

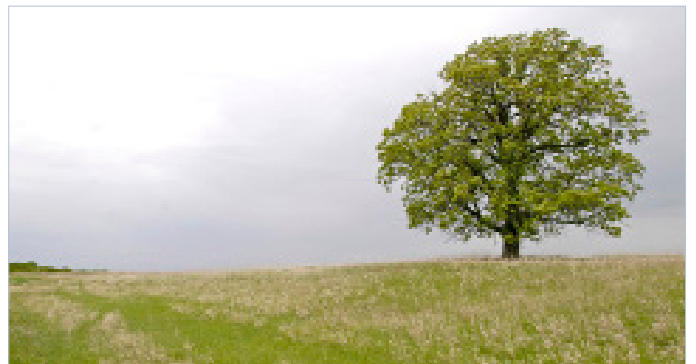


Trail Route Description & Development Concept

The 17-mile Baker/Carver Regional Trail is planned through the Cities of Medina, Independence, Maple Plain and Minnetrista in Hennepin County and Laketown Township and City of Victoria in Carver County. The regional trail will fill a critical north-south gap in the regional trail system while providing a highly desirable recreation amenity to adjacent communities as well as the greater region. The regional trail will also incorporate safe crossings of significant pedestrian and bicycle barriers including Highways 7 and 12.

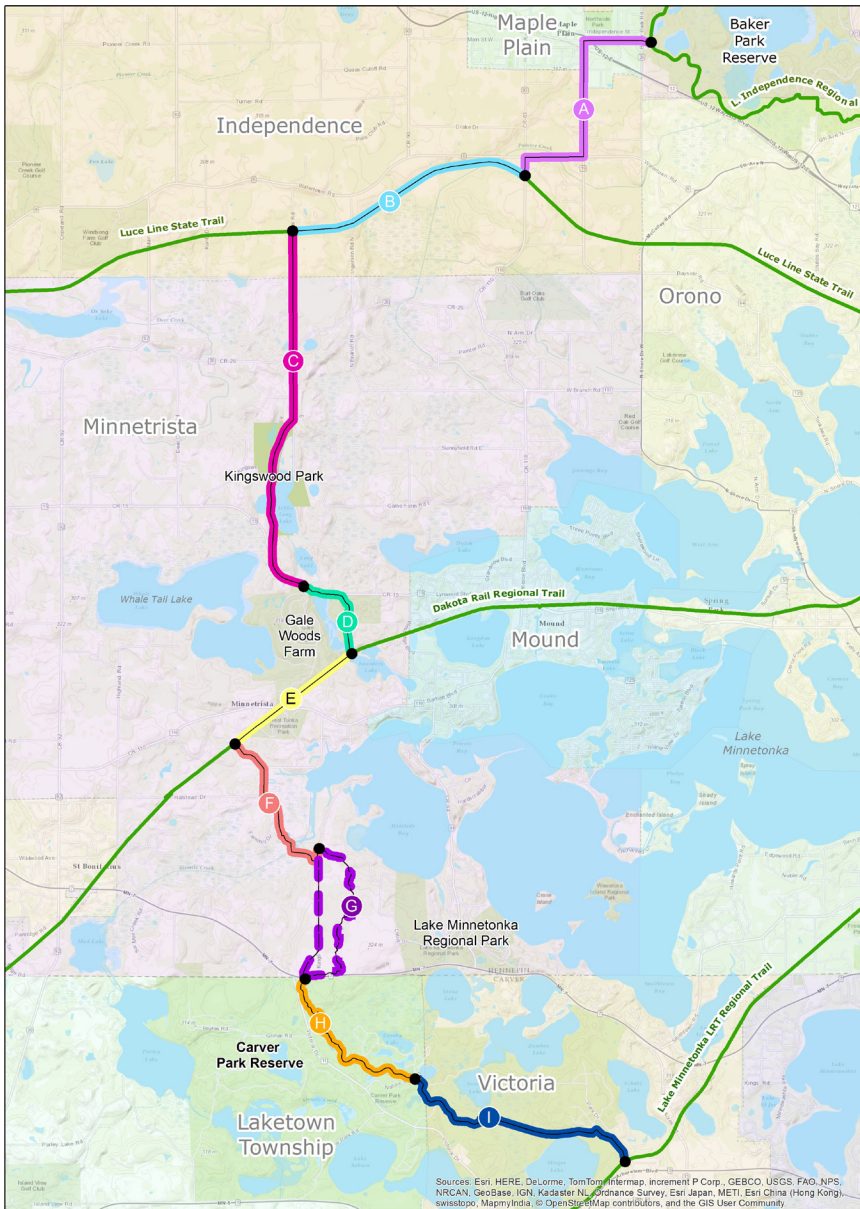
The regional trail is planned as a destination regional trail spanning some of the most scenic landscapes within the western Twin Cities metropolitan area. The incorporation and routing of the regional trail through Baker Park Reserve, Kingswood Park, Gale Woods Farm and Carver Park Reserve will preserve the opportunity for regional trail users to enjoy and experience some of the region's most scenic landscapes and areas of high quality natural resources in perpetuity.

The primary intended use of the regional trail is recreation. However, the regional trail also will serve a commuting or transportation function to those users using the trail corridor to access one or more of the places of interest along the regional trail corridor including several existing regional and state recreational amenities: Lake Independence Regional Trail, Baker Park Reserve, Luce Line State Trail, Kingswood Park, Gale Woods Farm, Dakota Rail Regional Trail, Lake Minnetonka Regional Park (indirect connection), Carver Park Reserve and Lake Minnetonka LRT Regional Trail.



The Baker/Carver Regional Trail will traverse some of the most scenic landscapes within western Hennepin County.

