



2040

COMPREHENSIVE PLAN

ACKNOWLEDGEMENTS

Special thanks go to those who assisted in the completion of this plan.

Centerville City Council

Jeff Paar – Mayor
Russ Koski
Steve King
D. Love
Matt Montain

Planning and Zoning Commission

Darrin Mosher – Chair
Kimberly Ganzel
Mark Haiden
Linda Broussard Vickers
Nick Twohy
Ben Fehrenbacher
Darrel Olson Jr.

City Administrator/Engineer

Mark Statz, PE

WSB

Eric Maass, AICP

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January 5, 2024

Mark Statz, City Administrator / Zoning Administrator
City of Centerville
1880 Main Street
Centerville, MN 55038

RE: City of Centerville – Central Business District / Mixed Use Density Range Comprehensive Plan Amendment – Administrative Review
Metropolitan Council Review File No. 21982-2
Metropolitan Council District 11

Dear Mark Statz:

We received the City's Central Business District / Mixed Use Density Range comprehensive amendment on November 17, 2023, along with supplemental information on December 8, 2023, and January 2, 2024. The amendment proposes to change the density range of the Central Business District / Mixed Use land use category from 12-30 units per acre to 12-45 units per acre, both at 25% residential. The purpose of the amendment is to better align the Plan with future projects in this area.

Council staff finds the amendment meets the Comprehensive Plan Amendment Administrative Review Guidelines revised by the Council on November 30, 2022. The proposed amendment does not affect official forecasts or the City's ability to accommodate its share of the region's affordable housing need. Therefore, the Council will waive further review and action; and the City may place this amendment into effect.

The amendment, explanatory materials, and the information submission form will be appended to the City's Plan in the Council's files. If you have any questions regarding the review please contact Raya Esmaeili, Principal Reviewer, at 651-602-1616 or via email at raya.esmaeili@metc.state.mn.us.

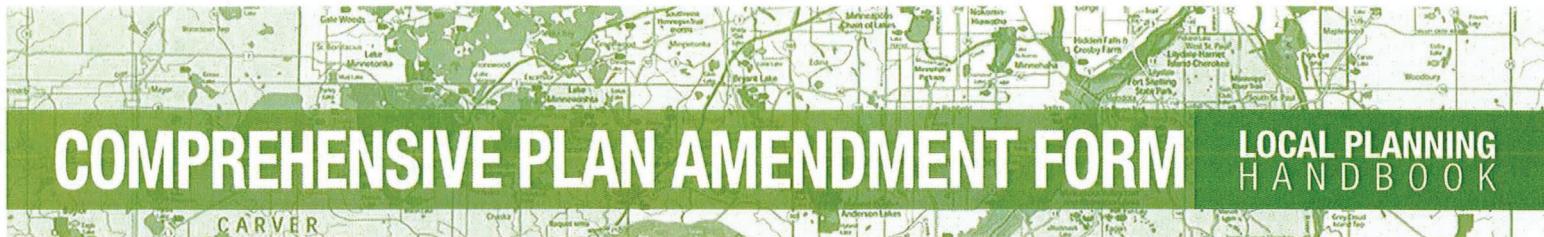
Sincerely,

A handwritten signature in black ink, appearing to read 'Raya Esmaeili'. To the right of the signature, the text 'Raya Esmaeili for:' is written in a smaller, printed font.

Angela R. Torres, AICP, Senior Manager
Local Planning Assistance

CC: Tod Sherman, Development Reviews Coordinator, MnDOT Metro Division
Gail Cederberg, Metropolitan Council District 11
Raya Esmaeili, Sector Representative/Principal Reviewer
Reviews Coordinator

N:\CommDev\LPA\Communities\Centerville\Letters\Centerville 2023 Central Business District Mixed Use Density Range CPA Admin Review 21982-2.docx



COMPREHENSIVE PLAN AMENDMENT FORM

LOCAL PLANNING HANDBOOK

1. Name of the Comprehensive Plan Amendment (CPA):

Amend. Density Requirements - Central Business Dist./Mixed Use

2. Please provide the following information:

Contact Name and Title	Mark Statz, City Administrator/Zoning Administrator
Address	1880 Main Street
City, State, Zip	Centerville, MN 55038
Telephone Number	651-792-7931
Email Address	mstatz@centervillemn.com

3. Identify the type of amendment (land use change, MUSA expansion, text change, forecast adjustment, etc.) and describe the amendment including location, description, affected area in acres, number of residential units in CPA area (if any), etc. Provide any additional information relevant to the amendment.

Type of Amendment	Text amendment
Detailed Description	Density amendment from minimum 12 and maximum of 30 to minimum 12 and maximum of 45 units per acres, in Mixed Use/Central Business District Land Use Categories

4. The local governing body must take action on the proposed amendment before submittal to the Metropolitan Council. Provide the dates of official action.

- Date acted upon by the planning commission: 10/10/2023
- Date approved by governing body: 10/11/2023

5. Affected Jurisdiction Review: list the adjacent local governments, school districts and other jurisdictions that were contacted and the date the copies were sent.

Jurisdictions	Centennial School District (ISD #12) and City of Lino Lakes
Date Sent	9/27/2023
Comments	None received

6. Forecasts: Does the plan amendment change the adopted Metropolitan Council population, household, or employment forecasts?

- No, no change in community-level forecasts.
- Yes. Identify the net changes to community-level forecasts:

7. Land Use: Describe land use changes (in acres) applicable to this amendment site.

- Not applicable. No land use changes proposed.

Land Use Designation	All Land Uses in CPA Area	
	Pre-CPA Acres	Post CPA Acres

If you have more land use changes than space permits in this table, please attach a separate page to your amendment document.

8. Wastewater: What type of wastewater treatment will be used to serve the proposed amendment?

- Individual Sewage Treatment System (ISTS)
- Privately Owned / Community Treatment System
- Local / Municipal Owned Wastewater Treatment Plant
- Regional Wastewater Treatment

9. Water Supply: Will the amendment increase or decrease projected water use from the community's current water supply plan?

- No increase or decrease in projected water use from the water supply plan.
- Yes. Provide the water supply plan amendment as an attachment to describe necessary facilities improvements or changes.

10. Parks: Does the amendment include, or is adjacent to or within 1/2 mile of an existing or planned regional park, reserve, or trails as identified in the Metropolitan Council's 2040 Regional Parks Policy Plan?

- No.
- Yes. If yes, indicate the name of the regional park, reserve, or trail and describe potential impacts and mitigation plans below:

11. Implementation: Will the amendment require changes in zoning or subdivision ordinances, the capital improvement program (CIP), or other official controls?

No.

Yes. If Yes, describe proposed changes and timeline for making those changes below:

Changes Amendment to City Code, Chapter 156, Subd. 156.052 (M-2) Density Requirements

Timeline Approved by Council on 10/25/2023 following a second reading. Publication in Legal Paper is pending.

CONTENT REQUIREMENTS FOR AN AMENDMENT

Your comprehensive plan amendment must include the following information to be considered complete:

1. Color maps (8.5 x 11 or 11 x 17) showing the following:

- General location of proposed changes
- Current planned land use and proposed planned land use
- Current and proposed sewer staging changes

2. Staff report to planning commission or local governing body.

3. Other relevant information related to the amendment including:

- Whether or not the proposed amendment has impacts on regional systems including transportation, wastewater, and regional parks.
- Whether the proposed amendment includes any land within the Mississippi Critical Area boundary.
- How stormwater generated from the site will be managed.
- Whether there are changes to the projected water use due to the amendment.

4. Comments from adjacent jurisdictions review.

5. Copy of adopted local resolution, authorizing the amendment to be submitted for review.

CITY OF CENTERVILLE REQUEST FOR COMMISSION ACTION



Agenda Item # VII.1	Department: Planning	Requested Meeting Date: September 5, 2023
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TITLE OF ISSUE:

M-1 & M-2 Zoning District Regulations

BACKGROUND AND SUPPLEMENTAL INFORMATION:

Staff wishes to have the commission address an incongruence between the City's Zoning Code, the Downtown Master Plan and the City's Comprehensive Plan. City Code for the M-1 and M-2 districts both begin by saying that the intent of the zoning districts is to implement the Downtown Master Plan. However, the code lists a density range for each district as 12-30 units per acre. The Downtown Master Plan only has this range listed for the M-1 district. The M-2 District is listed at 20 - 45 units per acre. The city's Comprehensive Plan lists the density range for the Mixed Use Districts as 12-30 units per acre, but does not differentiate between the two.

Staff will present some examples of densities for proposed projects and rationale for making changes to these 3 documents, so there are not contradictions.

