

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

Regional Park Search Areas (2005)

- Recognition of Regional Status

Proposed System Additions (2010)

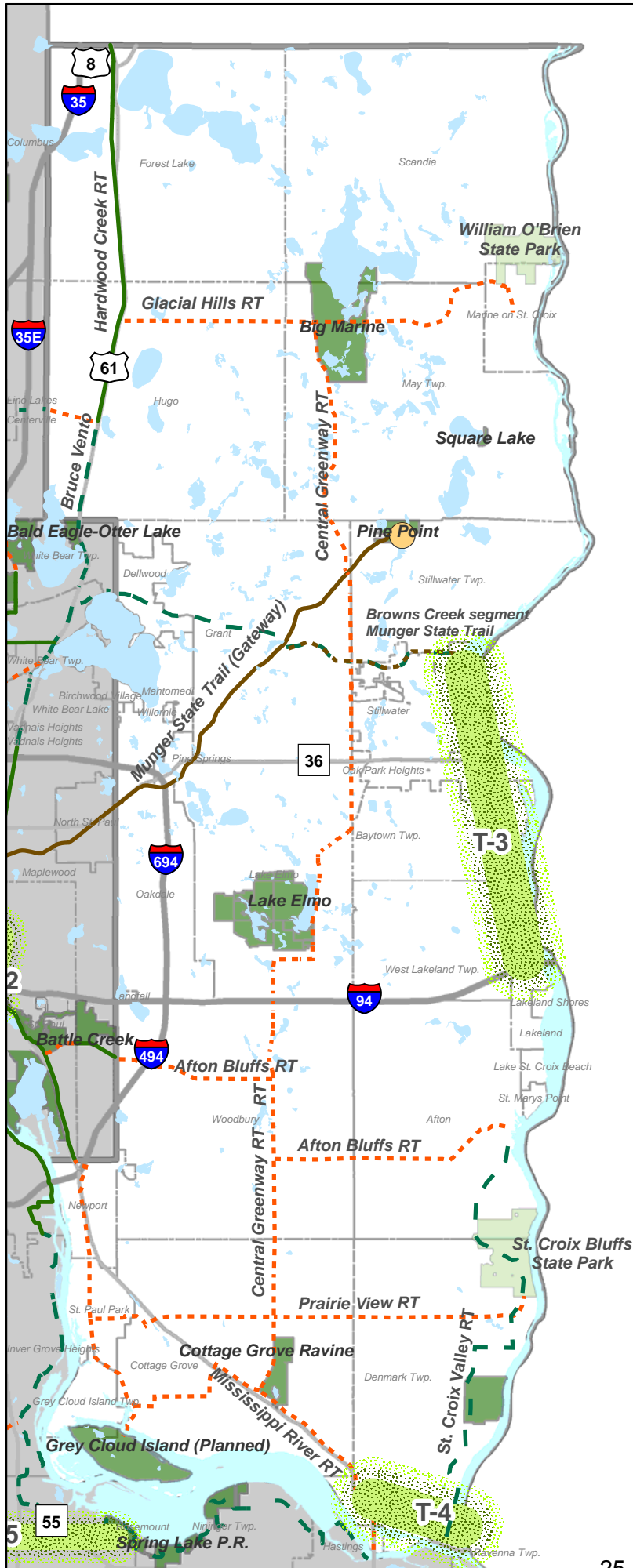
T-3 Regional Trail Search Corridor connecting proposed Brown's Creek State Trail in downtown Stillwater to local trails in Lakeland

T-4 Proposed regional trail connecting the proposed Mississippi River Regional Trail, St Croix Regional Trail and trails in Wisconsin. Washington County owns the corridor.

0 2.5 5 10 Miles



Draft for MPOSC January 7, 2010



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

Map Designation:	T-3
Name:	Middle St. Croix Valley Trail
Agency:	Washington County
Category:	Proposed Regional Trail Search Corridor
Miles:	8
Acquisition Costs:	TBD

Request

Washington County has requested that the Metropolitan Parks and Open Space Commission and the Metropolitan Council consider the designation of a regional trail search corridor between downtown Stillwater and Lakeland in the western portion of the county.

Background

In 2001, the Metropolitan Council approved the Lakes Links master plan, which included a regional trail connecting the Bruce Vento Regional Trail in White Bear Lake, the Gateway segment of the Munger State Trail in Grant and downtown Stillwater. In 2007, the Legislature authorized the Browns Creek segment of the Munger State Trail, which would serve as the portion of the regional trail heading east from the Gateway State Trail to downtown Stillwater, along the Minnesota Zephyr rail line.

The proposed regional trail search corridor will begin at the terminus of the Browns Creek State Trail and continue south to Lakeland, where there may be opportunities to connect to local trails that lead to the planned St. Croix Valley Regional Trail in Afton.

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 Middle St. Croix Valley Trail does not duplicate an existing trail. Since this is a proposed regional trail search corridor, the alignment of the trail has not been identified and it is unknown whether the trail will be a destination or a linking trail. The trail may provide opportunities to connect state, regional and local trails and could potentially follow the St. Croix River, which has been designated by the National Park Service as a National Scenic Riverway.

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

With a connection to the Browns Creek portion of the Gateway State Trail and the close proximity to Wisconsin, the Middle St. Croix Valley Trail will likely serve 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 proposed trail may go through Stillwater, Oak Park Heights, Bayport, West Lakeland Township and Lakeland. The 2030 Regional Development Framework classifies Stillwater as a “developed” community; Bayport and Oak Park Heights as “developing” communities; and West Lakeland Township and Lakeland as “diversified rural” communities. The closest regional trail that would parallel the Middle St. Croix Valley Trail is the proposed Central Greenway Regional Trail, which is more than 3 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.

As mentioned above, the trail could potentially follow the St. Croix River, a National Scenic Riverway. High quality natural resources exist along the route within the rural areas. The trail alignment would be determined as part of a master planning process.

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

Map Designation:	T-4
Name:	Point Douglas Trail
Agency:	Washington County
Category:	Proposed Regional Trail
Miles:	2
Acquisition Costs:	\$0

Request

Washington County has requested that the Metropolitan Parks and Open Space Commission and the Metropolitan Council consider recognizing the proposed Point Douglas trail as a regional trail.

Background

Washington County owns a two mile stretch of land along the Mississippi River from Highway 61 to the confluence with the St. Croix River at the Wisconsin border. The property is a former railroad corridor that was abandoned. The proposed trail will be a scenic destination trail along the river at the toe of a large bluff. The trail corridor will provide opportunities for natural resource restoration. The bluff includes areas that have been identified by the Minnesota Department of Natural Resources and the Metropolitan Council as Regionally Significant Natural Resource Areas of Moderate Quality. Views across the river include Regionally Significant Natural Resource Areas of Outstanding Quality.

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 Point Douglas Trail does not duplicate an existing trail and will serve as a regional destination trail. The trail will not impact the natural resource base of the area, since it will be located on a former rail bed. In addition to providing a remote and scenic recreational experience, the trail will also connect to other units of the regional parks system, including the planned St. Croix Valley Regional Trail and the proposed Mississippi River Regional Trail, which will cross the Mississippi River to Dakota County. The trail will also provide a connection to Point Douglas County Park.

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

The proposed Point Douglas Trail provides opportunities to cross the Mississippi River, connecting to regional trails in Dakota County as well as opportunities to cross the St. Croix River and connect to trails in Wisconsin. With these crossings, the 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 regional parks system is focused on natural resources with proximity to water bodies or watercourses. A destination trail may essentially serve as a linear park. The proposed Point Douglas Trail is located along the Mississippi River with views of areas with high quality natural resources. The trail project provides opportunities for natural resource restoration.

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

ATTACHMENT C

Three Rivers Park District						
Map Designation	Site Name	Type	Conversion Acres	Trail Length (miles)	Estimated Acquisition Costs	Notes
P-3	The Landing	Proposed Special Recreation Feature	86	-	\$0	Proposed to be recognized as a Special Recreation Feature as a historic site that introduces visitors to environmental education concepts
					Three Rivers owns The Landing	



Regional Parks Policy Plan Update Three Rivers Park District

Regional Parks

- Regional
- State
- Federal

Regional Trails

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

Regional Park Search Areas (2005)

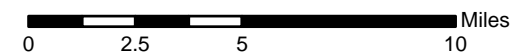
- Boundary Adjustment

Regional Trail Search Corridors (2005)

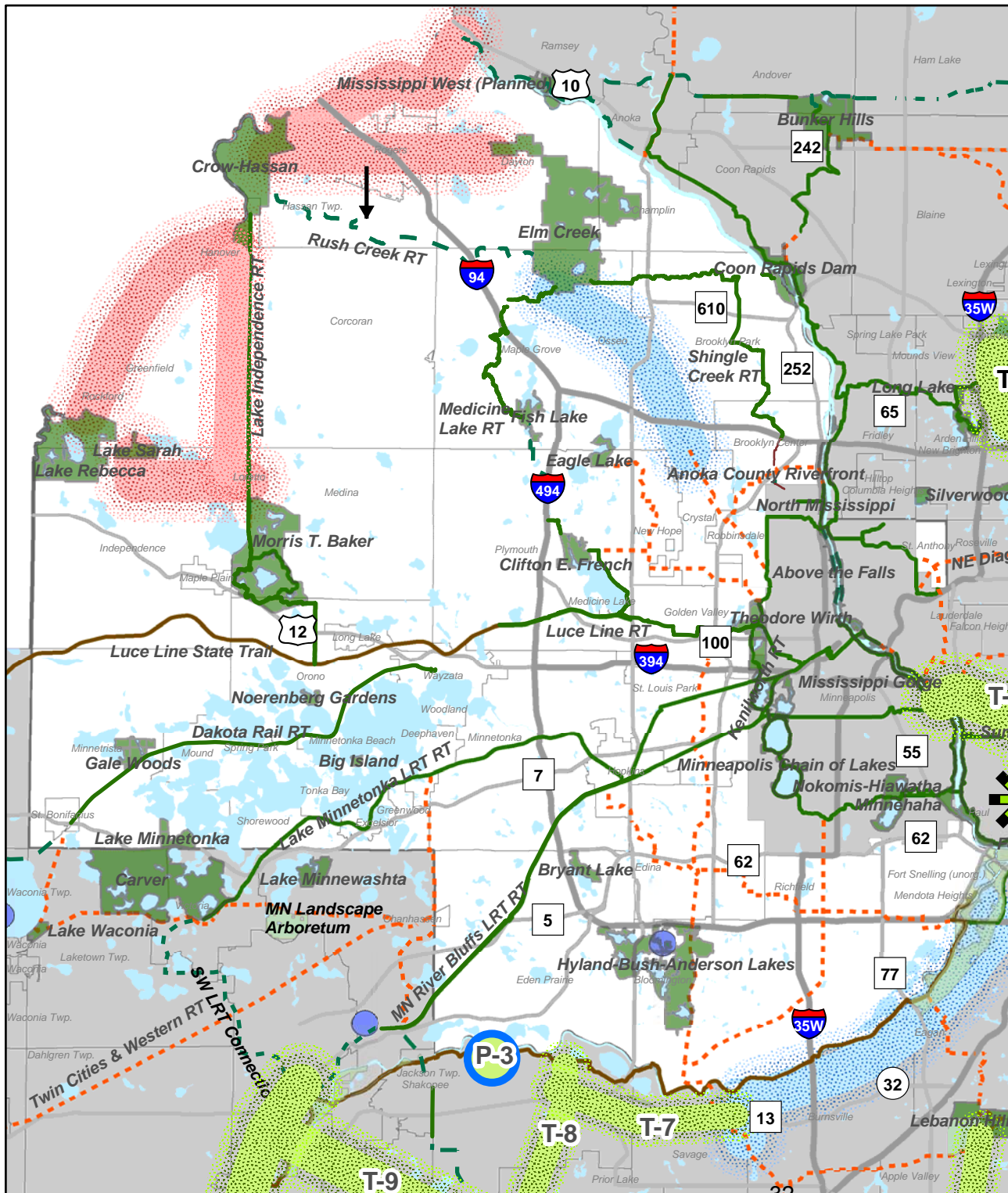
- Boundary Adjustment
- New Unit

Proposed System Additions (2010)

- P-3 The Landing (formerly known as Murphy's Landing) is proposed to be a Special Recreation Feature



Draft for MPOSC January 7, 2010



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

Map Designation:	P-3
Name:	The Landing
Agency:	Three Rivers Park District
Category:	Proposed Special Recreation Feature
Acres:	86
Acquisition Costs:	\$0

Request

Three Rivers Park District has requested that the Metropolitan Parks and Open Space Commission and the Metropolitan Council consider the inclusion of “The Landing”, formerly known as Murphy’s Landing, as a special recreation feature in the regional parks system.

Background

The Landing is located at Highway 101 and Shenandoah Drive in Shakopee, along the Minnesota River. The Landing was established in 1969 and acquired by Three Rivers Park District in 2002. It is an 86 acre park that provides a historical perspective of life in a river town in the 1800s. The park is open for tours, educational events, group events and weddings. Approximately 40 historic buildings have been relocated to the site, which are accessible through guided tours that provide an interpretation of a variety of lifestyles, conditions and stories. Horse-drawn trolley service is also provided on a limited schedule. On weekends in December, the settlers’ holiday traditions are showcased.

Previously, admission has been charged for entrance to the park. Beginning in 2010, Three Rivers Park District will modify its operations to allow free access to the park for people wanting to walk around or have a picnic. Fees will be charged for tours and events.

Special Recreation Features

The *2030 Regional Parks Policy Plan* defines special recreation features as follows:

Area that preserves, maintains and provides specialized or single-purpose recreational activities such as golf course, nature center, marina, zoo, conservatory, arboretum, display gardens, arena, gun club, downhill ski area, and sites of historic or archeological significance.

There are currently six special recreation features in the regional parks system, including: Como Zoo, Como (Marjorie McNeely) Conservatory, Noerenberg Gardens, Gale Woods Farm, Square Lake, and Silverwood.

Criteria

The *2030 Regional Parks Policy Plan* outlines the following criteria for inclusion of a proposed special recreation feature in the regional parks system. Staff analysis is italicized.

Strategy 1(d): Special recreation facilities (features)

Special recreation facilities proposed for inclusion in the regional parks system must meet the following criteria for eligibility consideration:

1. Are unique and complement or enhance the services already offered by the regional system.

The Landing offers unique programming, which includes an educational component based on interpreting life in the Minnesota River Valley in the late 1800s. Several of the buildings are on the National Register of Historic Places. These types of activities are not offered elsewhere in the regional parks system.

2. Are capable of functioning within the existing management structure of the regional parks system.

Three Rivers Park District is one of the ten regional park implementing agencies within the existing management structure of the regional parks system. The Landing is the only park owned and operated by Three Rivers Park District that is not within the regional parks system.