*Top: Carver Park Reserve, Bottom: Gale Woods Farm
Source: Three Rivers Park District*



Segment A Downtown Maple Plain			
Lake Independence Regional Trail (Baker Park Reserve) to Luce Line State Trail	Medina, Maple Plain and Independence	Future Construction	2.25 miles
Segment B Luce Line State Trail			
Luce Line State Trail	Independence	Constructed (unpaved)	2.16 miles
Segment C Kingswood			
Luce Line State Trail to CR 15 (through Kingswood Park)	Independence and Minnetrista	Future Construction	3.26 miles
Segment D Gale Woods Farm			
CR 15 to Dakota Rail Regional Trail (through Gale Woods Farm)	Minnetrista	Future Construction	0.9 miles
Segment E Dakota Rail Regional Trail			
Dakota Rail Regional Trail	Minnetrista	Constructed	1.28 miles
Segment F Six Mile Marsh			
Dakota Rail Regional Trail to Kings Point Road	Minnetrista	Future Construction	1.53 miles
Segment G Woodland Cove			
Kings Point Road to TH 7 (through Woodland Cove)	Minnetrista	Anticipated Construction 2014-2019	1.70 miles
Segment H Carver Park Reserve I			
TH 7 to Lowry Nature Center (through Carver Park Reserve)	Laketown Township	Anticipated Construction 2019	1.71 miles
Segment I Carver Park Reserve II			
Lowry Nature Center (through Carver Park Reserve) to Lake Minnetonka LRT Regional Trail	Laketown Township and Victoria	Constructed	2.25 miles

Total Miles 17.04

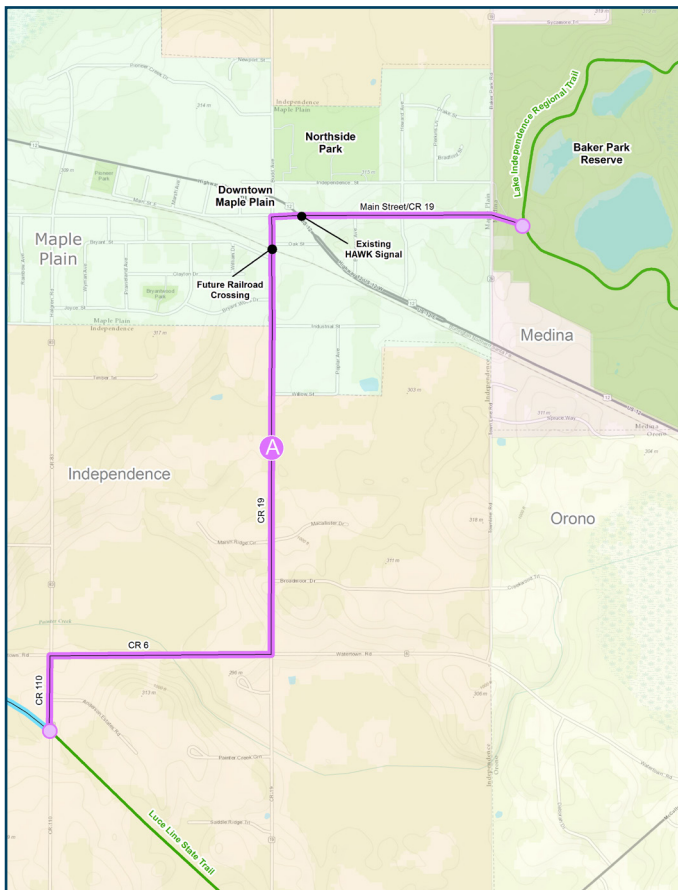
Figure 11
Baker/Carver Regional Trail Segmentation
 Source: Three Rivers Park District

Trail Segmentation

For purposes of further describing the regional trail corridor and associated land acquisition and development plans, the regional trail is divided into nine segments (Figure 11). Each trail segment documents its particular location and status, context and destinations, natural resources, Minnesota Land Cover Classification System (MLCCS), species of special concern, acquisition needs and design and construction assessment. Larger regional trail segment, MLCCS and acquisition maps can be found in *Appendices C, D & E.F*

Upon adoption of the *Baker/Carver Regional Trail Master Plan*, communities with jurisdictional control of their street network are encouraged to coordinate with the Park District to realize the regional trail through road reconstruction and ancillary construction projects. In addition, the Park District will continue to coordinate with Hennepin County transportation projects to ensure construction of the regional trail when road reconstruction is slated along the selected route.

Segment A | Downtown Maple Plain



Segment A Map

Location and Status

Segment A begins in Baker Park Reserve - linking to the Lake Independence Regional Trail - and traverses through Maple Plain downtown and surrounding residential areas of both Maple Plain and Independence before connecting to the Luce Line State Trail. This trail segment is 2.25 miles in length and is not yet constructed.

Context and Destinations

Extensive evaluation and community input was collected to select the trail alignment for Segment A (see Section II and Appendix A). Collective guidance was received from the Maple Plain and Independence public and decision-makers to route the trail.

The recommended route alignment from the Baker Park Reserve trailhead parking lot follows the north side of Main Street, across Highway 12 at the existing High-Intensity Activated crossWalk (HAWK) signal, along the east side of CR 19 and

then along the north side of CR 6 and west side of CR 110 to the Luce Line State Trail.

The Baker/Carver Regional Trail provides access to Baker Park Reserve and the Lake Independence Regional Trail via the trailhead parking lot on the southwestern edge of the park reserve adjacent to CR 19. Baker Park Reserve offers 2,700 acres of natural landscape and offers a range of recreational activities including camping, water-based recreation, picnicking, play areas, golfing, horseback riding trails, and cross-country skiing, sledding, snowmobiling, snowshoeing and skijoring and dog sledding during the winter months. Baker Park Reserve is also home to Baker Near-Wilderness Settlement, an environmental learning center offering guests the opportunity to connect with nature and explore the outdoors overnight.

Home to nearly 2,000 residents, Maple Plain offers trail users and adjacent residents direct and indirect access to restaurants and businesses, a Hennepin County Library branch, city hall, churches, post office, and the Orono Discover Center.

With effective dissemination of informational material, it is surmised that Maple Plain could see an uptick in visitors using the trail from the Baker Park Reserve - especially overnight campground users. Depending on their needs, park users and campers may visit Maple Plain seeking camping supplies/groceries/sundries, local restaurants, coffee, WiFi and other associated necessities.

Natural Resources

The natural resources assessment of Segment A is best described by the following; 1) adjacency to Baker Park Reserve, 2) rural/urban environment of Maple Plain, and 3) adjacency to rural county roads leading to the Luce Line State Trail. Baker Park Reserve offers access to a diverse glacial landscape of gently undulating landscape dotted with wetlands and moderately-sized forest patches (Big Woods and tamarack bogs). As the trail traverses through Maple Plain and Independence, the landscape becomes a matrix of tree lined residential streets, road crossings

and county road right-of-way with vast vistas of adjacent large-lot residential lawns dotted with forested patches. The trail crosses Painters Creek along CR 6 (the creek has been culverted under the roadway).

