

CHAPTER TWO: LAND USE

The Land Use Plan is a general guide to physical growth and development in the City of Savage. It recommends policies for the appropriate timing and location of various types of development as well as policies for protecting the environment. The Plan will be used by the City in determining public investments, making decisions concerning private development proposals, and setting priorities for future planning efforts.

This plan is a general guide to the legal regulation of land development that is controlled by the City of Savage Zoning Ordinance and Zoning Map under the powers granted to it by the State of Minnesota. The Plan results from comprehensive analysis by the City's appointed officials, as well as compilation of other applicable plans, such as the Hamilton Plan, in addition to local citizen input.

The Plan describes and contains maps that generally illustrate the location of future land use classifications within the City of Savage. The plan is a guide for the use and development of land in the City and the boundaries of the different land use districts shown in the various illustrations are approximate and subject to interpretation and adjustment as necessary to conform to actual field conditions.

Savage is entirely within the Metropolitan Urban Service Area (MUSA) and the Metropolitan Council has designated Savage as a "Suburban" community for the purposes of this Plan. This designation is based on Savage's location within the region, forecasted growth, availability of infrastructure and existing land uses. Suburban communities experienced continued growth and expansion during the 1980s and early 1990s, and typically have automobile-oriented development patterns at significantly lower densities than in previous eras. Suburban communities are expected to plan for forecasted population and household growth at average densities of at least 5 units per acre for new development and redevelopment.

LAND USE GOALS

General Development:

- Plan for necessary infrastructure improvements including, as appropriate, executing orderly annexation agreements. Given that Credit River Township is currently evaluating incorporation; special attention needs to be given to

ensure that infrastructure improvements are coordinated to meet future needs.

- Plan for the conversion or reuse of declining or underutilized lands in order to accommodate growth forecasts, ensure efficient utilization of infrastructure investments to meet community needs.
- Residential streets and single and multi-family neighborhoods should be interconnected where possible.
- Community gathering spots, such as parks/open space, community centers, and common areas in commercial development should be dispersed throughout the community.
- Allow the use of narrower streets in select areas in response to environmental constraints, or as a means to calm traffic. Sidewalks/trails should be provided appropriately, though not on every street.
- Retain - rather than increase - current minimum lot sizes for single family homes. Also consider smaller lot sizes when innovative approaches to common/open space and clustering are utilized.
- Reduction of minimum lot widths and construction of front porches are encouraged in appropriate areas.

Hamilton District:

- Improve the Hamilton District's image and identity.
- Balance automobile accessibility with other Hamilton District values, such as pedestrian scale of development and the residential fabric and character of the district.
- Encourage life-cycle housing opportunities and mixed housing types within the Hamilton District.
- Retain the small-town feel of the District, and wherever possible, planning should retain the character of a unique and distinct place while building bridges to the larger Savage community rather than exacerbating the present sense of isolation. Quentin Avenue is a key connection and pedestrian opportunities should be evaluated.
- Ensure that projects within the Hamilton District are financially feasible and will produce an economic return for the community if public subsidy is requested.

Trunk Highway 13 Beautification Corridor Enhancement

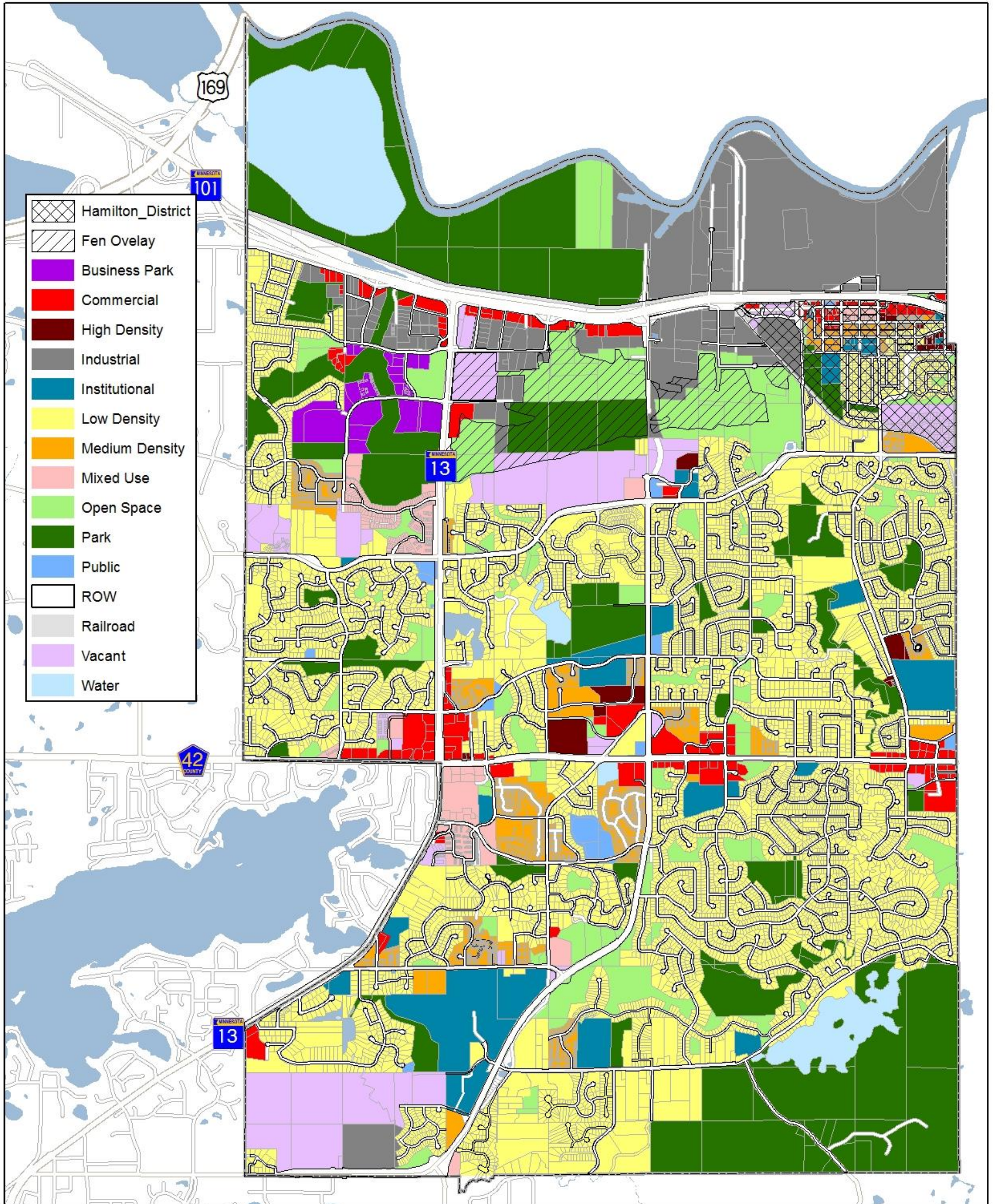
- Effect immediate improvements in appearance without significantly disrupting existing businesses.
- Create future land use patterns of development that complement the function of the corridor and desired image of the community.

EXISTING PATTERN OF LAND USE

Understanding the present pattern of development is key to creating and guiding an appropriate future pattern of land use. [FIGURE 2-1](#) illustrates the generalized pattern existing as of July 2017.

The current land use pattern within the City of Savage reflects the influence of two separate urbanization processes. Initially, urban development occurred in the northern part of the City along the Minnesota River due to the historic importance and influence of river transportation. However, development continues to spread southward in response to land consumption in various communities in the region, such as Burnsville, Lakeville, Prior Lake, and Shakopee.

FIGURE 2-1: EXISTING LAND USE MAP



Existing Land Use
2040 Comprehensive Plan
City of Savage

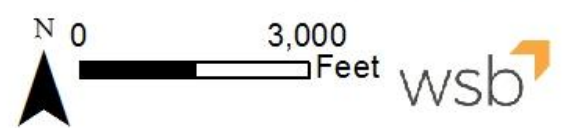


FIGURE 2-2 illustrates the existing acreages within Savage, aiding in the identification of future needs and related planning issues.

FIGURE 2-2: EXISTING LAND USE ACREAGES

| | Total Acres | Percent of Total Acres |
|----------------------------|---------------|------------------------|
| Low Density Residential | 3,370 | 31.8% |
| Medium Density Residential | 361 | 3.4% |
| High Density Residential | 58 | 0.6% |
| Mixed Use | 140 | 1.3% |
| Commercial | 263 | 2.5% |
| Industrial | 841 | 7.9% |
| Institutional | 360 | 3.4% |
| Business park | 100 | 0.9% |
| Park | 1,756 | 16.6% |
| Public | 49 | 0.5% |
| Right-of-way | 1,405 | 13.3% |
| Railroad | 74 | 0.7% |
| Open Space | 726 | 6.9% |
| Water | 527 | 5.0% |
| Vacant | 563 | 5.3% |
| Total | 10,593 | 100% |

EXISTING COMMERCIAL AND INDUSTRIAL LAND USE

Most of the existing commercial and industrial land uses in the City of Savage are concentrated along the TH 13/TH 101 corridor. Agri-business and food handling and processing facilities dependent on the Minnesota River port are located on the east end of the corridor, north of the highway. This includes the Cargill grain elevators and soybean processing plant. Light industry in the form of can manufacturing and machinery production is also located nearby. Numerous small employers are grouped on the south side of the highway.

Other clusters of commercial and industrial development are found along CSAH 42 and TH 13. Several commercial sites are found along TH 13, particularly in the northern part of the City. A large business park is almost to capacity just south of the intersection of TH 101 and TH 13, west of the Savage Fen Wetland Complex, and provides the City with opportunities for additional tax base. Further south, at the intersection of CSAH 42 and TH 13, there has been significant commercial development consisting of "medium" and "big box" retail uses. This style of

commercial development has continued to spread along the Highway 42 corridor over the past 10 years.

RESIDENTIAL LAND USE

Savage is predominantly a residential community comprised of low density single-family neighborhoods, and there continues to be a strong demand for this housing type within the community. Recent residential development has occurred in the 154th Street corridor and on scattered in-fill sites. The first phase of residential development has been initiated within the redeveloping Prior Lakes Aggregates site in the southwest corner of Savage.

Historically, residential development was predominantly located in the eastern half of the city. More recently, residential development has been concentrated in the western, northwestern, and southern portions of the city, including further development adjacent to commercial areas at CSAH 42 and TH 13, providing an important mix of residential and commercial uses within the area. This development has included a balanced mix of single family detaching housing and townhomes of varying type and density.