3. Do not duplicate or compete with recreation facilities adequately provided by the private sector.

The Landing is the only park facility in Minnesota designed and managed to demonstrate the experience of a Minnesota River town through history education.

4. Do not drain funds from other facilities in the system either because they have an existing or committed financial base or because a prior agreement for a public subsidy has been reached that is in the public's interest.

Three Rivers Park District has owned and operated The Landing since 2002; therefore, the park has an existing financial base and will not drain funds from other facilities in the system.

5. Demonstrate the existence or potential for drawing a sizable number of people from throughout the metropolitan area.

Three Rivers Park District estimates that there were 21,000 visits to The Landing in 2008. This is low in comparison to most parks in the regional system. However, The Landing is only open on a seasonal basis—it is open daily from March to November and on weekends in December. Even after taking its non-winter use into consideration, its visitation would be among the lowest of regional park facilities. The change in operations removing the admission fee to the park may draw more visitors, however. With the exception of Como Zoo and Conservatory, special recreation features in the regional system typically have lower visitation than other facilities; however, because of their special programming, they draw a higher percentage of regional (non-local) visits.

The Landing clearly demonstrates regional visitation patterns. Three Rivers Park District estimates that 68 percent of visitors come from outside the Park District's taxing jurisdiction. Of those, 28 percent were from outside the seven county metropolitan area.

6. Are approved through the master plan process.










Designation as a regional parks system facility would allow the park to be eligible for State funds for operations and maintenance. In order to be eligible for capital improvement funding, a master plan for the park would need to be approved by the Council.






THE LANDING

Minnesota River Heritage Park

Legend

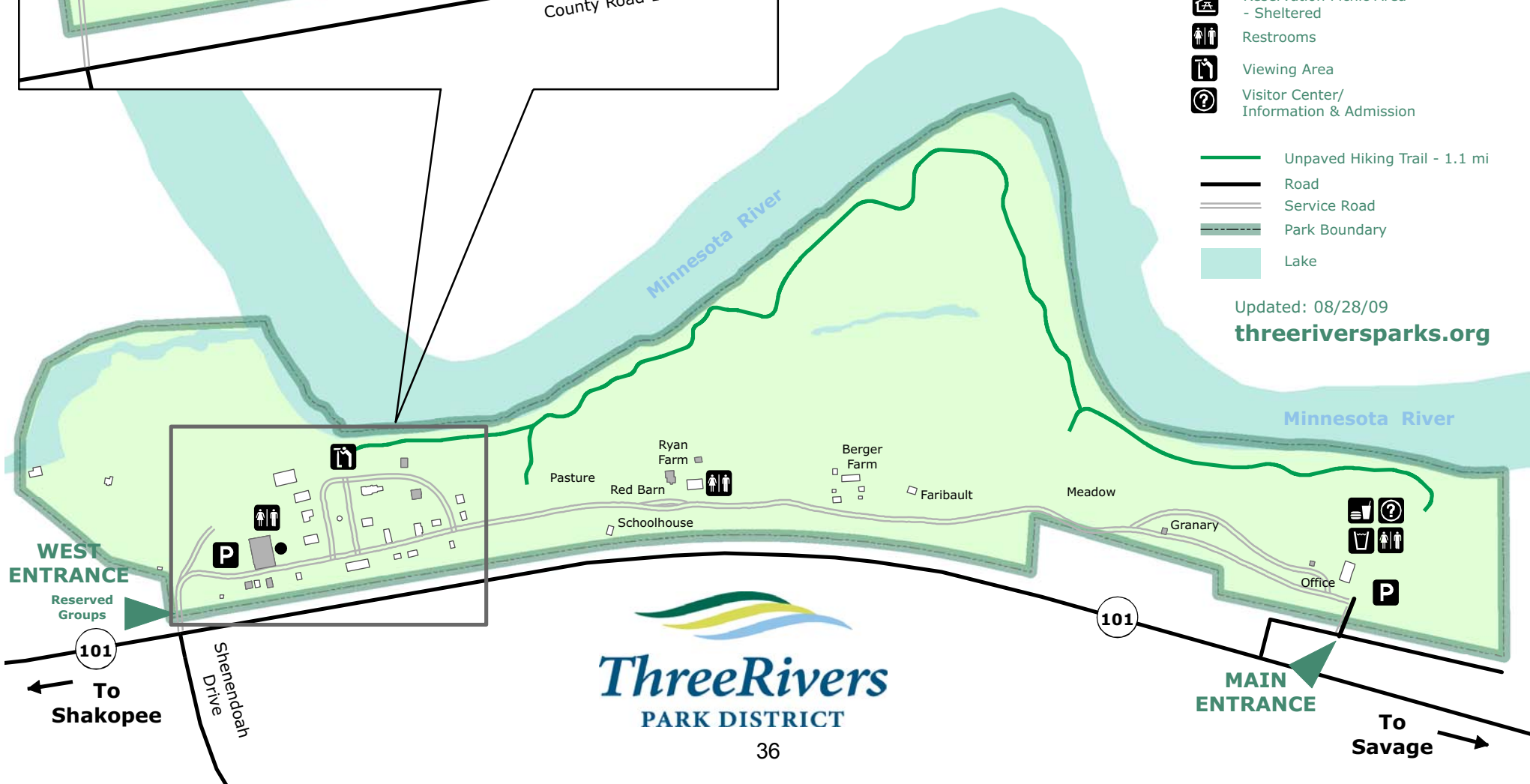
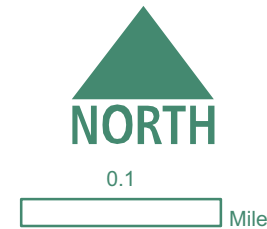
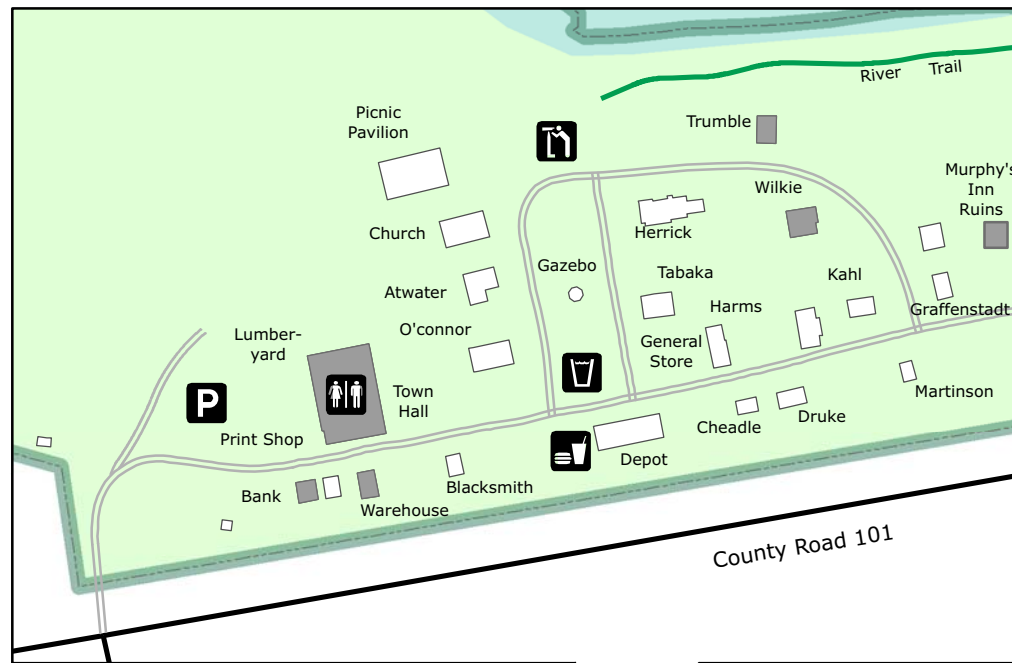
Unpaved Hiking Trail - 1.1 mi

-  Interior Exhibit by Guided Tour Only
-  Exterior Exhibit Only
-  Concessions
-  Drinking Water
-  Parking
-  Reservation Picnic Area - Sheltered
-  Restrooms
-  Viewing Area
-  Visitor Center/ Information & Admission

-  Unpaved Hiking Trail - 1.1 mi
-  Road
-  Service Road
-  Park Boundary
-  Lake

Updated: 08/28/09

threeiversparks.org



ThreeRivers
PARK DISTRICT



December 18, 2009

Three Rivers
Park District
Board of
Commissioners

Jan Youngquist
Metropolitan Council
390 N. Robert St.
St. Paul, MN 55101

Sara Wyatt
District 1

Dear Jan:

Marilynn Corcoran,
Vice Chair
District 2

Three Rivers Park District would like to request that the Metropolitan Council consider inclusion of "The Landing," formerly known as Historic Murphy's Landing, as part of the 2030 Regional Parks Policy Plan revision process. The Park District feels the Landing fits the definition of a regional special recreation feature and should be recognized as a regional facility.

Mark Haggerty
District 3

Special Recreation Features require "a unique managing or programming effort on the part of the Regional Park Implementing Agency." The Landing offers an educational experience within natural, cultural, and historic features that are certainly unique to the region.

Dale Woodbeck
District 4

In 2002, the Park District assumed ownership and operating responsibility for The Landing. The rationale for acquiring this facility was based upon the Park District's enabling legislation, Minnesota Statutes, Chapter 398, which charges the Park District to acquire, develop, and maintain large parks, wildlife sanctuaries, **historical sites**, forests, and other reserves.

Rosemary Franzese
District 5

A significant public education program has been central to its mission of promoting environmental stewardship through outdoor education and recreation from the Park District's inception. This public education effort is accomplished in many ways throughout the park system. In addition to the traditional environmental education that occurs through nature centers, park visitors learn of land use and life cycles while viewing a contemporary working farm or they may gain a better understanding of the natural world while taking an arts class at an environmental arts center. At The Landing, visitors are introduced to environmental education concepts as they learn how humans interacted with the Minnesota River environment through the centuries.

Larry Blackstad, Chair
Appointed

Barbara Kinsey
Appointed

The Landing has several unique characteristics, which contribute to its regional significance:

Cris Gears
Superintendent

- **A regional scale-** The Landing is comprised of 86 acres, which allows for some of the spatial realities of a 19th century Minnesota River town to be realized and experienced. Approximately 40 historic buildings have been re-located to the site providing a treasure trove of historic interpretation opportunities. This is the only park facility in Minnesota designed and managed specifically to provide park guests with an in-depth experience of a Minnesota River town through living history education.

- **A multi-faceted interpretive program** - The educational program is based on interpreting life in the Minnesota River Valley in the late 1800's. A program of this breadth is able to embrace many facets of life rather than being restricted to a single historic figure or structure. A diversity of lifestyles, conditions and stories are interpreted among the approximately 40 buildings found at The Landing.
- **Public access** - The Landing is owned by a public agency committed by policy to public education.
- **National Register of Historic Places Designation** - Several key buildings including the Oliver Faribault House, the Murphy's Inn Ruins, the Berger Farm Complex, the Pond Grist Mill, and Native American historic and pre-historic sites comprise the Shakopee Historic District which is listed on the National Register of Historic Places.
- **Visitation** - Park District staff estimates 21,000 visits to the Landing in 2008. Based on original data, 68% of those visitors were from outside the Park District's taxing jurisdiction. Of those, 28% were from outside the seven county metro area.

The Park District operates The Landing as a living history museum, which provides an environment where park visitors can interact directly with knowledgeable interpreters. Access to The Landing has occurred through scheduled groups or public programs. While program attendance has been strong, access by the general public has not been accommodated which has prevented park attendance from reaching its potential. The Park District has recently modified its operation to allow free park access to the park in 2010.

The Park District understands that inclusion in the policy plan would still require approval of a development Master Plan prior to being eligible for any future funding through the Metropolitan Council.

The Park District appreciates your consideration of this facility within the 2030 Policy Plan and would welcome the opportunity to share more information regarding The Landing with the Metropolitan Parks and Open Space Commission as they consider this issue.

Thank you,



Boe R. Carlson, Associate Superintendent
Division of Administration

C: Cris Gears, Superintendent
Tom McDowell; Associate Superintendent Recreation and Education
Don DeVeau, Director of Planning and Development

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




ATTACHMENT D

Ramsey County						
Map Designation	Site Name	Type	Conversion Acres	Trail Length (miles)	Estimated Acquisition Costs	Notes
P-4	Adjust boundary of Vadnais Snail Lakes Regional Park to include Island Lake County Park	Regional Park Boundary Adjustment	93		\$0	Island County Park is connected to Vadnais Snail Lakes Regional Park by existing and proposed trails. The park is accessible by Lexington Avenue RT.
					Park is already under public ownership	
T-14	Rice Creek South Trail	Trail	-	2	\$0	This proposed trail would connect Rice Creek North RT to Highway 96 RT and provide access to the Arden Hills Army Training Site for winter cross country ski use
					County is hoping to have the land transferred to them before the public auction, at no cost	
T-15	Trout Brook RT extension	Trail	-	3.5	\$1,600,000	This proposed extension of the Trout Brook RT would connect Lake McCarrons County Park to Vadnais Snail Lakes Regional Park. It would involve bridge crossings at Highway 36 and I-694. NPS is providing technical support in evaluating alignment alternatives





Estimated acquisition costs provided by Ramsey County

Regional Parks Policy Plan Update Ramsey County



Regional Parks

-  Regional
-  State
-  Federal

Regional Trails

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

Regional Park Search Areas (2005)

