

Chapter 11. Implementation

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BACKGROUND

Implementation of the Chaska 2040 Comprehensive Plan will occur over the next 20 years in many different forms. Some implementation actions will be reactive, such as zoning and subdivision ordinances to primarily guide private developments; others will be proactive, such as the City's Capital Improvement Program (CIP) for undertaking various public improvement projects (streets, sewers, parks, etc.), small area planning, parks/trails master planning, and redevelopment studies.

Since the 2040 Comprehensive Plan is an update of preceding plans, the various means to implement the 2040 Plan are generally not new, but represent updates or continuations of past practices. The City of Chaska has been heavily involved in implementing the various versions of its Comprehensive Plans since 1967.

The remainder of this chapter identifies and briefly describes the more significant devices to implement Chaska's 2040 Comprehensive Plan.

OFFICIAL CONTROLS

The City of Chaska has established the following official controls to implement its Comprehensive Plan, including ordinances, policies, fiscal devices, and public programs.

ZONING ORDINANCE

Chaska's original Zoning Ordinance was enacted in 1961, preceding its first comprehensive plan, which was adopted in 1967. Since 1982, the Zoning Ordinance has been structured to carry out the goals and policies of the Comprehensive Plan. As part of the Metropolitan Land Planning Act, the 1995 Minnesota Legislature mandated that local zoning ordinances and comprehensive plans be consistent with each other for all jurisdictions within the seven-county Twin Cities metropolitan area; and determined that, where issues arise, the comprehensive plan will take precedence over zoning. This reverses the previous situation where zoning prevailed over the comprehensive plan.

The Zoning Ordinance establishes the City's zoning districts, which includes minimum lot sizes/maximum density, as shown in Table 11.1. The City's current official zoning map is shown in FIGURE 11.1.

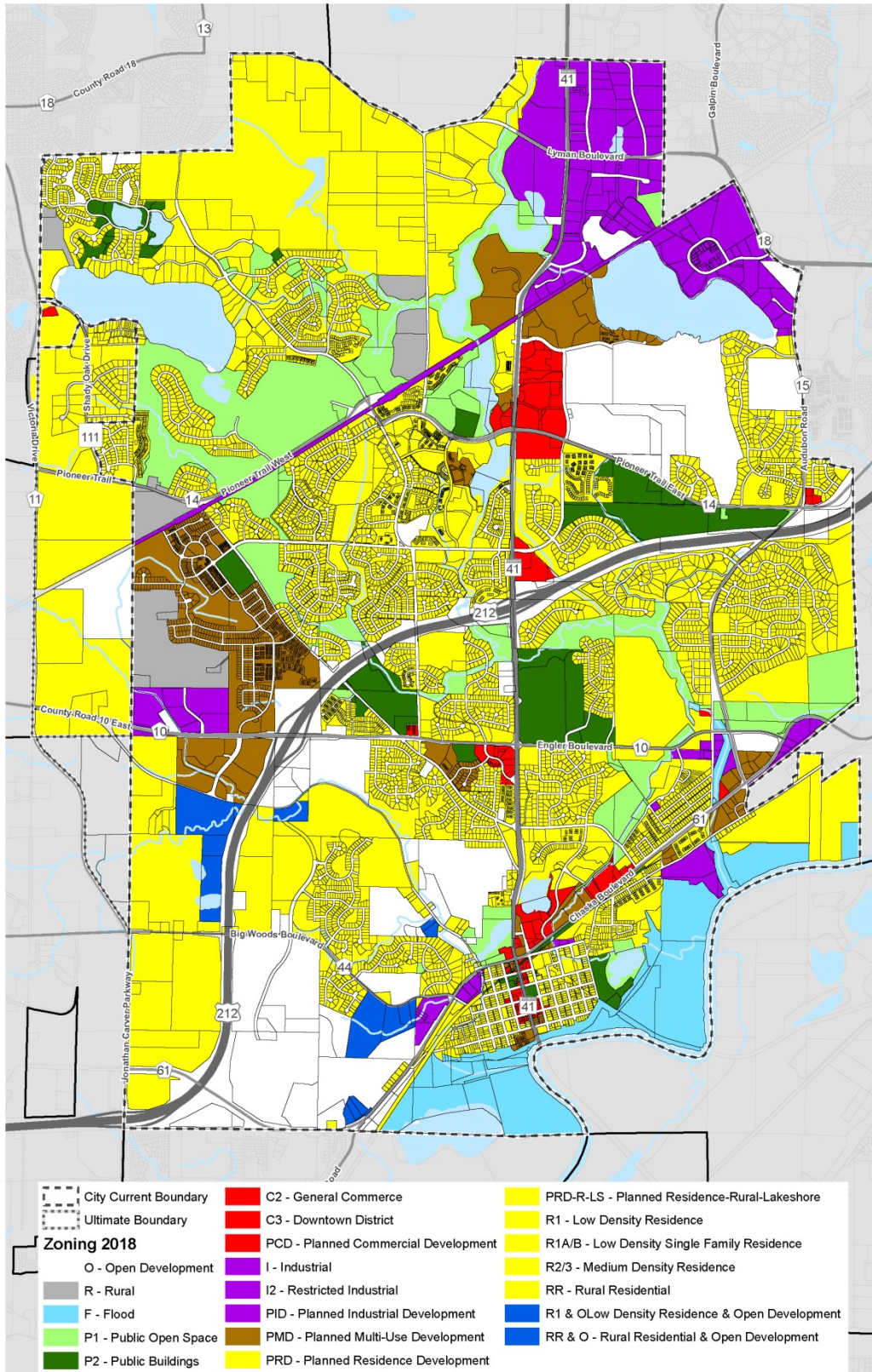
Following an update or amendments to the Comprehensive Plan, the City has nine (9) months to review and amend its Zoning Ordinance to bring it into compliance with the modified Plan. Typically, cities will undertake a rezoning study following a major update or amendment to its Comprehensive Plan.