Special areas of planned and existing residential land uses in Savage, such as the Hamilton District and, are described in subsequent sections of this chapter.

REGIONAL CONTEXT: COMMUNITY DESIGNATION

Comprehensive planning often involves planning for people and jobs that are not yet here. The Metropolitan Council develops population, housing and employment forecasts as a component of a city's System Statement to help set realistic goals and policies to plan for the future needs and trajectories of the community over the decades to come.

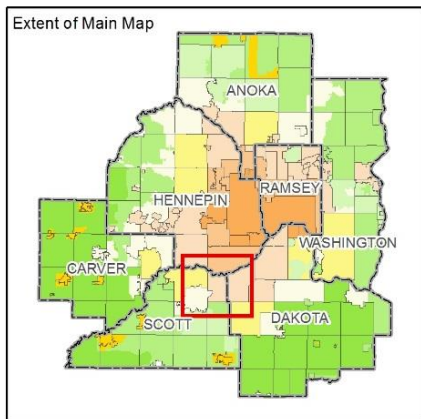
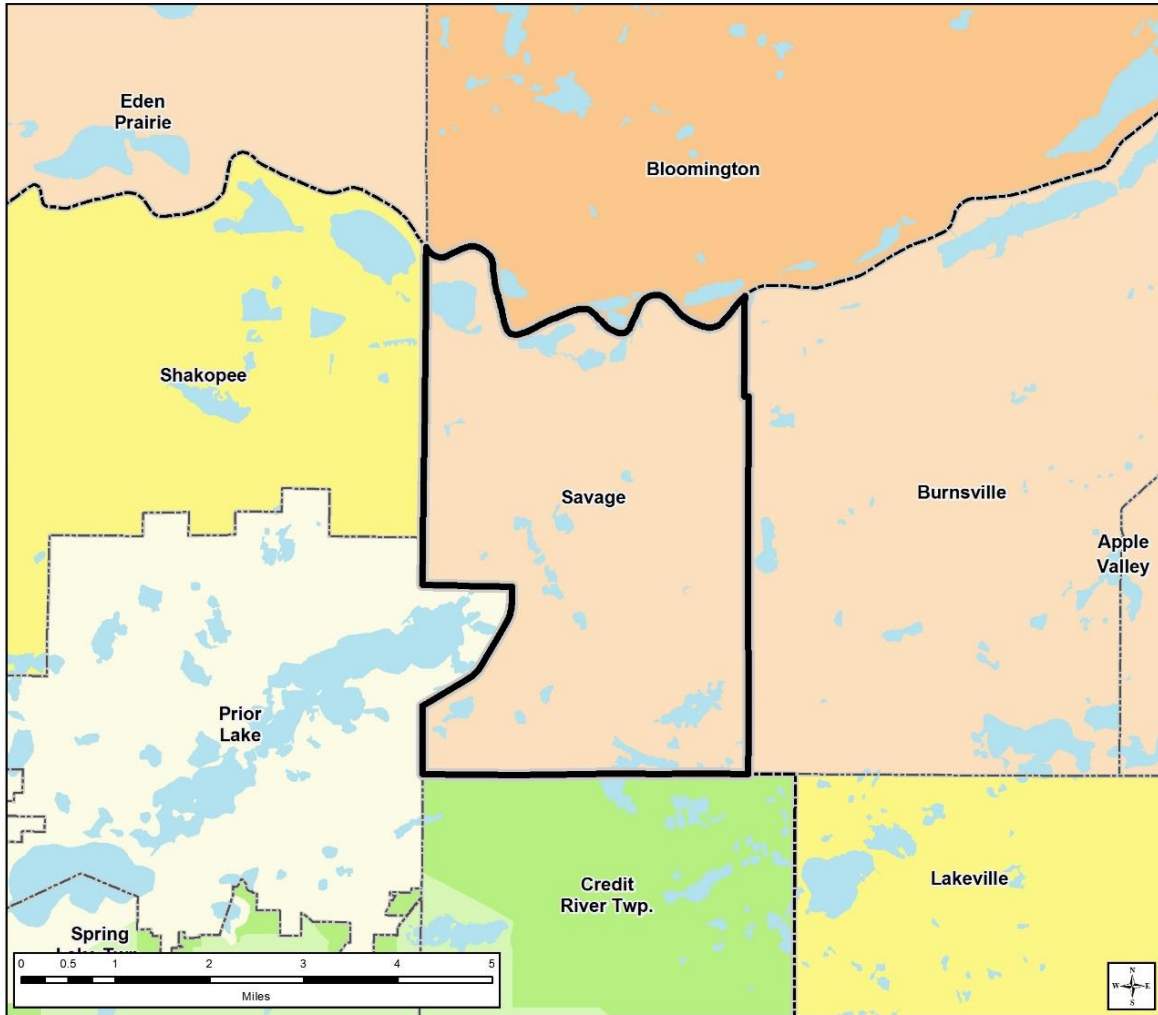
In *Thrive 2040*, the Metropolitan Council groups jurisdictions within the metro with similar characteristics based on urban or rural character for the application of the regional policies outlined in *Thrive*. Savage's "Suburban" designation translates to specific expectations in terms of development density and incorporation of transit services as a transition city between the urban core and more auto-dependent suburban edge and rural communities. Savage's community designation relative to the designations of surrounding communities is shown in [FIGURE 2-3](#).

Community Designation: The Metropolitan Council identifies Savage as a Suburban community. Suburban communities experienced continued growth and expansion during the 1980s and early 1990s, and typically have automobile-oriented development patterns at significantly lower densities than in previous eras.

Suburban communities are expected to plan and stage development for forecasted growth through 2040 and beyond at overall average net densities of **at least 5 dwelling units per acre** for new development and redevelopment. These communities should target higher intensity developments near regional transit investments and in a manner articulated in the *2040 Transportation Policy Plan*. These communities should ensure the efficient use of land when planning for and approving new developments and redevelopment projects.

FIGURE 2-3: COMMUNITY DESIGNATION

City of Savage, Scott County



Community Designations

- Outside Council planning authority
- Agricultural
- Rural Residential
- Diversified Rural
- Rural Center
- Emerging Suburban Edge
- Suburban Edge
- Suburban
- Urban
- Urban Center
- County Boundaries
- City and Township Boundaries
- Lakes and Major Rivers

FUTURE LAND USE

Expected Growth and Change

To guide land use, the City has prepared a future land use plan. The City uses this Plan to guide official decision-making regarding goals, policies, and recommendations for land uses within the City of Savage.

Future land use planning begins with incorporating forecasts of community growth, and anticipating the needs that will arise as a result of this growth and change. The Metropolitan Council has developed growth forecasts for Savage by decade, addressing the projected populations, number of households, and number of jobs. Meeting expected growth projections requires intentional land use planning.

FIGURE 2-4: HISTORIC AND FORECASTED GROWTH

| | Total Population | Persons per Household | Households | Employment |
|--------------------------|------------------|-----------------------|------------|------------|
| 1970 | 3,115 | 3.76 | 828 | 1,920 |
| 1980 | 3,954 | 3.20 | 1,234 | 3,125 |
| 1990 | 9,906 | 3.04 | 3,255 | 3,180 |
| 2000 | 21,115 | 3.10 | 6,807 | 5,366 |
| 2010 | 26,911 | 2.95 | 9,116 | 6,753 |
| 2016* | 30,024 | 2.98 | 10,069 | 7,650 |
| 2020** | 33,400 | 2.88 | 11,600 | 8,100 |
| 2030** | 37,400 | 2.88 | 13,000 | 8,800 |
| 2040** | 41,100 | 2.87 | 14,300 | 9,400 |
| Overall change from 2016 | +11,076 | -0.11 | +4,231 | +1,750 |

**Met Council forecast *Met Council Estimate

These forecasts show that both the population and number of households are projected to increase in Savage, during the next 20 years. The average household size will modestly decrease, going from 2.98 in 2016 to 2.87 in 2040. This is consistent with regional trends in decreasing household sizes.

Planning for Growth

While Savage is largely built out, there are still larger parcels that have been identified as suitable medium and high density residential development, as well as the opportunity for redevelopment of areas such as the former Prior Lake

Aggregates gravel pit. FIGURE 2-6 shows the Future Land Use Plan for Savage, and FIGURE 2-9 shows the land that the City has projected for development or redevelopment before 2040.

Future Land Use Classifications

The development of Savage's 2040 land use plan involves updating the land use descriptions and density ranges of each land use category. The complete descriptions of future land use categories are below.

Low Density Residential

Density: 2-6 units/acre

Acreage of projected development land: 174

Low-density residential development will remain the primary land use within the City of Savage and the development of single-family detached units will continue, though this development will typically be at slightly higher densities than traditional subdivisions. As illustrated in FIGURE 2-6, low density development will exist throughout the City and will provide Savage with a strong residential character.

Medium Density Residential

Density: 7-12 units/acre

Acreage of projected development land: 262

Future residential development in Savage will consist of a higher proportion of medium and high-density land uses. Increased residential densities create greater opportunities for affordable and diverse housing choices, as well the potential to minimize adverse impacts to natural resources through clustered design initiatives. Implementing these design choices and creating denser residential development will preserve the open spaces and rural character that make Savage a unique and desirable place to live.

Redevelopment of the Prior Lake Aggregates gravel pit in the southwest corner of the city provides opportunity for additional housing on a larger scale than exists in other remaining undeveloped areas. The concept land use plan for the site includes a mix of low and medium density residential uses. The land use plan also illustrates future urban development on gravel pit property located south of CR44, outside current city limits. Careful coordination of land use and infrastructure improvements will be required to ensure that development occurs in an orderly manner, regardless of future jurisdiction. The density gap between 12 and 14 DU/acre reflects the fact that observed development patterns in

Savage will typically fall between 7-12 DU/acre and 14-20 DU/acre based on the type of product being built.

High Density Residential

Density: 14-20 units/acre

Acreage of projected development land: 52

Higher density housing is targeted in parts of southern and northern Savage in areas where available land is not subject to environmental limitations. Higher density development will also be located in close proximity to major transportation routes, local commercial land uses and associated service and support uses.

The land use plan contemplates higher density residential uses adjacent to Murphy-Hanrehan Park Reserve, with a vision towards high quality development that complements the character of the area. The park reserve is seen as a significant amenity in the area and a draw for future residents. Any such development will require careful design considerations in order to minimize potential impacts to Three Rivers Park District property, natural resources, and recreational amenities.