MLCCS

The Minnesota Land Cover Classification System defines the area immediately adjacent to Segment A as mostly artificial surfaces and planted and cultivated vegetation. There are also pockets of herbaceous plant communities with a noteworthy wetland complex on the southern leg of Segment A. There are also a small handful of small forest pockets near the trail corridor, but not immediately adjacent to it.

Species of Special Concern

The Minnesota Department of Natural Heritage Inventory System includes the following species of special concern/plant communities within one-mile of Segment A.

Common Name	Scientific Name	Classification
American Ginseng	<i>Panax quinquefolius</i>	Species of Special Concern
Sugar Maple Forest (Big Woods)	---	Not Classified
Trumpeter Swan	<i>Cygnus buccinator</i>	Threatened

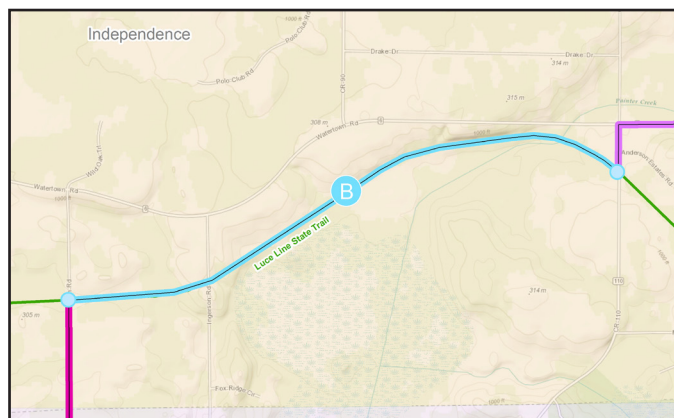
Acquisition Needs

Segment A is intended to be realized within available road right-of-way. Select easement areas adjacent to the road right-of-way may exist along portions of Main Street in Maple Plain and CR 6 and 110 in Independence. Further details regarding necessary easements will be defined in future design development phases.

Design and Construction Assessment

A detailed planning level design and construction assessment was conducted as part of the route selection process. Segment A requires the typical base trail construction with additional considerations for embankment work, curb and gutter conversion/reconstruction along rural roads, retaining walls, wetland impact mitigation, power pole relocations, major tree impacts and a railroad crossing. Wayfinding signage is proposed at the Baker Park Reserve trailhead and at three county road intersection locations along Segment A. Two rest stops are also proposed as right-of-way allows.

Segment B | Luce Line State Trail



Segment B Map

Location and Status

Segment B utilizes the existing Luce Line State Trail from Highway 110 to Game Farm Road through Independence, a distance of 2.16 miles. Owned and operated by the Minnesota Department of Natural Resources, the Luce Line State Trail stretches 63 miles from Plymouth to the small town of Cosmos in west-central Minnesota. The Park District operates and maintains the Luce Line Regional Trail from the state trail’s terminus in Plymouth - connecting eastward 8.8 miles to the Minneapolis park and trail system at Theodore Wirth Regional Park.

A noteworthy recommendation for future consideration eliminates the Luce Line State Trail alignment in favor of continuing north/south along Highway 110 and then east/west along Highway 26 to Game Farm Road. At the time of the master plan, this alignment’s additional cost to maintain a continuous bituminous trail (without the limestone interruption of the Luce Line State Trail) did not outweigh the benefits. This alternative alignment could be reviewed again in the future should circumstances or user preference change.

Context and Destinations

This portion of the Luce Line State Trail is limestone, and will continue to be limestone under MnDNR guidance. This portion of the state trail allows biking, hiking, running, jogging, walking, dog walking, snowmobiling, and cross-country skiing. Additionally, an adjacent horse trail also parallels this portion of the Luce Line State Trail. The Park District respects the existing uses and

does not propose any changes in existing uses or pavement conditions.

Natural Resources

The Luce Line State Trail is an abandoned rail corridor. As with similar converted rail corridors, a linear forested vegetative pattern has developed adjacent to the trail, offering glimpses to the rural landscape of large-lot residential properties and farm fields.

MLCCS

The Minnesota Land Cover Classification System defines the area immediately adjacent to Segment B as predominately planted or cultivated vegetation with a large herbaceous wetland node centrally located along the southern boundary of the corridor. Small patches of forests, woodlots, shrublands, and artificial surfaces and associated areas are also scattered along Segment B.

Species of Special Concern

The Minnesota Department of Natural Heritage Inventory System includes the following species of special concern/plant communities within one-mile of Segment B.

Common Name	Scientific Name	Classification
Sugar Maple Forest (Big Woods)	---	Not Classified

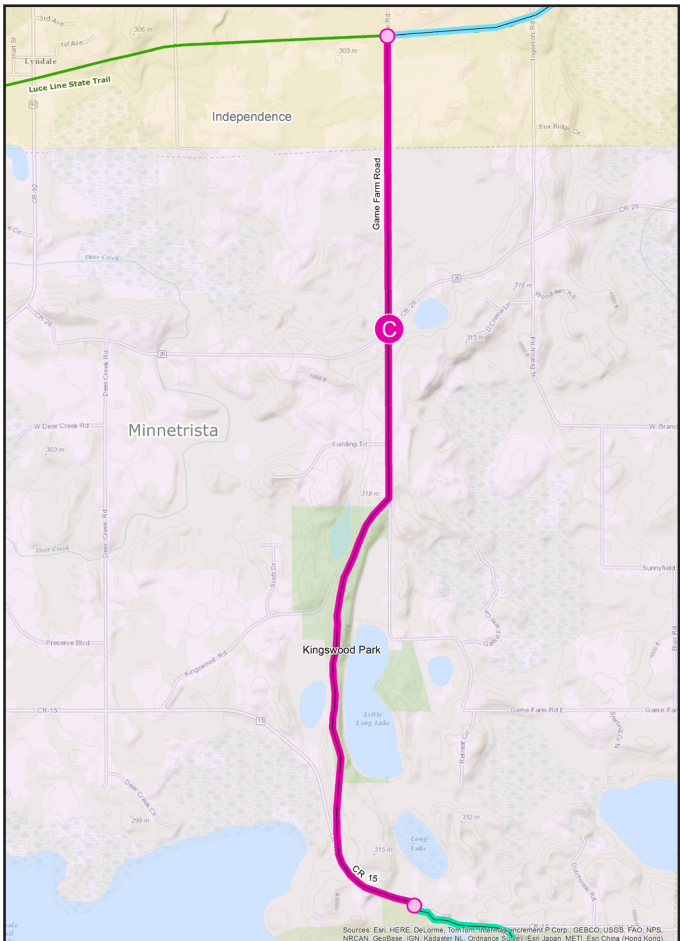
Acquisition Needs

As this segment of the Baker/Carver Regional Trail is proposed to utilize the existing Luce Line State Trail, no land is required by the Park District for Segment B.