COST AND SOURCE(S) OF FUNDING:

N/A

REQUESTED ACTION:

Call for a public hearing on a change to the M-1/M-2 Zoning Code, Downtown Master Plan, and for a Comprehensive Plan Amendment.

For Clerk's Use:		SUPPORTED DOCUMENTS ATTACHED				
Motion By: _____		Resolution	Ordinance	Contract	Minutes	Plan Map
Second By: _____						
Vote Record:		Aye	Nay			
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	VACANT					
	VACANT					
	Krueger					
	Thompson					
	Nelson					
	Olson					
<input type="checkbox"/>		Refer to: _____				
<input type="checkbox"/>		Tabled Until: _____				
<input type="checkbox"/>		Other: _____				
Consent						
Regular						

CITY OF CENTERVILLE REQUEST FOR COMMISSION ACTION



Agenda Item #	Department:	Requested Meeting Date:										
VII.1	Planning	October 10, 2023										
TITLE OF ISSUE: M-1 & M-2 Zoning District Regulations												
BACKGROUND AND SUPPLEMENTAL INFORMATION: At the last Planning and Zoning Commission meeting, the commission discussed an incongruence between the City's Zoning Code, the Downtown Master Plan and the City's Comprehensive Plan. City Code for the M-1 and M-2 districts both begin by saying that the intent of the zoning districts is to implement the Downtown Master Plan. However, the code lists a density range for each district as 12-30 units per acre. The Downtown Master Plan only has this range listed for the M-1 district. The M-2 District is listed at 20 - 45 units per acre. The city's Comprehensive Plan lists the density range for the Mixed Use Districts as 12-30 units per acre, but does not differentiate between the two. Staff presented some examples of densities for proposed projects and rationale for making changes to these 3 documents, so there are not contradictions. A public hearing is scheduled for October 10th.												
COST AND SOURCE(S) OF FUNDING: N/A												
REQUESTED ACTION: Motion to recommend approval of the changes to the M-1/M-2 Zoning Code.												
For Clerk's Use: Motion By: _____ Second By: _____ Vote Record: Aye _____ Nay _____ Kuiper Broussard-Vickers VACANT Krueger Thompson Nelson Olson		SUPPORTED DOCUMENTS ATTACHED <table border="1"> <tr> <td>Resolution</td> <td>Ordinance</td> <td>Contract</td> <td>Minutes</td> <td>Plan Map</td> </tr> <tr> <td></td> <td>X</td> <td></td> <td></td> <td></td> </tr> </table> Other (specify) _____ City Code, Downtown Master Plan, Comprehensive Land Use Plan Refer to: _____ Tabled Until: _____ Other: _____	Resolution	Ordinance	Contract	Minutes	Plan Map		X			
Resolution	Ordinance	Contract	Minutes	Plan Map								
	X											
<input type="checkbox"/> <input checked="" type="checkbox"/> Consent <input type="checkbox"/> Regular												

CITY OF CENTERVILLE

REQUEST FOR

COUNCIL ACTION



Agenda Item # IX.2	Department: Administration	Requested Council Meeting Date: October 11, 2023										
TITLE OF ISSUE: Ordinance - First Reading M-1 and M-2 Zoning District Density												
BACKGROUND AND SUPPLEMENTAL INFORMATION: <p>The Planning and Zoning Commission recently discussed an incongruence between the City's Zoning Code, the Downtown Master Plan and the City's Comprehensive Plan. City Code for the M-1 and M-2 districts both begin by saying that the intent of the zoning districts is to implement the Downtown Master Plan. However, the code lists a density range for each district as 12-30 units per acre. The Downtown Master Plan only has this range listed for the M-1 district. The M-2 District is listed at 20 - 45 units per acre. The city's Comprehensive Plan lists the density range for the Mixed Use Districts as 12-30 units per acre, but does not differentiate between the two. A public hearing will be held at the P&Z on October 10th. Staff is presenting this ordinance to Council on October 11th to clear up inconsistencies in a timely fashion, since there are a number of development opportunities. Staff will update Council on decisions made at the P&Z meeting on October 10th.</p>												
COST AND SOURCE(S) OF FUNDING: None												
REQUESTED COUNCIL ACTION: First reading only.												
For Clerk's Use: Motion By: _____ Second By: _____ Vote Record: Aye <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Nay <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Love Koski Taylor Vacant Mosher		SUPPORTED DOCUMENTS ATTACHED <table border="1"> <tr> <td>Resolution</td> <td>Ordinance</td> <td>Contract</td> <td>Minutes</td> <td>Plan Map</td> </tr> <tr> <td></td> <td>X</td> <td></td> <td></td> <td></td> </tr> </table> Other (specify) _____ _____ _____	Resolution	Ordinance	Contract	Minutes	Plan Map		X			
Resolution	Ordinance	Contract	Minutes	Plan Map								
	X											
Administration Department Use: <input type="checkbox"/> <input checked="" type="checkbox"/> Consent <input type="checkbox"/> Regular		<input type="checkbox"/> Refer to: _____ <input type="checkbox"/> Tabled Until: _____ <input type="checkbox"/> Other: _____										

CITY OF CENTERVILLE

REQUEST FOR

COUNCIL ACTION



Agenda Item # IX.4	Department: Administration/Planning & Zoning	Requested Council Meeting Date: October 25, 2023														
TITLE OF ISSUE: Ordinance - Second Reading M-1 and M-2 Zoning District Density																
BACKGROUND AND SUPPLEMENTAL INFORMATION: <p>At the October 11th council meeting, the board approved the first reading of ordinance 23-0XX on M-1 and M-2 Zoning District Density, amending text to clear up incongruence between the City's Zoning Code, the Downtown Master Plan and the City's Comprehensive Master Plan.</p>																
COST AND SOURCE(S) OF FUNDING: None																
REQUESTED COUNCIL ACTION: <p>Motion to approve the second reading of ordinance 23-0XX on M-1 and M-2 Zoning District Density in the City's Zoning Code.</p>																
For Clerk's Use: Motion By: _____ Second By: _____ Vote Record: <table style="margin-left: 20px;"> <tr> <td style="border: 1px solid black; padding: 2px;">Aye</td> <td style="border: 1px solid black; padding: 2px;">Nay</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;"></td> <td style="border: 1px solid black; padding: 2px;"></td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;"></td> <td style="border: 1px solid black; padding: 2px;"></td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;"></td> <td style="border: 1px solid black; padding: 2px;"></td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;"></td> <td style="border: 1px solid black; padding: 2px;"></td> </tr> </table> Love Koski Taylor Vacant Mosher		Aye	Nay									SUPPORTED DOCUMENTS ATTACHED Resolution Ordinance Contract Minutes Plan Map <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%; border: 1px solid black; height: 20px;"></td> <td style="width: 25%; border: 1px solid black; height: 20px;"></td> <td style="width: 25%; border: 1px solid black; height: 20px;"></td> <td style="width: 25%; border: 1px solid black; height: 20px;"></td> </tr> </table> Other (specify) <u>Ordinance</u> _____ _____				
Aye	Nay															
Administration Department Use: <table style="margin-left: 20px;"> <tr> <td style="border: 1px solid black; padding: 5px; text-align: center;"> </td> <td style="border: 1px solid black; padding: 5px; text-align: center;">Consent</td> </tr> <tr> <td style="border: 1px solid black; padding: 5px; text-align: center;">✓</td> <td style="border: 1px solid black; padding: 5px; text-align: center;">Regular</td> </tr> </table>			Consent	✓	Regular	Refer to: _____ <table style="margin-left: 20px;"> <tr> <td style="border: 1px solid black; padding: 5px; text-align: center;"> </td> </tr> <tr> <td style="border: 1px solid black; padding: 5px; text-align: center;"> </td> </tr> </table> Tabled Until: _____ Other: _____										
	Consent															
✓	Regular															

CITY OF CENTERVILLE
NOTICE OF PUBLIC HEARING

The City of Centerville Planning and Zoning Commission will hold a public hearing on Tuesday, October 10, 2023 at the Centerville City Hall, 1880 Main Street in the Council Chambers beginning at 6:30 p.m. or shortly thereafter on the following matter:

To consider amending language to City Code, Chapter 156, Zoning Code, §156.052, (B), Permitted Uses, (1), Residential uses with a density between 12 and 30 units per acre. A corresponding Comprehensive Plan Amendment would also be required.

The purpose of both proposed amendments is to clarify discrepancies between City Code, the Downtown Master Plan and Development Guidelines, and the Comprehensive Plan, related to densities in Mixed Use Districts.