Mixed-Use Development

Density: 16-24 units/acre

Acreage of projected development land: 62

Strategically located areas throughout Savage will be encouraged to be mixed-use development districts, translating to PMD (Planned Mixed Use District) as part of the city's zoning ordinance. Mixed use development consists of combinations of retail, commercial, office, professional and personal service designed with specific relationships to high density housing, which should comprise at least 50% of the proposed developments. The mixed-use development may also include a transit component as an integral part of the overall design.

These areas will be located at nodes of major transportation corridors and key areas of the City that have been identified for compact development. Advantages of mixed-use development include a more efficient use of land, lower costs of providing services, a diversity of land uses, minimizing the use of the private automobile and a stronger sense of community. The Hamilton District is an area in Savage that is considered mixed use because of the TH 13 Corridor and the historical pattern of compact development. Land adjacent the Hamilton District, such as the Continental site at the southwest corner of 123rd

Street and Quentin Avenue also has potential for future redevelopment as a mixed-use project.

The northwest corner of Highway 13 and CR 16, which is called Trout Run Preserve, has been developed by mixing high, medium, and low density residential unit types.

Several areas in South Savage have been classified as mixed use. Previously some of these areas were designated business park. These mixed-use areas are located in close proximity to CR27 which will provide good access and visibility.

Commercial

The Comprehensive Plan identifies areas appropriate for commercial development. These areas are primarily located along major transportation routes, such as TH 13, CSAH 42 and TH 101/13. In addition, neighborhood commercial areas serving the local population will be encouraged at strategic locations. The 2040 plan does not guide additional land for commercial development beyond what has already been identified.

Industrial

Industrial development will remain along the TH 101/13 corridor. Historically, this area has been an industrial center with easy access to the Minnesota River and other major transportation routes. Savage will continue to encourage industrial development and redevelopment in this area and minimize negative impacts associated with industrial development in other parts of the community. The 2040 plan re-guides two parcels along the Minnesota River from open space to industrial development, accounting for an additional 286 acres of industrial land.

Note that there is a total of 1,127 acres of land planned for industrial use on the Future Land Use map. However, much of this land is located within the Fen Overlay. Thus, while it is possible that small parts of this land will be converted to industrial use, the City estimates that at least 90% of the area will remain open space as shown on the Existing Land Use map.

Business Park

The existing business park in Savage is largely completed and occupied. This plan does not guide any additional land towards Business Park, but rather focuses on the use of Mixed Use Development to provide the commercial business uses appropriate for the city.

Public/Quasi Public and Institutional

All areas within the City associated with public or quasi-public use are identified on [FIGURE 2-6](#). Uses include cemeteries, schools, churches and public offices.

Park/Open Space

All City and regional parks are identified on **FIGURE 2-6**. The City of Savage places great emphasis on ensuring all residents have equal access to community park facilities and encourages a one-quarter mile spacing standard for the location and provision of park facilities. A detailed park and trail strategy is presented in Chapter 6- Parks, Trails, and Open Space. Also identified in lighter green on the future land use map are areas of open space, including stormwater management structures, environmentally sensitive resources and various dedicated land easements. Together the structured parkland and open space create the overall character of Savage and help define the quality of life for residents of Savage.

Fen Development Overlay District

The Fen Development District overlies the Savage Fen Wetland Complex. Land development in this district will be guided by the underlying land use and special regulations outlined as part of the Fen Development District guidelines. These guidelines will be used as an implementation strategy for this plan and will strive to protect the integrity and ecological function of the Fen for future generations.

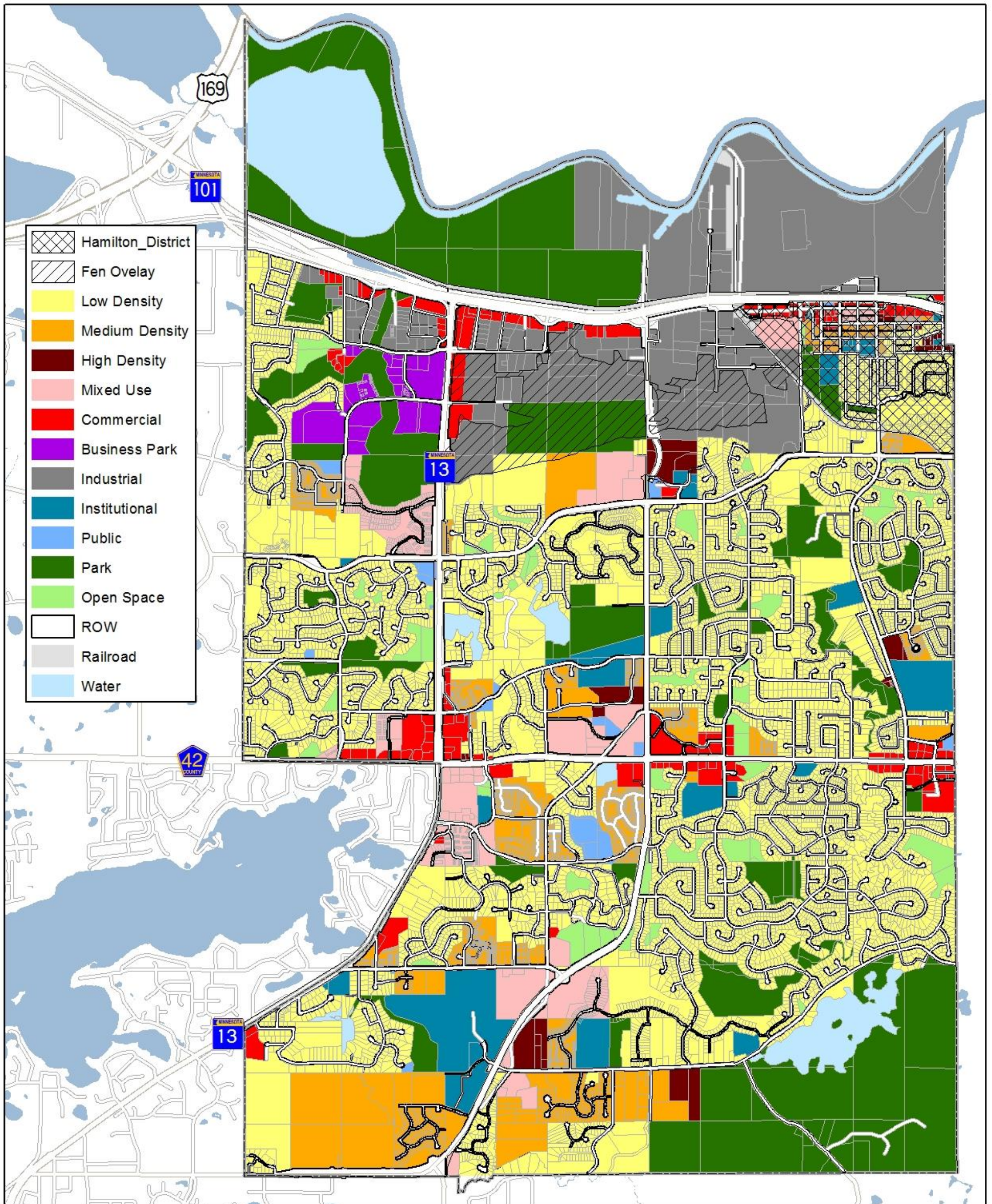
Hamilton Overlay District

The Hamilton Overlay District will be redeveloped according to the underlying land use and the Hamilton Special Area Plan. This Plan is summarized later in this chapter and presents a unified design and development strategy for this unique area within Savage.

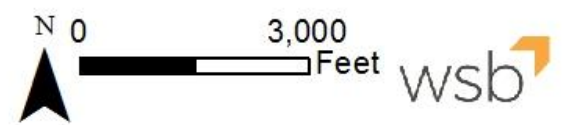
FIGURE 2-5: FUTURE Land USE GUIDE PLAN

| | Total Acres | % of Total Acres |
|----------------------------|---------------|------------------|
| Low Density Residential | 3,406 | 32.2% |
| Medium Density Residential | 757 | 7.1% |
| High Density Residential | 109 | 1.0% |
| Mixed Use | 364 | 3.4% |
| Commercial | 286 | 2.7% |
| Industrial | 1127 | 10.6% |
| Institutional | 328 | 3.1% |
| Business park | 120 | 1.1% |
| Park | 1,750 | 16.5% |
| Public | 57 | 0.5% |
| Right-of-way | 1,395 | 13.2% |
| Railroad | 74 | 0.7% |
| Open Space | 215 | 2.0% |
| Water | 610 | 5.8% |
| Total | 10,593 | 100.0% |

FIGURE 2-6: FUTURE LAND USE MAP



Future Land Use
2040 Comprehensive Plan
City of Savage



Meeting Growth Expectations

Savage’s “projected development areas,” are identified as opportunity areas for development, redevelopment, re-use, intensification, infill or improvement within the 2040 planning horizon. Those areas are critical to understanding how the City meets its growth expectations for the coming decades. These areas were identified because they fall into one of three categories:

- **Vacant land:** A small amount of land in Savage remains undeveloped. Most of the current vacant parcels are included in the projected development areas.
- **Under-utilized sites:** Some sites were identified as “under-utilized”, meaning that they may have an excessive amount of parking that could be used for other uses, there could be vacant *portions* of a site that could be built out, or there might be significant vacancies within shopping centers that indicate the area is ripe for redevelopment.
- **Areas with redevelopment potential:** These areas were highlighted in public engagement efforts as needing attention, revitalization, change, or intensification of uses.

Overall, the growth expectations for Savage through the year 2040 can be met through the identified redevelopment areas. **FIGURE 2-7** below shows the residential acreage associated with the parcels included in the projected development areas, as well as the land use density ranges associated with each of these residential categories. Applying the expected density ranges to the land use areas, this table demonstrates the two ways in which the projected development areas will meet Savage’s forecasted and expected 2040 growth:

FIGURE 2-7: RESIDENTIAL GROWTH POTENTIAL BASED ON FUTURE LAND USE DESIGNATIONS AND PROJECTED DEVELOPMENT AREAS.

| Land Use Type | TOTAL Dev. Acres | Density Range | | | Yield % | TOTAL Minimum Units | TOTAL Midpoint Units | |
|-------------------------------|--------------------|---------------|-----|-----|---------|---------------------|----------------------|--------------|
| | | Min | Mid | Max | | | | |
| 2040 Future Land Use | Low Density Res | 174.33 | 2 | 4 | 6 | 100% | 349 | 697 |
| | Medium Density Res | 261.88 | 7 | 9.5 | 12 | 100% | 1,833 | 2,488 |
| | High Density Res | 52.14 | 14 | 17 | 20 | 100% | 730 | 886 |
| | Mixed Use | 61.76 | 16 | 20 | 24 | 50% | 494 | 618 |
| Guided Total | | 519.23 | | | | | 3,406 | 4,689 |
| Community Designation Density | | 6.56 | | | | | | |

- **Overall Average Density:** Applying the *minimum* end of the density range to each residential land use category, the overall density is the total number of expected minimum units divided by the total number of acres in the likely redevelopment areas. Savage’s overall average density is 6.56 units per acre, which achieves the required average for a suburban community.
- **Overall Forecasted Growth:** Applying the *midpoint* of the density range to each residential land use category, the total number of expected units from this calculation is 4,689, which exceeds the 4,231 units forecasted growth from 2016 to 2040.