TABLE 11.1: CHASKA’S CURRENT ZONING DISTRICT STANDARDS

Zoning Category	Minimum Lot Size
R - Rural	43,560 sq. ft.
RR1- Rural Residential 1	43,560 sq. ft.
RR2 – Rural Residential 2	217,800 sq. ft.
R1- Low Density Residential	9,000 sq. ft.
R1A – Low Density Single Family Residential	11,500 sq. ft.
R1B – Low Density Single Family Residence	15,000 sq. ft.
R2 – Medium Density Residential	7,200 sq. ft.
PRD – Planned Residential District	None
R3 – Multiple Family Residence	None
C1 – Neighborhood Service	7,500 sq. ft.
C2 – General Commerce	20,000 sq. ft.
C3 – Downtown Commercial	7,500 sq. ft.
PCD – Planned Commercial District	None
PMD – Planned Multi-Use District	None
I - Industrial	20,000 sq. ft.
I2 – Restricted Industrial	43,560 sq. ft.
PID – Planned Industrial District	None
P1 – Open Space	N/A
P2 – Public Buildings	43,560 sq. ft.
O – Open Development	N/A
PRD/R/LS – Planned Residential	2.5 acres

Development/Rural/Lakeshore District	
PRD-E/WC – Planned Residential Development – Estate/Woodland Conservation District	2.4 acres

FIGURE 11.1: CHASKA ZONING MAP, OCTOBER 2018



SUBDIVISION ORDINANCE

Chaska's Subdivision Ordinance was adopted in 1977 and has been amended several times since then. The Subdivision Ordinance regulates the subdivision and platting of land within the municipal boundaries of the City providing for the orderly, economic, and safe development of land; preserving agricultural lands; facilitating adequate provision for transportation, water, sewage, storm drainage, streets, schools, parks, playgrounds, and other public services and facilities essential to development by the subdivider; providing for the imposing of plat approval fees; and prescribing penalties for the violation of its provisions. This Ordinance shall establish minimum requirements, adopted to protect and promote the public health, safety, and general welfare of the people.

SHORELAND MANAGEMENT ORDINANCE

The Minnesota Department of Natural Resources (DNR) requires local governments to adopt and enforce shoreland management regulations adjacent to designated public waters. Public waters classified by the Commissioner of Natural Resources are Chaska Lake, Courthouse Lake, Lake Bavaria, Hazeltine Lake, East Chaska Creek, and West Chaska Creek. Chaska adopted the DNR's shoreland regulations in 1986 as an amendment to the Zoning Ordinance. Chaska's Shoreland Management Ordinance establishes a Shoreland Overlay District that has been designated for the shorelands of all public waters within the City.

In 1989, the DNR updated its shoreland management standards and established a priority system for local governments to update their regulations. Chaska was ranked as a low priority community and still operates under the 1986 ordinance. At such time that the DNR raises its priority for the City of Chaska to update its shoreland management ordinance, Chaska will work with the DNR to bring the City's ordinance in compliance with the State's updated shoreland management standards.

PLANNED DEVELOPMENT DISTRICT ORDINANCES

As mentioned in Chapter 4 (Neighborhood Home Owners Associations), Chaska has a long history of utilizing the Planned Development District (PDD) process in reviewing and acting upon development applications, starting with Jonathan New Town in the early 1970s. Indeed, most of the developments that have been processed since then have been PDDs or PUDs (Planned Unit Developments) as more commonly known in other communities.

PDDs have been most commonly used in Chaska for residential developments, but have also been used extensively in commercial and industrial developments. PDDs provide the City more control over developments and more flexibility and efficiencies for developers. Through the PDD process, the City encourages and has achieved balanced/mixed residential developments

(housing types, densities, costs) as well as mixed use developments, particularly residential/commercial uses.

