

Memo

To: Honorable Mayor and City Council
From: Joe Kohlmann, City Administrator
Date: May 13, 2014
Re: Scenic Byway Resolution

The City has been contacted by the City of Wayzata to consider supporting the exploration of a scenic byway. Staff has *attached* some information regarding scenic byways along with a Resolution of support to continue exploring the feasibility.

Council Action Requested:

Motion to adopt the attached resolution of support for studying the feasibility of creating a scenic byway.

Joe Kohlmann

From: Gerry De La Vega <gerryd@terradek.com>
Sent: Tuesday, February 25, 2014 3:28 PM
To: Joe Kohlmann
Subject: FW: SCENIC BYWAY FOLLOW UP

Follow Up Flag: Follow up
Flag Status: Flagged

Joe, Here is more on the Scenic Byway project.

-----Original Message-----

From: Ken Willcox [<mailto:kenwillcox@wayzata.org>]

Sent: Tuesday, February 25, 2014 2:56 PM

To: holly.slagle@state.mn.us; EEvenson@minnehahacreek.org; clizee@minnehahacreek.org; sgriffin@ci.minnetonka-beach.mn.us; jdadessert@aol.com; jdoak.woodland@hotmail.com; Gerry De La Vega; cfischer@ci.minnetrista.mn.us; mgaylord@ci.excelsior.mn.us; dougs@schmidtlaw.org; schmidtlaw@visi.com; mahanus@frontiernet.net; kandishanson@cityofmound.com; dkind100@gmail.com; toconnor@ci.victoria.mn.us; sgreinhardt@hotmail.com; tschneider@eminnetonka.com; PaulSkrede@mchsi.com; szerby@ci.shorewood.mn.us; lhotvet@ci.shorewood.mn.us; justin@stonescapesdesign.com; lmcmillan@ci.orono.mn.us; sarahsmith@cityofmound.com; JPanchyshyn@ci.shorewood.mn.us; justin@stonescapesdesign.com; mfunk@ci.minnetrista.mn.us; James.grube@hennepin.us; Debra.Brisk@hennepin.us; Jvlaming@threeriversparkdistrict.org; wgc@bitstream.net; steve_finch@att.net; kluger@ci.excelsior.mn.us; jillbartel@gmail.com; swhite@minnehahacreek.org; healingsystems@earthlink.net; rea@umn.edu; Janis.Callison@co.hennepin.mn.us

Cc: Heidi Nelson; Bryan Gadow

Subject: SCENIC BYWAY FOLLOW UP

Dear scenic byway attendee,

I wanted to add my thanks to you for attending the subject meeting yesterday. I know you had to carve valuable time out of your day to participate. Thank you for going to that trouble. I think/hope we accomplished our objective of introducing the topic and sharing official explanations of what a scenic byway is, and as importantly, what it isn't.

By now you should have received the powerpoint presentations that Bryan Gadow sent out this morning. I hope that helps as you continue considering whether this might work for your community.

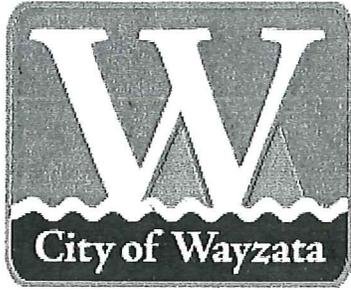
Yesterday's meeting was just a first step. I know we didn't address all of the questions you may have, and others will certainly come up as well. In my opinion the scenic byway tool could be a powerful opportunity for all of our cities. It would provide a platform for highlighting and protecting our valued history and natural resources. It would also engage residents and visitors and direct them to amenities they might enjoy in each city.

As Minnetonka Mayor Schneider said, there are still lots of questions. If I can be of any help as you and we sort through this, please don't hesitate to contact me. Again, what we would be hoping for by June 1 is a resolution that your city wants to continue the dialogue that could lead ultimately to a byway application and designation.

Thank you again.