-  Boundary Adjustment
-  Recognition of Regional Status

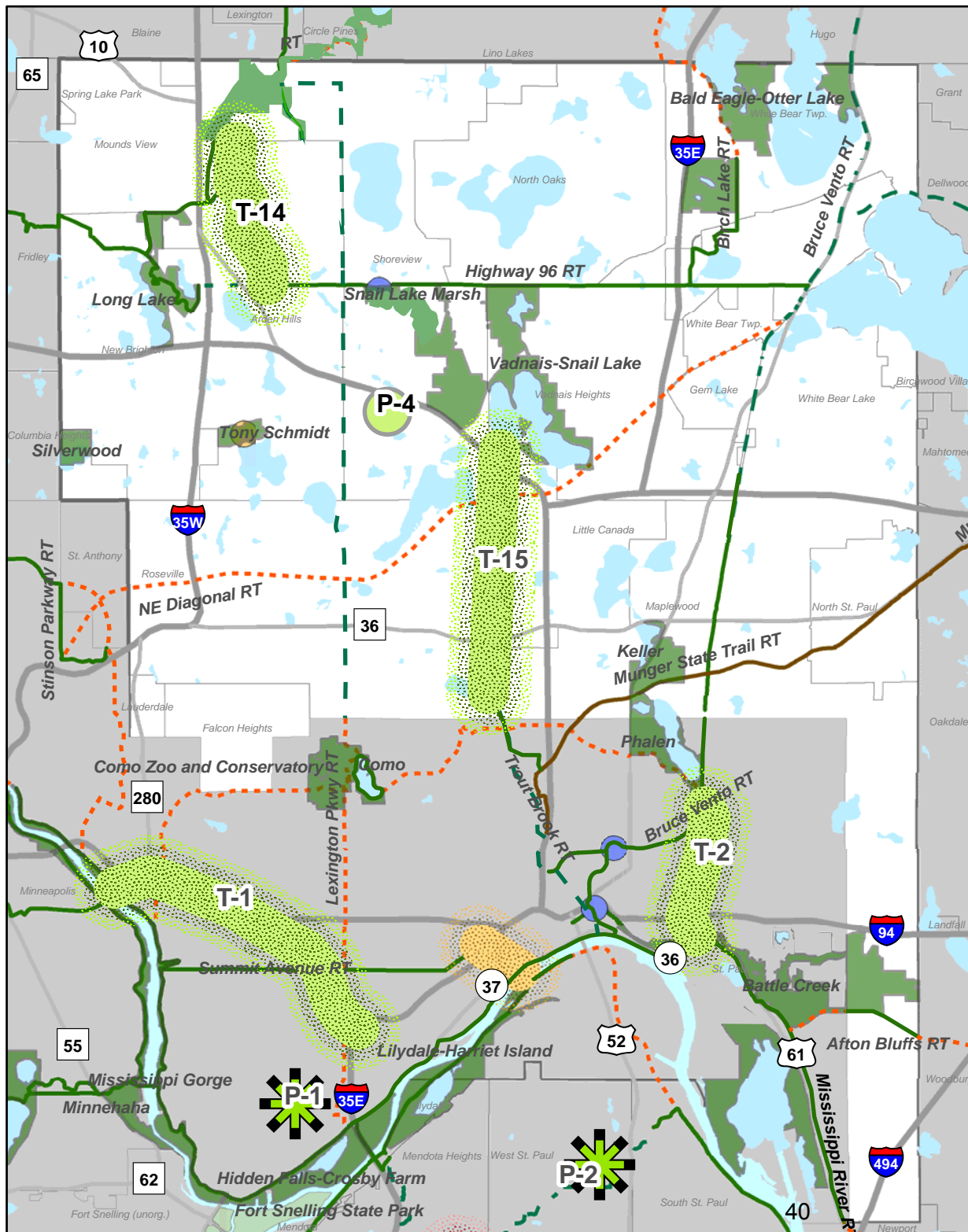
Proposed System Additions (2010)

T-14 Proposed Rice Creek South Trail

T-15 Proposed extension of
Trout Brook Regional Trail

P-4 Proposed Boundary Adjustment
add Island County Park to
Vadnais-Snail Lakes Regional Park

0 1 2 4 Miles



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

Map Designation:	P-4
Name:	Vadnais-Snail Lakes Regional Park
Agency:	Ramsey County
Category:	Proposed Regional Park Boundary Adjustment
Acres:	93
Acquisition Costs:	\$0

Request

Ramsey County has requested that the Metropolitan Parks and Open Space Commission and the Metropolitan Council consider expanding the boundary of Vadnais-Snail Lakes Regional Park to include Island Lake County Park as part of the Parks Policy Plan update.

Background

Vadnais-Snail Lakes Regional Park is located north of I-694 between I-35W and I-35E in Vadnais Heights and Shoreview. The park is comprised of five segments, including: Sucker Lake (273 acres), Vadnais Lake (303 acres), Grass Lake (271 acres), Snail Lake and Snail Lake Corridor (30 and 142 acres), for a total size of 1,019 acres. These segments of the regional park are interconnected by a network of park trails.

Island Lake County Park is located approximately one-third of a mile west of Snail and Grass Lakes and is bounded by I-694 to the north, Victoria Street to the east, the Canadian Pacific-Soo Line Railroad to the south and Lexington Avenue and private property to the west. Although it is located south of I-694, local paved trails along Victoria Street, Gramsie Road and Snail Lake Road (County Road F) provide access to Vadnais-Snail Lakes Regional Park. Additionally, paved trails located on the east side of Grass Lake provide a trail bridge over I-694 to County Road E, which has paved shoulders providing a connection to Island Lake County Park. The City of Shoreview's Comprehensive Plan identifies a proposed local trail along County Road E. Sufficient right-of-way exists the entire distance between the I-694 bridge and Victoria Street to develop a separate trailway, although there are no immediate plans for development of the trail.

Island County Park consists of 93 acres surrounding the majority of Island Lake and includes three picnic shelters (two that seat 100 people each and one that seats 50 people), a large play area and two sand volleyball courts on the east side of the lake; a boat launch and fishing pier as well as a 9-hole golf course on the northwest side of the lake; and a natural area on the southwest side of the lake. The park also includes one mile of bituminous trails. For over 25 years, the park has hosted a series of regional waterski events sponsored by the Minnesota Waterski Association. Ramsey County has not conducted formal use counts or visitor origin studies; however, in 2009, 188 special use permits were issued for the park involving over 21,000 park visitors. Based on these permits, over 44 percent were non-local visits.

The Minnesota Department of Transportation (Mn/DOT) has planned improvements for Interstate 694 between I-35W and I-35E. According to the 2006 Environmental Assessment that was prepared, the road project will impact Island County Park, although no direct acquisition of land from the park would be necessary. An existing park road is partially located on Mn/DOT right-of-way. This road would be removed and replaced with a 12-foot wide trail. Removal of the park road will discontinue access to the public boat launch, parking lot and fishing pier located on the northwest side of the lake. To mitigate the impacts to the boat launch and parking lot, Mn/DOT will relocate these facilities to the northeast portion of the park. The fishing pier will be relocated to the east side of Island Lake. The I-694 project has not been scheduled for construction yet.

Criteria

The criteria for regional parks that are outlined in the *2030 Regional Parks Policy Plan* are shown below in bold text. Since Vadnais-Snail Lakes Regional Park is already recognized as a regional park, the criteria is being applied to the proposed expansion area—Island Lake County Park. Staff analysis is italicized.

A regional park should:

- **Be 200-500 acres in size (with 100 acres as a minimum).**

Vadnais-Snail Lakes Regional Park consists of 1,019 acres. The proposed boundary expansion to include the 96-acre Island Lake County Park would bring the park to 1,112 acres, which is well above the minimum acreage required for a regional park.

- **Serve a service area of 3-5 communities.**

Island Lake Regional Park is located in Shoreview, with the following communities located within 1.5 mile radius: Arden Hills, Roseville, Little Canada, and Vadnais Heights. The close proximity to these communities as well as the convenient access to the park provided by I-694 and Victoria Street ensure that the park serves at least 3-5 communities. The primary service area for the existing Vadnais-Snail Lakes Regional Park includes these communities and also stretches into North Oaks and New Brighton.

- **Be in a natural setting contiguous to water bodies or watercourses if possible.**

Island Lake County Park surrounds the majority of Island Lake; there are eight private residences with shoreline along the west side of the lake. The southwest portion of the park includes a series of wetlands and is maintained in a natural state. The existing Vadnais-Snail Lakes Regional Park is also contiguous to several water bodies. Much of the park contains Regionally Significant Natural Resource and Ecological Areas as mapped by the Metropolitan Council and the Minnesota Department of Natural Resources.

- **Provide nature oriented recreation such as picnicking, boating, fishing, swimming, camping and trail uses.**

Activities provided at Island Lake County Park include picnicking, boating, fishing, swimming and trail uses, which are consistent with typical recreation at regional parks.



Parks and Recreation Department

Gregory A. Mack, Director

2015 North Van Dyke Street
Maplewood, MN 55109-3796

Tel: 651-748-2500

Fax: 651-748-2508

www.co.ramsey.mn.us



November 18, 2009

Jan Youngquist, Planner
Metropolitan Council
390 North Robert Street
St. Paul, Minnesota 55101-1805

RE: Regional Park System Plan Update

Dear Jan:

As a follow-up to our recent meeting concerning potential system plan updates, the Ramsey County Parks and Recreation Department requests that the Metropolitan Council consider a regional park boundary adjustment to the Vadnais-Snail Lakes Regional Park. The proposed adjustment would incorporate Island Lake County Park into the regional park boundary. The current boundary includes properties on or encompassing Vadnais Lake, Sucker Lake, Snail Lake and Grass Lake. These properties total over 1,000 acres that are interconnected by a network of interior park trails. In addition, the Highway 96 Regional Trail Corridor which runs along the northern border of these regional park properties ties the various park units together and improves access from throughout the region.

Island Lake County Park is located approximately one-third of a mile west of Snail and Grass lakes. It is directly linked to the regional park via paved bicycle/pedestrian trails located on Snail Lake Road (County Road F), Gramsie Road and Victoria Street. Controlled intersections where Snail Lake Road and Gramsie Road intersect Victoria Street accommodate safe travel between the park sites. In addition, paved trails located on the east side of Grass Lake include a trail bridge over I-694 that links to County Road E where paved shoulders provide a trail connection to the southeast corner of Island Lake County Park. Sufficient right of way exists on the south side of County Road E (adjacent to a railroad right of way, the entire distance from the I-694 trail bridge to Victoria Street) to establish a separate trailway. Attached is a map illustrating the geographic relationships between the Vadnais-Snail Lakes Regional Park and the Island Lake County Park.

Island Lake County Park is a 93-acre park with lakeshore on much of the 70-acre Island Lake. Existing and proposed trails within the park connect to the Lexington Avenue Trail which was identified in the Metropolitan Council's 2030 Regional Park Policy Plan as a regional trail. Attached is an excerpt from the 2006 Ramsey County Parks and Recreation

Jan Youngquist
Page Two
November 18, 2009

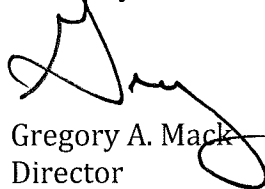
Department's System Plan which describes and illustrates the features within Island Lake County Park. You will note that the principal activities (hiking, bicycling, boating, fishing and picnicking) are consistent with what is typically found in a regional park.

From a broader view, the inclusion of Island Lake County Park in the regional park provides exceptional opportunities for multiple paved trail loops of various lengths that connect regional park segments, regional trails, neighborhoods and a number of community assets.

Island Lake County Park is operated and maintained by the Ramsey County Parks and Recreation Department. Reservations for park use (special events, picnic shelter rentals, etc.) are centralized in the department. Park ordinances for management and control are applicable throughout the Ramsey County system. Policing is provided by the Ramsey County Sheriff's Department. The park maintenance crew responsible for Island Lake County Park is also responsible for the Vadnais-Snail Lakes Regional Park. For over 25 years, Island Lake has annually hosted a series of regional waterski events conducted by the Minnesota Waterski Association. The prominent location, on I-694 and Victoria Street, make it an attractive venue for special events. While the department has not conducted visitor counts or user origin surveys at this site, shelter and special use permits provide a good indication of formalized use. In 2009, 188 special use permits were issued for the park involving over 21,000 park visitors. Based on the permits, over 44% were "non-local users."

In summary, given the opportunities for trail connectivity, the complementary nature of facilities provided and the historic use, I respectfully request that the Metropolitan Council consider Island Lake County Park for inclusion in the Vadnais-Snail Lakes Regional Park complex. Please let me know if you have questions regarding this request.