An important feature of most PDDs is the corresponding O Open Development District which is a holding zone consisting of most of the undeveloped land within the MUSA. While the Comprehensive Plan designates general land uses, the PDD process involves rezoning each proposed development from O Open Development to a PDD, which prescribes more specific uses and development standards.

Chaska will continue to use the planned development process extensively during the 2018-2040 planning period.

BUILDING AND HOUSING MAINTENANCE CODES

Chaska uses the Minnesota State Building Code, which it adopted by reference several years ago. This document is used for all new construction. The City prepared and adopted a Rental Housing Maintenance Program/Code in 1994, which establishes minimum standards for maintenance of all existing rental housing. Such housing code prevents overcrowding, assures safe and sanitary living conditions, and maintains property values by helping to prevent housing/ neighborhood deterioration and blight.

ENVIRONMENTAL PROTECTION ORDINANCES

The City of Chaska is committed to the protection and preservation of its significant natural resources. The City of Chaska has established a very solid record of environmental protection during the past four decades. Since Chaska's natural environment is one of its strongest attributes, the preservation of such environment will continue to be of major importance to the City's well-being.

The following environmental ordinances are currently in place, either as part of the Zoning Ordinance or as separate documents.

1. Flood Protection (Chaska Zoning Ordinance)

Establishes Floodway and Flood Fringe overlay zoning districts, including regulations and standards, to minimize potential damage to property, human suffering, and loss of life due to flooding within such land areas.

2. Shoreland Management (Chaska Zoning Ordinance)

As described in the Shoreland Management Ordinance section above.

3. Steep, Wooded Slopes (Chaska Zoning Ordinance)

Prohibits disruption of wooded slopes over 18 percent gradient; requires structures to be set back at least 50 feet from such steep wooded slopes.

4. Tree Preservation (Chaska Zoning Ordinance)

Development within woodland areas less than 18 percent slope may be permitted but, as far as practical, retention of substantial tree stands shall be encouraged and incorporated into the required Landscape Plan.

5. Private Sewage Disposal Systems

Chaska uses Carver County's private septic tank ordinance for inspecting new septic tank installations which have been very infrequent in recent years — one or two per year. At the time of sale, existing private systems are required to be inspected by a licensed installer who then issues a Compliance Certificate or a finding of non-compliance. In the latter case, the owner is given a time period to either bring the facility into compliance or install a new system.

The City will continue to utilize the private sewage disposal regulations and expertise of Carver County in coming years, particularly since the "4/40" housing development within the north and west greenbelt areas are not planned to be served by municipal sewer and water systems.

6. Stormwater Management and Erosion Control (Chaska Zoning Ordinance)

In the development, improvement, excavation or alteration of land, surface runoff is subject to water quality and quantity controls established by the City of Chaska, in the Chaska Surface Water Management Plan, as well as other regulatory agencies, including the Carver County Watershed Management Organization (CCWMO), the Lower Minnesota River Watershed District (LMRWD), and the Riley-Purgatory-Bluff Creek Watershed District (RPBCWD), and the Minnesota Pollution Control Agency (MPCA).

7. Land Excavation and Reclamation (Chaska Zoning Ordinance)

Establishes standards and permit requirements that prevent erosion and stormwater runoff problems.

TAX INCREMENT FINANCING (TIF)

TIF is one of the most popular local development financing tools. TIF enables a city to use the additional property taxes generated by new development to pay for certain development expenses.

Since the 1980s, numerous Minnesota communities have turned to TIF to redevelop blighted areas, to provide low and moderate income housing, to stimulate economic activity, and to pay for certain public projects. Chaska has made wide use of TIF for all of the above purposes.

Although the State Legislature amended the TIF law in the 1990s to create greater restrictions on its use, Chaska expects to continue using this valuable development/redevelopment tool within the limits prescribed by State law.

CAPITAL IMPROVEMENT PROGRAMMING (CIP)

A Capital Improvement Program (CIP) identifies and schedules public improvements necessary for serving a community's existing and future needs. Integral to the CIP is the estimated cost and source of financing for each project.

Chaska has been heavily involved in capital programming for many years. In addition to its role as a tool for implementing the City's Comprehensive Plan, purposes of the CIP are to implement Chaska's Five-Year Goals, to maintain the existing level of services, and to provide a stable mill rate over the planning period.

Chaska's CIP is a six-year program with the first year becoming part of the current annual budget. Chaska's most recent CIP can be found in the Appendix. The public improvement categories include streets, storm sewer, water systems, sewers, parks/trails, city facilities, and electric system. Source of revenues include municipal state aid for streets, grants, special assessments, park fund, general fund, trunk fund, water/sewer fund, tax increment, electric fund, levies, and others.

Each year the CIP is updated, deleting the past year and adding a new sixth year. City department heads prepare their requests and submit it to the City Administrator who evaluates and coordinates preparation of a draft CIP. Such draft is submitted to the Planning Commission, Park Commission, and other entities for review and comment. Finally, the document is reviewed and adopted by the City Council.