Design and Construction Assessment

As aforementioned, if the MnDNR determines that trail user demand warrants consideration to pave portions of the Luce Line State Trail, the Park District respects the underlying property owner’s decision -making authority. At this time, the Park District does not propose any pavement changes to Segment B. Wayfinding signage is proposed at the start and terminus of the shared route with a rest stop, to be coordinated in conjunction with the MnDNR.

Segment C | Kingswood



Segment C Map

Location and Status

Measuring 3.26 miles, Segment C begins at the junction of the Luce Line State Trail and Game Farm Road. Here it traverses in a north/south orientation through Kingswood Park, eventually connecting to Gale Woods Farm by way of property owned and operated by the Boys and Girls Club. Part of Minnetrista’s early planning that identified this area as a trail search corridor (Section II), this regional trail route segment was solidified with the acquisition of Kingswood Park by the Park District in 2013. Segment C is currently unconstructed.

Context and Destinations

Kingswood Park, consisting of 106 acres on Little Long Lake, includes 70 percent of the lake’s shoreline as well as a tamarack bog and unique glacial landscape. Little Long Lake and the surrounding uplands are considered some of the most pristine, high-quality natural resources in

the area. Until fully operational, the park will be open on a limited/interim basis - offering passive recreational hiking trails to experience the park.

The Boys and Girls Club operates Voyager Environmental Center at the southern terminus of Segment C. The environmental center operates as a residential camp in the summer and on weekends during the school year. During the school year, the environmental center offers environmental education and recreational camp activities to schools. Safe trail access between the environmental center, Kingswood Park and Gale Woods Farm to the south may provide additional opportunities to coordinate programming between the organizations.

Natural Resources

The natural resources adjacent to Game Farm Road exist as a dotted forest patch edge condition with sporadic open areas of fenced pasture. As previously mentioned, Kingswood Park offers trail users a unique opportunity to visit a glacial landscape with an array of natural resources. The relatively undeveloped shoreline of Little Long Lake, maple-basswood forest covering a glacial esker along the western shore, oak woodland along the eastern shore and a 25-acre managed prairies and tamarack bog are symbolic of landscape and plant communities found throughout the region prior to European settlement. Eighty six percent (86%) of Kingswood Park resides under conservation easement, providing further environmental protection of the park’s significant natural resource inventory.

MLCCS

The Minnesota Land Cover Classification System defines the area immediately adjacent to Segment C as a diversity of land covers with a larger presence of planted or cultivated vegetation concentrated along the western boundary of the northern half of Segment C complemented with patches of artificial surfaces and herbaceous plant communities. The eastern boundary of the northern half of Segment C is a diverse complex with generally equal parts artificial surfaces, herbaceous cover, forests, woodlands, shrublands, and planted and cultivated vegetation. The

southern half of Segment C is more ecologically significant and includes larger woodland areas through Kingswood Park with areas of herbaceous cover, shrubland, and artificial surfaces in near proximity to the trail corridor.

Species of Special Concern

The Minnesota Department of Natural Heritage Inventory System includes the following species of special concern/plant communities within one-mile of Segment C.

Common Name	Scientific Name	Classification
Sugar Maple Forest (Big Woods)	---	Not Classified
Humped Bladderwort	Utricularia gibba	Non-Threatened
Trumpeter Swan	Cygnus buccinator	Threatened
Least Darter	Etheostoma microperca	Species of Special Concern

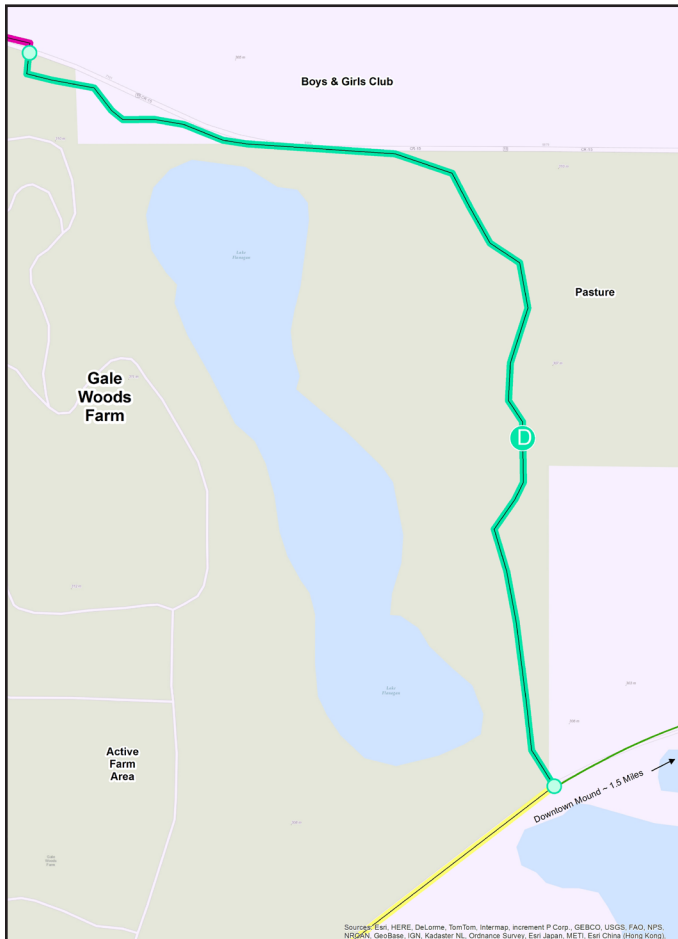
Acquisition Needs

The preliminary planning assessment indicates that the regional trail can generally be accommodated within the road right-of-way adjacent to Game Farm Road and CR 15 with minimal easement requirements. An easement for the Boys and Girls Club will be required from the southern end of Kingswood Park to CR 15. It is anticipated that this easement may be obtained through a larger land exchange in conjunction with the acquisition needs of Segment D.