Note that a “50 percent” residential assumption is applied to the mixed-use districts in the future land use plan reducing both the guided land area and the potential residential units by 50 percent in those categories.

- **Employment Growth:** Employment projections (shown below in [TABLE 2-1](#)) are based on averages of data on Space Requirements for Employee by Development Type from, Economic and Planning Systems, Inc. (2016). Floor area ratios (FARs) were determined based on a survey of commercial, office and industrial sites around the metro area. The survey determined a 20% FAR for land uses Industrial, Mixed Use, Office, and Commercial. Based just on areas of Industrial and Mixed Use that could potentially develop, there is ample area to meet employment growth projections of 1,750 new jobs. Acres shown are acres anticipated to be developed by 2040.

TABLE 2-1

| Future Land Use | Acres | Yield | F.A.R. | New Sq. Footage | Area Per Employee | Employee Yield |
|-----------------|-------|-------|--------|-----------------|-------------------|----------------|
| Industrial | 286 | 80% | 20% | 1,993,306 | 500 | 3,987 |
| Mixed Use | 61.76 | 40% | 20% | 215,221 | 400 | 538 |

DEVELOPMENT STAGING

FIGURE 2-8 indicates projected development by category and estimated land demand needed to facilitate such development.

The staging of that development is difficult to predict in Savage, given the changing nature of the retail environment, where many of the redevelopment

sites are located. Assuming steady growth over the next two decades, the city can expect redevelopment overall to be spread evenly between the 2021-2030 and 2031-2040 decades. Specific sites were chosen for each decade based on local knowledge of their development potential.

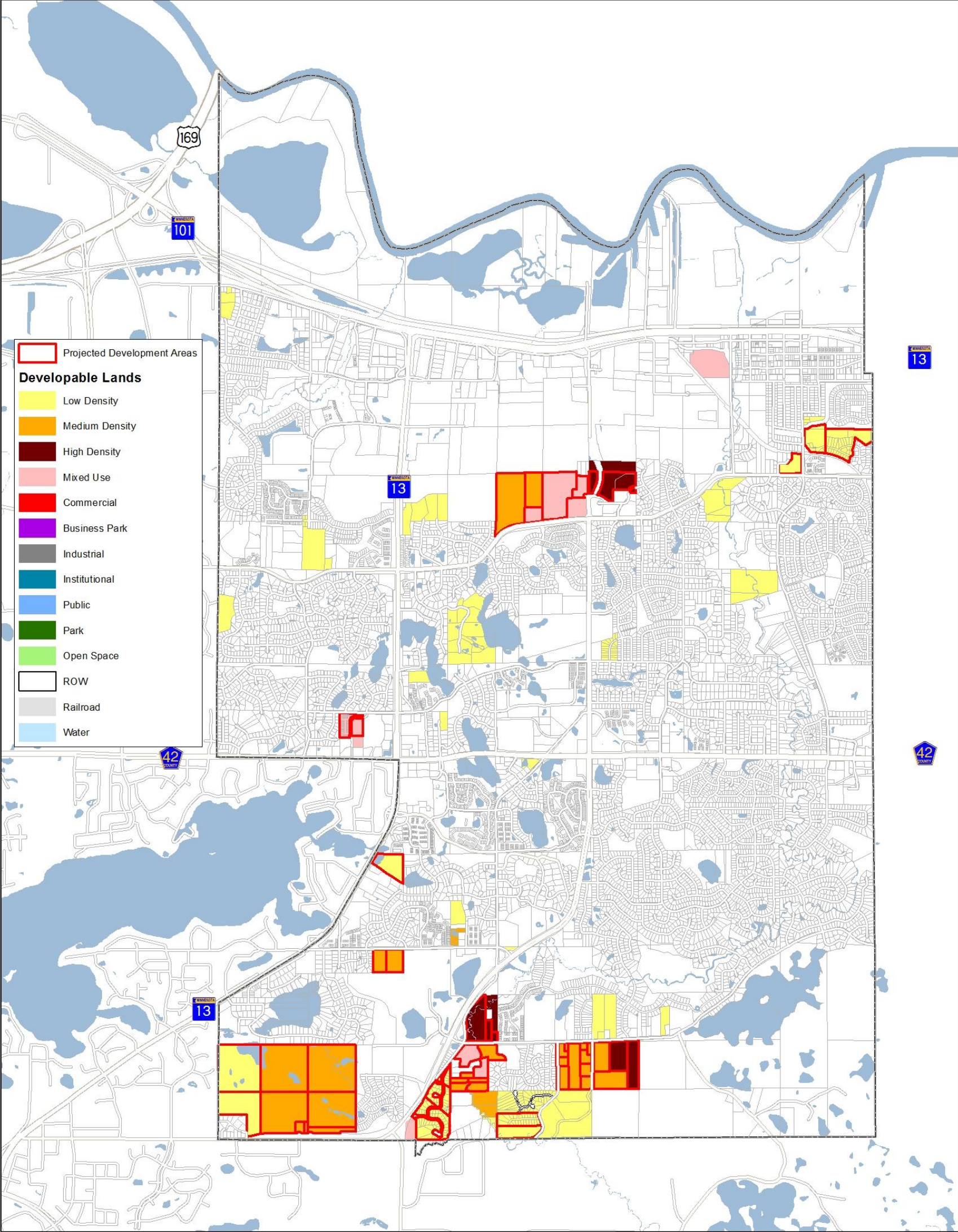
FIGURE 2-8 and FIGURE 2-9 restate the expected residential redevelopment potential based on all projected development sites in Savage, including net unit potential (based on minimum density) and expected redevelopment timeline. Using minimum density to calculate unit potential for these properties alone, Savage can expect to net 2,421 new medium and high-density units (including mixed use areas) of housing by the year 2030 and an additional 550 units by the year 2040.

Of the 519 acres guided residential in Savage, 142 of these acres are specific targets for development and are shown in FIGURE 2-10 and FIGURE 2-11.

FIGURE 2-8: REDEVELOPMENT STAGING TABLE

| | Land Use Type | TOTAL Dev. Acres | Acres 2019-2020 | Acres 2021-2030 | Acres 2031-2040 | Density Range | | | Yield % | Minimum 2019-2020 | Minimum 2021-2030 | Minimum 2031-2040 | TOTAL Minimum Units | Midpoint 2019-2020 | Midpoint 2021-2030 | Midpoint 2031-2040 | TOTAL Midpoint Units |
|----------------------|-------------------------------|------------------|-----------------|-----------------|-----------------|---------------|-----|-----|---------|-------------------|-------------------|-------------------|---------------------|--------------------|--------------------|--------------------|----------------------|
| | | | | | | Min | Mid | Max | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| 2040 Future Land Use | Low Density Res | 174.33 | 89.52 | 84.48 | 0.33 | 2 | 4 | 6 | 100% | 179 | 169 | 1 | 349 | 358 | 338 | 1 | 697 |
| | Medium Density Res | 261.88 | 0 | 195.89 | 65.98 | 7 | 9.5 | 12 | 100% | 0 | 1,371 | 462 | 1,833 | 0 | 1,861 | 627 | 2,488 |
| | High Density Res | 52.14 | 0 | 52.14 | 0.00 | 14 | 17 | 20 | 100% | 0 | 730 | 0 | 730 | 0 | 886 | 0 | 886 |
| | Mixed Use | 61.76 | 10.71 | 40.00 | 11.05 | 16 | 20 | 24 | 50% | 171 | 320 | 88 | 494 | 214 | 400 | 111 | 618 |
| | Guided Total | 519.23 | | | | | | | | 0 | 2,590 | 551 | 3,406 | 572 | 3,485 | 739 | 4,689 |
| | | | | | | | | | | | | | | | | | |
| | Community Designation Density | 6.56 | | | | | | | | | | | | | | | |

FIGURE 2-9: LAND PROJECTED FOR DEVELOPMENT



Future Development Areas
 2040 Comprehensive Plan
 City of Savage



FIGURE 2-10: TARGET AREAS OF RESIDENTIAL DEVELOPMENT WITHIN THE 2040 PLANNING TIME FRAME.