The City of Chaska is very aware of the importance of capital improvement programming and will use the 2040 Comprehensive Plan as a basis for annually preparing subsequent CIPs.

IMPLEMENTATION ACTIONS

ENVIRONMENTAL PROTECTION

- » Environmental regulations will continue to be added and updated as necessary to assure adequate environmental protection.

LAND USE

- » Land Annexation
 - Move forward with discussions with Dahlgren Township officials and property owners to understand the needs of all parties with the expected outcome being an Orderly Annexation Agreement for the subject portion of Dahlgren Township.
 - Phased annexation of Laketown Township land based on development priorities.
- » Chaska Greenbelt

- The Chaska Greenbelt areas require detailed planning as they include private rural land and narrow portions that are roughly one-quarter mile in width.
- » Southwest Chaska Growth Area
 - Implement the Southwest Chaska Growth & Development Plan using the plan's phasing, public finance, affordable housing, annexation, and marketing strategies.
 - With the recent completion of the Hwy 212/CSAH 44 interchange and planned extension of sanitary sewer to the west side of Hwy 212, more detailed planning is needed for the areas guided for Business Park (Chaska Biotech Center) and Mixed Residential adjacent to the interchange.
- » Revitalization/Redevelopment Planning
 - Continue to implement the Downtown Master Plan and subsequent related plans, including the Downtown Streetscape Master Plan and Wayfinding Master Plan.
 - Continue specific redevelopment studies for downtown sites, such as City Square West, bus barn site, and other redevelopment sites.
 - Engage in redevelopment planning for appropriate older areas outside of downtown. The Chaska Boulevard/CSAH 61 (old Highway 212) corridor's transition from a state highway commercial corridor to a community roadway with a mix of areas would benefit from a corridor redevelopment plan. Since it is a County roadway, this plan could be undertaken in collaboration with Carver County.
- » Heritage Preservation
 - Develop a Heritage Preservation Plan.
 - Pursue additional local and national historic site designations, such as expansion of the Walnut Street National Historic District and local designation of sites already on the National Register of Historic Places.

HOUSING

The bulk of Chaska's housing has and will be developed by the private sector. As such, housing development is very responsive to market conditions and less responsive to government controls and initiatives. The Comprehensive Plan designates sufficient land for accommodating 14,200 households by 2040 at an average density of at least three housing units per acre for new development and redevelopment, as shown in the City's 2040 Future Land Use Plan.

HOUSING ACTIVITIES / INITIATIVES

The following activities and initiatives will be undertaken, either individually or in partnership, by the City of Chaska, the Carver County CDA, other housing agencies and organizations, and private housing developers.

Carver County Home Ownership Housing Initiatives

1. Development, Affordable Financing, Down Payment Assistance, Home Buyer Education, & Foreclosure Prevention
 - a. The CDA has the experience to develop affordable single-family housing for ownership and is prepared to offer all cities in Carver County its expertise and assistance.
 - b. The CDA offers homebuyer education and certification to all Carver County residents.
 - c. The CDA offers foreclosure prevention counseling and financial assistance, if qualified, to all Carver County residents.
 - d. The CDA is undertaking the expansion of the permanently affordable community land trust program throughout Carver County to address the ever-increasing need for workforce housing.
 - e. The CDA will continue to work with participating first-time homebuyer lenders to promote various down payment assistance and closing cost assistance programs that will work in conjunction with existing programs.
 - f. The CDA will continue to seek new sources of funding to commit to its homebuyer education and foreclosure prevention activities, expanding the program to address the increased demand for services.
2. Homeowner Rehabilitation
 - a. The CDA currently administers the following programs in Carver County:
 - i. Small Cities Development Program (SCDP)
 - ii. Minnesota Housing Home Rehabilitation Loan and Emergency Loan Programs
 - iii. Minnesota Housing Deferred Loans
 - b. The CDA will continue to apply for existing funding and seek additional sources of funding to address the increasing demand for homeowner rehabilitation programs, i.e. Community Development Block Grants, Minnesota Housing grants, private foundation grants.

Carver County Rental Housing Initiatives

1. New Construction

The Carver County CDA assisted in the formation of the Carver County Housing Development Corporation, a non-profit entity with the ability to partner with private developers to create affordable housing projects and developments. Examples are Carver County's involvement in the successful development of affordable rental housing projects in the Chaska Brickyard redevelopment, which is 32 housing units in a mixed-use building, and a mix of affordable single-family detached homes and townhomes in the East Creek Acres project northeast of downtown Chaska.