City Hall is ADA accessible. Requests for hearing assisted devices or a sign language interpreter must be received before 4:00 p.m., September 29, 2023. All persons interested are invited to attend and to be heard or may submit in writing their concerns. You may contact the City Clerk's office at (651) 792-7933 or by facsimile (651) 429-8629 if you need additional information.

Published in the Quad Community Press September 26, 2023.



1880 Main Street, Centerville, MN 55038

651-429-3232 or Fax 651-429-8629

AFFIDAVIT OF MAILING PUBLIC NOTICE

State of Minnesota)

County of Anoka)

City of Centerville)

I, Teresa Bender, being first duly sworn, depose and say:

I am a United States citizen, over nineteen (19) years of age, and the City Clerk of the City of Centerville, Minnesota.

On September 27, 2023, acting on behalf of the said City, deposited within the City of Centerville's U.S. Postal Service Mailbox, located at: 1880 Main Street, Centerville, MN 55038 copies of the attached Public Hearing Notices (City Initiated Density Modification for M-2 District and associated Comprehensive Plan Amendment), in envelopes, with postage thereon fully paid, to the individual property owners of the following address.

NAME

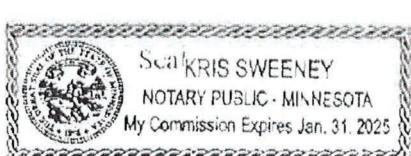
ADDRESS

See attached sheet

There is delivery service by United States mail between the place of mailing and the places so addressed.

Teresa Bender

Subscribed and sworn to before me this 27th day of September, 2023.



Notary Public

Superintendent, Jeff Holmberg
Centennial School District 12
4707 North Road
Circle Pines, MN 55014

✓

Mr. Michael Gochala
Community Development Director
City of Lino Lakes
600 Town Center Parkway
Lino Lakes, MN 55014

✓

CITY OF CENTERVILLE

RES. #23- 025

RESOLUTION REVISING THE CENTERVILLE 2040 COMPREHENSIVE PLAN

WHEREAS, on October 10, 2023, the Planning and Zoning Commission held a public hearing on a question related to density in the zoning districts in downtown, as presented in the City's Code of Ordinances, 2040 Comprehensive Plan, and the Downtown Master Plan.

WHEREAS, the City's 2040 Comprehensive Plan currently guides the density of residential house units in the Central Business District / Mixed Use zoning districts for a minimum density of 12 units per acre to a maximum density of 30 units per acre.

WHEREAS, following that public hearing, the Commission recommended changes to the City's 2040 Comprehensive Plan. The purpose of the recommended changes was to increase density in the Central Business District / Mixed Use zoning districts, in particular to make density in the Mixed Use (M-2) zoning district to be consistent with other planning guides such as the Code of Ordinances and the Downtown Master Plan. The Commission recommended increasing density in the Central Business District / Mixed Use zoning district for a minimum density of 12 units per acre to a maximum density of 45 units per acre.

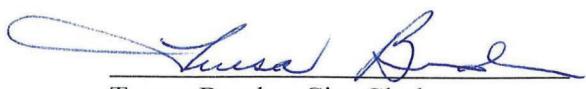
NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CENTERVILLE RESOVLES AND DIRECTS AS FOLLOWS:

1. The 2040 Comprehensive Plan shall be amended in a manner consistent with the recommendations from the Planning and Zoning Commission.
2. All references in the Comprehensive Plan regarding the density of residential housing units in the Central Business District / Mixed Use zoning districts shall reflect a minimum density of 12 units per acre to a maximum density of 45 units per acre.
3. These revisions shall include, but are not limited to references to the density of residential housing units in the Central Business District / Mixed Use zoning districts on the following pages:
 - a. Page 37
 - b. Page 39
 - c. Page 41
 - d. Page 51
4. The City Attorney and the City Zoning Administrator shall make the required revisions; and thereafter, shall submit the revised Comprehensive Plan to the relevant county, regional, and state authorities for approval and dissemination.

Dated this 25th day of October 2023.


D Love, Mayor

ATTEST:



Teresa Bender, City Clerk

THE CITY OF CENTERVILLE
ANOKA COUNTY, MINNESOTA

ORDINANCE NO. 132
SECOND SERIES

AN ORDINANCE TO REVISE CHAPTER 156 ZONING CODE

The City Council of the City of Centerville hereby ordains:

Section 1. **That Section 156.052 Mixed Use Neighborhood District (M-2) shall be amended, as follows:**

(A) *Purpose.* It is intended that the M-2 District implement the “Master Plan and Development Guidelines for Downtown Centerville,” adopted by the City Council on January 11, 2006 (“The Redevelopment Plan”) and provide for higher density residential uses and accessory retain and office uses to complement the adjoining M-1 District and existing neighborhoods. The M-2 District correlates to the “Downtown Neighborhood” designation in the Redevelopment Plan.

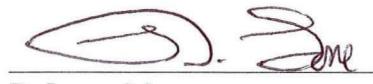
(B) *Permitted Uses.* See Table 156-A.1

(1) Residential uses with a density between ~~12 and 30~~ 12 and 45 units per acre.

(2) Ground level retail or offices.

Section 2. **Effective Date.** This ordinance takes effect upon its adoption and publication.

ADOPTED after a first reading on the 11th day of October 2023, and thereafter by a [unanimous] _____ vote of the City Council of the City of Centerville, Minnesota, this 25th day of October 2023.



D. Love, Mayor

ATTEST:


Teresa Bender, City Clerk
Dated

The Metropolitan Council requires a calculation of the net density of areas of planned residential development for areas identified for development or redevelopment. They require a minimum density of three units per net developable acre for communities with the "Emerging Suburban Edge" community designation. [Table 19](#) shows net density in these areas and [Map 3-3](#) identifies those areas. Wetlands, floodplain and right of way were all subtracted from each of the areas to arrive at a net acreage. Using the preferred land use guiding and density midpoints, the number of potential new units for the change areas was calculated. It is estimated that at a minimum of an additional 355 new units could be added to Centerville upon full build out of these areas based on the allowed density ranges.

Table 19: Net Density for Additional Planned Residential Development

Future Land Use Designation	Net Acres	Density Range			Yield %	Units	
		Min	Mid	Max		Minimum	Midpoint
Low Density Residential	24.50	2	3	4	100%	49	74
Medium Density Residential	66.89	3	5.5	8	100%	201	368
High Density Residential	8.06	8	16.5	25	100%	64	133
Central Business District (CBD) / Mixed Use	13.75 (3.44 res)	12	28.5	45	25%	41	98
Total	102.89					355	673
	100%	Net Density				3.45	654

Table 21: Net Density for Additional Planned Residential Development

Future Land Use Designation	Net Acres	Expected Residential Development			Density Range			Yield %	Number of Units Based on Midpoint Density		
		2018-2020	2021 - 2030	2031 - 2040	Min	Mid	Max		2018 – 2020	2021 – 2030	2031 – 2040
Low Density Residential	24.50	4.5	10	10	2	3	4	100%	13	30	30
Medium Density Residential	66.89	10	30	26.89	3	5.5	8	100%	55	165	147
High Density Residential	8.06	0	0.0	8.06	8	16.5	25	100%	0	0	132
Central Business District (CBD) / Mixed Use	13.75 (3.44 res)	3.0 (0.75 res)	7.0 (1.94 res)	3.75 (0.75 res)	12	28.5	45	25%	21	55	21
Total	102.89	15.25	41.94	45.70					89	250	330
	100%	14.8%	40.8%	44.4%	(Midpoint) Net Density				5.84	5.97	7.22

FUTURE LAND USE CATEGORIES

The Future Land Use Plan identifies several categories to guide development and redevelopment in the City. These generally include residential uses, commercial uses, industrial uses, public and park uses, and undevelopable land such as right of way and open water. The following are descriptions of these categories.

Residential Uses

A primary concern for the City regarding residential uses is to protect and enhance the existing housing stock and to allow new residential developments that contain low, medium and high-density housing as appropriate. The residential areas currently served by utilities consist primarily of low-density single family detached housing. Existing available land for residential development is either contiguous with areas presently served by public utilities or is within areas guided for redevelopment such as the Downtown Area. It is assumed that public utilities will be extended to new residential development as appropriate and in a contiguous manner.

The Future Land Use Plan (Map 3-2) includes four land use categories for residential uses: low, medium, high density residential, and central business district/mixed use. These land use categories are described below.

Low Density Residential: These areas are composed of detached, single-family homes. The density will be a minimum of 2 units per acre and a maximum of 4 units per acre without considering wetlands, right of way and other undevelopable land.

Medium Density Residential: These areas are composed of a mixture of detached and attached single-family units. The density will range from a minimum of 3 units per acre to 8 units per acre. When developments take place through PUD or over larger land areas, higher density portions should be concentrated near major transportation corridors or neighboring areas of high-density development.

