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**To:** Credit River Planning Commission  
**From:** Cindy Nash, City Planner  
Shane Nelson, City Engineer  
**CC:** Mark McNeill, Interim City Administrator  
**Date:** September 8, 2022  
**Re:** Summergate Concept Plan

## PROJECT DESCRIPTION

Summergate Development has submitted a concept plan application for review by the City. Concept plan review is non-binding, and is intended to provide both the Developer and the City with preliminary comments to inform the development design process.

As shown on the concept plan, the development would consist of 188 lots on approximately 85.6 acres. Wetlands are estimated to exist on approximately 6.5 acres of the property, and an additional 15.5 acres is proposed to be permanent open space. As a result, approximately 74% of the site would be developed as roads and lots for single-family homes.

Both the Comprehensive Plan and the Zoning Map guide/zone these properties as Urban Expansion Reserve ("UER"). UER is intended to hold properties that are within the Metropolitan Council's Long Term Sewer Service Area ("LTSA") for future development at urban densities (an average of at least 3 units per net acre across the sewered portion of Credit River). As much of Credit River was previously developed as larger rural residential properties, it is anticipated that much of this future urban development will consist of the redevelopment of these rural residential type of properties. This will likely occur on a timeline consistent with market demand and driven by willing property sellers and developers. The Comprehensive Plan contains a "Build-Out Map" that provides guidance as to how properties in the northern portion of Credit River may develop as the Comprehensive Plan is periodically amended to include properties with the Metropolitan Urban Service Area ("MUSA" – the area planned for staged sewered development in a planned timeframe instead of the LTSA).



## HISTORY OF SEWERED DEVELOPMENT PLANNING IN CREDIT RIVER

The City, Scott County, and the Metropolitan Council have been planning for the future provision of sanitary sewer service from the Metropolitan Council Environmental Services regional system to the northern portion of Credit River for nearly 20 years. Key milestones are the following:

- 2000's – designation by the Metropolitan Council of the northern portion of Credit River as a Long-Term Sewer Service Area (LTSA)
- 2000'S – zoning by Scott County of northern portion of Credit River as Urban Expansion Reserve
- 2008 – Credit River Township Sanitary Sewer Plan completion
- 2005-2009 – draft of Credit River Comprehensive Plan prepared and initial consideration of incorporation as a city (not completed following the 2008 market crash)
- 2019 – Adoption of Credit River Comprehensive Plan
- 2020 – Agreement with City of Savage for provision of water and sanitary sewer services
- 2020 – Adoption of Zoning Ordinance and Subdivision Regulations
- 2020-21 – Incorporation as the City of Credit River
- 2021 – Commencement of Building Inspection services by the City

Comprehensive Plans in the metropolitan area are reviewed and updated every ten years. It is anticipated that when the Metropolitan Council provides the City with “system statements” in 2025 that specify items that we are required to include within our Comprehensive Plan, that those requirements will include designating areas for urban growth within the LTSA along with the items that are listed in the “Preliminary Comments” section related to the Comprehensive Plan. The next Comprehensive Plan update will be due to be submitted to the Metropolitan Council in 2028.

Updates to the Comprehensive Plan occur relatively frequently in most communities. They are initiated because either 1) the Metropolitan Council requires an update, 2) the City initiates a plan amendment, or 3) a property owner initiates a request for consideration of an amendment. Under any of these circumstances, the public as well as affected outside jurisdictions are provided with opportunities to provide input on the proposed amendment. Any amendment must also then be approved by the Metropolitan Council, which is required to review the amendment for consistency with the regional plans.

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## PRELIMINARY COMMENTS

High-level comments are provided for consideration and discussion by the Planning Commission, City Council and Developer. For questions regarding these comments, please contact the City Planner regarding planning comments, and the City Engineer regarding engineering comments.