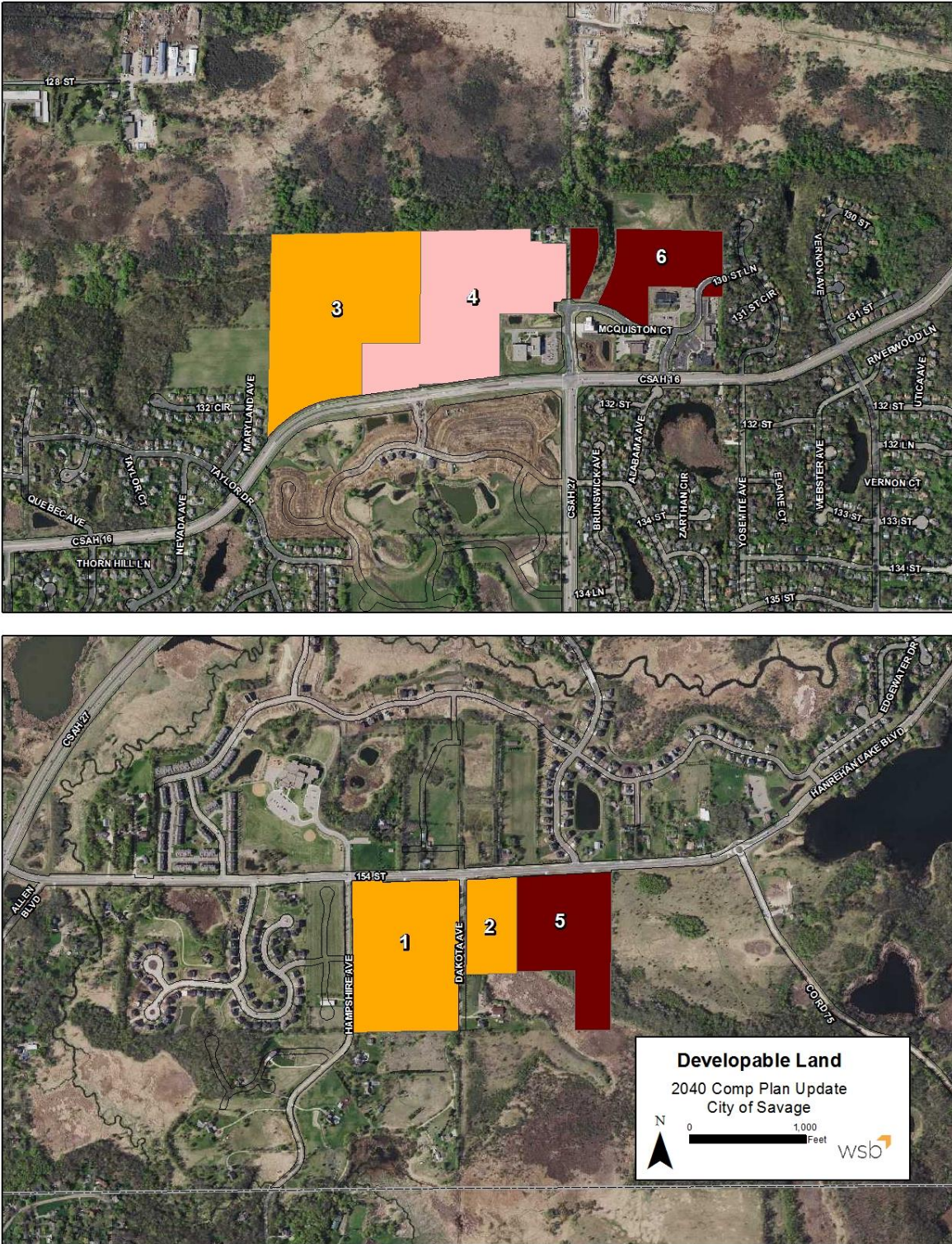


FIGURE 2-11: TARGET AREAS OF RESIDENTIAL DEVELOPMENT WITHIN THE 2040 PLANNING TIME FRAME

| Map # | Redevelopment Area | Expected Type | Net Site Acreage | Min Density | Existing Units | Net Unit Potential | Redevelopment | |
|-------------------------------------|--|----------------|--------------------|-------------|----------------|--------------------|---------------|------|
| | | | | | | | 2030 | 2040 |
| <i>Medium Density Redevelopment</i> | | | | | | | | |
| 1 | Between Hampshire / Dakota | Medium Density | 27.2 | 7 | 9 | 199 | ✓ | |
| 2 | SE of Dakota / 154 th St | Medium Density | 8.3 | 7 | 0 | 58 | | ✓ |
| 3 | CSAH 16 | Medium Density | 38.5 | 7 | 0 | 269 | | ✓ |
| | | | 74 | | | 517 | | |
| <i>Mixed Use Redevelopment</i> | | | | | | | | |
| 4 | NW of Dakota / CSAH 16 | Mixed Use | 33.7 | 16 | 0 | 269 | ✓ | |
| | | | 33.7 | | | 269 | | |
| <i>High Density Redevelopment</i> | | | | | | | | |
| 5 | S of Valley View Dr / 154 th St | High Density | 19.1 | 14 | 3 | 270 | ✓ | |
| 6 | NE of Dakota / CSAH 16 | High Density | 15.8 | 14 | 0 | 221 | ✓ | |
| | | | 34.9 | | | 491 | | |
| | TOTAL | | 142.6 acres | | | 1,277 units | | |

CREDIT RIVER TOWNSHIP

South of the City of Savage is Credit River Township. At the time this plan was prepared, the township did not wish to become part of Savage through annexation, despite the community's growing concerns over environmental degradation resulting from residential development in the township. Some of the on-site septic systems in Credit River Township are failing or have limited area for provision of new drain fields and the future will bring an increasing sense of urgency to solve these environmental problems where they exist. A portion of the township is within the 2040 urban reserve area. This implies that sometime after 2020, Credit River Township will need to undertake the planning of urban service expansion. Savage will need to remain involved in these discussions and help establish the timing and extent of urban services and development within Credit River Township. In recent years Credit River

Township has been discussing incorporation. Savage should be aware of these discussions as they relate to providing selected City services such as water and sewer infrastructure if it is mutually beneficial to both jurisdictions

PROTECTION ELEMENT

Historic Preservation

The City of Savage is rich with history. However, much of that growth has taken place largely without knowledge of the significant history of this community. As a result, this burgeoning community struggles to make meaningful connections with its roots.

Unfortunately, no comprehensive inventory of historically significant structures or sites exists for Savage. However, there are resources that provide information on the City's history and the location of current-day reminders of days' past. A significant number of resources are available to the City in the form of photographs, newspaper articles, archival material, artifacts, books and other information to support the development of an historic resource inventory.

Sites of historic significance within Savage hold potential for providing residents with a sense of pride and appreciation for the City's roots. Buildings, land and cultural artifacts of the past take on special meaning to residents and visitors, peaking curiosity and providing important clues into the past. However, the impacts of rapid growth and development can be detrimental to historic resources, and potential impacts should be considered. Historic structures that may have statewide or national significance as well as properties of local interest are worthy of preservation and recognition. These structures should be safeguarded against neglect or shortsighted demolition.

The City of Savage and other groups have been successful in bringing the Savage Depot back to the Hamilton District as a focal point and community gathering place.

In addition to local historical information, the Scott County Historical Society is active in maintaining and educating residents of the County about historic events, structures and sites. The Scott County Historical Society is located at 235 South Fuller Street, Shakopee, Minnesota 55379. Historic information and

details about the Historic Society can also be accessed through the Scott County web site.

Solar Access Protection

The goal of solar access protection is to guarantee access to direct sunlight for solar energy systems and to encourage the development and use of solar energy systems to help offset the projected scarcity and increasing costs of conventional fuels. The City of Savage’s zoning ordinance will be reviewed and amended as needed to ensure that land use controls provide solar access protection.

FIGURE 2-12 shows the gross solar generation potential and the gross solar rooftop generation potential for Savage. These values are expressed in megawatt hours per year (Mwh/yr), and these estimates are based on the solar map displayed in FIGURE 2-13. They estimate how much electricity could be generated using existing technology, assuming a conversion efficiency of approximately 10%. They are not intended to demonstrate the amount of solar likely to develop within the City; instead, the calculations estimate the total *potential* resource before removing areas unsuitable for solar development or factors related to solar energy efficiency.

FIGURE 2-12: POTENTIAL ENERGY GENERATION FROM EXISTING SOLAR ACCESS

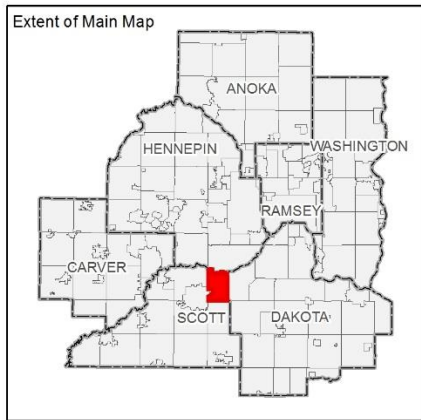
| Gross Potential (Mwh/yr) | Rooftop Potential (Mwh/yr) | Gross Generation Potential (Mwh/yr) | Rooftop Generation Potential (Mwh/yr) |
|--------------------------|----------------------------|-------------------------------------|---------------------------------------|
| 23,736,304 | 1,696,146 | 2,373,630 | 169,615 |

FIGURE 2-13: SOLAR POTENTIAL MAP

**Gross Solar Potential
City of Savage, Scott County**







1/6/2017



**Gross Solar Potential
(Watt-hours per Year)**

High : 1285421
Low : 900001

-  Solar Potential under 900,000 watt-hours per year
-  County Boundaries
-  City and Township Boundaries
-  Wetlands and Open Water Features

Source: University of Minnesota U-Spatial Statewide Solar Raster.

LAND USE DEVELOPMENT CONSTRAINTS

With the many natural resources in Savage, there are associated development constraints. Physically, the Credit River valley is characterized by significant changes in topography and numerous associated wetlands and stands of hardwoods adjacent to the shoreline areas. Care needs to be exercised in the design and construction of new development along the Credit River and sensitive areas should be protected as open space. The Murphy-Hanrehan Park Reserve and Hanrehan Lake are located south of the Credit River and form the boundary between urban and rural development within Savage. Some land immediately north of Hanrehan Lake is still available for development; however, groundwater contamination from on-site septic systems will likely be an issue.

Development in the north central portion of the City encounters a constraint in the form of the bluff that defines the Minnesota River Valley. CSAH 16 follows a path just south of the crest of this bluff. The Savage Fen Wetland Complex is located north of this bluff between TH 13 and Quentin Avenue. The Savage Fen Wetland Complex is discussed in the Natural Resources Management Plan (Chapter 4 of this document). In addition, a portion of the Minnesota Valley National Wildlife Refuge is located north of TH 13 and west of Dakota Avenue.