High Density Residential: These areas are composed of primarily attached units in multi-story structures. The density will be a minimum of 8 units per acre and a maximum of 25 units per acre.

Central Business District/Mixed-Use: These areas are composed of both residential and commercial uses, either in a horizontal or vertical mixture. The density will be a minimum of 12 units per acre and a maximum of **45** units per acre with an anticipated minimum of 25% comprised of housing. The remaining 75% shall be a variety of commercial and office space. These areas provide buildings that are close to the street, with a focus on providing a

- High Density: 8 - 25 dwelling units/acre
- Central Business District/Mixed-Use: 12 - **45** dwelling units/acre

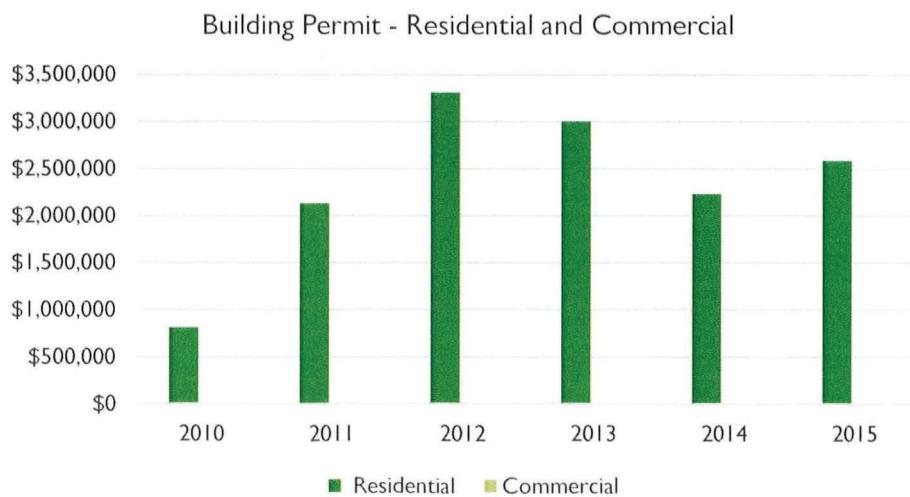
These land use categories and corresponding densities are included on the Future Land Use Map 3-2. The result of this analysis is displayed on the map and table above. This information was presented to the public and approved by the City Council during the Comprehensive Plan update process.

The table demonstrates how the City can achieve a population over 5,000 at full development by changing some land use categories to higher densities and redeveloping the downtown area according to the downtown development guidelines. These changes also help the City meet life-cycle housing goals by providing areas for medium and high-density housing.

Building Permits

Permit data can give an accurate reflection of the amount and type of growth occurring in a community over a longer time period. The number of permits issued during a particular timeframe is also somewhat independent of land area consumed given different lot sizes and density; therefore, it is useful for tracking growth in housing units, but not necessarily changes in land use. The graph shows a steady increase in the valuation of residential permits issued since the 2010, as the economy recovered from the 2008 recession. The recent leveling off may be attributable to the fact that Centerville is reaching full build-out. [Table 26](#) below, showing estimated value of permits, shows a similar trend. Permit value increased sharply from 2010 to 2012, and then leveled off in subsequent years.

TABLE 26 – ESTIMATED VALUE OF PERMITS



CHAPTER 1:
COMMUNITY
PROFILE



CHAPTER 1: COMMUNITY PROFILE

INTRODUCTION

The purpose of the background section is to understand the characteristics of Centerville and the current qualities and challenges of the community. The comprehensive planning process considers the future of the community based on existing characteristics. To help facilitate planning efforts it is important to understand all factors affecting the city. The following sections will discuss demographics, facilities, natural resources, housing, water resources, and the transportation system. This background information has served as a guide for participants in the planning process.

The City's last Comprehensive Plan was officially adopted in 2008. The 2040 Comprehensive Plan now required by the Metropolitan Council focuses on planning for the next 20 years. This plan is especially important for Centerville because it will guide the community to full build-out. There are very few vacant parcels remaining in the city, and by the next time the Comprehensive Plan is updated, Centerville may be focusing on infill and redevelopment rather than development of any vacant parcels. This Comprehensive Plan provides a vision and plan for what the fully-built community will look like, and how it will function.

METROPOLITAN COUNCIL

In 1967 the Minnesota Legislature created the Metropolitan Council to plan and coordinate the orderly development of the seven-county metropolitan area. Minnesota law requires every municipality and county within the metropolitan area to prepare and submit a comprehensive plan to the Metropolitan Council that addresses all required components of the 2040 Regional Development Framework "ThriveMSP 2040". The City's plan must be consistent with the Metropolitan Council's system plans. To assist local governments in this effort, the Metropolitan Council issues a "Systems Statement" to each community that describes the specific areas that must be addressed as part of the local comprehensive plan. The City of Centerville was issued an updated system statement on September 17, 2015 and submitted its 2040 Comprehensive Plan to the adjacent and affect communities for their review in June of 2018. The City of Centerville submitted its 2040 Comprehensive Plan to Metropolitan Council in December of 2018.

Centerville's 2040 Comprehensive Plan update will incorporate regional policy and metro-wide goals while also integrating important local goals, objectives and preferred outcomes. Both regional Thrive 2040 outcomes as well as the local goals and priorities identified in Chapter 2 will form the foundational lens of this comprehensive plan, guiding decision-making and informing the content of each subsection. The chapters that follow will build on this community

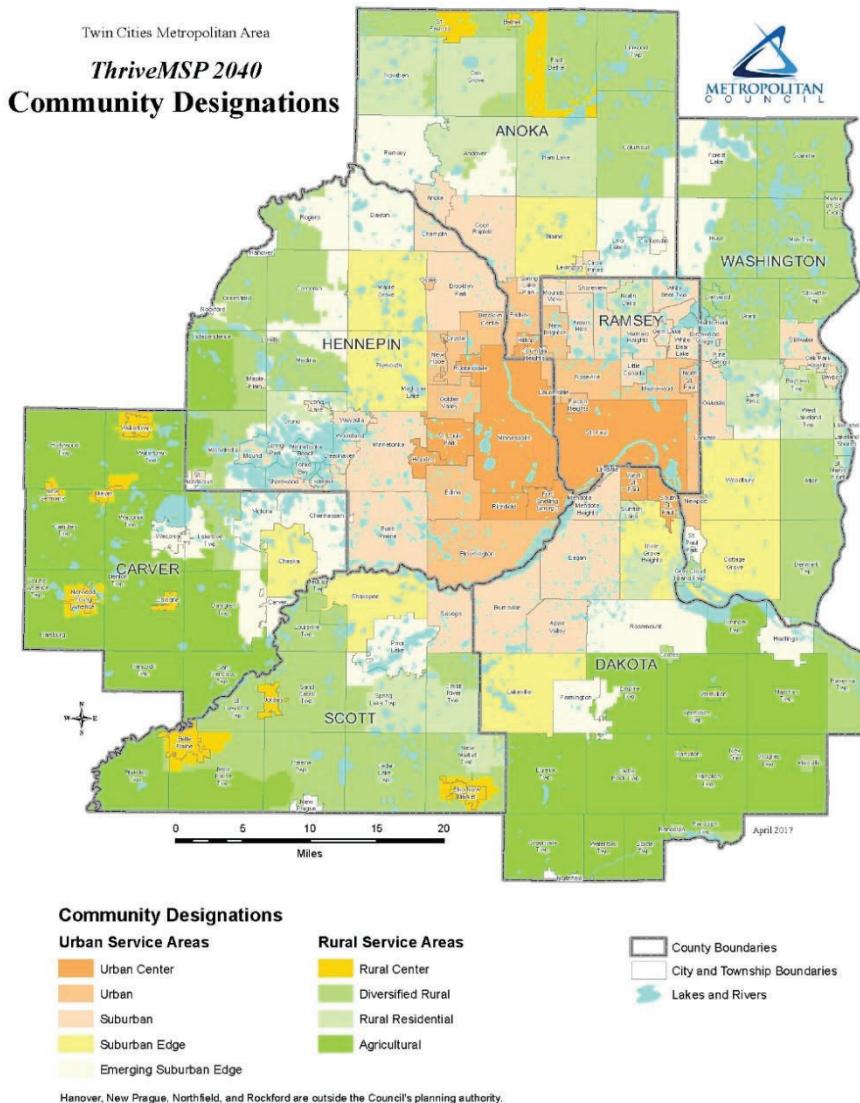
profile and an understanding of who and what is here now to create a vision for who and what this community will be by the year 2040.