## COMPREHENSIVE PLAN

1. A Comprehensive Plan Amendment will be required in order to guide the property to Low Density Residential as shown on the Build-Out Map, and Metropolitan Urban Service Area (MUSA) expansion.
2. As Credit River was not allocated urban development in the 2015 system statements, there were a number of components of typical “city” comprehensive plans that were not included within the Credit River Comprehensive Plan. The Metropolitan Council will likely require the City to include the following as an amendment to the plan if this amendment is submitted for consideration:
  - a. Forecast changes for 2030 and 2040 for households and population
  - b. Acknowledgement and planning for sufficient density to count towards the city’s share of the region’s affordable housing need
  - c. Discussion on housing development implementation methods
  - d. Update of Traffic Analysis Zones (TAZ)
3. The site must be designed to meet the density requirements of the Comprehensive Plan as well as Met Council requirements to grant sewer permits. Additional discussion must occur with the Metropolitan Council to determine if they will permit temporary averaging of sewer developments in Credit River to be below the minimum average 3.0 units/acre requirement while initially developing land in this portion of the City.

## ZONING MAP AND ORDINANCE

1. The Zoning Map will need to be amended to zone the properties as R1. A Planned Unit Development may also be required as the minimum lot width for the R1 district is 80 feet.
  2. This concept plan review has not completely reviewed for potential compliance with the Zoning Ordinance and Subdivision Regulations. Additional comments should be anticipated following submission of an application for preliminary plat and plans.
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## ENVIRONMENTAL REVIEW

1. The potential requirement for environmental review should be monitored as the project is designed. There is potential for the project to trigger the threshold for a mandatory Environmental Assessment Worksheet under MN Rules 4410.4300 subpart 36 related to land use conversion.

## STREET NETWORK

1. Hampshire Avenue will be designated as a Municipal State Aid (MSA) street and as such, the following revisions are required:
  - a. The 90-degree intersection with the existing segment of Hampshire Avenue shall be eliminated and replaced with a curve meeting a 30-mph design (min) into the existing segment to the north.
  - b. The proposed lots shall not front onto Hampshire Avenue or receive access from Hampshire Avenue.
  - c. Typically 80 feet of right-of-way is provided for MSA roads.
2. The location of the Hampshire Avenue / 165<sup>th</sup> Street intersection requires further review. The City's long-range plans includes extending Hampshire Avenue to the south to Murphy Lake Boulevard as shown in Figure 1. An alignment that is best suited based on location of existing residences, topography, presence of wetlands and other natural features, and acceptable street curvature must be analyzed.
3. Eyebrow cul-de-sac's are not allowed and must be removed.