Best regards,

Ken Willcox



City of Wayzata
600 Rice Street
Wayzata, MN 55391-1734

Mayor:
Ken Willcox
City Council:
Jack Amdal
Andrew Mullin
Tom Tanner
Bridget Anderson
City Manager:
Heidi Nelson

May 13, 2013

RECEIVED

MAY 14 2013
CITY OF TONKA BAY

The Honorable Gerry De La Vega
City of Tonka Bay
4901 Manitou Road
Tonka Bay, MN 55331

Re: Invitation for Participation in a Lake Minnetonka Regional Scenic Byway

The Honorable Mayor De La Vega:

I am writing you on behalf of the City of Wayzata to explore your community's interest in working with the other thirteen Lake Minnetonka communities on a Lake Minnetonka regional scenic byways initiative. The purpose of a regional scenic byway system is to tie together all of our communities' historic, scenic, and cultural amenities that are connected through various historic roadways around Lake Minnetonka to create an important marketing and branding opportunity for this area.

The City of Wayzata became aware of the opportunities that a scenic byway system may provide through the work of a few dedicated citizens who were interested in preserving the important scenic qualities of Bushaway Road/ County Road 101, which is part of a Hennepin County project in 2014. As a result of this work, we created a local scenic byway designation for the historic roadways that connect Wayzata to the lake, similar to what Orono and Minnetonka Beach did a few years ago. In addition, we are conducting a community engagement process to better understand the desires of our residents and business owners as it relates to enhancing our waterfront presence. We view a regional scenic byway system throughout the Lake Minnetonka area as a low cost way of repurposing existing assets to draw business and tourism to the region as a whole.

We have started a conversation with other Lake Minnetonka communities and the Three Rivers Park District about the potential of an area scenic byway. I have attached a packet of information to give you some perspective on the scenic byway concept. If you are interested, I would be pleased to meet with you in the coming weeks to discuss this with you further. I will contact you in the next few weeks to schedule a meeting, or feel free to contact me at 952-922-5569 or Kenwillcox@wayzata.org.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Ken Willcox
Mayor

RESOLUTION NO. 14-

A RESOLUTION AUTHORIZING A FEASIBILITY STUDY FOR A LAKE MINNETONKA SCENIC BYWAY CONCEPT

WHEREAS, the State of Minnesota has a scenic byway system with twenty one (21) designated state scenic byways, but none of the roads around Lake Minnetonka are included in a state scenic byway; and

WHEREAS, the designation of a state scenic byway route imposes no financial or legal requirements on the participating jurisdictions, except the individual marketing and branding efforts determined by each jurisdiction, and that no new billboards are allowed along the route; and

WHEREAS, participating communities within a designed scenic byway may apply for funding through the Federal Transportation Alternatives Program (TAP) for eligible activities such as on-road and off-road trail facilities, historic preservation and rehabilitation efforts, and environmental mitigation, with a local match of twenty percent (20%); and

WHEREAS, there are fourteen (14) Lake Minnetonka area communities (City of Minnetonka Beach, City of Woodland, City of Deephaven, City of Tonka Bay, City of Minnetrista, City of Excelsior, City of Mound, City of Greenwood, City of Victoria, City of Spring Park, City of Minnetonka, City of Shorewood, City of Wayzata, and City of Orono; and

WHEREAS, representatives from some of the fourteen (14) Lake Minnetonka area communities, Minnesota Department of Transportation's (MNDOT) Office of Scenic Byway Programs, Three Rivers Park District, Hennepin County, and the Minnehaha Creek Watershed District (MCWD) met on February 24, 2014 to initiate a discussion and a fact finding effort on the potential of a Lake Minnetonka area state scenic byway; and

WHEREAS, at the conclusion of the February 24, 2014 meeting, the attendees agreed to bring forward a discussion of the Lake Minnetonka area scenic byway concept to their respective cities and jurisdictions to determine if there was support for pursuing the initiative further; and

WHEREAS, the attendees agreed to provide a response from their jurisdiction by June 1, 2014 on whether or not their jurisdiction was interested in further study of the feasibility of the Lake Minnetonka area state scenic byway; and

WHEREAS, this response on further studying the feasibility of the state level scenic byway concept does not formally commit a jurisdiction to a potential state-level scenic byway application at this time; and

NOW, THEREFORE, BE IT RESOLVED, that the Tonka Bay City Council supports the further study of the feasibility of the Lake Minnetonka area state scenic byway concept; and

BE IT FINALLY RESOLVED, that the Tonka Bay City Council recommends that a stewardship group of interested members from the above listed jurisdictions be created to further study the feasibility of the Lake Minnetonka area state scenic byway, and report back to all interested jurisdictions periodically with their findings.

PASSED at a regular meeting of the Tonka Bay City Council this 13th day of May, 2014.