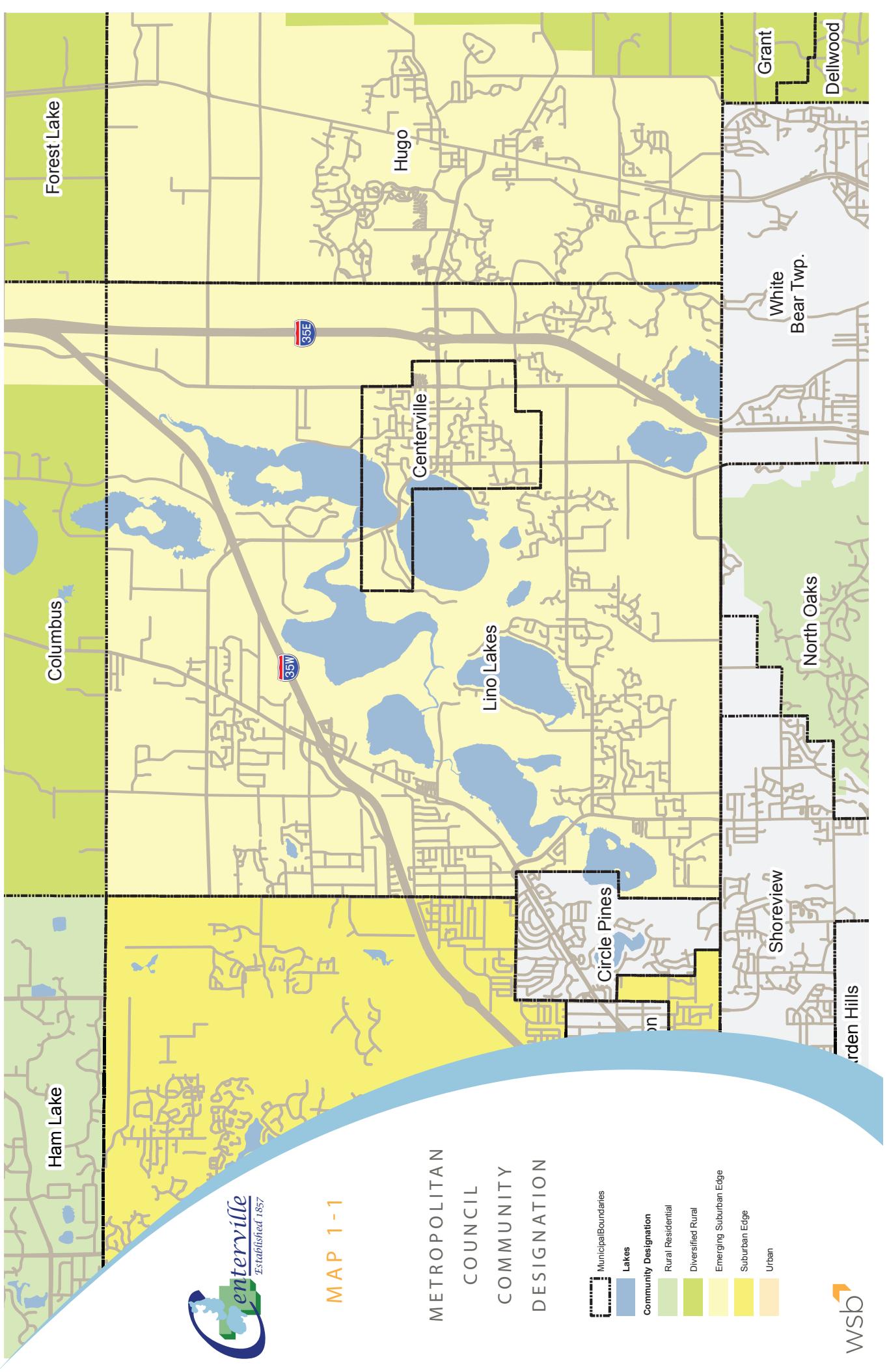
Each year the City holds a seven-day community festival titled Fete des Lacs that honors the City's history and takes advantage of the beautiful parks, lakes and trails that surround the City. At the 2017 Fete des Lacs event, project members talked with dozens of community members to inform them of the updating of the City's comprehensive plan and to gather feedback on a variety of topics including key strategies, areas of opportunity, residential development, and to better understand how they viewed their community. The word cloud below is a representation of what was heard from those participants.

Community
Trails Historic Parks
Rural Water Parks
Fun Safety Parks
Family Schools

Community Designation: The Metropolitan Council identifies Centerville as an **Emerging Suburban Edge** (Map 1-1) community. Emerging suburban edge communities offer both connections to urban amenities and the proximity to open spaces that characterizes a rural lifestyle. The growth patterns in these communities demonstrate the challenges of changing from rural to suburban. New developments are typically built in a traditional suburban pattern.

Emerging suburban edge communities are expected to plan for forecasted population and household growth. Current estimates show average growth of 66% in population, 87% in households, and 66% in employment over three decades.





The Metropolitan Council requires Centerville to plan for growth to the year 2040. Centerville also needs to plan for a community-wide transportation system. Connections need to be made between transportation, transit, pedestrian and bicycle facilities and land uses. The City needs to improve transportation connections and identify transit opportunities. The City must develop transition strategies to increase density and encourage infill development.

Also, the Metropolitan Council requires that developing communities conserve, protect, and enhance natural resources by doing the following:

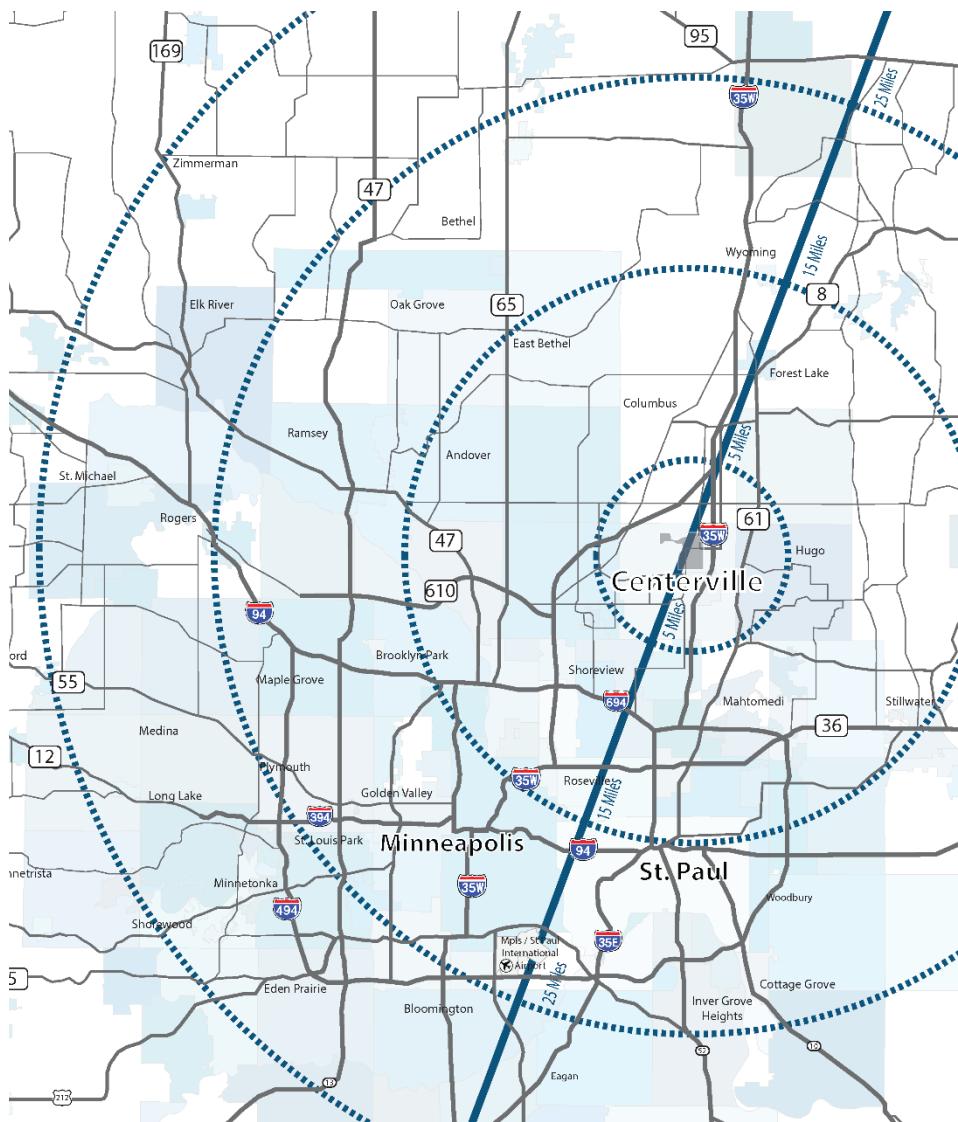
- Conduct natural resource inventories
- Adopt natural resource conservation techniques
- Prepare local stormwater management plans
- Include natural resources in the local park system
- Implement Best Management Practices

The Metropolitan Council has reviewed the city's plan to make sure it conforms to all metropolitan system plans, is consistent with requirements of Metropolitan Land Planning Act and is compatible with the plans of adjacent jurisdictions, including school districts.