2. Tenant-Based Subsidy Programs

a. Section 8 Rental Assistance Program, Metropolitan Council HRA

The Carver County CDA administers 520-530 Section 8 rental assistance certificates and vouchers monthly for the Metro HRA. The Carver County CDA's operating jurisdiction includes all of Carver County and a portion of Hennepin County.

b. Continuum of Care Permanent Supportive Housing Program

This program designed to provide housing and supportive services on a long-term basis for homeless persons with disabilities and their families who are living in places not intended for human habitation (e.g. streets) or in emergency shelters. The CDA presently serves individuals and families residing in Carver County, in conjunction with Carver County Mental Health's First Street Center.

c. Housing Trust Fund (HTF) Rental Program

The HTF program is intended to be temporary in nature, and to serve households whose gross income at the time of initial occupancy does not exceed 60 percent of HUD area median income. Funding is provided on an annual basis through Minnesota Housing. We presently serve households with this program residing in Carver County.

d. MHFA Bridges Assistance

This rental subsidy provides low-income persons with serious and persistent mental illness with supportive resources and housing assistance. The CDA continues to apply and secure program funding for housing units.

e. Housing Choice Voucher Program

Metro HRA administers the Housing Choice Voucher program for Carver County. The Housing Choice Voucher program uses the existing private rental market and provides payments to private landlords on behalf of low-income renters. Participating property owners are guaranteed a stable source of rental income.

f. Carver County CDA Rental Inventory / HousingLink

The CDA maintains an up-to-date comprehensive inventory of vacant rental units in Carver County as well as the southwest suburban metro area. The inventory is made available to the public and includes information such as contact names and phone numbers, rental price ranges, and available amenities.

3. Project-Based Subsidy Programs

a. Carver County Public Housing Program

The CDA has housing units in their Public Housing Program scattered across Carver County. Households pay 30 percent of their gross income toward their monthly rent payments. The CDA's program is site-based, so the subsidy stays with the unit.

4. Subsidized Rental Housing Programs and Facilities
 - a. Tax Credit Program (administered by MHFA):
 - i. East Creek Carriage Townhomes
 - ii. Brickyard Townhomes
 - iii. Carver Ridge Townhomes
 - b. Project-Based Subsidized Housing:
 - i. Talheim (seniors)
 - ii. Waybury (seniors)
 - iii. The Landing Apartments (seniors)
 - iv. Chaska Village Townhouses (families and seniors)
 - c. County CDA properties:
 - i. Scattered site public housing
 - ii. Lake Grace Manor
 - iii. Jonathan Acres
 - d. Tenant-Based Subsidized Housing:
 - i. Section 8

PARKS AND TRAILS

The following action items have been identified by community members, City parks staff, and the Chaska Park Board to be priorities for the next 10-20 years.

The action items are organized by the type of project and associated responsibility for completing it. The purpose of categorizing the initiatives is to help identify the next steps for the Park Board and Parks and Recreation staff.

- » **Operational/Ongoing:** tasks that may be in the works already and that will require staff time to address existing issues with operational changes; they may include simple adjustments to the way things are currently operating, or they may require investment in new materials/equipment/staff time; Park Board involvement will include periodic updates.
- » **Project Initiatives:** projects that will require some more definition and exploration, either by staff, Park Board members, volunteers, or by an outside expert.
- » **Capital Investments:** these are defined projects that need to be implemented. The projects will require significant investment from the City and the Park Board in funding and time commitment. The projects may involve hiring an outside consultant to do the work. Park Board and City staff involvement will include significant time reviewing designs and plans.

Operational/Ongoing

1. Work with the City's communications staff person more to take advantage of parks and recreation marketing and promotion opportunities.
2. Work with MNDOT to install mountain biking trails near Pioneer Ridge Middle School and Hwy 212.
3. Work with the Jonathan Association to better coordinate network of trails and pathways.
4. Continue to maintain and operate parks and facilities at high levels.
5. Chaska shall support continued improvements to the MN DNR's Minnesota Valley State Trail on the south side of the Minnesota River, including safe and convenient connections to the T.H. 41 bridge trail for pedestrians and bicyclists.
6. Chaska shall support continued improvements to the USFWS Chaska Lake Trail within the Chaska Lake Unit of the Minnesota Valley National Wildlife Refuge, including development of a future bridge crossing of the creek and trailhead at Winkel Park.
7. Support the interim use of the former C & NW Railroad right-of-way as a regional trail (Minnesota River Bluffs Regional Trail), except in the downtown area.
8. Support Carver County's development of the Carver County 2040 Trail and Bikeway System Plan by establishing agreed upon roles and responsibilities with Carver County in planning, designing, funding, developing and maintaining the identified linking trail and bikeway corridors in the County's Plan.
9. Partner with Carver County, Metro Council and local communities to establish agreed upon roles and responsibilities for planning, designing, funding, developing and maintaining a potential regional trail in the TC & W Railroad corridor.

Project Initiatives

1. Establish ways to measure the value of the parks and recreation system in Chaska. Work with Carver County public health staff to determine and develop a measurement tool for defining the public health value of the system.
2. Develop a plan for future park land acquisition in growth areas of the City.
3. Explore opportunities to provide improved access to neighborhood parks/playgrounds for existing neighborhoods that rely on mini-parks for their neighborhood park uses.