Motion introduced by _____ and seconded by _____.

Roll Call Vote: Ayes –
Nays –
Absent –

Gerry De La Vega, Mayor

ATTEST:

Joseph Kohlmann, Clerk/Administrator

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Proposal for a Lake Minnetonka Scenic Byway

(Prepared by Ron Anderson, Wayzata)

Why create a Lake Minnetonka Scenic Byway?

To Protect Resources: An official byway makes it easier to argue for preserving natural, scenic and historical resources.

To Enhance Community Recognition: State and National byways increase the visibility of a road corridor, the communities connected, and the resources available.

To Enhance Community Pride and Vision: Byways connect communities and promote the importance of historical sites, and the richness of natural, scenic and recreation resources.

To Encourage Partnering: Not only do byways bring communities together, but also they suggest reasons for cooperative activities involving businesses, nonprofit organizations, and voluntary groups. A sense of common good may emerge and help to guide improvements in the lives of all residents in the byway corridor.

To Boost Economic Development: Perhaps the most tangible benefit from byway designation comes from economic development. This results from both tourism and increased use of business services by residents within the byway corridor. This can result in more community pride and vitality.

Slight increases in traffic are a small price to pay for improving the image of the Lake as a whole and appreciation of its resources. For example, have you been to Gale Woods or the Excelsior Museum or the Burwell House? Read down the list in Table 1, which contains about 140 "attractions" around the lake to see how many of these places you have not experienced. Think also about the future. If we do not do more now to preserve natural and historical resources, they may be lost to future generations.

What is a scenic byway?

A "scenic byway" is a transportation corridor recognized for one or more archeological, cultural, historic, natural, recreational and scenic qualities. It can be designated as such nationally, by a State, or by a local unit of government. We seek official recognition of a Lake Minnetonka Scenic Byway by the State of Minnesota.

Minnesota's Scenic Byways Program has so far approved 22 scenic byways in the State. Funds can be awarded by the state or national scenic byway programs for planning, conservation, preservation and marketing activities of potential byways.

The National Scenic Byways Program administered by the U.S. Department of Transportation is a grass-roots collaborative effort established to help preserve and

enhance selected roads throughout the United States. The National Scenic Byways Program has funded 2,926 projects for state and nationally designated byway routes.

What is Proposed for a Lake Minnetonka Scenic Byway?

The Lake area has been divided into four scenic routes in the two maps below. The first map shows the Eastern portion of the Lake as the main scenic byway with a side or auxiliary route from Wayzata to Minnetonka Mills, which in the early days before the Gray's Bay Dam was part of Lake Minnetonka. On the first map, the main scenic byway route is shown in pink and the Minnetonka Mills side route is marked in green. The starting point of each route is marked as mile 0 (zero) and the other numbers along the route are the distances in miles from the starting points.

The second map (Map 2), gives the western end of the lake including not only the Upper Lake but also the headwaters area to St. Bonifacius. This Western route is marked in blue. A side or auxiliary route along North Shore Drive is marked in purple.

Each of the two main routes adds up to about 20 miles in length for a total of 41 miles. The side (auxiliary) routes add an additional 11 miles. The scenic byway plan as now conceived involves the following 14 communities:

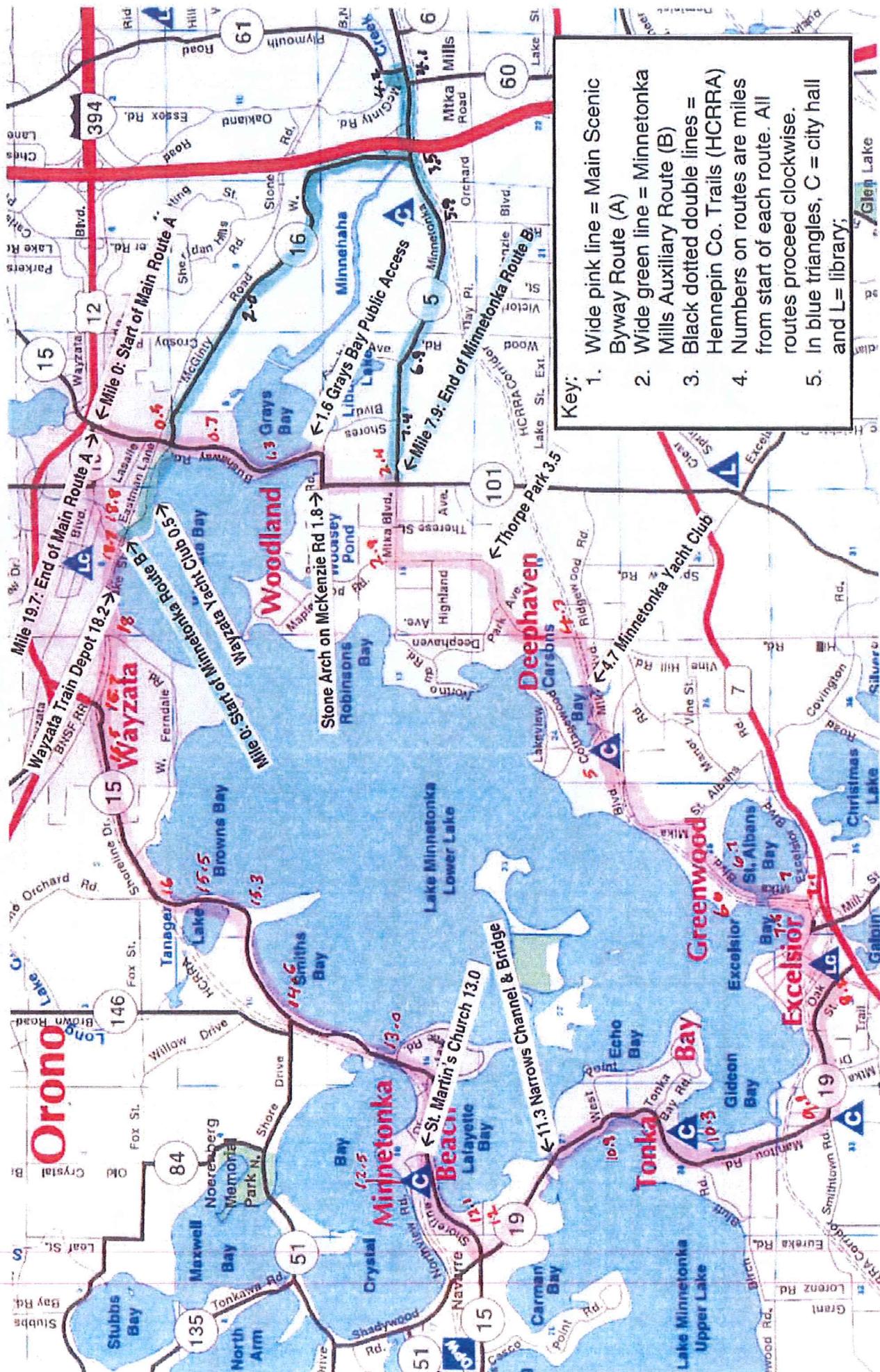
Excelsior	Orono
Deephaven	Shorewood
Greenwood	Spring Park
Minnetonka	St. Bonifacius
Minnetonka Beach	Tonka Bay
Minnetrista	Wayzata
Mound	Woodland

However, there are only four principal Chambers of Commerce and six Historical Societies. (See Table 2 for a list.) Thus, the organization work will be less demanding than it might seem.

Among the many pieces of this project that remain to be completed is a complete listing of the key historical sites around the lake. A preliminary list of about 50 historical sites is embedded in both Tables 1 and 2. However, this list is not complete. Note that no current residences are included in the list of historical sites because of privacy considerations. The current list of sites is not yet completed, as most of the existing historical commercial buildings in Excelsior and Wayzata are not yet included. The historical societies will be solicited for help in making a complete list.

The workshop on June 21, led by Bill Neuman, will begin to clarify the remaining work to be done and how best to organize to get all of the cities and organizations around the lake to work together.