Design and Construction Assessment

Trail design and construction assumes significant embankment work to address erosion along the glacial esker ridgeline within Kingswood Park and conversion of a rural road to curb and gutter section in addition to base trail construction. Wayfinding signage is proposed along Game Farm Road, at the Kingswood parking lot, at the south end of Kingswood, and at the CR 15 road crossing. Four rest stops are proposed approximately every mile, where reasonably feasible.

Segment D | Gale Woods Farm



**Location and Status
Segment D Map**

Segment D, measuring approximately 0.9 miles, is located entirely within Gale Woods Farm with the exception of a small segment located on the northern end along CR 15 and through private property owned by the Boys and Girls Club. Segment D is not yet constructed.

Gale Woods Farm is a living, working farm with farm and folk educational programming, reservation pavilion, hiking and cross country running trails, fishing, and picnic areas.

Context and Destinations

At the northern terminus, Segment D is proposed over two privately-held parcels along the south side of CR 15. These parcels are fragments of larger parcels located on the north side of CR 15 and remain undeveloped. The regional trail is proposed to cross CR 15 at the existing Gale Woods Farm service access road located

immediately west of the privately held properties.

Several potential regional trail alignments were evaluated through Gale Woods Farm. A route through the eastern portion of the property was selected as it utilizes an existing utility easement through a wooded area and skirts around the western edge of an existing hay field - minimizing potential negative impacts to the farming operations and associated programming components by introducing a new, semi-conflicting use. Although direct access to the Gale Woods Farm core activity center from Segment D is not planned as it would create a conflict between regional trail users, program participants, and the operations of a working farm, direct access to the core activity center of the farm is provided along Segment E through a local trail connection.

Natural Resources

The Minnesota Land Trust holds a conservation easement over the entire Gale Woods Farm property. The conservation easement's purpose is to, 'preserve and protect the conservation values of the protected land' - the working farm, general park activities, and future regional trail corridor are consistent with this intent.

MLCCS

The Minnesota Land Cover Classification System classifies the area immediately adjacent to Segment D as planted or cultivated vegetation, forest, woodland, and herbaceous plant communities.

Species of Special Concern

The Minnesota Department of Natural Resources' Natural Heritage Inventory System includes the following species of special concern/plant communities within 1-mile of Segment D.

Common Name	Scientific Name	Classification
Prairie Rich Fen Class	---	Not Classified
Native Plant Community - Undetermined Class	---	Not Classified

Acquisition Needs

Almost the entire Segment D is located within Gale Woods Farm; however, a short 100 foot segment is planned either within CR 15 right-of-way or - more preferably as it provides for more feasible

construction and safer alignment - through a small portion of two parcels that are each tied to a larger parcel primarily located on the opposite (north) side of the road and owned by the Boys and Girls Club.

During preliminary discussions between the Park District and Boys and Girls Club, the Boys and Girls Club expressed an interest in a larger land exchange arrangement. As currently proposed the Park District will convey the property it owns north of CR 15 to the Boys and Girls Club and the Boys and Girls Club will convey the property it owns south of CR 15 to the Park District. In addition, the Boys and Girls Club will convey the required regional trail easement (Segment C) between CR 15 and Kingswood Park. The details of this arrangement are not yet finalized and may include a financial transaction if the land values associated with the proposed transaction do not balance.

Design and Construction Assessment

New base trail construction is required for Segment D with one rest stop at an undetermined location.

Segment E | Dakota Rail Regional Trail



Location and Status

Segment E Map

Segment E utilizes the existing Dakota Rail Regional Trail for 1.28 miles from Gale Woods Farm to Westonka Recreational Park.

Context and Destinations

This existing segment, which is shared with the Dakota Rail Regional Trail, is located on an abandoned railroad corridor currently owned by the Hennepin County Regional Rail Authority

(HCRRA) and leased to the Park District for regional trail purposes. The corridor width is approximately 100' allowing for the establishment of narrow vegetative buffers along portions of Segment E.

Within Gale Woods Farm, there is a paved trail connecting Segment E with an existing trailhead complete with parking, signage, benches, waste receptacle, and bathrooms at the main farm education building.

Westonka Recreational Park, which offers 5 baseball fields, a playground, swings, and picnic areas, is located immediately adjacent to the south side of Segment E. A private mini golf course that incorporates art and natural elements into each hole is also located on the south side of the regional trail.

Trail users can also access via the Dakota Rail Regional Trail downtown St. Bonifacius, located approximately 2 miles west, or downtown Mound, located approximately 1.5 miles east. St. Bonifacius offers access to local parks, churches, restaurants, bank, and gas station/convenience store. Mound offers access to restaurants, churches, medical clinics, seasonal farmers market, transit, hardware store, library, pharmacy, bank, grocery store, post office, and other retail.

Natural Resources

The area adjacent to the regional trail is rural in nature offering scenic views over open grassy land, patches of woodlots and forest, and adjacent parks. There are no significant natural resources within the trail corridor itself; however, trail users can still observe many wildlife species that thrive in edge conditions as well as large open spaces. Common songs birds and waterfowl, whitetail deer, turkey, and osprey can be observed from Segment E.

MLCCS

The Minnesota Land Cover Classification System classifies the area immediately adjacent to Segment E as a generally equally balanced mix of artificial surfaces, planted or cultivated vegetation, forests, woodland, and herbaceous

cover.

Species of Special Concern

The Minnesota Department of Natural Resources' Natural Heritage Inventory System does not include any species of special concern/plant communities within one mile of Segment E.

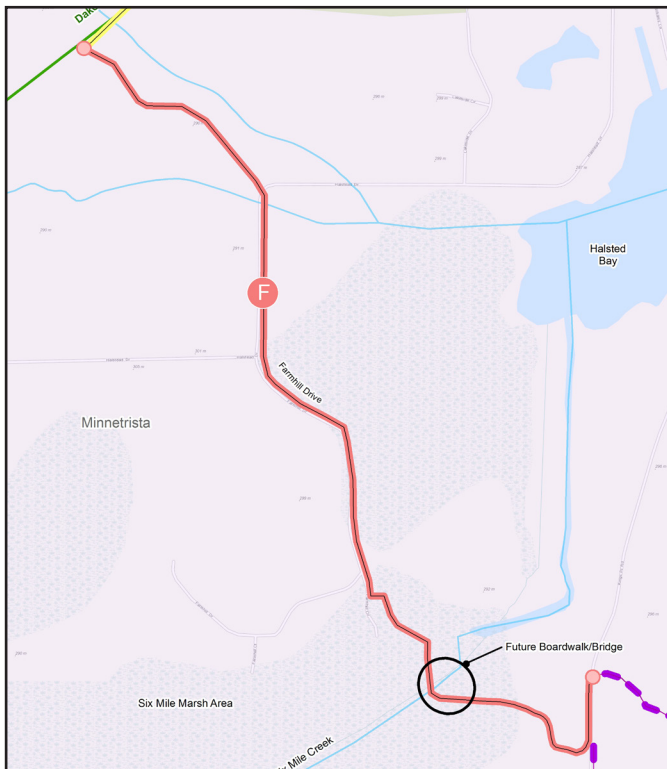
Acquisition Needs

No additional acquisition needs are foreseen for this segment in the immediate future as the Park District has a permit from HCRRA for regional trail purposes along Segment E.