Sincerely,

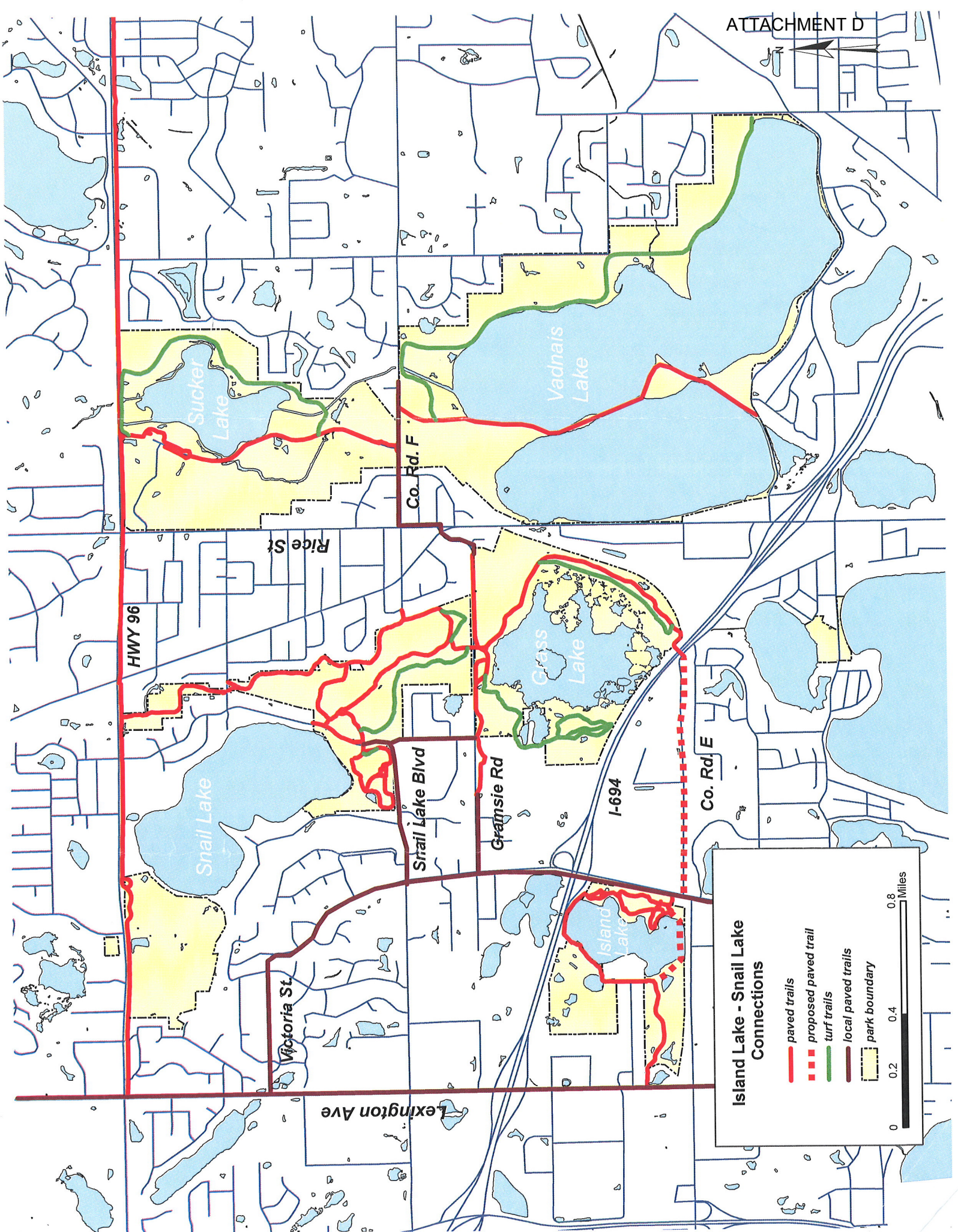


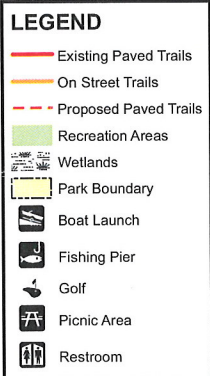
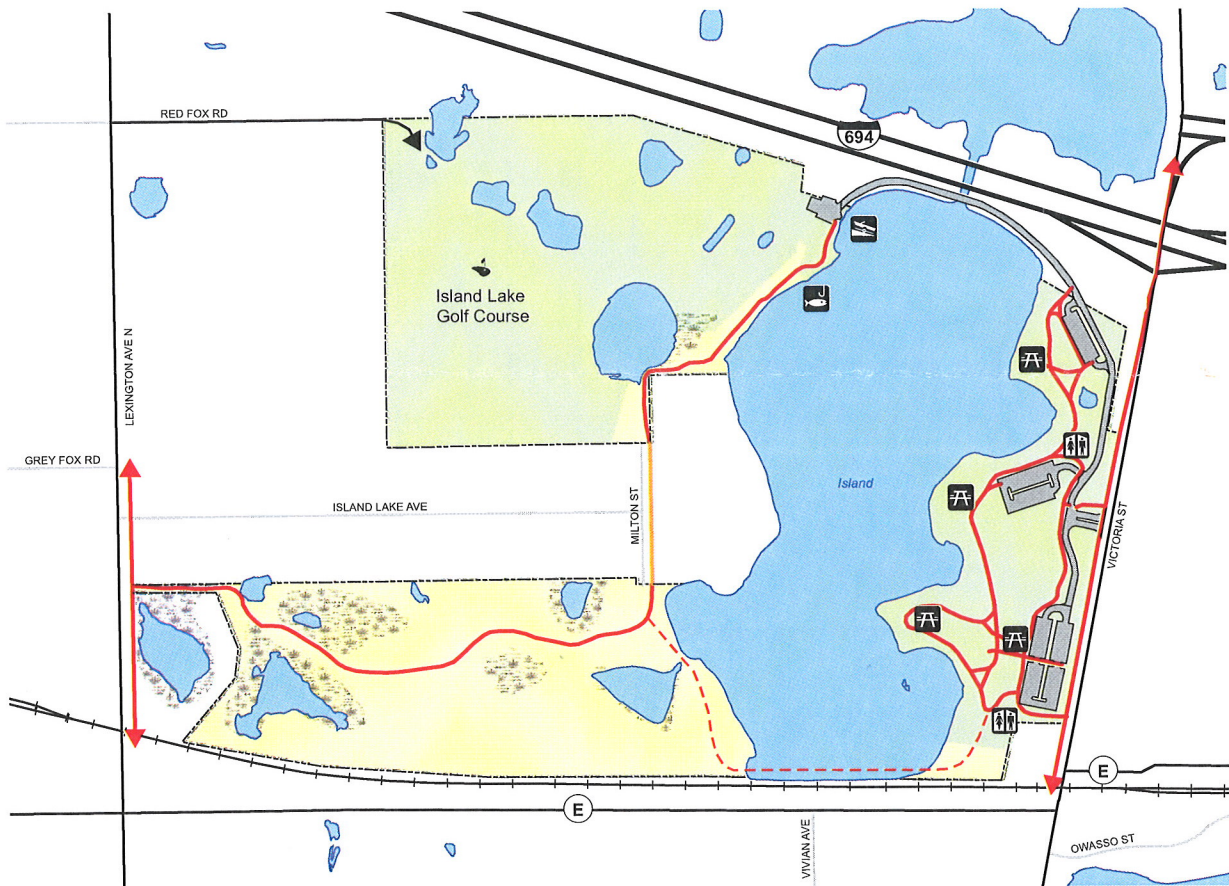
Gregory A. Mack
Director

GAM:vad

Encs.

cc: Ken Wehrle



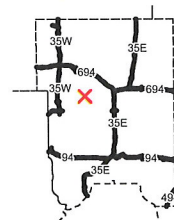


600'

Island Lake County Park

RECREATION DEVELOPMENT MAP

Ramsey County, MN
March 2006



RAMSEY COUNTY PARKS AND RECREATION DEPARTMENT

ISLAND LAKE COUNTY PARK

LOCATION AND SIZE

Island Lake County Park is located in the north-central part of Ramsey County in the city of Shoreview. The park is comprised of three distinct segments: the 22-acre picnic area on the east side of the lake; the 41-acre golf teaching center on the northwest side of the lake; and the 30-acre natural area on the southwest side of the lake. The park is bounded by County Road E on the south, Victoria Street on the east, I-694 on the north and Lexington Avenue on the west.

SITE CHARACTERISTICS

Island Lake is a small 70-acre shallow lake. The park consists of rolling topography with scattered trees. The park is lightly wooded and has an open feeling. The lake and park are ideally suited for water-ski events.

RECREATION DEVELOPMENT PLAN

Existing Development

A picnic area with interior roads, parking for 270 cars, two restrooms with water and sewer, three picnic shelters (two for 100 people with electrical outlets and one for 50 people), a large play area, one mile of bituminous trails, ball field, two sand volleyball courts, picnic tables and benches is located on the east side of the lake. A boat launch and parking lot for 5 car/boat trailers and a fishing pier are located on the northwest side of the lake. An aeration system maintains the fish population. A 41-acre golf teaching facility is located on the northwest side of the lake. It includes a clubhouse, maintenance shop, putting course, driving range and a par 3, 9-hole golf course. A bituminous trail extends from the boat launch to Milton Street and west to Lexington Avenue on the southwest side of the lake. This trail provides public access into the 30-acre natural area of the park.

Proposed Development

The boat launch parking lot will be redeveloped when the Victoria/I-694 interchange is reconstructed. Several location and design alternatives will be considered. In all alternatives, a paved pedestrian/bicycle trail will be provided parallel to I-694. This trail will maintain connections between the east and west portions of the park. A boardwalk is proposed to extend the trail along the south shore of Island Lake, resulting in a loop trail around the lake.

NATURAL RESOURCE MANAGEMENT

The 30-acre segment of the park on the southwest side of the lake is maintained in a natural condition. Wetlands within the golf course are maintained. The lake level fluctuates significantly from year to year. Lake elevations over 947.0 feet have historically resulted in shoreline erosion. Water surface management controls have been implemented to minimize the impact of high water levels.

PLANNING CONSIDERATIONS

The Minnesota Department of Transportation plans to reconstruct the eastbound I-694 ramp to Victoria Street. At that time, the park road around the north end of the lake may be reconstructed. The bridge reconstruction should include a separate pedestrian/bicycle trail to maintain connections between the east and west segments of the park. Alternative locations for the boat launch, fishing pier and the impacts on other park facilities will be evaluated.

2030 Regional Parks Policy Plan Update Proposed System Changes

Map Designation:	T-14
Name:	Rice Creek South Regional Trail
Agency:	Ramsey County
Category:	Regional Trail Search Corridor
Miles:	2
Acquisition Costs:	TBD

Request

Ramsey 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 through the Twin Cities Army Ammunition Plant (TCAAP) site as part of the Parks Policy Plan update.

Background

The former TCAAP site is located in Arden Hills and is bounded by County Road I to the north, Lexington Avenue to the east, Highway 96 to the south and Highway 10-Interstate 35W to the west. TCAAP was built in 1941 and made over 16.5 billion rounds of small arms ammunitions through World War II, the Korean War and the Vietnam “conflict”. It was decommissioned in the late 1970s and was declared a Superfund site in 1983.

The site consists of approximately 2,370 acres. The eastern two-thirds of the site is the home of the Arden Hills Army Training Site (AHATS), which is under the control of the Minnesota National Guard through a long-term lease agreement with the Army. In 1994, Congressman Bruce Vento formed a committee to develop a reuse plan for the entire site. Recommended land uses include open space, preservation of natural features, transit, housing, retail and employment. The conceptual Vento Plan called for the AHATS portion of the site to become a park preserve.

In 2006, the National Park Service transferred 113 acres of land along Rice Creek in the northwest portion of the TCAAP site to Ramsey County as part of the Federal Lands to Parks Program. A key segment of the Rice Creek North Regional Trail was developed on this property and opened to the public in 2008. A 49-acre wildlife corridor was included in the master plan for the Rice Creek North Regional Trail, but this land is still part of the TCAAP property.

The City of Arden Hills had submitted an offer to purchase the western 585 acres of the TCAAP site (including the 49-acre wildlife corridor) from the Army in 2006 and had been working with a development partner to plan for the purchase and redevelopment of the property. In 2009, the developer withdrew from the project. The Army, through the General Services Administration, is preparing to sell through a public auction in the summer 2010.

Ramsey County is proposing the Rice Creek South Regional Trail to be located on the eastern portion of the 585 acre site, which would connect the Rice Creek North Regional Trail to the Highway 96 Regional Trail. Conceptually, the trail corridor would be approximately 150 feet wide, would be located adjacent to the wildlife area to the south, and would include approximately 30 acres. Ramsey County is also proposing a 500 foot wide strip of land that would extend south from County Road I across the AHATS and TCAAP area to the north portion of the wildlife corridor. This land would serve as a trailhead and staging area for recreational access to the AHATS area for winter recreational activities, as well as provide access to the Rice Creek North Regional Trail and the wildlife corridor.

The Arden Hills City Council unanimously passed a resolution supporting transferring land from the TCAAP property to Ramsey County for the Rice Creek South Regional Trail Corridor, the AHATS trailhead and the Vento Wildlife Corridor (Resolution No. 2009-043) on December 21, 2009.

The Ramsey County Board of Commissioners unanimously passed Resolution 2010-036 on January 19, 2010 which:

- Approved the additions of the 30 acre trail corridor, the 49 acre wildlife corridor and the 29 acre trailhead access to the Rice Creek Regional Trail;
- Authorized staff to prepare an amendment to the Rice Creek Regional Trail Master Plan that incorporates these additional properties;
- Authorized staff to seek transfer of these properties from the GSA to Ramsey County either directly or through a Federal agency sponsor; and
- Authorized staff to seek Congressional action, if necessary, to facilitate the environmental remediation and transfer of these properties to Ramsey County for regional trail purposes.

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.

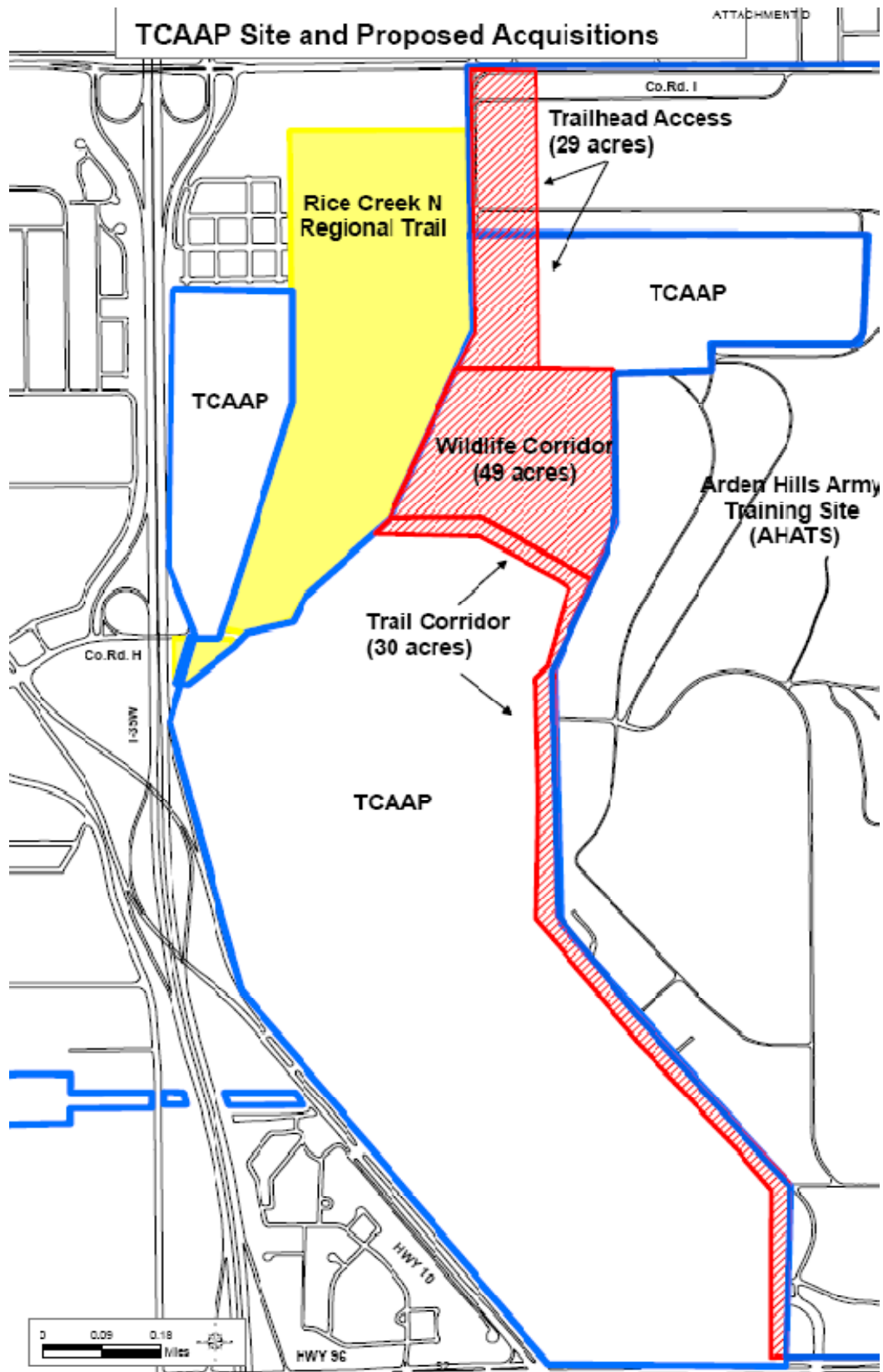
The proposed Rice Creek South Regional Trail does not duplicate an existing trail and will serve as a regional linking trail. The trail will connect the Rice Creek North Regional Trail, a destination trail, and the Highway 96 Regional Trail, a linking trail.