4. Explore opportunities to expand existing community parks that do not meet the desired size standard for community parks.
5. Develop a plan to improve walkability and bikeability in downtown Chaska by expanding the City's trail system into and through Downtown Chaska to provide safe, efficient and convenient bike routes, including the consideration of bike lanes on designated streets. These routes should follow the recommendations of the Downtown Chaska Master Plan.
6. Develop a plan to complete the trail system throughout the Community Linear Park System within Chaska.
7. Explore defining trail loops and connectors with identified names and features.
8. Evaluate the Creek Road corridor for a future regional trail and other linear recreation facilities.
9. Develop a list of parks that do not have park master plans, and begin a process of creating park master plans for them.
 - a. Develop a master plan for the future SW Community Park. Potential components include: Miracle Field, ballfields, event space and facilities, and mountain bike trails.
 - b. Evaluate Town Course Park and develop a master plan for future development that align with the neighborhood's needs, including potential pickleball facilities.
 - c. Develop a master plan for Lake Bavaria Park to explore the potential to create a County Park.
10. Develop a plan to add handicapped accessibility to the golf courses.
11. Identify parks and trails in need of repair and replacement and establish a timeline for repairs.
12. Identify areas of the city that are underserved by parks, such as densely populated areas, and establish a plan to build new parks and expand trail connections to existing parks.
 - a. Evaluate potential acquisition of Riverview Park property to create a city park in an underserved area of the city.
13. Identify areas within parks and open space for potential soft surface hiking/nature trails and mountain bike trails.

14. Identify needs for winter recreation – indoor and outdoor facilities and programs – and a plan to implement them.
 - a. Explore the potential for winter events, such as a winter triathlon, utilizing trails in and around downtown Chaska.
 - b. Evaluate potential locations and partners to develop cross-country ski trails in Chaska.
 - c. Evaluate potential locations and partners to develop fat tire bike trails in Chaska.
15. Work with Carver County and the Met Council to realign the proposed Hwy 41 Regional Trail corridor from along the road to utilize existing trails around the lakes west of Hwy 41.
16. Develop a plan for disc golf improvements.

Capital Investments

1. Implement the future planned Community Park/Playfield in the SW Chaska growth area.
2. Discuss with Carver County and the MN DNR the possibility of expanding the Courthouse Lake park area beyond the levee to the east and southeast within the floodplain, to create an extensive river oriented park/conservancy/and nature interpretive area.
3. Implement trail wayfinding signage throughout the system using the Chaska Wayfinding Master Plan as a guide.
4. Partner with the City of Victoria, Carver County, and Metro Council to develop the Southwest Regional Trail, thereby connecting Carver Regional Park Reserve to the Minnesota Valley State Trail and completing a loop regional trail system connecting Hopkins, Victoria and Chaska.
5. Continue to plan and install a pedestrian and bike trail system throughout the Community Linear Park System depicted on the Chaska Trails Map (Figure 7.2).
6. Continue to build the trail network in Chaska by completing the following trail gaps and new trail segments:
 - Roadway trail along McKnight Road between 82nd Street and Pioneer Trail
 - Trail crossings of the TC & W Railroad corridor

- Greenway trail around the west side of Lake Bavaria, connecting the existing Town Course trail to Lake Bavaria Community Park and the existing trail in the Chevalle neighborhood
 - Completion of greenway trail loop around Lake Grace
 - Future trail connecting between Cortina Woods neighborhood north of Highway 212 to East Creek Canyon neighborhood south of the highway via an underpass
 - Greenway bluff trail connecting Moers Park to the future trail in the Creek Road corridor
 - Trail network in the SW Chaska growth area
7. Work with local agencies and partners to complete the proposed Regional Trail Corridors, which are identified in the *Metropolitan Council's 2040 Regional Parks Policy Plan*, and include the following:
- Minnesota River Bluffs LRT Regional Trail
 - Southwest Regional Trail
 - Twin Cities & Western Railroad Regional Trail
 - County Road 10 Regional Trail Search Corridor
8. Work with Carver County to build the proposed Carver County Bikeways/Linking Trails, which are identified in the Carver County 2040 Trail and Bikeway System Plan, include the following:
- County Road 18 Corridor
 - Highway 41 Corridor
 - County Road 11 Corridor
 - County Road 10 Corridor 9 (west of Clover Ridge Drive)
 - County Road 61 Trail
 - Highway 101 Trail
9. Implement planned future neighborhood parks:
- Downtown East Future Neighborhood Park
 - Downtown Chaska east of Hwy 41 is underserved by neighborhood parks. City Square is located in the area but is designed as a passive use facility. The original two-acre Firemen's II Neighborhood Park was eliminated by courthouse expansion in the 1990s. It was replaced with a one-acre Firemen's II "mini park" north of the Carver Scott Co-op. This park's small size and

isolated location limit its effective use and service area, so should be replaced with a larger and more central neighborhood park.