Design and Construction Assessment

At this time, no significant upgrades or reconstruction to the existing shared Dakota Rail Regional Trail segment are proposed. Trail parking, bathrooms and drinking water are accessible via Gale Woods Farm facilities. An upgrade is proposed to the existing wayfinding signage and two additional directional signs are proposed at the start and terminus of the shared trail segment. One rest stop is proposed along Segment E.

Segment F | Six Mile Marsh



Location and Status
Segment F Map

Segment F is located southeast of the Dakota Rail Regional Trail and connects to the Woodland Cove residential development portion of the Baker/Carver Regional Trail - through the Six Mile Marsh. Segment F measures approximately 1.53 miles and is unconstructed.

Segment F's general route is the result of significant planning and public input conducted by Minnetrista (see Section II). Previously referred to in Minnetrista planning documents as the 'Farmhill Route,' this trail alignment was the preferred crossing of Six Mile Marsh. As stated in the *Minnetrista Regional Trail Master Plan*, area residents have a high concern for potential impacts to the natural environment, especially along Six Mile Marsh. Several options were considered and ultimately rejected due to the potential for impacts to wetlands. The alignment depicted crosses the marsh at the narrowest point in an effort to avoid these wetland impacts.

Context and Destinations

Segment F serves as a critical link between the Dakota Rail Regional Trail and crossing the Six Mile Marsh and associated creek. As the trail leaves the Dakota Rail Regional Trail, the route provides vistas across farmland, small hobby farms and wetlands. As the trail route passes along Farmhill Road, the landscape becomes large lot single family homes. The Baker/Carver Regional Trail crosses Six Mile Creek, which outlets into Halsted Bay, one of Lake Minnetonka's many inlets.

Natural Resources

The Six Mile Marsh wetland and creek complex drains a large area south and west of Halsted Bay. It runs through agriculture and residential development and has a very low gradient which often results in stagnant backwater conditions. According to the Minnehaha Creek Watershed District (Watershed District), Halsted Bay water quality is among the worst in the Watershed District due in part to excessive nutrients. The watershed district continues to actively pursue opportunities to improve water quality in this vicinity.

MLCCS

The Minnesota Land Cover Classification System defines the area immediately adjacent to Segment F as generally equal parts artificial surfaces, herbaceous cover, and planted or cultivated vegetation with a pocket or two of woodland and forest plant communities. The plant communities along Segment F are not anticipated to change in the near future as the human impacted plant communities (artificial surfaces and planted and cultivated vegetation) are not planned for restoration and the herbaceous areas are associated with the Six Mile Marsh complex which are protected by existing wetland and water body laws and regulations.

Species of Special Concern

The Minnesota Department of Natural Resources' Natural Heritage Inventory System does not include any species of special concern/plant communities within one mile of Segment F.

Acquisition Needs

The proposed trail route requires significant acquisition/easement coordination to achieve a contiguous trail segment. Several Segment F properties require negotiations, of which the Park District is committed to a willing seller approach, again as defined by the *Minnetrista Regional Trail Master Plan*.

An easement across one private property is required to achieve connection from the Dakota Rail Regional Trail to Farmhill Drive. Road right-of-way is proposed for the remaining length of Farmhill Drive, with acknowledgement that in select areas, easements may be required to achieve the typical trail section.

Crossing Six Mile Marsh is proposed at the Farmhill Drive cul-de-sac. Minnetrista owns a small property at the Farmhill Drive cul-de-sac for purposes of routing a trail. The property is narrow, located directly on the wetland edge and does not extend all the way to Six Mile Creek. Additional property rights likely in the form of an easement or fee title are required in this location. Due to the shape, configuration and similar ownership of the affected and adjacent parcels, it is possible that a creative approach to land acquisition will be

needed in this location. Preliminary conversations with the current affected property owner indicate that multiple parcels may require acquisition to secure the regional trail corridor as several of the parcels are landlocked and have little to no value without the association of the buildable parcel(s) located off of Farmhill Drive. In this situation, the Park District would likely resell the surplus property with a regional trail easement over it.

The south side of Six Mile Creek will also require additional property rights acquisition. Several easements will be needed from three to five private property owners depending on the final trail design and success of land acquisition negotiation. Several of the easements are anticipated to be relatively minor, one to two located right at Six Mile Creek and away from the private residences and possibly one to two along Kings Point Road. There is one significant easement need that essentially spans the distance from Six Mile Creek to Kings Point Road. In this instance, the Park District is exploring the complete acquisition of the property with the intent to place a regional trail easement on the property and then resell the property. This approach is being explored as the current property owner has indicated a willingness to sell the entire property, but not sell an easement.