Lake Minnetonka Main Scenic Byway Route (A) Including Minnetonka Mills Auxiliary Route (B)

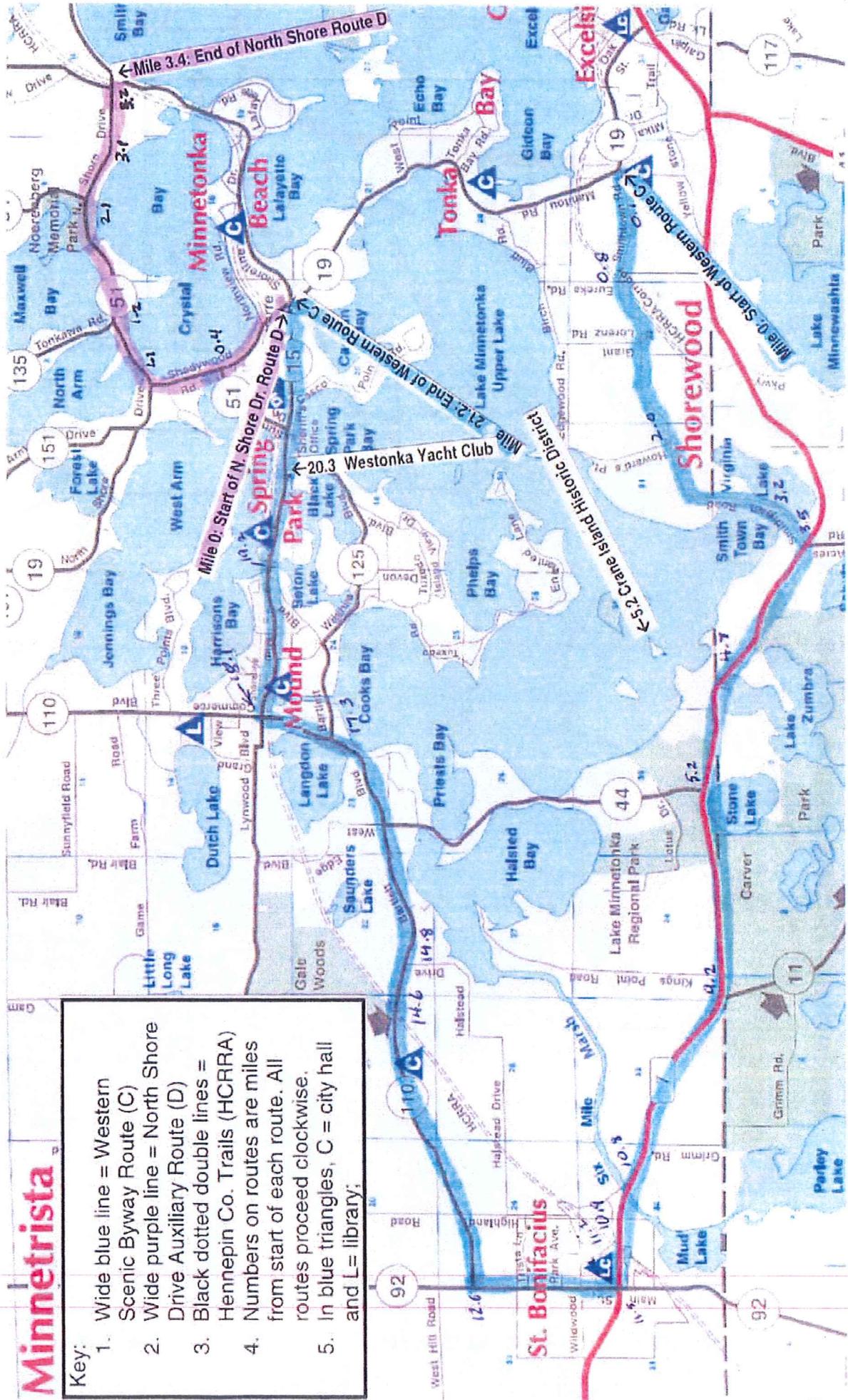


Key:

1. Wide pink line = Main Scenic Byway Route (A)
2. Wide green line = Minnetonka Mills Auxiliary Route (B)
3. Black dotted double lines = Hennepin Co. Trails (HCRRA)
4. Numbers on routes are miles from start of each route. All routes proceed clockwise.
5. In blue triangles, C = city hall and L = library;

Note: this is a draft proposal for discussion purposes. Map is based on a segment of Henn. Co. Public Works Map.

Map 2: Lake Minnetonka Western Scenic Byway Route (C) Including North Shore Dr. Auxiliary Route (D)



Minnetrista

- Key:
1. Wide blue line = Western Scenic Byway Route (C)
 2. Wide purple line = North Shore Drive Auxiliary Route (D)
 3. Black dotted double lines = Hennepin Co. Trails (HCRRA)
 4. Numbers on routes are miles from start of each route. All routes proceed clockwise.
 5. In blue triangles, C = city hall and L = library;

Note: this is a draft proposal for discussion purposes. Map is based on a segment of Henn. Co. Public Works Map.