- Downtown West Future Neighborhood Park
 - The portion of Downtown west of Hwy 41 is within the service area of Firemen’s Park but is separated from the facility by heavily traveled Chaska Blvd. The other three west side parks (Athletic, Winkel, and Riverbend) do not contain neighborhood park facilities, particularly for younger children. In 1998, the City acquired two vacant lots on Hickory Street, which are adjacent to the dike trail/open space system. The landward side of the levee features a significant linear open space that was acquired by the City as part of the flood control project. These two lots serve as a small play area, but a future neighborhood park is desired in the area of Guardian Angels School.
- SW Chaska Growth Area - Future Neighborhood Parks
 - Figure 7.1 shows one neighborhood park to serve the future residential development in the northern portion of the SW Chaska growth area. Neighborhood park needs for the southern portion of the area would be met by the future community park adjacent to the Big Woods natural area. Various options exist for combining future neighborhood parks with other potential facilities:
 - With a future community park;
 - With a future community playfield;
 - With a future elementary school;
 - With existing upland wooded areas; and/or
 - Two or more of the above.
 - Careful planning of the SW Chaska growth area is needed to ensure that this important future residential area is properly served with needed park/recreation school facilities conveniently accessible to the resident population. Efforts to combine facilities to maximize their attraction and minimize costs of development and maintenance should be pursued.

TRANSPORTATION

Funding Strategies

Roadways under City jurisdiction are maintained, preserved, constructed, and reconstructed by the City’s Department of Public Works. Funding for these activities, including the administrative costs of operating the Department, are obtained from a variety of sources, including ad valorem

taxes, special assessments, development fees, and tax increment financing. A major concern of the City is the availability of sufficient funds for maintenance and construction activities. If funds are unavailable, needed projects may be delayed or terminated and maintenance of existing facilities may fall short of acceptable standards. The following explains the existing sources of funding and potential new sources of revenue.

State Aid

An important source of revenue to the City is State Aid. A network of City streets called Municipal State-Aid Streets (MSAS) are eligible for funding assistance with revenue from the State Highway User Tax Distribution Fund. This constitutionally-protected funding allocation is comprised of gasoline taxes and vehicle registration fees and is allocated based on a formula that considers the population of a City and the financial construction needs of its MSAS system.

Ad Valorem Taxes

For situations in which 20 percent of the cost of a City project can be assessed to the adjacent property owners, the remaining cost of the project can be added to the ad valorem or property taxes of the remaining property owners in the City. Ad valorem taxes for street improvements are excluded from the State-mandated levy limits.

Tax Increment Financing

Establishing a tax increment financing (TIF) district is a method of funding infrastructure improvements that are needed immediately using the additional tax revenue to be generated in future years by a specific development. Municipal bonds are issued against this future revenue, which is dedicated for a period of years to the repayment of the bonds or to other improvements within the TIF project area. TIF districts can accelerate economic development in an area by ensuring that the needed infrastructure is in place without requiring support from the usual funding.

Grant Funding

There are many opportunities for metropolitan cities to take advantage of various grant funding initiatives. Regional Solicitation and Highway Safety Improvement Program (HSIP) are among grant solicitations for the Twin Cities metropolitan area. The City should monitor the grant funding opportunities available for applicable projects and submit applications when possible.

Planning for the Future

Throughout the City of Chaska's comprehensive planning effort, the City will consider how to address existing transportation needs, while setting the stage for future growth. Items for consideration include the following:

- System Preservation
- Connected Vehicles and Autonomous Vehicles
- Travel Demand Management
- Complete Streets and Safe Routes to School

System Preservation

Infrastructure systems such as roadways, bridges, culverts, and sidewalks have become expensive and challenging to maintain in today's environment with aging infrastructure, rising costs of materials, and stagnant or declining revenue. In fact, many local agencies are being forced to pause, and ask questions about the costs and benefits of continuing to maintain assets throughout their entire system, or if other approaches should be explored to better balance needs with available resources. Generally, approaches to be considered include:

Performance Standards and Measures

A performance-based approach improves the accountability of local infrastructure investments, assesses risks related to different performance levels, and monitors progress and increases transparency.

Project Prioritization

Project prioritization can help the City rank infrastructure needs in a manner that is consistent with preservation goals and objectives. This technique can help avoid the typical "worst first" approach to programming preservation projects that tends to invest limited resources in the most expensive improvements instead of directing maintenance funds to infrastructure that merely need rehabilitation, which will provide more cost-effective solutions in a timely manner.

New Revenue Sources

There are methods to capture new revenue streams to close the financial gap in maintaining assets in a state of good repair. Exploring new revenue sources will allow the City to expand and accelerate preservation initiatives.