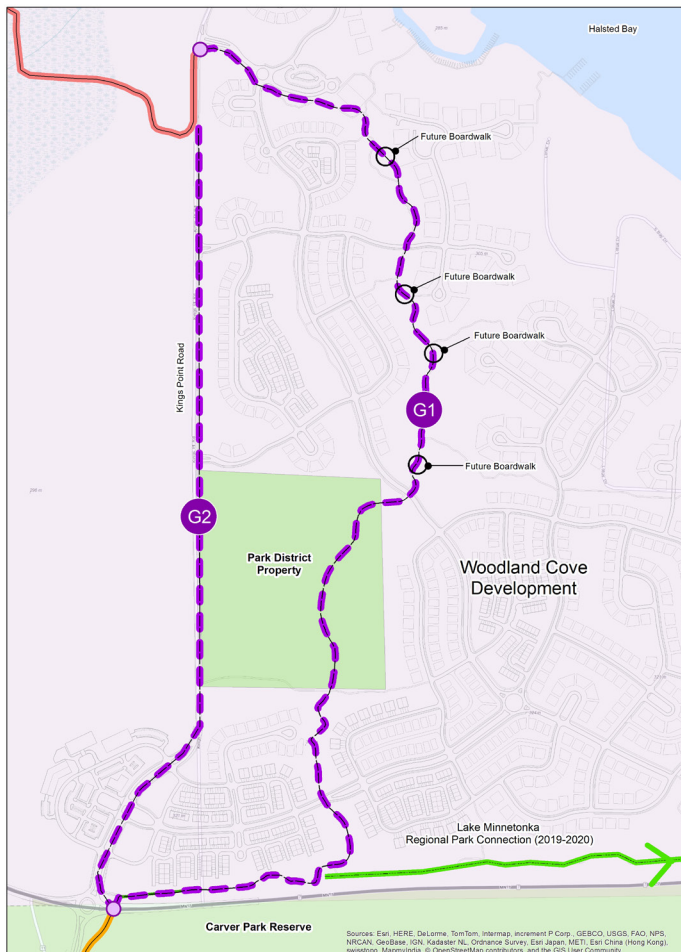
Design and Construction Assessment

Trail construction for Segment F will include typical base trail construction for the northern portion and more specialized construction as the trail crosses Six Mile Marsh including a series of boardwalks and a pedestrian bridge to cross Six Mile Creek.

While cursory review by the Watershed District has been conducted, design details will need to consider the Watershed District's rules and requirements associated with crossing the marsh.

Wayfinding signage is proposed near the crossing of Six Mile Creek with two rest stops proposed along the route.

Segment G | Woodland Cove



Segment G Map

Location and Status

Segment G is located between Kings Point Road and the existing grade-separated crossing of TH 7. There are currently two alternatives for this segment: Alternative Route G1 which is located through the heart of the new Woodland Cove residential development and a 40-acre parcel owned by the Park District and Alternative Route G2 which is located adjacent to Kings Point Road. At the time the master plan was written, there was local support to move forward with Alternative Route G1, and as such, the master plan is written to reflect that this route is the most likely to be implemented. An alternative route (G2) is still identified in the event an agreement cannot be reached to utilize the planned local trail system through Woodland Cove as part of the greater regional trail corridor. In the event Alternative Route G2 is implemented, local connections would

provide access from Woodland Cove residents to the regional trail.

Context and Destinations

Most of Alternative Route G1 will be located within a new local open space network through the Woodland Cove development and a 40 acre wooded lot owned by the Park District. The open space network, which will ultimately be owned by Minnetrista, is a composition of a series of outlots with a minimum width of approximately 160'. The adjacent open space network will be a mix of 11 housing types catering to a variety of price points and ranging from custom homes to row townhouse to multi-family homes. The open space network is planned to be restored to a more natural aesthetic with wetlands, prairies, and some wooded areas.

A major destination within this segment is a direct connection to Lake Minnetonka Regional Park offering hiking, biking, swimming, boating, fishing, geocaching, picnicking, and a creative play area. There will also be a combination of private (homeowners association owned/operated) and public parks within Woodland Cove which will be accessible via the connecting local trails.

Natural Resources

The existing natural resources along Alternative Route G1 are limited to the portion of the trail which will traverse the 40 acre parcel owned by the Park District. The Park District's property is a high-quality maple-basswood forest protected by a conservation easement. The remainder of Alternative Route G1 is heavily impacted by the development of Woodland Cove. The long-term plans of the open space network within the Woodland Cove development calls for the recreation of wetlands, prairies, and some wooded areas that will provide for an aesthetically pleasing - but not necessarily a natural resource significant corridor - given the corridor width and surrounding residential development.

MLCCS

The Minnesota Land Cover Classification System classifies the area immediately adjacent to Alternative Route G1 as forested and planted or cultivated. A significant portion of this route

will be heavily impacted by the Woodland Cove development; however, the development plans call for the reestablishment of a more natural landscape such as prairies and wetlands. As such, in the long term some of this corridor may be redesignated to a more natural classification such as herbaceous, shrubland, or woodlands. Since the 40-acre parcel owned by the Park District is classified as forest and since this is within a conservation easement it is intended to remain this way well in perpetuity.

Species of Special Concern

The Minnesota Department of Natural Resources' Natural Heritage Inventory System does not include any species of special concern/plant communities within one mile of Segment G.

Acquisition Needs

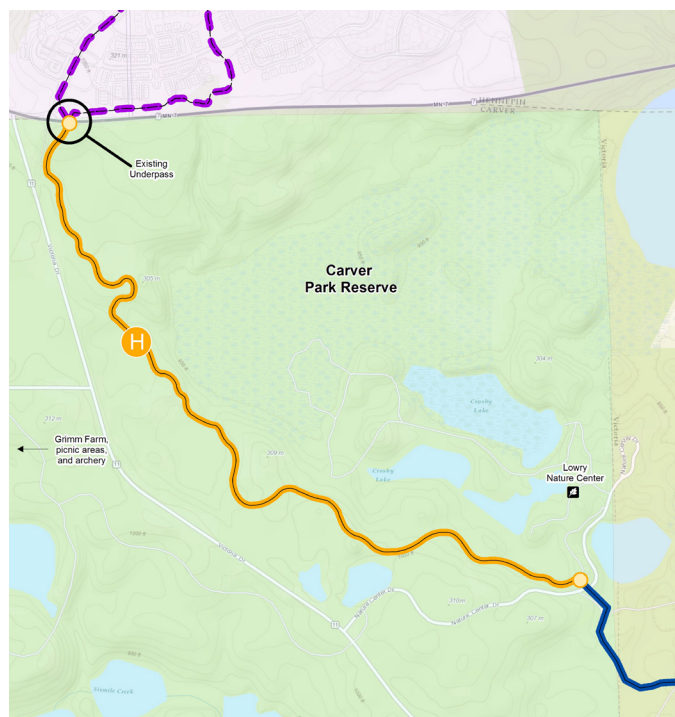
A 20' wide regional trail corridor through the Woodland Cove open space network is required from the City of Minnetrista. The City and Park District are seeking creative ways to transfer the property rights to the Park District. The ultimate solution will account for the City's use of park dedication authority to secure the land and may account for potential future Park District parkland impacts due to proposed City improvements.