COMMUNITY CONTEXT

This section of the comprehensive plan provides a picture of the community as it exists today. Looking at the current demographic, social, physical and economic characteristics is an important step in planning for the future. Achieving the desired community vision starts with an understanding of the existing conditions and emerging trends. This section can also be used to help inform daily decision making and policy by staff and public officials by providing a clear understanding of the community.

The City of Centerville is in the southeastern section of Anoka County. Centerville consists of roughly 2.5 square miles and lies approximately 25 miles northeast of the Minneapolis Central Business District (CBD) and 20 miles north of the St. Paul CBD. Centerville is unique in that it is completely surrounded by the City of Lino Lakes. Centerville's closest neighbors outside of Lino Lakes are the City of Hugo to the east and White Bear Township and the City of North Oaks to the south. Interstates 35E and 35 W lie almost directly west and east respectively of Centerville, with Main Street or CSAH 14 providing a direct connection to 35E. Centerville also has unique access to natural resources including Peltier and Centerville Lakes, and the Rice Creek Regional Park Reserve.



Map 1-2 – Community Context

HISTORY OF CENTERVILLE

Centerville has a rich French-Canadian history with the first white settlers arriving to the area in the 1840's. They were trappers coming to the area for the abundant wildlife. Prior to the white settlers moving into the area the Dakota Indians lived here in the 1600s and 1700s. At that time, this area was covered with dense woodlands and many square miles of marshes, lakes, and waterways. The Dakotas abandoned their settlement in the late 1700's but returned annually to harvest wild rice.

Soon after, families from Canada arrived and settled in the area. Several descendants of these original settlers still live in Centerville.

The City was officially established on August 11, 1857, when Minnesota was still a territory. At that time, Centerville was known as Centerville Township and encompassed the current City of Centerville and the City of Lino Lakes. The downtown area of Centerville was originally known as the French Section. German immigrants settled farther to the west in what is now part of the City of Lino Lakes. The pioneers cleared the land for farming and agriculture soon followed. Residents formed the Church of St. Genevieve of Paris.

In 1956, residents organized the present Centennial School District #12. In an effort to reflect Centerville's history, in 1971 the city named Mill Road, Mound Trail, Progress Road, Sorel Street and Goiffon Road. Today, Centerville is a bustling residential community that retains some of its agricultural history. Centerville aims to honor its past as it looks to the future.

PLANNING HISTORY

The City of Centerville has a history of actively planning for the future including the City's 2030 comprehensive plan in 2008 as well as the completion of a downtown master plan and development guidelines in 2006.

2006 Downtown Master Plan & Redevelopment Guidelines

In 2005 the City of Centerville hired Damon Farber Associates to lead a community task force to prepare a master plan, design guidelines and zoning amendments for downtown Centerville. The development of the master plan was accompanied by a market study completed in 2005 which helped define the quality and quantity of retail and housing which could be sustained in downtown Centerville. The purpose of the Master Plan & Development Guidelines was to establish an appropriate framework for future redevelopment of downtown as a vibrant Mixed-Use destination, to incorporate:

- An overall vision for redevelopment of the area, including the pattern, form and character of new development and open space in the interest of creating a cohesive traditional mixed-use downtown.
- A framework of transportation improvements needed to support the redevelopment of the area and to create appropriate levels of parking as well as vehicular, bicycle and pedestrian access to the downtown.
- A set of design standards to guide the architectural quality of new development within the downtown area.

The master plan was also coordinated with the plans for the redesign and expansion of County State Aid Highway 14 (Main Street). The master plan integrated efforts to calm traffic, provide a safe pedestrian environment and provide guidelines for buildings that respected the pedestrian scale and encouraged walkability. Since the Downtown Master Plan encompassed such a large

portion of Centerville, its principles and guidelines were utilized extensively in the City's 2030 Comprehensive Plan update. Figure 2 shows the downtown master plan that was developed.



The Downtown Master Plan was developed at the height of the economy just before the economic downturn in 2007 and may require future revision to reflect existing market conditions.

2030 Comprehensive Plan

With the development of the 2030 plan, the City Council established a public participation process designed to include a wide variety of stakeholders including business owners, City officials and concerned citizens. At a town meeting, issues were identified that related to the future growth of the City:

- Expand business and employment opportunities
- Maintain low crime rate
- Expand diversity of housing, including apartments, townhouses, senior housing and rental housing
- Maintain small town atmosphere/community identity

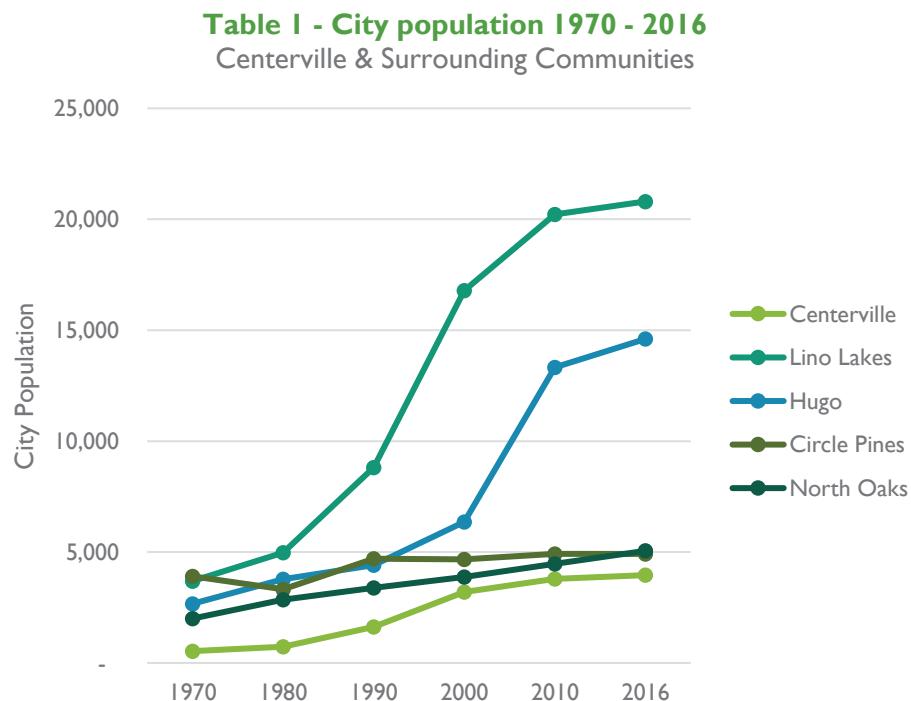
- Increases in taxes to accommodate growth are feared

The plan was adopted by the City Council and reviewed by the Metropolitan Council.

DEMOGRAPHICS

Population

In 2016, Centerville's population was estimated at 3,958 people. The chart below shows census population data for Centerville, indicating that Centerville has historically had a smaller population in comparison to its surrounding communities (TABLE 1). After experiencing a doubling in population between 1980 and 1990, and again between 1990 and 2000. Centerville's growth has since remained more moderate and stable.