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

The Rice Creek North Regional Trail is jointly managed by Ramsey and Anoka Counties and will connect Long Lake Regional Park in New Brighton to the Rice Creek Chain of Lakes Park Reserve in Lino Lakes. The Highway 96 Regional Trail is complete from Arden Hills to White Bear Lake, where it will connect to planned portions of the Bruce Vento Regional Trail. The trail will also eventually connect to Long Lake Regional Park. These trail connections will ensure that the trail will serve 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 Arden Hills as a “developed” community, although the TCAAP property presents development opportunities. The proposed Lexington Avenue Regional Trail is a linking trail that parallels the proposed Rice Creek South Regional Trail. Although these trails will be approximately 1.25 to 1.5 miles apart, the Rice Creek South Regional Trail will provide a staging area and access to recreational opportunities at the AHATS site, which cannot be provided with the Lexington Avenue Regional Trail. The Rice Creek South Regional Trail will also provide access to natural resources along Rice Creek and the wildlife corridor, and to areas of potential development of housing, employment and retail in the remainder of the TCAAP site.



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

Map Designation:	T-15
Name:	Trout Brook Regional Trail
Agency:	Ramsey County
Category:	Regional Trail Extension
Miles:	3.5
Acquisition Costs:	TBD

Request

Ramsey County has requested that the Metropolitan Parks and Open Space Commission (MPOSC) and the Metropolitan Council consider an extension of the Trout Brook Regional Trail from its terminus in Roseville to Vadnais-Snail Lakes Regional Park in Vadnais Heights as part of the Parks Policy Plan update.

Background

The *2030 Regional Parks Policy Plan* gave recognition of regional status to the Trout Brook Trail and authorized its extension through St. Paul. The existing portion of the trail is managed by Ramsey County and begins at Lake McCarrons County Park in Roseville and ends at the Gateway State Trail in St. Paul. St. Paul prepared a master plan amendment for the trail, which incorporates the Trillium Nature Sanctuary and extends the trail south through St. Paul to connect to the Sam Morgan Regional Trail. This segment of the trail will be managed by St. Paul. MPOSC reviewed the master plan amendment at its February 2, 2010 meeting and the Metropolitan Council approved it on February 24, 2010.

Ramsey County is proposing to extend the regional trail north from its terminus in Roseville through Little Canada to connect to Vadnais-Snail Lakes Regional Park in Vadnais Heights. The National Park Service, through its Rivers, Trails and Conservation Assistance Program (RTCA), is partnering with the City of Little Canada to conduct a feasibility study to plan for trail alignment alternatives. The trail would require bridge crossings at Highway 36 and Interstate 694.

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 extension of the Trout Brook Regional Trail does not duplicate an existing trail and will serve as a regional linking trail. The trail will connect the Sam Morgan Regional Trail, the Gateway State Trail, Lake McCarrons County Park and Vadnais Snail Lakes Regional Park.

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

The trail will travel through St. Paul, Roseville, Little Canada and Vadnais Heights. With a connection to the Gateway State Trail, which leads from St. Paul to Pine Point Regional Park in Washington County, this trail will serve 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 St. Paul, Roseville, Little Canada and Vadnais Heights as “developed” communities. There are two regional trails that parallel the proposed extension of the Trout Brook Regional Trail—the proposed Lexington Avenue Regional Trail and the Bruce Vento Regional Trail, which are more than two and three miles away, respectively. The City of Little Canada has existing and planned local trails that may provide connection opportunities to the regional trail. The City’s comprehensive plan discusses the potential for townhouse or senior housing development in the north portion of the city near Lake Vadnais, in the general area of the proposed trail.

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

ATTACHMENT E

Dakota County						
Map Designation	Site Name	Type	Conversion Acres	Trail Length (miles)	Estimated Acquisition Costs	Notes
P-2	Thompson- Kaposia-Port Crosby (local parks)	Park Study Area	230	-	\$0	Dakota County proposes to evaluate the feasibility of combining three local parks that are connected by North Urban and Mississippi River RTs as a joint regional park unit
					Parks are already under public ownership	
T-5	Rosemount River Access Trail	Trail	-	11	\$2,500,000	Trail would connect Vermillion Highlands Greenway RT in Rosemount to the Mississippi River RT
T-6	North Creek Greenway Trail	Trail	-	14	\$2,250,000	Trail would connect the MN Zoo to the Vermillion River Greenway RT
T-12	Elko New Market-Blakeley RT Search Corridor	Trail	-	2	\$50,000	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.
	Proposed deletion of SW Dakota County Regional Park Search Area	Park Search Area	-400	-	N/A	The Regional Parks Policy Plan (2005) indicated that this regional park search area was subject to the outcome of the County's Park System Plan. The System Plan did not include this search area.

Estimated acquisition costs provided by Dakota County

Regional Parks Policy Plan Update Dakota County

Regional Parks

- Regional
- State
- Federal

Regional Trails

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

Regional Park Search Areas (2005)

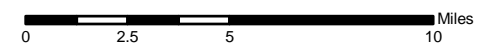
- New Unit
- Completing the System

Regional Trail Search Corridors (2005)

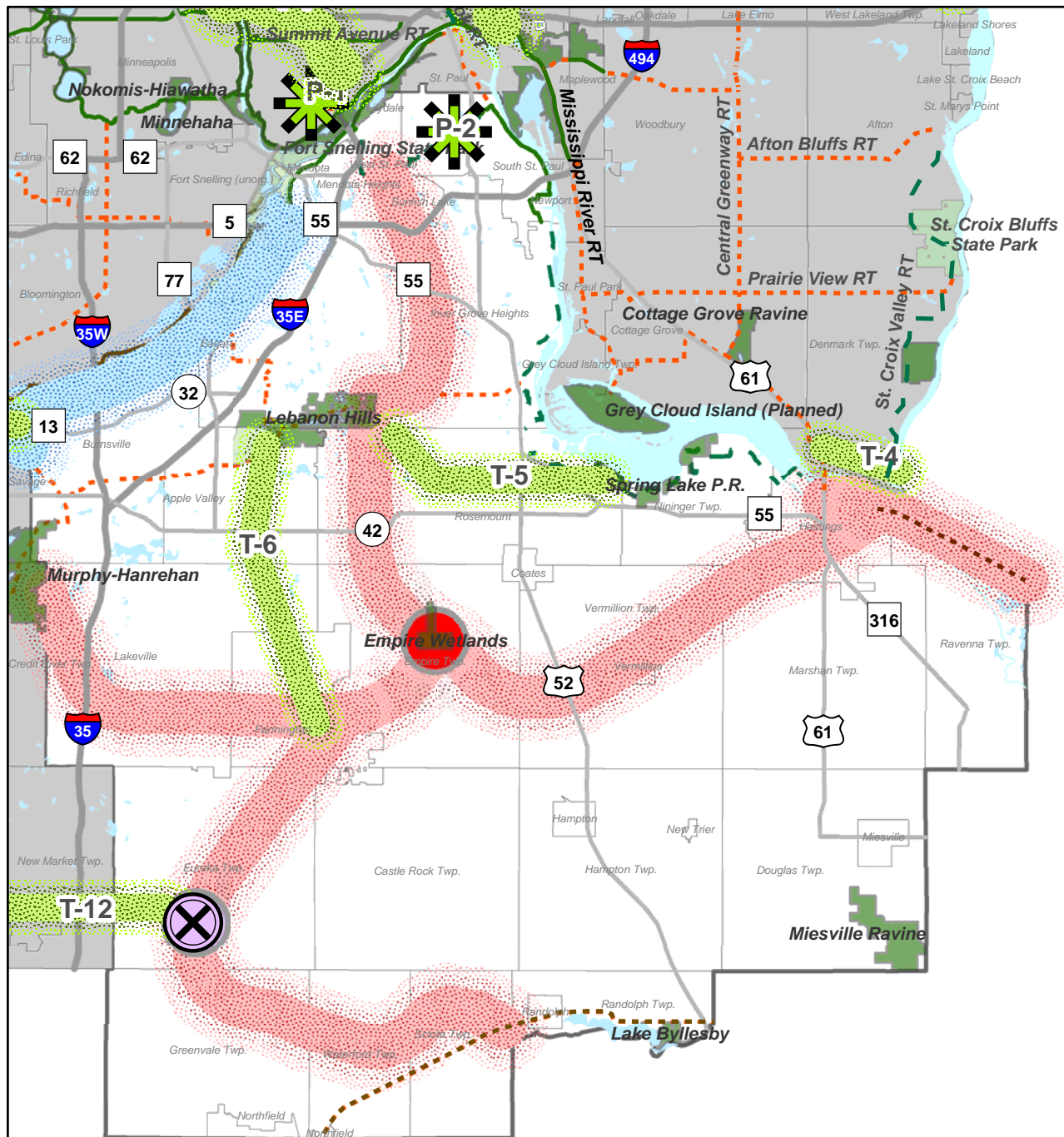
- Boundary Adjustment
- New Unit

Proposed System Additions (2010)

- T-5** Rosemount River Access Trail
- T-6** North Creek Greenway Trail
- T-12** Elko New Market--Blakeley Connection
- P-2** Thompson-Kaposia-Port Crosby Study Area: evaluate feasibility of regional park
- X Proposed deletion
Regional Park Search Area



Draft for MPOSC January 7, 2010



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

Map Designation:	P-2
Name:	Thompson-Kaposia-Kaposia Landing
Agency:	Dakota County
Category:	Proposed Regional Park Study Area
Acres:	230
Acquisition Costs:	TBD

Request

Dakota County has requested that the Metropolitan Parks and Open Space Commission and the Metropolitan Council consider the combination of Thompson County Park, Kaposia Park and Kaposia Landing to be designated as a Regional Park Study Area in the Parks Policy Plan update.

Designation as a Regional Park Study Area does not guarantee that a park will become part of the regional parks system. It acknowledges that studies would need to be conducted to determine whether the facility warrants regional status. Once these studies are complete, the information will be presented to MPOSC and the Council for evaluation.

Background

Thompson County Park is located in West St Paul and bounded by Butler Avenue and private property to the north, Highway 52 to the east, Emerson Avenue to the south and Sperl Street/Thompson Lake to the west. The park contains a picnic area and shelter, wooded trails, a playground, and Dakota Lodge, which is a sustainably designed building overlooking Thompson Lake. The lodge is used for senior activities, meetings and celebrations and seats 200 people for a meeting set-up and 160 people for dining. Future plans for the park include a new picnic shelter and picnic areas, an expanded event and social area near the lodge, a skating pond, an art walk with symbolic farm ruins, and park entrance improvements. Thompson County Park is connected to Kaposia Park by a bridge over Highway 52 as part of the North Urban Regional Trail.

Kaposia Park and Simon's Ravine are located in South St. Paul and bounded by Butler Avenue and private property to the north, Concord Avenue to the east, private property to the south and Highway 52 to the west. The park is predominantly a large forested preserve that protects steep slopes, wetlands and drainages. Simon's Ravine cuts diagonally through the park and is identified as a Regionally Significant Ecological Area by the Minnesota Department of Natural Resources and Metropolitan Council.

Kaposia Disc Golf Course is the main feature of the park. Anecdotally, it is considered to be one of the top rated disc golf courses in the country. Other recreation features at the park include a pavilion, picnic shelter, playground, youth baseball/softball field, 2 tennis courts, a hockey rink, sand volleyball and hiking trails. Future improvements may include restoration of the historic pavilion and completion of the North Urban Regional Trail.

Kaposia Landing, formerly known as Port Crosby, is also located in South St. Paul and is bounded by the Mississippi River to the east and the Union Pacific Railroad line to the north, west and south. The property was formerly used as a construction/demolition debris landfill. The landfill was capped and converted from a landfill to be usable public recreation space. In addition, 5,000 feet of Mississippi River shoreline was stabilized and restored along the property. This work was done with grants from State bonding bills in 2004 and 2006 that were administered by the Metropolitan Council.

South St. Paul and Dakota County constructed approximately 5 miles of the Mississippi River Regional Trail, a significant portion of which is located along the west side of the Kaposia Landing property. An interior loop trail, three parking areas, and an off-leash dog park are now open at the site. The park can be accessed by a vehicular bridge at Concord Street and Bryant Avenue or by the pedestrian bridge located at the Simons Ravine trailhead.

Planned park development includes a baseball and 4 softball fields, picnic shelters, an interpretive center and viewing areas for wildlife and habitat.

Criteria

The criteria for regional parks that are outlined in the *2030 Regional Parks Policy Plan* are shown below in bold text. Staff analysis is italicized.

A regional park should:

- **Be 200-500 acres in size (with 100 acres as a minimum).**

The combination of Thompson County Park, Kaposia Park and Kaposia Landing as a regional park study area would consist of approximately 230 acres, which meets the standard for a regional park.

- **Serve a service area of 3-5 communities.**

Kaposia Park and Kaposia Landing are located in South St. Paul and Thompson County Park is located in West St. Paul. The parks are connected via the North Urban Regional Trail, which will continue through Mendota Heights and Lilydale where it will connect to the Big Rivers Regional Trail. The Mississippi River Regional Trail travels through Kaposia Landing, and will traverse Inver Grove Heights, Rosemount, Nininger Township

to Hastings. With these regional trails passing through the proposed regional park study area, it is likely that the park's service area will be at least 3 to 5 communities.

- **Be in a natural setting contiguous to water bodies or watercourses if possible.**

Thompson County Park is located on Thompson Lake, Kaposia Park contains a forested ravine including Regionally Significant Ecological Areas, and Kaposia Landing is located along the Mississippi River. Therefore, this criterion is met.