AGGREGATE RESOURCES

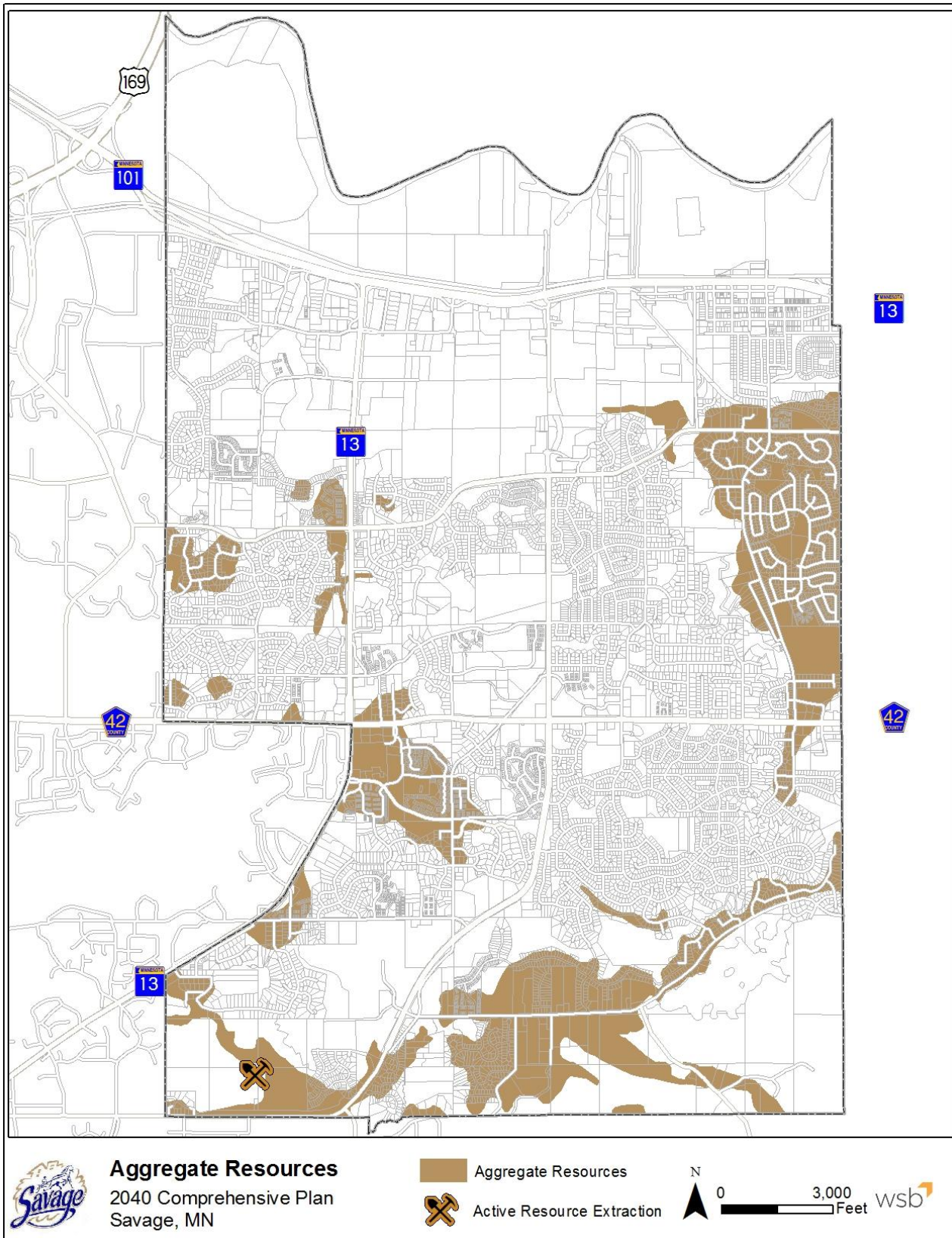
Demand for aggregate resources continues to grow in the metropolitan area. Aggregate needed to support urban development will increasingly have to be imported from outside the seven-county metropolitan area. Savage recognizes the result will be a significant increase in the cost of urban development. As part of the 2040 Comprehensive Plan Update, the Metropolitan Council requires the Land Use Plan to identify the location of aggregate resources as shown by the Minnesota Geological Survey.

FIGURE 2-14 illustrates the location of aggregate resources in Savage and shows that much of the area underlies developed properties. The largest concentrations of available aggregate resources are in the southern tier of the city, including area presently being mined as part of the Prior Lake Aggregates operation. The Zoning Ordinance contains provisions for mining activities as an interim use in all zoning districts. Owners of parcels that contain aggregate resources may apply for an Interim Use Permit as part of development review to mine/capture the aggregate resource prior to site grading and future

development. The process and standards for obtaining mining permit approval are found in Section 152.560 through 575 of the Zoning Ordinance.

It is noted that the city has entered into a Joint Powers Agreement with Credit River Township and will be providing regulatory oversight of mining activities planned as part of the Prior Lake Aggregates expansion area, located just outside current city limits.

FIGURE 2-14: AGGREGATE RESOURCES



SPECIAL AREA PLANS

The 2030 Comprehensive Plan included special area plans for the Hamilton District, as well as the Trunk Highway 13 corridor, both of which were produced by the Hoisington Koepler Group, and are included below as adopted in the 2030 plan for reference since the plans are still in use.

SPECIAL AREA PLANS: HAMILTON DISTRICT

The City of Savage completed a comprehensive master planning effort in the late 1990s to guide the redevelopment of the original downtown area that is known locally as the Hamilton District. This residential district, developed in the 1930s and 1940s, is located in the northeastern corner of the City, south of the port and its associated industry. The Hamilton District refers to the area along TH 13 between the Savage/Burnsville boundary and the Canadian Pacific Railroad, approximately one mile west of the eastern corporate limits.

As part of this Comprehensive Plan update the Hamilton Master Plan was looked at again and the overall framework was reaffirmed. The outcome of this process was the creation redevelopment concepts that can help further revitalize the Hamilton District. The Hamilton District Master Plan, a separate document from the comprehensive plan, addressed the following areas: market analysis; land use; access and circulation; housing; public works and infrastructure; and image. It is available from the City upon request.

The Framework

The plan identified the following conditions for the Hamilton District of Savage:

- The Hamilton District has changed from a self-contained community to a vital downtown to a somewhat disconnected part of the larger Savage community. Such disconnection results in part due to difficult transportation connections into the area, physical separation by a railroad corridor, and lack of uses that draw from the larger community.
- The Area's defining era came and went in the early part of the 20th Century with the great pacer Dan Patch and his owner M.W. Savage.
- The Area's current role is primarily that of a place to live and work.
- Hamilton still has much of its unique natural, historical, and cultural character, although it has lost much of its vitality to changing market

conditions and a loss of direction. It has retained its character as a traditional neighborhood with a “main street.”

- A significant amount of its housing and many of its commercial buildings are underutilized or in substandard condition. Over the last 5 years, however, the condition of many of these has improved.
- Traffic is problematic along Lynn Avenue and at access points conflicting with traffic on TH 13. Several transportation improvements have been completed since 2000, including frontage roads..
- Nearly all the Area’s streets and utilities were obsolete and in need of replacement. A multi-phase infrastructure enhancement program has been completed.
- The Area’s image from the highway is generally poor, leaving people with an incorrect perception of the entire community. It is noted that there have been recent streetscape improvements to the Hamilton District that have improved the image of the District, however concerns remain.

The Vision

In October 1996, a community visioning session was held, which produced a detailed vision statement and guiding principles for Hamilton. The vision statement expresses what residents and business owners told the City they wanted to see Hamilton become by 2010. The following is an excerpt from this vision statement:

“In 1996, the Hamilton District carried the stigma of a negative image attributable in large part to obtrusive and even offensive land uses, traffic conflicts and lingering memories of the free-wheeling Dan Patch Lounge. The Area neither functioned nor looked very good and much of its original vitality had been eroded by the loss of retail business and other uses.”

“In 2010, everything looks and functions much better though we have a long way yet to go. Much of the Area’s infrastructure was replaced and property values increased proportionately. The isolation that residents and businesspersons felt in 1996 disappeared when the image of the Area was improved, and the rail barrier was broken. Hamilton now draws residents from elsewhere in Savage plus some visitors because it offers smaller shops and activities that are unique to Savage. We have restaurants, a coffeehouse, and entertainment uses that we could only dream about in 1996. Most important,

the emphasis is on serving the community first, not attracting large numbers of passing motorists” (see completed Plan for detailed vision statement).

To achieve this vision, the following guiding principles were developed:

- **Improve the Area’s Image and Identity.** For many people, what they see as they pass by on TH 13 is how they perceive and remember Savage.
- **Balance Accessibility with Other Area Values.** The automobile will continue to be the most important means to access the Hamilton District in the future; however, it will be important to make sure that efforts to efficiently handle traffic are compatible and in scale with the residential fabric and character of the Area.
- **Improve Housing Options.** Senior citizens are great resources who have limited housing options in Savage; therefore, continued consideration should be given to satisfying seniors housing needs within the Area.
- **Provide Opportunities for New Businesses/Create Some Excitement.** Businesses that cater to the convenience shopping needs of Savage residents, provide a destination for visitors, and create a reason for people to choose Hamilton as a destination should be sought.
- **Build on the Area’s Heritage.** The Area’s rich heritage should be one of the building blocks for the revitalization of the Area.
- **Improve Pedestrian Accessibility.** While the auto will continue to influence the form and function of the Hamilton District, the availability of safe, convenient and inviting pedestrian access will infuse the Area with new life and vitality by allowing all persons opportunities to walk and explore the business area.
- **Retain the Small-Town Feel.** Wherever possible, planning should retain the character of a unique and distinct place, while building bridges to the larger Savage community rather than exacerbating the present sense of isolation.
- **Spread Costs Equitably.** Improvement costs are inevitable and all should expect to make an investment in the Area in accordance with benefits received.
- **Make Sure Projects are Financially Feasible.** All projects should pass the test of economic feasibility: no private project should be subsidized by the City unless it produces an economic return.

The Plan

The plan itself is built on the pattern of traditional neighborhood design, a character that already exists throughout the Hamilton District. The features include gridiron streets, smaller urban lots, sidewalks, alleys, on-street parking, civic gathering places, trails connecting open spaces, and integrated mixed-use. It has a traditional main street design with buildings set near the street and parking either behind or on the sides of buildings. People and buildings are featured, while cars define and protect the edges of walkways. A broad range of housing types is provided to reflect the changing housing needs of residents throughout their lifetimes.

To achieve the community's vision, the plan for Hamilton District recommends the following improvements:

- Developing public access to the Minnesota River.
- Restructuring land uses north of TH 13 to better complement areas south of TH 13.
- Diversifying the housing stock to satisfy the lifecycle needs of Savage residents.
- Redeveloping and rehabilitating residential areas and increasing residential densities to support limited service retail, public transit, and infrastructure investments.
- Employing mixed use and shared parking to reduce the amount of land area needing to be committed to surface parking lots, increase the overall intensity of development and facilitate transit use.
- Employing Traditional Neighborhood Design (TND) principles to create a more livable pedestrian scale community.
- Employing the broadest range of funding sources and discrete project phasing to make plan implementation affordable for property owners.
- Banking land that will be essential for public transit while allowing existing businesses to operate in the short-term.
- Acquiring land between the Minnesota River and TH 13 for future park development.