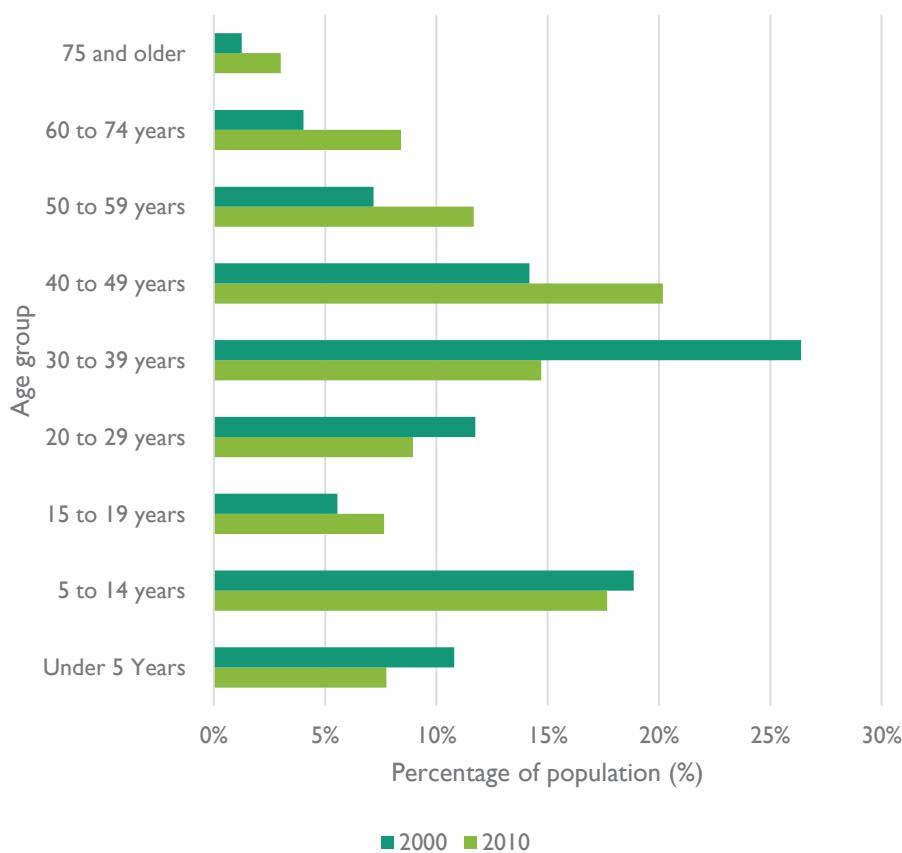
Source: U.S. Census 2010 and ACS 2015 Estimates

Age demographics

The demographic information was collected by utilizing information from the 2008 Comprehensive Plan, Metropolitan Council forecasts, and 2010 Census data.

Like many other communities around the country, Centerville is experiencing an aging population. The percent of the population within the 40-49, 50-59, 60-74, and 74 and over age groups have all increased from 2000 to 2010. Providing adequate housing and services for residents of all ages has been and will continue to be a priority for the City of Centerville. Centerville is also seeing a decrease in younger residents. [TABLE 2](#) below shows a decrease in the percentage of residents in the 20 to 29 age group from 2000 to 2010. The median age in the City of Centerville in 2010 was 33.2.

Table 2 - Age of Population
Centerville Residents, 2000 & 2010



Source: 2010 Decennial Census

Race/Ethnicity

Like other nearby communities, Centerville is not seeing a very large increase in the diversity of its population. From 2010 to 2015, the rate of non-white individuals in Centerville increased only slightly. It is anticipated that the number of non-white individuals in Centerville will continue to grow as a small percentage of the overall population. [Table 3](#) shows that Asian alone is the second largest racial ethnicity in Centerville after White alone, at 3.48 percent.

Table 3 – Community Diversity	
	Percent
White alone	94.14%
American-Indian and Alaska Native alone	0.43%
Asian alone	3.48%
Hispanic or Latino	1.48%
Two or more races	0.46%
	100%

Source: U.S. Census Bureau

Education

Centerville's population is consistently remaining educated. In 2010, the percentage of Centerville residents with a bachelor's degree or higher was 36.9 percent. In 2015, that number was 34.6 percent ([TABLE 4](#)). Maintaining a highly-educated workforce is just one key component to attracting new employers to Centerville.

Table 4 – Educational Achievement of Population 25 Years & Older	
	Percentage
Less than high school graduate	5.73%
High school graduate (includes equivalency)	20.85%
Some college, no degree	23.44%
Associates degree	15.41%
Bachelor's degree	27.24%
Graduate or professional degree	7.33%

Source: 2015 ACS 5-Year Estimates

Poverty Rate

According to the 2012 – 2016 American Community Survey, 1% of the Centerville population was living below the federal poverty level. However, an additional 6.3% of residents were between 100% and 149% and another 3.3% of the City's population were between 150-184% of the federal poverty level. The 2016 federal poverty level for a family of four was \$24,250.

Table 5 – Poverty Rate	
Community	Below poverty (%)
Anoka County	7.7%
Centerville	1.0%
Circle Pines	4.0%
Hugo	5.2%
Lino Lakes	5.2%
North Oaks	2.3%

Source: 2015 ACS 5-Year Estimates

THE ECONOMY

According to the Quarterly Census of Employment and Wages conducted by the Minnesota Department of Employment and Economic Development there were 363 jobs in Centerville in the year 2000. The 2000 average annual wage in Centerville was \$29,456. In 2016, the total jobs in Centerville jumped to 430 and with it the average annual wage increased to \$44,534, a 51% increase.

In that same timespan, annual wages in Anoka County jumped from \$33,187 to \$49,918, a 50% increase. Both Centerville and Anoka County have outpaced the 7-County metropolitan region which saw an average annual wage of \$39,062 jump to \$58,111, a 49% increase.

Centerville is home to retail and service jobs, as well as some industry. The Metropolitan Council's employment forecast predicts that Centerville will have 540 jobs by 2020, 560 jobs by 2030 and finally, 590 jobs by 2040. The 2040 job figure signifies an overall job gain for Centerville of 160 jobs by 2040.

Table 6 – Quarterly Census of Employment and Wages	
Industry	Employment Total
Accommodation and Food Services	77
All Other Industries	256
Construction	58
Other Services, Ex. Public Admin	0
Pubic Administration	11
Wholesale Trade	28
Total:	430

Table 6. Source: MN DEED.

PAST AND FUTURE GROWTH

Forecasts for Centerville

The Metropolitan Council has developed growth forecasts for Centerville by decade, addressing the projected population, number of households, and number of jobs.

The total population of the City of Centerville is expected to grow by 372 residents by the year 2040, a very modest increase. The City can expect a growth of around 149 households and 160 new jobs by 2040. As an emerging suburb, Centerville will accommodate population growth and economic development largely through strategic new development.

Table 7 – Metropolitan Council Growth Forecasts			
Forecast Year	Population	Households	Employment
2010	3,792	1,315	409
2016	3,958	1,351	430
2020	4,100	1,400	540
2030	4,200	1,450	560
2040	4,330	1,500	590
2016-2040 change	+372	+149	+160

Source: Metropolitan Council Forecasts

Household Income

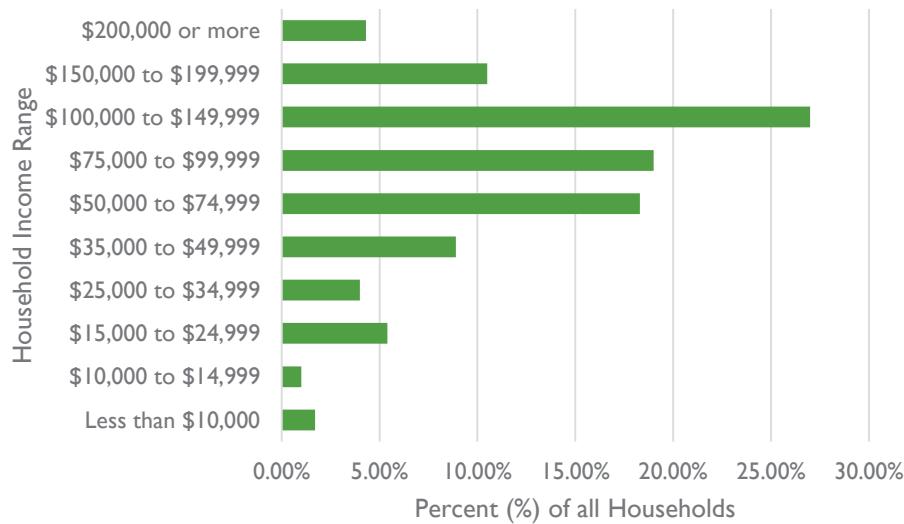
The median and average household income in Centerville is generally consistent with other nearby communities as shown in [TABLE 8](#) below. The median and average household income is slightly higher when compared to Anoka County but lower when compared to Lino Lakes and North Oaks.

Table 8 – Household Income		
Community	Median Household Income	Average Household Income
Centerville	\$88,036	\$107,040
Circle Pines	\$70,398	\$80,841
Hugo	\$82,880	\$102,356
Lino Lakes	\$102,904	\$112,143
North Oaks	\$151,397	\$214,069
Anoka County	\$70,873	\$84,709

Source: 2015 ACS 5-Year Estimates

Centerville households have a wide range of annual incomes. Approximately 65 percent of households make between \$50,000 and \$150,000. About 21 percent of households make less than \$50,000 while 15 percent of households make more than \$150,000 (see [TABLE 9](#)).