Table 1

Lake Minnetonka Scenic Byway (Proposed Routes with Attractions and Places)		
Route	Mile	Attraction or Place
A		A. Main Scenic Byway Route (Upper Lake)
A	0	Wayzata Blvd at Freeway Exit for Co. Rd. 101 South.
A	0.5	Bushaway (Co. Rd. 101) and McGinty (Co. Rd 16) Intersection
A	0.7	Locust Hills Trail and Old Sweatts Barn
A	1.3	Bushaway Causeway Between Gray's Bay and Wayzata Bay
A	1.5	Gray's Bay Bridge
A	1.6	Gray's Bay Public Access & Marina
A	1.8	Stone Arch on McKenzie Rd off Breezy Pt. Rd
A	2.4	Groveland Community on Minnetonka Blvd at 101 (Ty Abel's Corner)
A	2.6	Deephaven City Line
A	2.9	Minnetonka Blvd continues on Maplewood Rd Going South
A	3.5	Thorpe Park
A	4.3	Minnetonka Blvd continues right on Carson's Bay Boulevard
A	4.6	Deephaven Public Access
A	4.7	Minnetonka Yacht Club and Carson's Bay Bridge
A	5	Deephaven City Hall
A	5	Cottagewood Rd to Cottagewood General Store (0.3 mile)
A	5	Crossing of Lake Minnetonka Regional LRT Trail with Parking
A	5.7	Greenwood City Limits
A	6.6	Old Log Theatre
A	6.7	Greenwood Marina
A	6.8	St. Albans Bay Bridge
A	7	Excel Marina
A	7.1	End of Trolley Line
A	7.5	Port of Excelsior and Excelsior Commons/Park/Beach
A	7.6	Dock Cinema and various other historical sites in Excelsior
A	7.6	South Lake-Excelsior Chamber of Commerce, 202 Water St.
A	7.7	Excelsior Old public School at 260 School Rd & Excelsior High School
A	7.7	Excelsior History Society and Museum and Excelsior Trolley Line begins
A	7.7	Crossing of Lake Minnetonka Regional LRT Trail with Parking
A	8.2	Highway 19 intersection with Water St.
A	9.1	Shorewood City Hall
A	9.2	Mall at Smithtown Rd
A	9.7	Manitou Park
A	10.2	Old Orchard Park (on West side of road)
A	10.3	Tonka Bay City Hall
A	10.7	Tonka Bay Rd. to Tonka Bay Marina and Caribbean Marina
A	10.9	Old Channel Bay
A	11.3	Narrows Bridge
A	12	Navarre City Line
A	12.1	Gray Freshwater Laboratory
A	12.2	Co. Rd. 15 (Shoreline Dr.) Intersection with Co. Rd. 19
A	12.5	Minnetonka Beach City Hall