The composite Hamilton Elements Map (FIGURE 2 14) represents ideas from the concepts that were supported by policymakers, the public and staff. The principal features of this Master Plan include:

- Creating a town square as a central focus.
- Establishing a theme built on the Area's history.
- Creating a sense of place or community.
- Developing an historical recreation area and a riverside park north of TH 13.
- Limiting access to TH 13.
- Creating an open space connection from the Minnesota River to Burnsville.
- Eventually abandoning rail service on the CP Rail and its reuse as a regional trail or commuter rail. Consideration of how these future uses can co-exist will require careful planning.
- Shifting north-south traffic from Lynn Avenue to Quentin Avenue over time.
- Defining the district's edges with special features at its entries.
- Continuing the traditional neighborhood design pattern.
- Preserving core residential neighborhoods south of 126th Street.
- Redeveloping and/or rehabilitating housing, generally north of 126th Street.
- Creating a vital retail/service core to support the resident population.

Design Guidelines

Detailed design guidelines were developed and presented as part of the Hamilton District Plan. These guidelines, which focus on strengthening the residential character and pedestrian qualities of the area, include the following categories:

- Structure of Downtown (historical patterns, mixed use, walkable streets);
- Public Spaces (street hierarchy, sidewalks, community gathering spaces);
- Configuration of New Sites (downtown development, parking, lighting and landscaping, residential development); and
- Design of Buildings (downtown buildings, residential buildings). Specific design guidelines and visual images were also developed and included in the Hamilton District Master Plan.

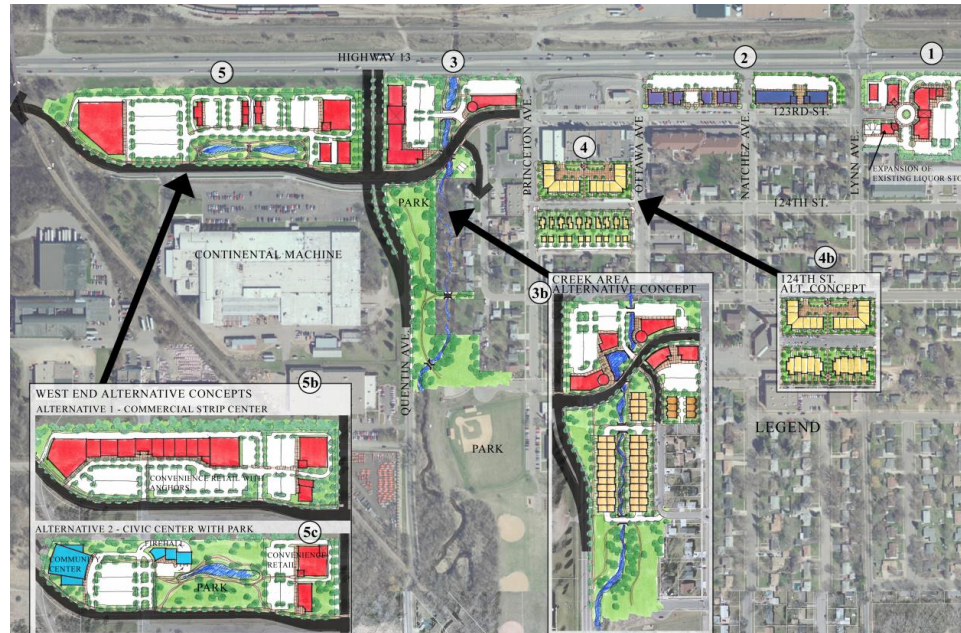
Many of these recommendations were incorporated into the Hamilton Overlay District, which was adopted into the zoning ordinance in 2001.

2030 Update

As part of the 2030 planning effort, stakeholder meetings were held with residents and business owners in the Hamilton District to obtain feedback regarding past activities and projects within the area and to discuss key issues and opportunities that remain. It was noted that while progress has been made on a number of Hamilton initiatives, many of the recommended improvements have not been implemented or are still in planning stages.

Based on these discussions and input from city staff and policy makers, a Redevelopment Framework map was prepared that illustrates priority areas for redevelopment and a timeline in which projects could reasonably be completed. Further, several alternative land use concepts were developed for selected areas within the Hamilton District and subjected to public review and comment. These concepts are illustrated in [FIGURE 2-16](#) and are discussed in greater detail in the following sections.

FIGURE 2-16: ALTERNATIVE LAND USE CONCEPTS



Redevelopment Concept Descriptions

1. Lynn Ave/123rd St. East

The existing service station at the northeast quadrant of the intersection represents a viable long term use, if not a building that belongs on the main street of downtown. The realities of cleaning up likely contamination limit other possible land uses, as do limitations of size and access. The best long term scenario for this piece of land would be a new structure that is better oriented toward local streets with improved access. The existing strip mall is probably nearing the end of its useful life and when this site redevelops, the new building should have a strong orientation toward 123rd Street, with “landmark” building elements terminating the eastern view down the street. Parking should be oriented behind (on the east side) and to the south. A limited number of parking spaces should be located on the street. The street itself will function as a downtown place if a roundabout is constructed as its eastern terminus with the frontage road entering from the north.

2. North Side of 123rd St. between Ottawa Ave. and Lynn Ave.

Several viable businesses currently occupy this highly visible stretch of land between Highway 13 and 123rd Street. Most of the buildings, if not the uses themselves, are showing signs of age and don’t address 123rd Street particularly well. The motel on the east end is probably the least viable long term use of the

several mentioned. If a hotel is a desired use, debatable in this location, it should be pushed south toward 123rd Street and should be built in an “urban” form that addresses the public street. If the building were closer to the street and raised up a half story with balconies overlooking the street, it would add more life and interest to the street at the same time it offers greater privacy to hotel guests. An interim design solution would be to heavily landscape the green space between the 123rd Street sidewalk and the hotel windows.

A long-term vision for the entire north side of 123rd Street between Ottawa Ave. and Natchez Ave. should be creation of a mix of storefronts and offices with their fronts oriented toward 123rd to reinforce the downtown main street quality of that street. Parking should be located both on the street and in back, along Highway 13. The back of these businesses must be well-designed and well-maintained, and the landscaping must be of a high quality to contribute to a positive experience and impression for those driving by on Highway 13 similar to the mixed use development at the CSAH 101 bridge in Shakopee.

3. Credit River Area between Quentin Ave. and Princeton Ave.

Concept A:

Proposed realignment of Quentin Avenue and 123rd Street in this area creates the opportunity for a highly visible redevelopment in the northeast quadrant of the intersection. Also, the Credit River’s path flowing through this area is a resource/amenity that is under-recognized by current land use patterns. This concept shows a retail strip pushed as close to Quentin Ave. as possible to create a gateway into Savage for those arriving off of Highway 13. Pushing this building closer to Quentin also creates a larger development parcel with space for parking in front, on the east side of the building with room for pedestrian amenities along the Credit River. The existing bridge on 123rd Street is reused by the private development in this concept and the existing convenience store at the corner of Princeton and 123rd is replaced with a building that begins to wrap the corner. An architectural element at the west end of this building creates a visual terminus at the western end of 123rd, similar to the redevelopment proposed at the east end, containing the downtown main street area as a well-defined district. South of 123rd Street this concept suggests creation of a linear park along the east side of Quentin to connect the existing City Park a few blocks to the south with the City’s main street. This parcel is too narrow to redevelop on its own and without access to or frontage along the river itself, so it should become a park rather than sit vacant. It should also be

noted that floodplain impacts, particularly in light of the revised designations, will have to be further studied if this concept moves forward.

Concept B:

An alternative concept creates a pond on the Credit River (or adjacent to it) and orients development around this pond. Again, there is a building shown terminating the western view of 123rd Street. Overall, there is a stronger orientation of buildings toward 123rd Street in this concept in an effort to reinforce the character of downtown westward to Quentin. The old 123rd Street bridge is replaced in this concept and a new one allows for a 4-way intersection serving this development and adjacent development to the south. This concept also creates a vision for how the area south of 123rd Street may develop when and if this land becomes available for redevelopment. Medium density residential is oriented toward a highly-finished pedestrian “creekscape” along the Credit River in this concept, creating a strong connection between the adjacent park to the south and 123rd Street on the north.

4. 124th St. between Princeton Ave. and Ottawa Avenue

Concept A:

On the south side of 124th in this area is a strip mall built many years ago that is currently occupied by a collection of uses that don’t necessarily require a downtown address. If they do require a downtown address, it could be argued that the community would be better served moving these businesses to 123rd Street storefronts to create more activity along Savage’s main street. This mall should ultimately be redeveloped as medium density residential to conform to the remainder of the street and to reinforce a hard-southern edge to the downtown commercial district. When the mall is replaced, its parking lot should be turned back into public right of way, extending 124th Street a block further west to connect with Princeton Ave. One possible pattern that respects existing housing forms in Savage is small lot, single family residential. Forty-foot-wide lots with rear garages serviced from an alley allow for densities approaching 7 per acre in a historic pattern that fits nearby single family residential. Along the north side of 124th Street in this area, whenever the existing American Legion building redevelops, this half block should revert to residential for the same reasons listed above for the south half of the block. Attached townhomes or rowhouses are likely a more appropriate pattern on this side of the block as these buildings will back up to the rear of main street commercial buildings. A

parking court creates a space that functions as yard and plaza while offering residents vehicular access to their garages, accessed from the alley.

Concept B:

Similar to the above concept, this is different in that it illustrates what rowhouses or townhomes on the south half of the block would look like. Accessed from the rear with a central pedestrian spine, this concept creates a mid-block pedestrian connection between the neighborhood and 123rd Street.

5. West End North of 123rd St. and West of Quentin

Concept A:

A newly realigned 123rd Street creates a large redevelopment parcel with good access and visibility from Highway 13 on the Hamilton District's west end. This is a potential gateway to downtown and offers the largest piece of land for redevelopment within the district. If any larger retail uses are to be accommodated, this is the place where they should be located. This concept illustrates a small-footprint grocery store or similar use at the western end, a slightly smaller drug store or similar use at the eastern end near the intersection of Quentin and Highway 13, a convenience store at the intersection of Quentin and 123rd, and several small pads between stretched out along the highway. An internal circulation system for vehicles and pedestrians follows the edge of a pond and pocket park that serve as an amenity for the entire development. As the site exists today, there are several mature trees near the center and it would be good to preserve as many of these as possible in the pocket park area. In any development scenario, the presence of floodplain, particularly in light of revised designations, may require additional study to determine development feasibility.

Concept B:

An alternative concept for this area illustrates what a larger commercial strip center might look like. This sort of pattern may work well for developers and may illustrate the greatest market reality, but the City should discourage this pattern as it would likely drain a great deal of commercial energy out of 123rd Street east of Quentin. Also, strip mall is not the identity that should be created by a gateway project in a location like this.