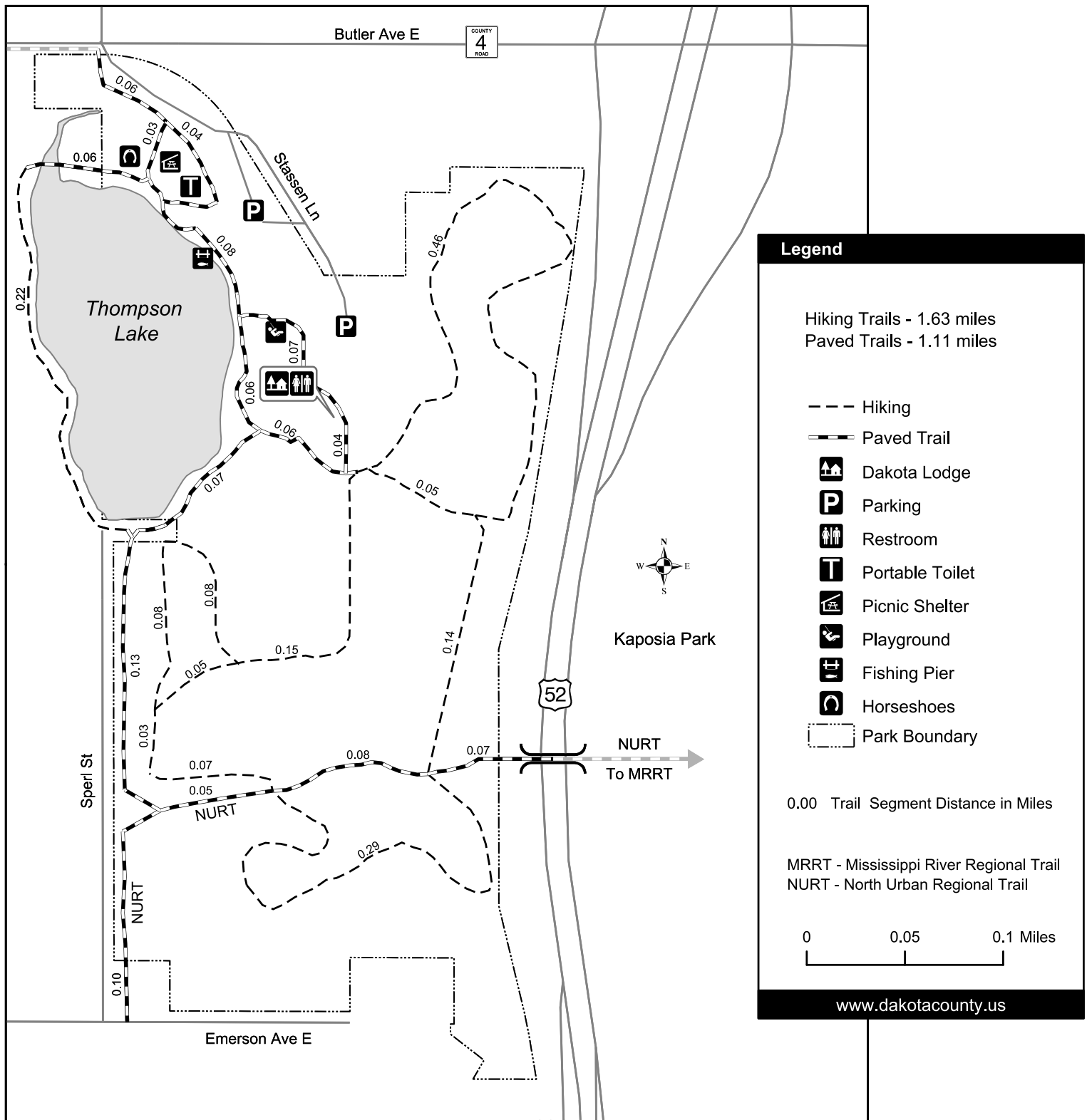
- **Provide nature oriented recreation such as picnicking, boating, fishing, swimming, camping and trail uses.**

Picnic facilities, trails, dog parks, disc golf, interpretive centers and wildlife observation areas are typical facilities provided in regional parks. Since the regional park system is a natural resources based system, the existing and proposed hockey rinks, tennis courts, baseball and softball fields are not typical regional park facilities and are considered to be better suited for local parks.

Thompson County Park

2009 Spring-Summer-Fall Trail Map

Park hours: 5 a.m. to 10 p.m.



KAPOSIA PARK



not to scale

LETTER =PHOTOPOINT

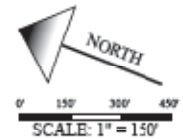
PORT CROSBY PARK



Final Master Plan

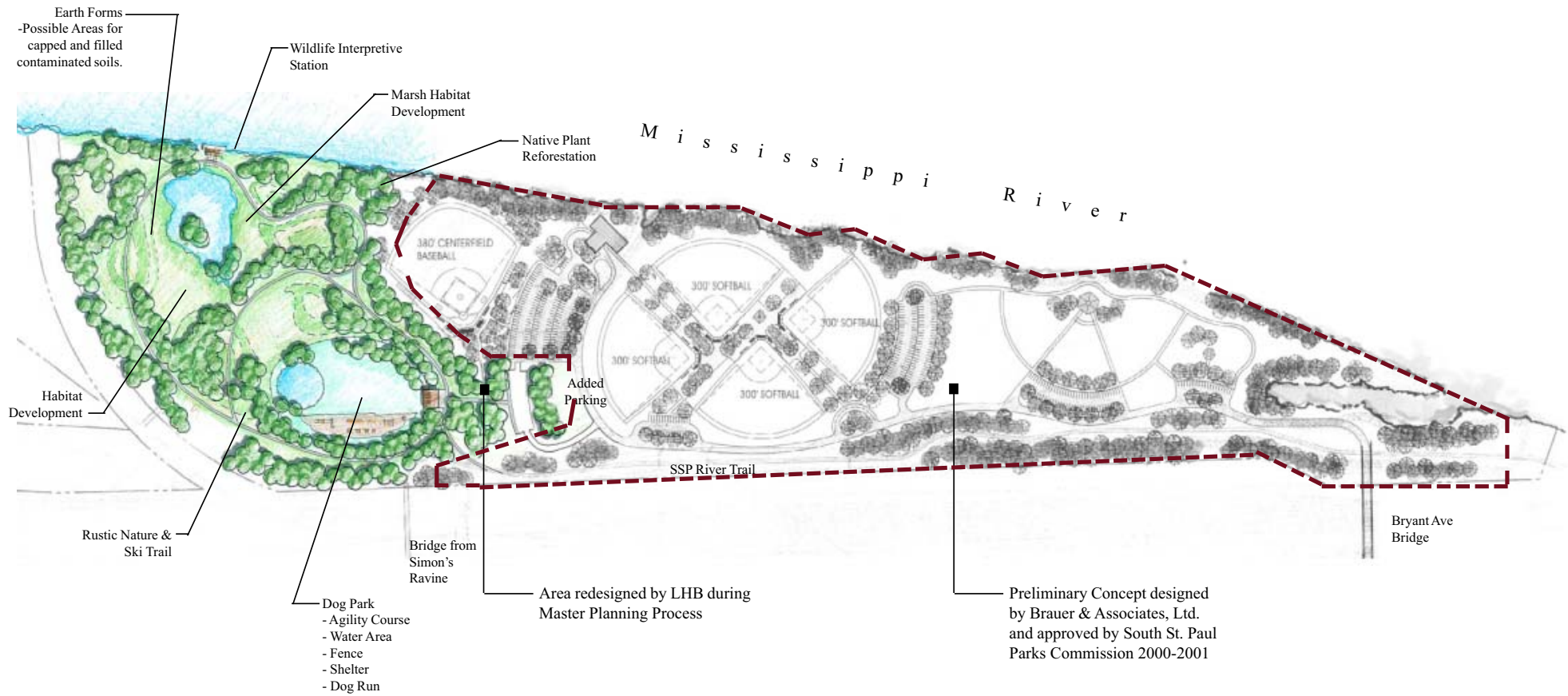
Kaposia Landing

South St. Paul, Minnesota




PORT CROSBY PARK

design



not to scale

2030 Regional Parks Policy Plan Update Proposed System Changes

Map Designation:	
Name:	Southwest Dakota County Regional Park Search Area
Agency:	Dakota County
Category:	Proposed Deletion
Acres:	400*
Acquisition Costs:	\$2,000,000*

* Estimates taken from the *2030 Regional Parks Policy Plan*

Request

Dakota County has requested that the Metropolitan Parks and Open Space Commission and the Metropolitan Council consider deleting the Southwest Dakota County Regional Park Search Area from the regional parks system as part of the Parks Policy Plan update.

Background

A regional park search area was designated in the southwest portion of Dakota County as a “Completing the System” component of the *2030 Regional Parks Policy Plan*. “Completing the System” regional park search areas are anticipated to be developed post-2030, although land acquisition is encouraged as properties become available.

This search area was identified based on the presence of one of the few large lakes in southern Dakota County as well as Regionally Significant Natural Resource Areas as mapped by the Minnesota Department of Natural Resources and the Metropolitan Council. The *2030 Regional Parks Policy Plan* indicated that the regional park search area was subject to the outcome of the Dakota County Park System Plan, which was completed in 2008 and was incorporated into the County’s comprehensive plan.

The County completed an extensive planning process to develop the Park System Plan; a regional park in this area was not a component of the plan. The *2030 Regional Parks Policy Plan* included a regional trail search corridor in this area. The Park System Plan expanded its trail planning to incorporate a comprehensive greenway system. Some of the objectives of the proposed greenways are to improve water quality, contribute to improved habitat and provide convenient and accessible recreational open space through linear parks. The Park System Plan identified a regional greenway corridor along the west side of Chub Lake, which is in the general “Completing the System” regional park search area. Therefore, the objectives of the park search area may be met with the development of a greenway.

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

Map Designation:	T-5 and T-6
Name:	Rosemount River Access Greenway Regional Trail North Creek Greenway Regional Trail
Agency:	Dakota County
Category:	Proposed Regional Trail Search Corridor
Miles:	T-5: 5 miles T-6 : 9 miles
Acquisition Costs:	TBD

Request

Dakota County has requested that the Metropolitan Parks and Open Space Commission and the Metropolitan Council consider the designation of two regional trail search corridors as part of the Parks Policy Plan update.

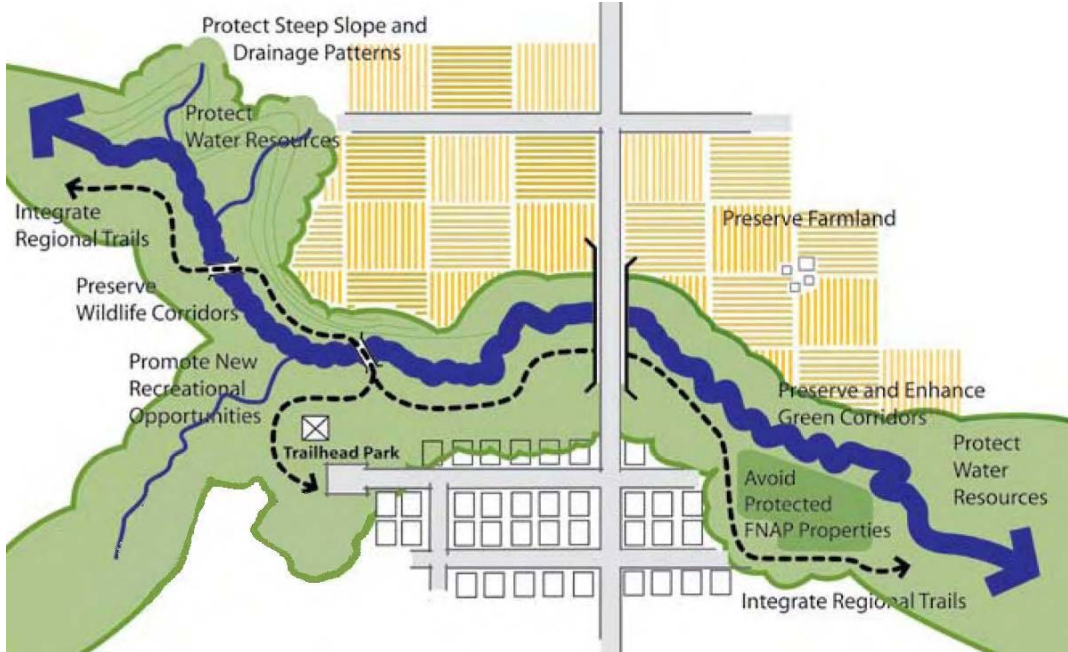
The proposed Rosemount River Access Greenway Regional Trail Search Corridor travels through Rosemount to connect the proposed Vermillion Highlands Greenway Regional Trail to the planned Mississippi River Regional Trail and Spring Lake Park Reserve. (T-5)

The North Creek Greenway Regional Trail Search Corridor travels through Farmington, Lakeville and Apple Valley to connect the Minnesota Zoo and the proposed Terrace Oaks Greenway Regional Trail to the proposed Vermillion River Greenway Regional Trail. (T-6)

Background

Dakota County completed its Park System Plan in 2008. In addition to planning for a new regional park in the Vermillion Highlands area of Empire Township, the Park System Plan placed a large focus on developing a comprehensive greenway network throughout the County. The County's greenway vision is to "create a seamless and interconnected greenway framework of parks, natural areas, lakes, and rivers, from which to provide convenient and high quality recreation for our citizens and protect and restore Dakota County's natural systems."

The network of greenways is envisioned to be developed through partnerships between the County, cities, townships, school districts, and the private sector. The greenway concept is to interconnect popular destinations such as parks, schools, open space, civic spaces, new development, and businesses with a greenway trail setting. Other objectives of the proposed greenways are to improve water quality, contribute to improved habitat and provide convenient and accessible recreational open space through linear parks, as depicted in the following graphic:



The County's Parks System Plan envisions 13 future trails, all of which are identified as regional trails in the *2030 Regional Parks Policy Plan*, with the exception of the proposed Rosemount River Access Greenway Regional Trail and North Creek Greenway Regional Trail.

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 Rosemount River Access Greenway Regional Trail (T-5) nor the North Creek Greenway Regional Trail (T-6) duplicate an existing trail. Dakota County's greenways can serve as both destination and linking trails. Both proposed regional trail search corridors provide connections to regional parks and trails.

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

The proposed regional trail search corridors will traverse several communities in Dakota County and will connect to the greater County greenway/regional trail network, which provides for connections to regional trails in St. Paul, Washington County and Scott County. These trails, with their connections to other regional parks and trails, may draw 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 proposed Rosemount River Access Greenway Regional Trail Search Corridor (T-5) will travel through Rosemount, which is designated partially as a “developing” community and partially as an “agricultural geographic planning area” in the 2030 Regional Development Framework. The proposed Highline Greenway Regional Trail and the proposed Vermillion River Greenway Regional Trail parallel this proposed regional trail search corridor, but they are both located more than 2 miles away.

The proposed North Creek Greenway Regional Trail Search Corridor (T-6) will travel through Farmington, Lakeville and Apple Valley. The 2030 Regional Development Framework classifies Apple Valley as a “developed” community, and Lakeville and Farmington as “developing” communities. The proposed Vermillion Highlands Greenway Regional Trail parallels this proposed regional trail search corridor, but it is located more than 2 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.

As mentioned above, some of the objectives of the proposed greenways are to improve water quality, contribute to improved habitat and provide convenient and accessible recreational open space through linear parks, which meets the criteria for a destination trail.