A	13	St. Martins Church and Westwood Rd. to historic Lafayette Bay Country Club
A	13.6	Minnetonka Beach City Park
A	13.8	Orono City line
A	13	Arcola Bridge
A	14.1	Smith's Bay
A	14.6	Highway 51 (N. Shore Dr.) Intersection with Co. R. 15 (Shoreline Dr.)
A	14.8	Sailors World Marina
A	15.3	Brackets Point
A	15.5	Tanager Lake
A	15.7	Browns Bay Marina and N. Shore Marina East
A	16	Orono Orchard Road
A	16.5	Ferndale Marsh
A	16.7	Shoreline Dr. (Co. Rd. 15) exits toward Wayzata
A	17.1	Woodhill Country Club
A	17.5	Blake School
A	17.8	Ferndale Road South and Grove Lane East
A	18	Wayzata Beach and Regional Trail Parking
A	18.1	Wayzata Boat Works and Wayzata Marine
A	18.2	Wayzata Train Depot, Historical Society & Chamber of Commerce
A	18.5	Wayzata Waterfront (Lake Street) and various historical sites
A	18.7	Wayzata New Muni (Lake St & Superior Blvd)
A	18.8	Promenade of Wayzata (Old Wayzata Bay Center)
A	19.2	Colonial Mall (Wayzata Blvd & Central)
A	19.7	Bushaway Rd (Co. Rd 101) and Wayzata Blvd (Co. Rd. 15)
B		<u>B. Minnetonka Mills Aux. Scenic Byway Route</u>
B	0	Wayzata New Muni (Lake St & Superior Blvd)
B	0.2	Wayzata Bay Shops and Wayzata Bay Center
B	0.5	Wayzata Public Access (continuing on McGinty West (Co. Rd. 16)
B	0.5	Wayzata Yacht Club
B	0.9	Bushaway (Co. Rd. 101) Intersection with McGinty West (Co. Rd. 16)
B	2	Rufus Rand House (now Cargill Headquarters)
B	3.5	End of McGinty West at Minnetonka Blvd (Co. Rd. 5)
B	3.6	494 Overpass over Minnetonka Blvd
B	4.1	Intersection with Plymouth Rd (Co. Rd. 61)
B	4.2	Historic Burwell House and Burwell Park, 13209 McGinty Rd East
B	4.2	Mill Cottage and Mill Office/Workshop, 13209 McGinty Rd East
B	4.2	Walking Tour of Old Minnetonka Mills, 13209 McGinty Rd East
B	4.3	Heading West on Minnetonka Rd (Co. Rd. 5)
B	5.9	Minnetonka Government and Community Center and Ice Arena
B	6.9	Fairchild Ave and Grays Bay Blvd to Gray's Bay Dam
B	7.4	"Gro Tonka" Park
B	7.5	Groveland Cemetery and Groveland School
B	7.9	Intersection of Minnetonka Blvd with Co. Rd. 101 (Ty Abel's Corner)
C		<u>C. Western Scenic Byway Route (Upper Lake and Gale Woods)</u>
C	0	Smithtown Rd Intersection with Manitou Rd (Co. Rd. 19)
C	0.1	Minnetonka Country Club
C	0.8	Smithtown Way and Crossing of Lake Mtka LRT Trail

C	2	Howards Point Road to Howard Point & Marina
C	2	Peter Gideon Farmhouse, 24590 Glen Rd (off Howard Point Rd)
C	3.2	Lake Virginia Public Boat Access
C	3.5	Hwy 7 turn west
C	4.7	Lake Zumbra
C	4.8	Minnetrissa City Line
C	5.2	Co. Rd. 44 North Intersection
C	5.2	Lake Minnetonka Regional Park and Beach (0.2 miles north on Co. Rd. 44)
C	5.2	Crane Island Historic District (.3 miles off Regional Park)
C	9.2	Carver Park Access
C	10.8	Six Mile Marsh
C	10.9	St. Bonifacius
C	11.2	Dakota Trail Crossing HCRRA
C	11.5	Main St (Co. R. 92) Going North
C	11.5	St. Bonifacius Public Library
C	12.6	Bartlett Blvd (Co. Rd. 110) Going East
C	14.6	Entrance to Gale Woods and Crossing Dakota Trail
C	14.6	Entrance to Westonka Recreational Park
C	14.8	Halstead Drive to public access to Halsted Bay
C	17.3	Cook's Bay Park with public access
C	17.9	Lake Minnetonka Area Chamber of Commerce (2323 Commerce Blvd, Mound)
C	18.1	Intersection of Co. Rd. 110 with Shoreline Blvd (Co. Rd. 15)
C	18.2	Mound business district and Mound City Hall
C	18.3	Lost Lake and Marsh
C	18.5	Old Tonka Toys factory
C	19.2	Seton Bridge and Spring Park City Line
C	20.2	Old Tonka Toys Headquarters
C	20.2	County Sheriff Water Patrol
C	20.3	Sunset Drive (Co. Rd. 51)
C	20.3	Spring Park City Hall (Spring Park Elementary School, 4349 Warren Ave
C	20.3	Westonka Yacht Club
C	20.3	Public boat access and restroom
C	20.8	Casco Point Circle Park
C	21.1	end of scenic loop (Intersection of Co. Rd. 15 with Co. Rd. 19)
D		D. North Shore Dr. Aux. Scenic Byway Route
D	0	Co. Rd. 15 (Shoreline Dr.) Intersection with Co. Rd. 19
D	0.4	Coffee Bridge and Lord Fletcher's Old Lake Lodge
D	1.1	Hendrickson's Bridge
D	1.2	Public Beach Access and restrooms
D	1.3	Wayzata Marine
D	1.8	North Shore Marina
D	2.1	Noerenberg's Bridge
D	2.3	Noerenberg Memorial Park
D	3.1	Minnetonka Art School
D	3.2	Crossing of Dakota Rail Trail
D	3.4	End of N. Shore Dr. (Co. Rd. 51) at Co. Rd. 15