Concept C:

Another alternative pattern of development for this site creates a mix of retail and public uses. There is discussion about creating a new downtown fire station

and this concept illustrates how that could be coupled with a community center to create a civic presence at the western end of the Hamilton District. This would be a great opportunity for the City to control this important site and the image that would greet those arriving in Savage on Highway 13 coming from the west. It would also create a downtown destination that is a walkable distance from the core and provides space for downtown gathering. This concept continues to show a drug store or similar pad commercial building and a convenience store at the highly visible/accessible intersection of Quentin and Highway 13/123rd Streets. The commercial development and the Civic Center share a central park feature that would preserve existing mature trees and incorporate ponding of storm water while providing much needed downtown gathering space.

Parking

A parking supply and occupancy inventory was conducted to evaluate reported parking issues in the Hamilton District. The inventory, conducted on Wednesday, May 16 and Thursday, May 17, 2007 included off-street stalls, including those in private lots, and on-street parking spaces and covered three time periods:

- AM, between 8:30 and 10:00
- Noon, between 12:00 and 1:30
- PM, between 3:00 and 4:30

The inventory indicated that the off-street supply is 496 parking stalls, and the on-street supply is 315 parking spaces.

The analysis of supply and demand for off-street parking stalls indicated that the overall occupancy is:

- Between 17 percent and 24 percent during the AM
- Between 32 percent and 36 percent for the Noon period
- Between 28 percent and 33 percent for the PM

Overall, on-street spaces are occupied at a rate of:

- 25 percent to 33 percent during the AM
- 25 percent to 36 percent during the Noon period
- 24 percent to 26 percent during the PM

These data indicate that there is no shortage in the supply of parking in the Hamilton District. There are, however, parking lots and blocks where parking occupancies are at 50 percent or more. At the same time, there are many more parking lots and city blocks where there is more than an ample supply of unoccupied parking spaces. Review of the locations where parking occupancy is at 50 percent or more indicates that this supply, whether off-street or on-street, is the primo or choice supply; likely because it directly serves the destinations with the highest number of patrons.

Thus, the real parking issue would appear to be that people do not wish to walk more than a block and a half to reach their destinations after parking. Ironically, they walk farther than a block and a half after parking at the Mall of America.

The expectation for a small, commercial area like the Hamilton District is that one should be able to park within a few feet of the front door. In order to address this issue, places of interest, more businesses, and pedestrian amenities will be needed to make the longer walks, between parked cars and front doors, more interesting. Further, the establishment of parking management approaches, such as time-limited parking, should be explored as a means of addressing short-term parking needs.

Trunk Highway 13 Economic Development Study

The purpose of the TH 13 study was to develop a plan for corridor beautification and enhancement including short- and long-term aesthetic improvements and overall structural or land use changes. The study was intended to develop the means by which immediate image enhancements could be made in the context of longer-term land use changes.

Corridor Characteristics

One of the most important features of TH 13/101 is its evolving south frontage road, the intent of which is to serve businesses while reducing direct business access to/from TH 13/101. Much of the frontage road already exists along the corridor. The frontage road connection under the railroad bridge has recently been completed. This connecting roadway segment will relieve traffic congestion on TH 13/101 while providing improved business access throughout the corridor.

Numerous elements exist within the corridor that creates a real sense of place and identity. They include the Credit River and Eagle Creek, neither being

particularly visible from the highway and the large grain elevators and storage bins located north of TH 13/101.

Corridor Enhancement Objectives

The objectives of corridor beautification are as follows:

- Effect immediate improvements in appearance without significantly disrupting existing businesses.
- Create future land use patterns of development that complement the function of the corridor and desired image of the community.
- Establish an aesthetic sense of place (i.e., public art), a vision, a positive image and an identity for Savage as viewed from the highway.

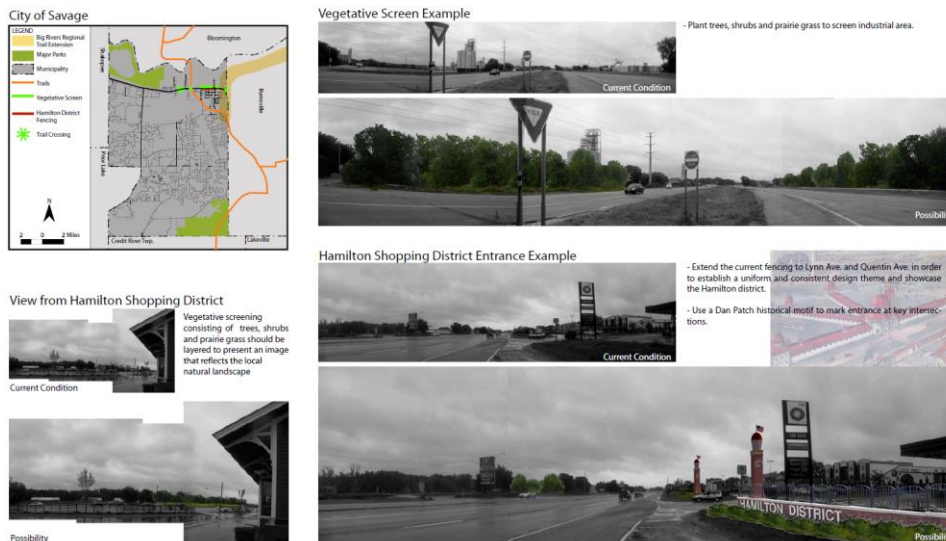
Opportunities for Enhancement

Long-term structural land use change will necessarily be done by ordinance based on the City's vision for the corridor as established by its comprehensive plan. Other long-term strategies include aesthetic changes including a streetscape appropriate for highway beautification. Redevelopment is yet another long-term strategy for areas where property values continue to decline in real dollars.

Shorter-term strategies include screening and landscaping to minimize the most intrusive visual impacts on drivers. Another strategy is to create an identity for the corridor. Yet another is to develop financial incentives for screening and landscaping. This palette of opportunities will serve as the basis for corridor image enhancement. More information on TH 13 Corridor Enhancements can be found in the *Chapter 5 - Transportation*.

FIGURE 2-17 graphically depicts several concepts for TH 13 visual enhancements.

FIGURE 2-17: TH 13 VISUAL ENHANCEMENTS



MINNESOTA HIGHWAY 13 REDEVELOPMENT STUDY

The Savage Minnesota Highway 13 Redevelopment Study evaluated a study area of about 105 acres of mostly industrial land located between Minnesota Highway 13 and 128th Street and includes Rhode Island Ave, Pennsylvania Ave, Nevada Ave and Louisiana Ave.

The businesses in this study area are generally either auto-related or light industrial in nature. There are a few former single family homes that have been converted into businesses and a few remnants of former commercial businesses, such as the now closed Spur Café and the Savage Motel which is being used as transitional housing.

With the Minnesota Highway 13 re-alignment, visibility was increased but access was decreased. Up until 2012, the study area was served by a right-in, right-out intersection at Rhode Island Ave, a full intersection at Louisiana Ave to Highway 13 to the north and a full intersection at 126th St W to Highway 13 to the west. With the construction of the Minnesota Highway 13 fly-over to Minnesota Highway 101 in 2012, visibility of this area was decreased and access was further decreased. Both the Rhode Island Ave and Louisiana Ave intersections with Minnesota Highway 13 were removed but the 126th St W access to the west was maintained. For employees and customers of the businesses to reach the study

area from the north, they must use the Dakota Ave intersection with Minnesota Highway 13 about a half mile to the east and follow the frontage road to the study area.

The study area has numerous non-conforming lots and many nonconforming uses. The non-conforming lots are either narrower in width or smaller in area than the current zoning district would allow. The nonconforming uses are either business uses that are not allowed in the zoning districts or the operation of the business does not conform to zoning standards such as lot coverage, outdoor storage, or parking lot surfaces. These non-conformities are not unexpected in a generally light industrial park that is 70 years old and was originally created before the City of Savage was incorporated.

Short Term Goals:

- Evaluate the potential rezoning of properties in the southeast quadrant of TH13/TH13S including those east of Louisiana Ave. to a new hybrid commercial district which expands potential uses.
- Consider amending the I-1 Zoning District to allow boat and recreational vehicle sales
- Consider removing the building area minimums in the C-2 and I-1 zoning districts.
- Pursue Minnesota Department of Commerce Petrofund, Minnesota Department of Employment and Economic Development
- Contamination Investigation and Clean Up Program and/or Metropolitan Council Tax Base Revitalization Account funding for the clean-up and/or redevelopment of the Valley Oil site
- Consider a commercial/industrial tiered water rate similar to the City of Burnsville
- Implement a directional signage program
- Encourage the Savage Motel owner to participate in the Crime Free Multi-Housing Program
- Evaluate the benefits and impacts of a proactive code enforcement program
- Evaluate regulatory options for allowing additional outdoor sales and display

Medium Term Goals:

- Acquire an easement and construct a regional redevelopment study area stormwater pond to maximize the redevelopment potential within the study area
- Evaluate the City's development and utility fees while balancing the cost of providing services with the fees charged within the neighboring communities
- Pursue Minnesota Department of Commerce Petrofund, Minnesota Department of Employment and Economic Development Contamination Investigation and Clean Up Program and/or Metropolitan Council Tax Base Revitalization Account funding for the clean-up and/or redevelopment of parcels within the study area
- Consider adopting a Tax Abatement and/or Business Subsidy policy(ies) including criteria to encourage job creation; building and property value; and potential for synergistic development of related or complementary businesses
- Consider implementing a Tax Increment Financing (TIF) district for the properties between Spring Brook and Louisiana Ave for redevelopment into a manufacturing, warehouse or distribution business
- Pursue partnerships with Lower Minnesota River Watershed District, Scott County Soil and Water Conservation District, Minnesota Board of Soil and Water Resources, Minnesota Department of Natural Resources and/or the United States Fish and Wildlife Service to acquire the properties or an easement over the properties between 126th St W and 128th St W to preserve the fen wetland and construct wetland mitigation credits to allow for the development of the block north of 126th St W and west of Rhode Island Ave
- Evaluate removing all residential uses from the redevelopment study area through redeveloping the Spur Cafe/Savage Motel site
- Develop targeted marketing plans for the block north of 126th St W and west of Rhode Island Ave and the block between Spring Brook and Louisiana Ave
- Vacate Nevada Ave to create a larger block for redevelopment

Long Term Goals

- Evaluate partnerships with the Scott County Community Development Agency and other Scott County communities to consider the appropriate location for the development of an automobile and outdoor storage orientated industrial park that would allow for some of the study area businesses to relocate
- Pursue approaching land owners with a Right of First Refusal purchase agreement to assemble properties for redevelopment