There are Regionally Significant Natural Resource and Ecological Areas as mapped by the Minnesota DNR and Metropolitan Council in the vicinity of the both ends of the proposed Rosemount River Access Greenway Regional Trail Search Corridor. Additionally, the City of Rosemount's comprehensive plan includes a proposed Interpretive Trail Corridor, whose trail design will integrate functional use, scenic value, historical and environmental interpretation, and ecological restoration. This trail is envisioned to connect downtown Rosemount to the Mississippi River. Collaboration between the County and the City could be evaluated during the development of a master plan for the regional trail.

The proposed North Creek Greenway Regional Trail could follow its namesake, North Creek, portions of which are surrounded by Regionally Significant Natural Resource Areas of outstanding quality.

Planned and Proposed Trails:

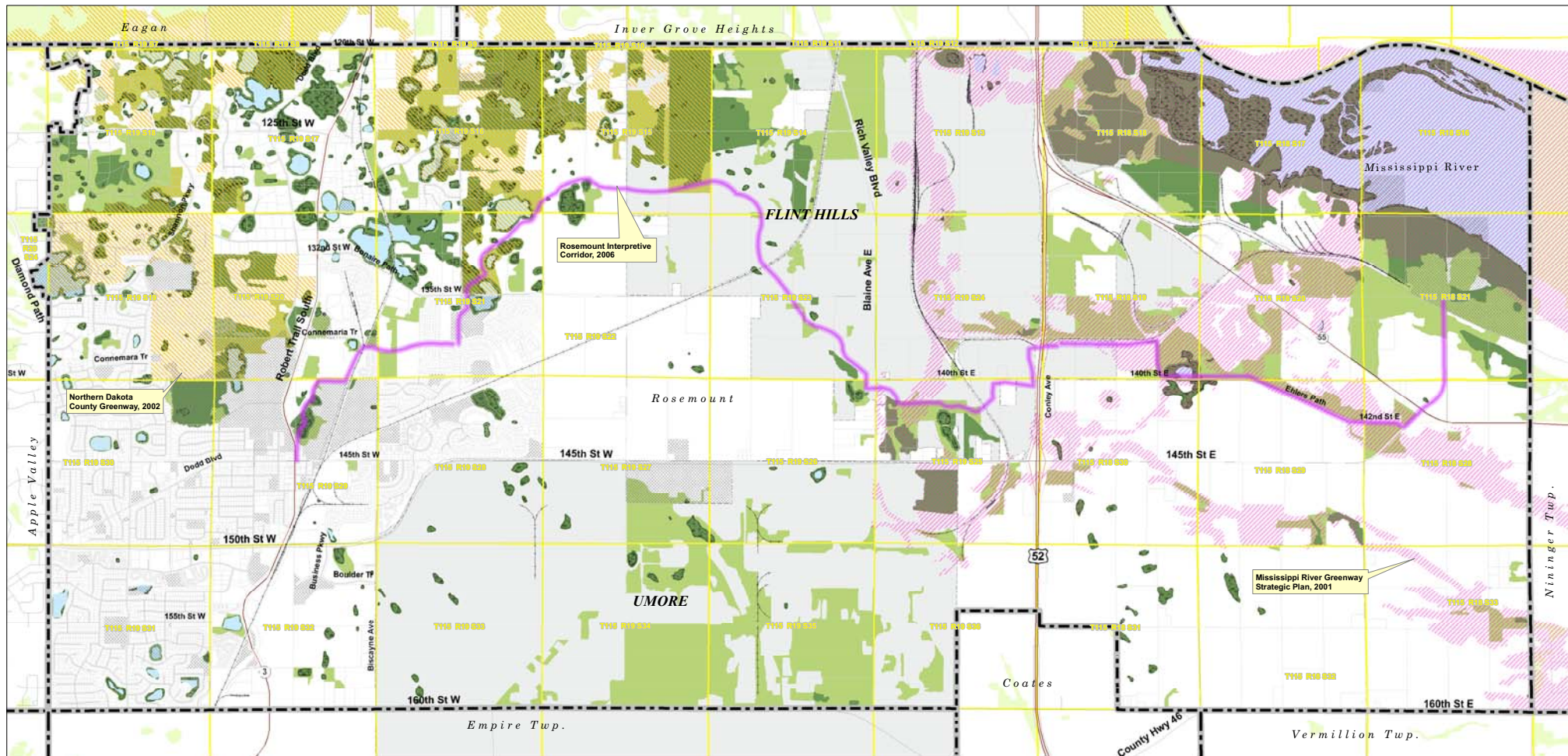
Several trail alignments were proposed in the last Park System Plan or recommended by the Metropolitan Council. Not all routes shown on the map have been planned in detail, funded, or given an official name.



Future Trails:

- | | |
|---|--|
| 1. Cannon Valley Regional Trail Link | 8. North Creek Greenway Regional Trail * |
| 2. Eagan Greenway Regional Trail | 9. Rich Valley Greenway Regional Trail |
| 3. Rosemount River Access Greenway Regional Trail * | 10. Terrace Oaks Greenway Regional Trail |
| 4. Highline Greenway Regional Trail | 11. Vermillion Highlands Greenway Regional Trail |
| 5. Lake Marion Greenway Regional Trail | 12. Chub Creek Greenway Regional Trail |
| 6. Minnesota River Greenway Regional Trail | 13. Vermillion River Greenway Regional Trail |
| 7. Mississippi River Regional Trail: Hastings to Red Wing | |

* Regional status to be proposed or under discussion with the Metropolitan Council

**HIGHEST PRIORITY**

Natural areas that are the most important water quality and habitat resources in the City

1. Open water
Data Source: City of Rosemount
2. Wetlands
Data Source: City of Rosemount
3. A buffer up to 75' around open water and wetlands
Data Source: City of Rosemount Wetland Management and Protection Requirements.
4. Land within the 100 and 500 year floodplains.
Data Source: FEMA
5. The area has been identified by the Minnesota County Biological Survey as a Natural Community.
Data Source: Dakota County Soil and Water Conservation District, Dakota County Priority Natural Areas
6. Natural/semi-natural land cover* with at least one of the following characteristics:
 - a. Land with native vegetation.
 - b. Presence or habitat for a state endangered, threatened special concern plant or animal.
 - c. Land is within 300' of a lake, stream or water body.
Data Source: Dakota County Soil and Water Conservation District, Dakota County Priority Natural Areas

*Natural/semi-natural land cover as classified in the Minnesota Land Cover Classification for Dakota County developed by the MNDNR.

LOWER PRIORITY

Lower priority areas are natural areas that have habitat and water quality value but have experienced some disturbance or are dominated by non-native species.

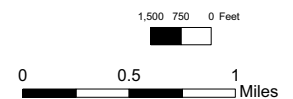
1. The land has natural/semi-natural land cover but does not meet any of the criteria outlined under Highest Priority.
Data Source: Dakota County Soil and Water Conservation District, Dakota County Priority Natural Areas
2. Lands identified by the Minnesota Land Cover Classification System as having the presence of man-made impervious surfaces but with those surfaces covering less than 25% of the land. The minimum size for these areas to be included is 50 acres.
Data Source: MN Department of Natural Resources, Minnesota Land Cover Classification System
3. Other areas with significant tree cover.
Data Source: City of Rosemount Staff

OTHER NATURAL AREA AND GREENWAY PLANNING EFFORTS

- Mississippi River Greenway, 2001
Data Source: Hoxington Koegler Group
- Northern Dakota County Greenway, 2002
Data Source: Dakota County Soil and Water Conservation District
- Rosemount Interpretive Corridor, 2006
Data Source: Hoxington Koegler Group

INFORMATIONAL ITEMS

- City Boundary
- Publicly Held Land
- Railroad
- Major Land Holders, UMORE & Flint Hills Resources
- Natural / Seminal Natural Land Cover in Adjacent Communities
- Open Water
- Section Lines

**Natural Areas****Rosemount Natural Area Identification**

October 5, 2006

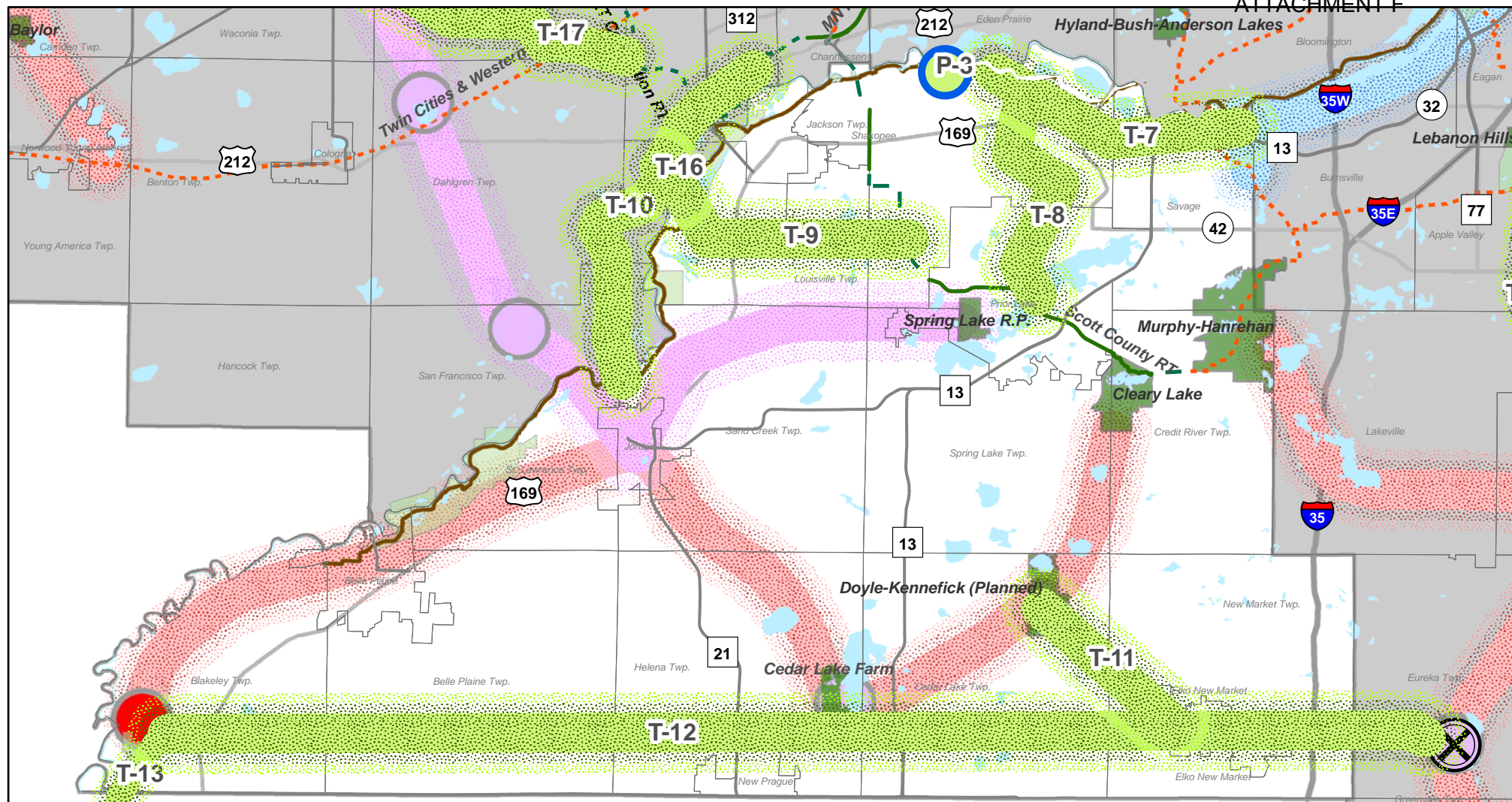
Hoxington Koegler Group, inc.

**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

- Regional
- State
- Federal

Regional Trails

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

Regional Parks Policy Plan Update--Scott County

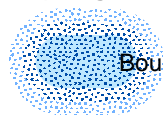
Regional Park Search Areas (2005) Regional Trail Search Corridors (2005)



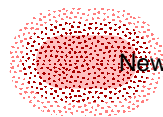
New Unit



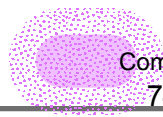
Completing the System



Boundary Adjustment



New Unit



Completing the System

0 1.5 3 6 Miles



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

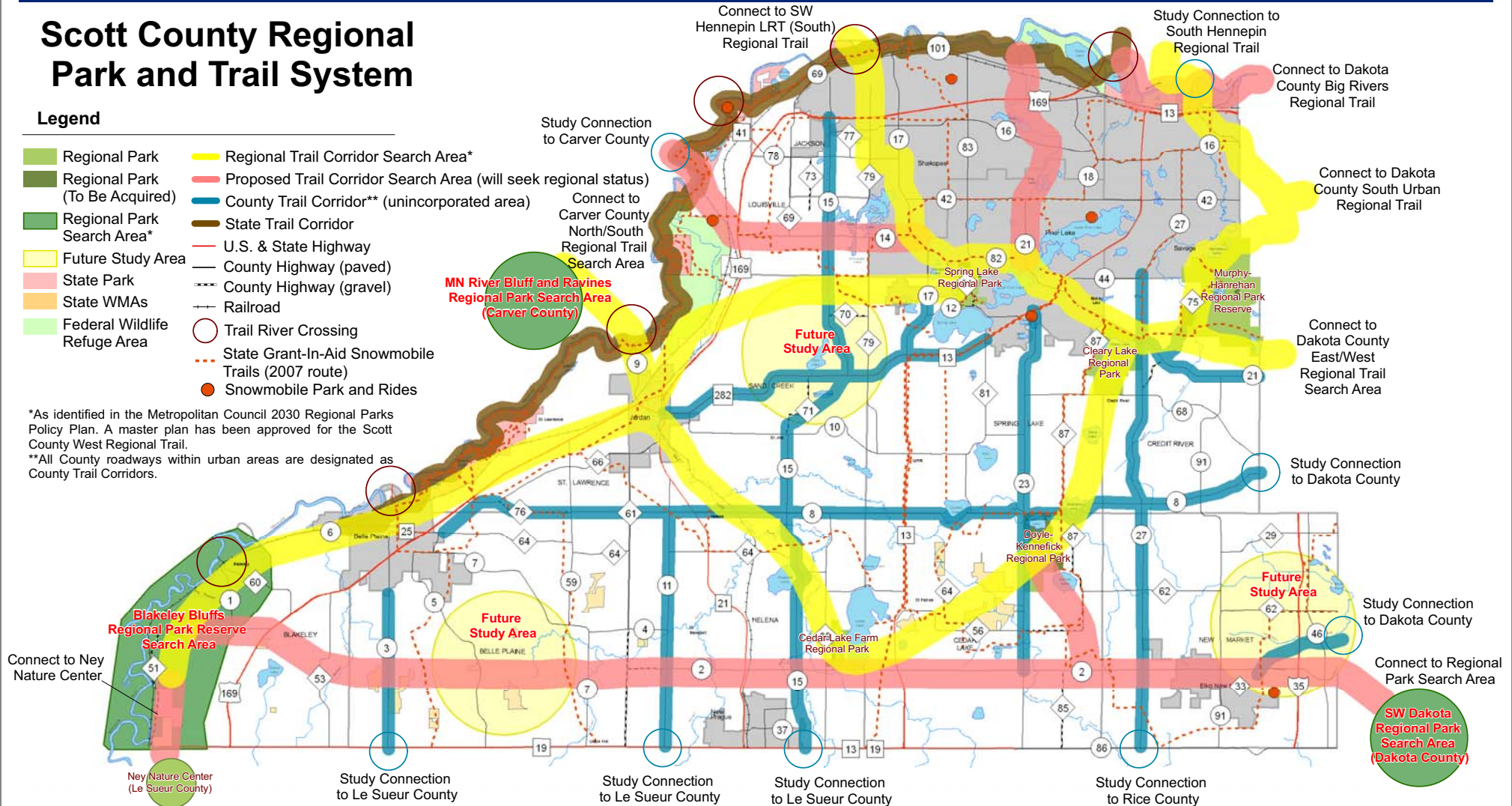
Scott County Regional Park and Trail System

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.