Design and Construction Assessment

Alternative Route G1 is planned for construction to the local standard of 8' wide. The Park District will upgrade to typical regional trail standards at which time adjacent trail segments are complete and after the pavement's useful life. Four road crossings and several boardwalks are anticipated and require additional design considerations.

Wayfinding signage is proposed at the Kings Point Road crossing into the Woodland Cove development and one rest stop is proposed as space availability allows.

Segment H | Carver Park Reserve I



Segment H Map

Location and Status

Segment H is located between the existing grade separated crossing of TH 7 and the Lowry Nature Center, completely within Carver Park Reserve. This segment is not yet built but is anticipated to be constructed approximately in 2019.

Context and Destinations

Segment H passes through a more open area of Carver Park Reserve with vistas over open fields, prairies, and other managed open areas to the surrounding forests, woodlots, and wetlands. The topography of Segment H is similar to Segment I - gently rolling.

Segment H trail users have access to a wide variety of recreation opportunities such as picnicking, archery, the Grimm Farm Historic Site, geocaching, cross country skiing, birding and other wildlife viewing, hiking, and the Lowry Nature Center complex (the first public environmental education center of its kind in the state) via the existing interior trail network. Many of these recreational offerings are on the west side of CR 11 (the opposite side of the road as the regional trail). The next *Carver Park Reserve Master Plan* update is expected to review and evaluate a grade-

separated crossing of CR 11 in the northern half of the park reserve to complement the existing grade-separated crossing in the southern half of the park reserve. Such a crossing would offer improved safety and ease of crossing CR 11 and connectivity of the park as well as connectivity of the park with the regional trail. Trail users can also access other recreation opportunities such as fishing, camping, swimming, and a dog-off leash area; however, these areas are best accessed via Segment I.

Natural Resources

Carver Park Reserve is a system of interconnected lakes, marshes, and sloughs. Many of the wetlands are rich in biological diversity and classified as sanctuaries – the highest level of protection within the Park District’s internal land use guidance. On upland sites, the dominant plant community is oak forest, but there are good stands of maple-basswood as well. Similar to natural areas across the region, state, and nation, there is an ongoing battle to minimize the establishment and spreading of many invasive species including a few noteworthy examples of buckthorn, Eurasian water milfoil, poison ivy, wild parsnip, and leafy spurge.

The wildlife in Carver Park Reserve may be more diverse than any other Park District park reserve. There are open field species like bobolinks and meadowlarks, species that require large open areas or wooded areas near water bodies such as ospreys and barred owls, and wide variety of other wildlife species like Trumpeter Swans, mink, white-tailed deer, otters, as well as common and more rare waterfowl and songbirds.

Natural resource management of the adjacent land will occur as part of the natural resources management of Carver Park Reserve and not the Baker/Carver Regional Trail.

MLCCS

The Minnesota Land Cover Classification System classifies the area immediately adjacent to Segment H as planted or cultivated vegetation and forests with a scattering of woodlands, shrublands, and herbaceous plant communities. Especially noteworthy along the east side of the northern half of Segment H is the ‘7-11 Woods’ which is a forest comprised of lowland hardwood forests, maple-basswood forest, and oak forest. The quality and integrity of this forest is exceptional and is designated as a sanctuary within the Park District’s internal land use guidance classification system.

Species of Special Concern

The Minnesota Department of Natural Resources’ Natural Heritage Inventory System includes the following species of special concern/plant communities within one mile of Segment H.

Common Name	Scientific Name	Classification
Bald Eagle	<i>Haliaeetus leucocephalus</i>	Species of Special Concern
Cerulean Warbler	<i>Setophaga cerulea</i>	Species of Special Concern
Tamarack Swamp		Not Classified
Halberd-leaved Tearthumb	<i>Polygonum arifolium</i>	Non-threatened
Trumpeter Swan	<i>Cygnus buccinator</i>	Threatened

Acquisition Needs

No additional land is required for Segment H.

Design and Construction Assessment

The proposed design and construction for Segment H include typical base trail assumptions through Carver Park Reserve. Wayfinding signage is proposed on the south side of Highway 7 and within the park reserve. Two additional rest stops are proposed at locations to be determined.

Segment I | Carver Park Reserve II



Segment I Map

Location and Status

Segment I is located between the Lowry Nature Center and Lake Minnetonka LRT Regional Trail, completely within Carver Park Reserve. This segment is already constructed and open for public use.

Context and Destinations

Segment I passes through a complex of woods, wetlands, and open prairie and a landscape best described as ground moraine comprised of gently rolling relief within the southeast quadrant of Carver Park Reserve. There are vistas to Steiger Lake and the southern lobe of Lake Zumbra and existing resting nodes to take in the landscape and more personally connect with nature.

Segment I trail users have access to a wide variety of recreation opportunities such as fishing, camping, swimming, a dog-off leash area, geocaching, birding and other wildlife viewing, hiking, and the Lowry Nature Center complex (the first public environmental education center of its kind in the state) via the existing interior trail network. Trail users can also access other recreation opportunities such as picnicking, archery, cross-country skiing, and the Grimm Farm Historic Site within Carver Park Reserve; however, these areas are best accessed via Segment H.

Downtown Victoria, located within .8 miles of the southern terminus of Segment I via the Lake Minnetonka LRT Regional Trail, offers trail users

access to a community center, grocery store, post office, churches, restaurants, and other commercial and retail destinations.

Natural Resources

Please see Segment H narrative for more information regarding natural resources associated with Carver Park Reserve. Since both segments are completely within Carver Park Reserve, the general natural resource assessment and description are the same.

MLCCS

The Minnesota Land Cover Classification System classifies the area immediately adjacent to Segment I as primarily woodland, shrubland, and herbaceous plant communities with a scattering of planted or cultivated vegetation and forests.

Species of Special Concern

The Minnesota Department of Natural Resources' Natural Heritage Inventory System includes the following species of special concern/plant communities within one mile of Segment I.

Common Name	Scientific Name	Classification
Maple Basswood Forest	---	Not classified
Least Darter	<i>Etheostoma microperca</i>	Species of Special Concern

Acquisition Needs

No additional land is required for Segment I.

Design and Construction Assessment

This segment of the Baker/Carver Regional Trail exists and is in use. No redesign or reconstruction is anticipated. Wayfinding signage is anticipated near the parking lot on Park Drive, near the Lowry Nature Center, with an additional directional sign placed at the Lake Minnetonka LRT Regional Trail terminus. Future improvements to parking may be considered if demand warrants.