New Maintenance Techniques

There are new maintenance techniques that can extend the lifecycle of an asset. For example, new maintenance techniques for roadway surfaces can provide longer service life and higher traffic volume thresholds, resulting in more stable road maintenance costs. Cost reduction of life cycle extension strategies which save money, or extend surface life, can directly benefit preservation needs, and minimize any identified financial gap.

Asset Management

Tracking assets and their condition will provide a stronger outlook on lifecycle costs and replacement schedules. This will help establish funding plans and identified future funding gaps or shortfalls.

Connected Vehicles and Autonomous Vehicles

Connected Vehicles (CVs) refers to vehicles that communicate with one another and with other elements of intelligent transportation infrastructure. Autonomous, automated, or self-driving vehicles (AVs) describes a spectrum of vehicles that require varying degrees of human control. Connected Automated Vehicles (CAVs) to refer to both technologies, which are automated vehicles connected to other vehicles and the transportation system.

There is a wide range of forecasted adoption scenarios for CV and AV technology. Analysts from the automotive industry tend to provide more conservative forecasts, while analysts from the technology world tend to be less conservative, with some forecasting heavy adoption by as early as 2030. Before widespread adoption occurs, there will be an extended period during which the developing CV and AV platform must coexist with human-operated personal vehicles, as well as with public transit, pedestrian users, and other modes. In Metropolitan Council's 2040 TPP, it is noted that the implications of connected and automated vehicles need to be thoroughly examined. As with many new transportation technologies, automated and connected vehicles are likely to penetrate urban markets prior to expanding to the suburbs, especially if they are initially developed through a ride-hailing platform.

In response to increased prominence of CV and AV technology, the role of regional and local transit providers could be reduced or become more specialized. Pedestrian and bicycle activity could become more regulated, so as not to interfere with automated systems on streets and sidewalks. As CV and AV technology is deployed in the Twin Cities, Chaska and other communities will be faced with policy considerations as they look to promote equity for all transportation users and continue to provide a balanced transportation system. Demand for CV and AV technology in Chaska is expected to be similar as in other suburban areas.

Travel Demand Management

Research has shown that Travel Demand Management strategies are a useful technique in helping alleviate parking demands in a geographical area. TDM strategies are applied to help reduce the number of single occupancy vehicles traveling and parking in a certain area. Opportunities to encourage TDM strategies are highlighted throughout this section.

Bicycle Amenities

Actively promoting bicycling as an alternative means of travel to and from a destination can be achieved through information dissemination and the provision of bicycle storage facilities and

adding on-street bicycle lanes and additional connections to trails. These actions can help decrease the demand for vehicle parking.

Car Sharing Provisions

Car sharing programs provide mobility options to a cross section of residents who would not otherwise have access to a vehicle. These programs encourage the efficient use of a single vehicle among multiple users, while reducing the amount of parking needed to accommodate each resident within a neighborhood. Zoning language can encourage or require new developments of a certain size to include off-street parking provisions for car sharing programs.

Shared Mobility

Shared mobility includes bikesharing, carsharing, and ridesourcing services provided by companies such as Uber and Lyft. Predictions indicate that by creating a robust network of mobility options, these new modes will help reduce car ownership and increase use of public transit, which will continue to function as the backbone of an integrated, multimodal transportation system.

Travel Demand Management Plans (TDMP)

A TDMP outlines measures to mitigate parking demand as part of the development permit process, which can result in innovative solutions that are tailored to the specific needs of a neighborhood or district. These types of plans may require specific strategies for reducing single-occupancy vehicle trips and promoting alternative modes of transportation.

Complete Streets and Safe Routes to School

Complete Streets are commonly defined as roadways that accommodate all users such as pedestrians, bicyclists, vehicles and transit, regardless of age and ability. This is important to consider when recognizing the diversity of people traveling throughout the community.

The Transportation Plan's goals and policies embrace several elements of complete streets, such as safety for pedestrians and bicyclists. MnDOT has adopted a Complete Streets Policy, last updated in May 2016, and has committed to assessing opportunities for incorporating complete street design principles in all MnDOT projects. MnDOT's Complete Streets Policy can serve as a resource to the City for incorporating complete street design standards into City projects.

Safe Routes to School is a national initiative to increase safety and promote walking and bicycling for America's youth. The Safe Routes to school program will assist in providing infrastructure and non-infrastructure grants to build trails, paths, and safe connections to local schools.

Planning for safe routes to schools will require specific attention to certain elements such as bike routes, complete street treatments, sidewalk networks, pedestrian/bicycle amenities and

wayfinding signage. Combined, these elements can create Safe Routes to Schools or Complete Streets.

POTENTIAL ACTIONS THAT CROSS PLAN ELEMENTS

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

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

Senior-Friendly Community

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

Youth

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

Inclusiveness

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

Homelessness

Homelessness is a housing issue that spans the local, county, regional and state levels of government. The City should continue work to understand the needs of its homeless population

and work to support Carver County's Health and Human Services in its role in meeting those needs.

Resiliency

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

Winter Cities

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