Table 2

**Additional Resources of Proposed Lake Minnetonka Proposed Scenic Byways
Including Historical Attractions by City, Historical Society, Chambers of
Commerce, Parks and Preserves, and Trails**

Historical Attractions by City

- Excelsior
 - Excelsior Historical Society & Museum, 305 Water St
 - Old Excelsior Public School Bldg., 261 School Ave (1899)
 - Excelsior High school (1916)
 - Trinity Episcopal Church Chapel, 300 Second St (1863) in National Register
 - Dock Cinema, 26 Water St
 - Oak Hill Cemetery, Excelsior Blvd
 - Excelsior streetcar line (1906)
 - Minnehaha Steamboat at Bayside Marine
- Deephaven
 - Minnetonka Yacht Club
 - Cottagewood General Store, Cottagewood (1893)
- Greenwood
 - Greenwood Marina
 - The Old Log Theater
- Minnetonka
 - Burwell House, 13209 McGinty Rd E. (1883)
 - Mill Cottage, 13209 McGinty Rd E. (1894 moved)
 - Mill Office/Workshop, 13209 McGinty Rd E. (1894 moved)
- Minnetonka Beach
 - Camp Memorial Chapel (1888) now St Martin's on the Lake Chapel
 - Lafayette Country Club (1899)
 - Minnetonka Beach City Hall
- Minnetrista
 - Crane Island Historic District
- Mound
 - Mound Baptist Assembly Grounds (1900) now Highland Park
 - Bridge to Halstead's Bay (1890)
 - Former Tonka Toy factory (1967)
- Orono
 - Noerenberg Estate (now Memorial Gardens) (1903)
 - Woodhill Country Club (1917)
- Shorewood
 - Crane Island Historic District
 - Peter Gideon Farmhouse 24590 Glen Rd, (1854) site of horticultural experiments
 - Howard's Point – the last area Indian Settlement (1911)
- Spring Park

- Tonka Toys Headquarter Bldg. and Tower
 - Henn. Co. Water Patrol
 - Casco Point Commons
 - Spring Park Elementary School, 4349 Warren Ave (1906) now City Hall
- St. Bonifacius
 - St. Bonifacius Public Library
- Tonka Beach
 - The Narrows Channel (1883)
 - The Narrows Bridge (1910)
- Wayzata
 - Wayzata Train Depot (Great Northern), 402 Lake St E
 - Wayzata Post Office, 229 Minnetonka Ave S. (1941)
 - Wayzata Congregational Church, 605 Rice St (1916) now the Unitarian church
 - Meyer Bros. Dairy, 105 Lake St E. (1941)
 - Old Drug Store, 275 Lake St E. (1920)
 - Wayzata State Bank Bldg., 305 Lake St E. (1922)
 - Kallestad Building, 401 Lake St E. (1875)
 - Wayzata Country Club
 - Locust Hills Barn, 500 Bushaway Rd
- Woodland
 - Gillette Stone Arch on Stone Arch Rd off 101 & Breezy Point Rd (1912)
 - Groveland Methodist Assembly Grounds (1909)
 - Breezy Point, formerly Spirit Knob, a Dakota Indian Sacred Site
- **Historical Societies**
 - Carver County Historical Society
 - Excelsior
 - Lake Minnetonka
 - Minnetonka, 14600 Mtka Blvd
 - Wayzata
 - Westonka
- **Chambers of Commerce**
 - Excelsior
 - Lake Minnetonka Area (2323 Commerce Blvd, Mound)
 - Wayzata
- **Parks and Preserves**
 - Baker Park Reserve
 - Carver Park Reserve
 - Lowry Nature Center
 - Gale Woods
 - Noerenberg Memorial Park
 - Minnesota Landscape Arboretum

- Island Preserves
 - Big Island
 - Crane Island (National Historical Places)
 - Wawatasso Island
 - Wild Goose Chase Island
- **Trails**
 - Luce Line Trail
 - Dakota Trail (also called Hennepin Co. Regional Rail Authority (HCRRA))
 - Lake Minnetonka LRT Regional Trail (also called Hennepin Co. Regional Rail Authority (HCRRA))