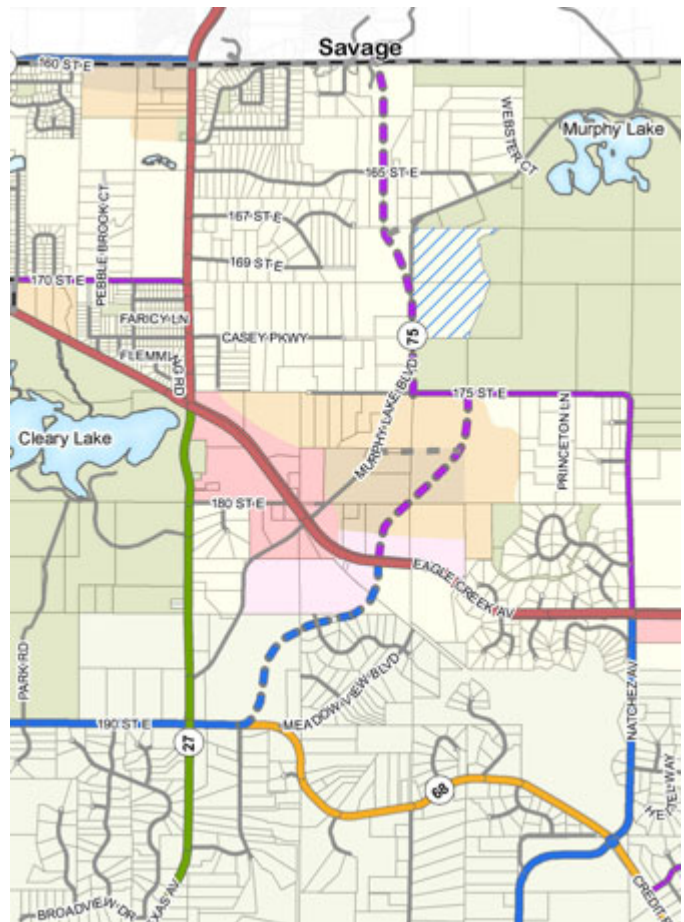


Figure 1 Conceptual Future Alignment of Hampshire Avenue



4. The Concept Plan includes five proposed permanent cul-de-sacs. Credit River ordinances prohibit cul-de-sacs unless topography and natural features require them. To the maximum extent practical, street connections shall be provided where topography and natural features do not create a barrier.
5. A “stub street” connection to the north is necessary for the exception parcels to the north, west of Hampshire.
6. Consideration should be given to improving 165<sup>th</sup> Street to a paved road adjacent to the development.
7. The existing portion of 165th Street E is a local residential road and does not have the structural capacity to provide construction access to this property. Therefore, it will be necessary to coordinate with the City of Savage to determine if construction access can be provided via Hampshire Avenue.

#### SANITARY SEWER

1. The connection point to the sanitary sewer is within the City of Savage, just north of the Credit River. Due to the depth of the existing sanitary sewer at the connection point, a lift station would be necessary to serve this property with sanitary sewer. The lift station is not currently in the City’s Capital Improvement Plan and study would be needed to determine the most suitable location and size necessary.
2. Sanitary sewer from the lift station will be conveyed from the lift station to a connection manhole in Savage via a sewer forcemain. The sewer forcemain is not currently in the City’s Capital Improvement Plan and study would be needed to determine the necessary size and most suitable route.
3. After entering Savage’s trunk sewer system, the sanitary sewer from this project will be conveyed via Savage’s trunk lines until it ultimately enters the Metropolitan Council’s system. The sanitary sewer treatment would be provided by the Metropolitan Council.

#### WATER DISTRIBUTION

1. If this project moves forward, the potable water could initially be provided from the City of Savage. There is a 12-inch watermain with a connection point just north of the Credit River that would be capable of providing potable water to this project. The Cooperative Agreement with the City of Savage allows up to 100,000 gallons per day of water use. However, the purchasing of water from the City of Savage to serve this development would be an interim solution. It will also be necessary for the City of Credit River to develop its own water wells, water treatment plants, and water
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storage tanks in the near future as there are existing small lot properties within the City of Credit River for which the City has identified a need for connecting to sanitary sewer and water. Additional study is needed to determine the size(s) and location(s) of the wells, water treatment plants, and water storage tanks that will be necessary to serve this development long term.

### CREDIT RIVER (BRIDGE) CROSSING

1. The existing Hampshire Avenue road crossing of the Credit River is subject to flooding, and the addition of the homes as proposed with this project would be cause for concern. The crossing location / future bridge is located within the City of Savage's jurisdictional boundaries, therefore, it would be necessary to coordinate any upgrades to the Credit River crossing with the City of Savage.

### SUBDIVISION LAYOUT

1. It will be necessary to determine what entity will own the preserved woods and open space surrounding the wetlands and ponds (this will be discussion item with the City).
2. The Comprehensive Plan does not identify a park search area within or near this location.
3. Assuming that this property is rezoned R1, the minimum lot with is 80 feet.

### OTHER CITY CONSIDERATIONS

As the first sewer/urban development within the City, the City would need to address the following items prior to approval of a sewer development.

1. Adoption of ordinances related to water and sewer use, billing, connection and other related concerns related to operating a water and sewer system.
  2. Amendments to the fee schedule to include water, sanitary sewer, and stormwater connection and/or area charges.
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