SCOTT COUNTY COMMUNITY DEVELOPMENT DIVISION
Parks Department
200 Fourth Avenue West, Shakopee, Minnesota 55379-1220
(952) 496-8475 - Fax (952) 496-8496 - Web: www.scott.mn.us



This map is neither a legally recorded document nor a survey and is intended for planning purposes only. Delineations may not be exact.

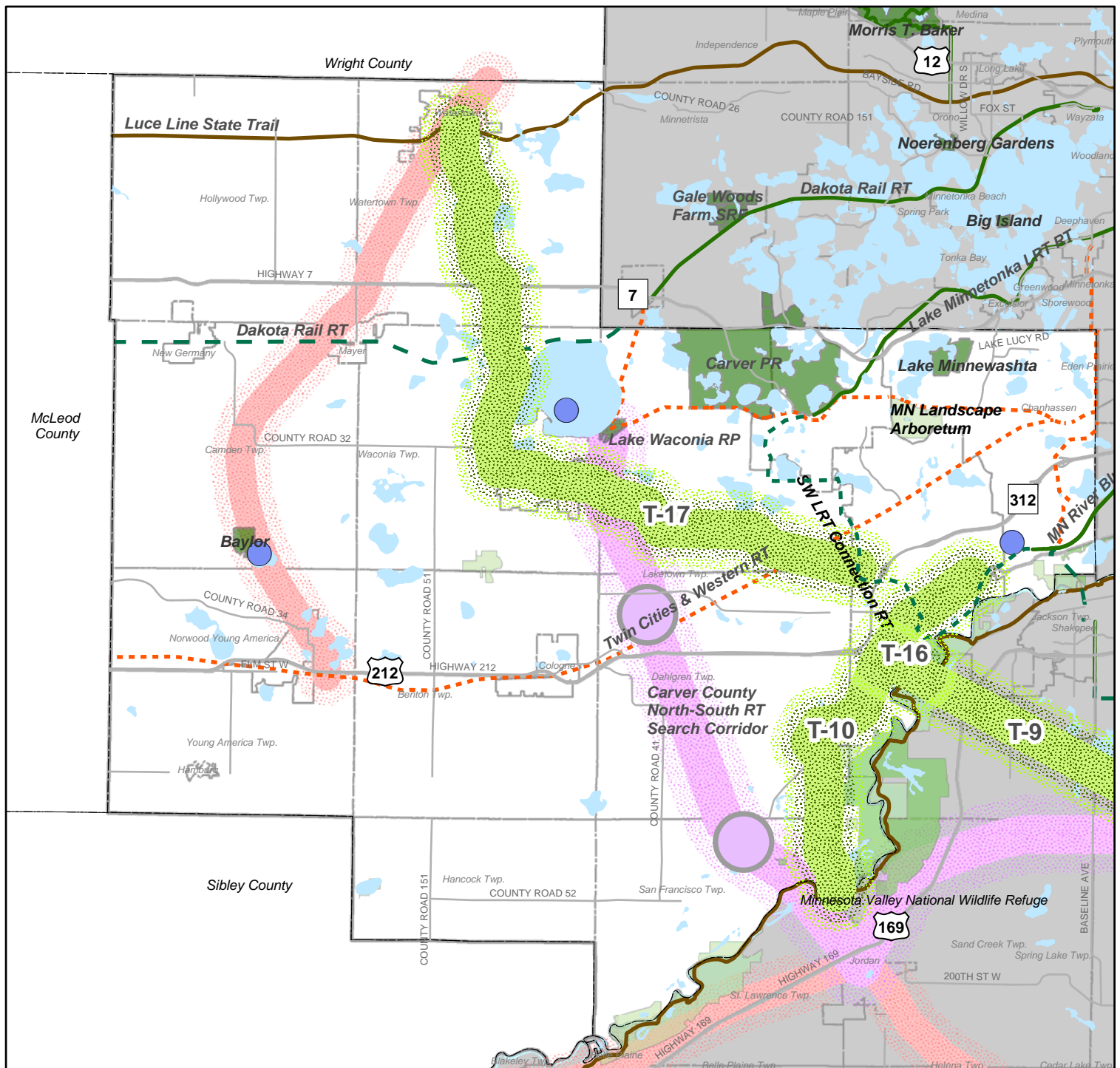
Prepared by: Scott County Planning Department

Adopted: March 24, 2009

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

ATTACHMENT G

Carver County						
Map Designation	Site Name	Type	Conversion Acres	Trail Length (miles)	Estimated Acquisition Costs	Notes
T-10	Minnesota River Bluffs RT extension	Regional Trail Extension	-	8.5	TBD	Trail would extend the MN River Bluffs RT from Chaska to the Minnesota Valley National Wildlife Refuge south of Carver and connect to the Carver County North-South RT Search Corridor
T-16	Union Pacific Corridor	Regional Trail Search Corridor	-	3	\$1,025,000	Trail would follow the Union Pacific rail line, connect to the MN River Bluffs RT extension and provide a river crossing to proposed regional trails in Scott County.
T-17	County Road 10 RT	Regional Trail Search Corridor	-	19	TBD	Trail would connect the SW Regional Trail Connection in Chaska to the proposed Twin Cities and Western RT, the Carver County North-South RT Search Corridor, Dakota Rail RT and the Luce Line State Trail in Watertown.



Regional Parks Policy Plan Update--Carver County



Regional Trails

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

Regional Parks

- Regional
- State
- Federal

Regional Park Search Areas (2005)

- Boundary Adjustment
- Completing the System

Regional Trail Search Corridors (2005)

- New Unit
- Completing the System

Proposed System Additions (2010)

- T-10** Proposed extension of the Minnesota River Bluffs Regional Trail from downtown Chaska to MN Valley National Wildlife Refuge
- T-16** Proposed UP Corridor Trail with river crossing to Scott County
- T-17** Proposed County Road 10 trail from Chaska to Watertown



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

Map Designation:	T-10
Name:	Minnesota River Bluffs LRT Regional Trail
Agency:	Carver County
Category:	Proposed Regional Trail Extension
Miles:	9 total (includes 3 miles of the planned Southwest Regional Trail Connection and 3 miles of the proposed Union Pacific Corridor Trail)
Estimated Acquisition Costs:	TBD

Request

Carver County has requested that the Metropolitan Parks and Open Space Commission and the Metropolitan Council consider a proposed extension of the Minnesota River Bluffs LRT Regional Trail from its current terminus in Chanhassen to the new Rapids Lake Education and Visitor Center at the Minnesota Valley National Wildlife Refuge, south of the city of Carver.

Background

Three Rivers Park District operates the Minnesota River Bluffs LRT Regional Trail, which begins in Hopkins and travels through Minnetonka, Eden Prairie and Chanhassen. In 2006, the Metropolitan Council approved the Southwest Regional Trail Connection Master Plan, which was prepared by Carver County. This regional trail will connect the Minnesota River Bluffs LRT Regional Trail in Chanhassen to the Lake Minnetonka LRT Regional Trail in Victoria. The master plan incorporated local trails along the levee at the Minnesota River south of downtown Chaska to connect to the Minnesota River Bluffs LRT Regional Trail.

Carver County's proposed Minnesota River Bluffs Regional Trail extension would incorporate approximately 3 miles of the planned Southwest Regional Trail Connection from Chanhassen to downtown Chaska and would also incorporate the proposed 3 mile long Union Pacific Railroad Corridor trail (T-16) to downtown Carver. The proposed regional trail extension would then lead southwest from Carver where there may be opportunities to connect to the visitor center at the Minnesota Valley National Wildlife Refuge as well as to the Carver County North-South Regional Trail Search Corridor that was identified in the *2030 Regional Parks Policy Plan* adopted in 2005. The Carver County North-South Regional Trail Search Corridor is shown on the attached Carver

County map as the purple search corridor between Lake Waconia Regional Park and the Minnesota Valley National Wildlife Refuge.

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 Minnesota River Bluffs Regional Trail extension does not duplicate an existing trail. Carver County's comprehensive plan identifies the trail as a linking trail. The trail provides opportunities to connect state, regional and local trails along the Minnesota River.

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

The existing Minnesota River Bluffs LRT Regional Trail is located in suburban Hennepin County and continues into Chanhassen, within Carver County. The proposed trail extension will bring the trail through the cities of Chaska and Carver and provide opportunities to connect to the Carver County North-South Regional Trail Search Corridor. This search corridor includes a proposed river crossing that will connect with proposed regional trails in Scott County, northwest of the city of Jordan. These connections to Hennepin and Scott County will likely result in a regional audience for the proposed regional trail extension.

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

Map Designation:	T-16
Name:	Union Pacific Corridor
Agency:	Carver County
Category:	Proposed Regional Trail Search Corridor
Miles:	3
Estimated Acquisition Costs:	\$1,025,000

Request

Carver County has requested that the Metropolitan Parks and Open Space Commission and the Metropolitan Council consider adding a regional trail search corridor along a spur of the Union Pacific Railroad line between Chaska and Carver, including a crossing of the Minnesota River to connect to the proposed Louisville Regional Trail Search Corridor (T-9) in Scott County.

Background

The proposed 3-mile long Union Pacific Corridor trail will begin in Chaska, follow the Union Pacific railroad line, and provide a river crossing to Scott County.

The Union Pacific Railroad has a spur line that leads from near the Renaissance Festival site in Scott County, 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 Union Pacific Corridor Trail does not duplicate an existing trail and will serve as a linking trail. The trail will link the proposed extension of the Minnesota River Bluffs Regional Trail and the planned Southwest LRT Connection Regional Trail to the proposed Louisville Regional Trail Search Corridor in Scott County.

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

With connections to the Minnesota River Bluffs LRT Regional Trail, which currently connects Hopkins to Chaska, the proposed Union Pacific Corridor Trail will travel through Chaska and Carver and cross over the Minnesota River to connect to Scott County's network of proposed regional trails. Therefore, the Union Pacific Corridor trail will likely serve a regional audience.

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

Map Designation:	T-17
Name:	County Road 10 Trail
Agency:	Carver County
Category:	Proposed Regional Trail Search Corridor
Miles:	19
Estimated Acquisition Costs:	TBD

Request

Carver County has requested that the Metropolitan Parks and Open Space Commission and the Metropolitan Council consider adding a regional trail search corridor to generally follow County Road 10 from Chaska to Watertown.

Background

The proposed 19-mile long County Road 10 trail will begin on the western edge of Chaska where it will generally follow County Road 10 and will connect the planned Southwest Regional Trail Connection, the proposed Twin Cities and Western Regional Trail, the Carver County North-South Regional Trail Search Corridor in Waconia, the planned Dakota Rail Regional Trail and the Luce Line State Trail in Watertown. The proposed County Road 10 trail will also provide opportunities to connect to local trail networks in Watertown, Mayer, Waconia and Chaska. Some sections of County Road 10 may have sufficient right-of-way for development of a trail; in other areas, land acquisition may be necessary. These details would be determined when a master plan for the trail is prepared.

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 County Road 10 trail does not duplicate an existing trail and will serve as a linking trail. As mentioned above, the trail will link several planned and proposed regional trails within the urbanized and growing areas in Carver County. Additionally, connections to local trails in Waconia will provide access to Lake Waconia Regional Park.

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

The proposed 19 mile trail will traverse many fast-growing communities in Carver County and will provide several connections to state, regional and local trails, including the Luce Line State Trail and the Dakota Rail Regional Trail. The 63-mile Luce Line State Trail traverses Hennepin, Carver, McLeod and Meeker Counties. The Dakota Rail Regional Trail currently stretches from Wayzata to St. Bonifacius in Hennepin County and the corridor through Carver County to Mayer is being developed this year. The trail is planned to be extended to McLeod County in the future. With connections to these trails, the County Road 10 trail will likely serve a regional audience.

Jan Youngquist
 Senior Planner
 Metropolitan Council
 390 North Robert Street
 St. Paul, MN 55101

Dear Jan:

Carver County appreciates the opportunity to provide information to update the Regional Park Policy Plan. Within the County's 2030 comprehensive plan, two additional trail are identified which may warrant regional designation consideration in the 2040 Regional Park Policy Plan. These alignments include:

- The Extension of Minnesota River Bluffs Regional Trail
- County Road 10 Trail Alignment

The Extension of the Minnesota River Valley Bluffs Regional Trail incorporates a portion of the existing Southwest Regional Trail Connection along the Minnesota River, and the Union Pacific Railroad corridor in the Cities of Chaska and Carver. The Union Pacific Railroad corridor is the same railroad corridor that supports the Minnesota River Bluffs Regional Trail. This planned trail alignment connects other regional elements of the proposed Spring Lake Search Corridor in Scott County, to a DNR state trail, and would extend westward to the Rapid Lakes Unit Visitor Center of the USFW Service. All totaled, the extension of this trail is approximately 8.5 miles.

County Road 10 Trail alignment is a 19 mile trail that connects with the Luce Line Trail, Dakota Rail Regional Trail, and the Southwest Regional Trail Connection. Additionally, the proposed regional trail links with city trail systems of Watertown, Mayer, Waconia and Chaska. Further the trail would connect with the proposed North/South Search Corridor Waconia to Carver trail.

Please see the enclosed map which further depicts these trail alignments. It would be a pleasure to further discuss the proposed regional trail alignments.

Sincerely,

Martin Walsh
 Parks Director

Enclosure