Table 9 - Centerville Household Income Distribution



Source: 2015 ACS 5-Year Estimates

THE HOUSING LANDSCAPE

In 2016 there were approximately 1,357 housing units within the City of Centerville, made up of a variety of different single and multifamily units. Housing is the dominant land use in Centerville, making up 42 percent of the area of the city.

Housing Unit Types

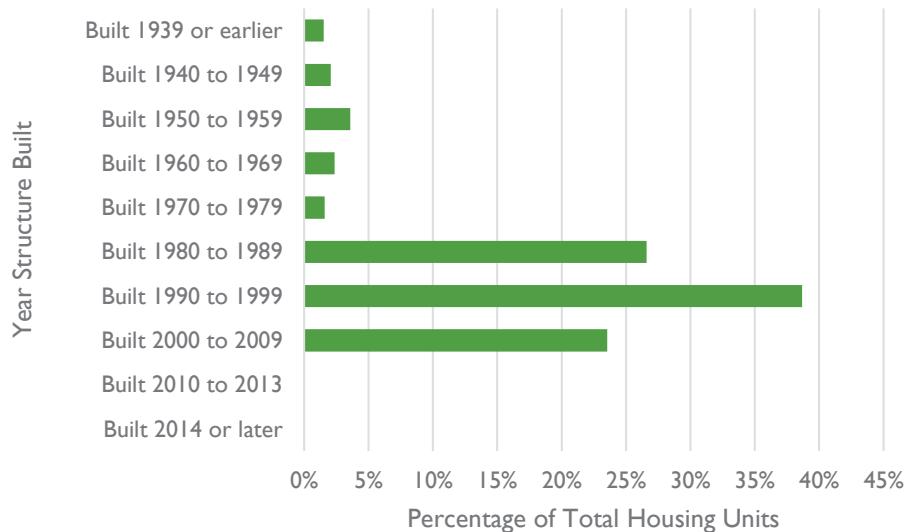
Single family detached is by far the most dominant type of housing unit within the Centerville and requires the most land per household. With Centerville not fully developed, it is likely that new housing units will continue in this low-density trend.

Table 10: Housing Units by Housing Type		
Single-family units		
Single-Family Detached	1,116	82.2%
Townhomes (single-family attached)	119	8.8%
Manufactured Home	0	0.0%
Multifamily units		
Duplex and triplex and quad	14	1.0%
Multifamily (5 units or more)	108	8.0%
2016 Total	1,357	

Source: Metropolitan Council Housing Stock Estimates

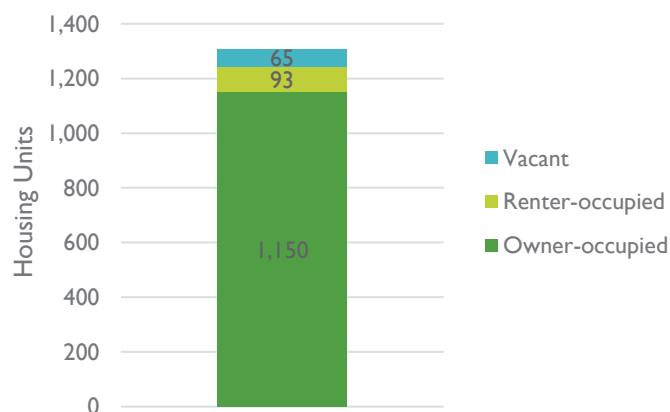


Maintaining a quality housing stock is essential to a healthy Centerville. As an emerging suburb, Centerville is seeing new housing constructed. Almost 90 percent of the housing units in Centerville were built after 1980. While still relatively new, these units will continue to age and need to be maintained.

Table 11 - Age of Housing Units

Source: 2015 ACS 5-Year Estimates

An estimated 92.5 percent of Centerville's housing units are owner-occupied, with just 7.5 percent being renter occupied. This provides the City with a stable housing base.

Table 12 - Housing Units by Tenure

Data Source: ACS 2015 Estimates

Building Permits

Permit data can give an accurate reflection of the amount and type of growth occurring in a community. [Table 13](#) shows the valuation of the building permits issued by type since 2010. In that timeframe, the City has not issued any commercial building permits.

Table 13: Building Permit - Residential and Commercial

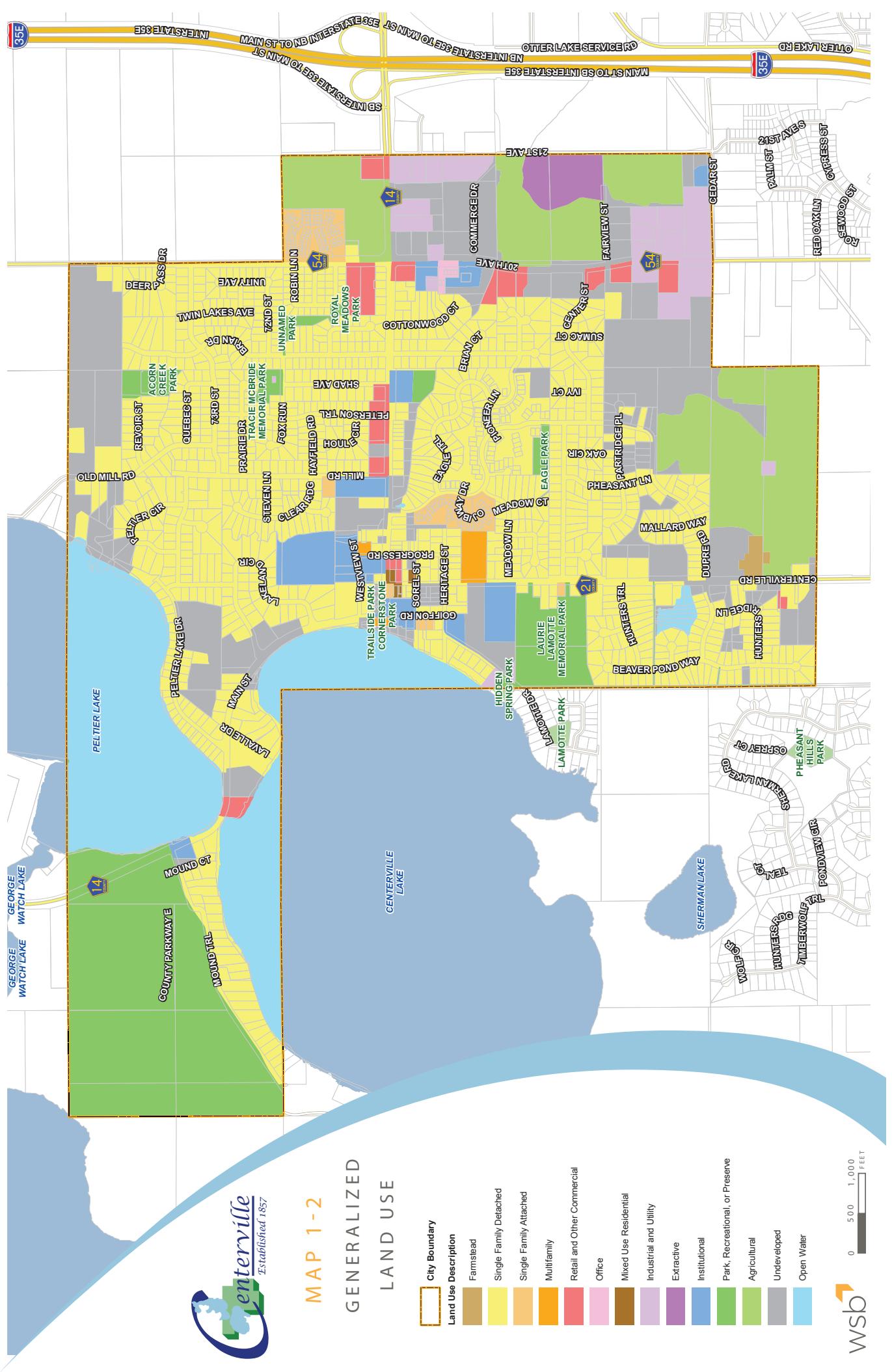


Data Source: City of Centerville

THE LAND

Existing Land Use

Existing land use can be thought of as what actually exists on the ground at the present time, regardless what has been planned or what zoning regulations exist. [MAP 1-2](#) shows the generalized land use in the City of Centerville



GENERALIZED LAND USE



MAP 1 - 2

WSB

The most accurate depiction of what land uses currently exist in Centerville comes from the City's own geographic data to provide current land use types by acreage. Existing land use types, total acreage and percent of total acreage are shown in the table below. As an emerging suburb community, there is still land in the City that remains undeveloped.

Table 14: Existing Land Use

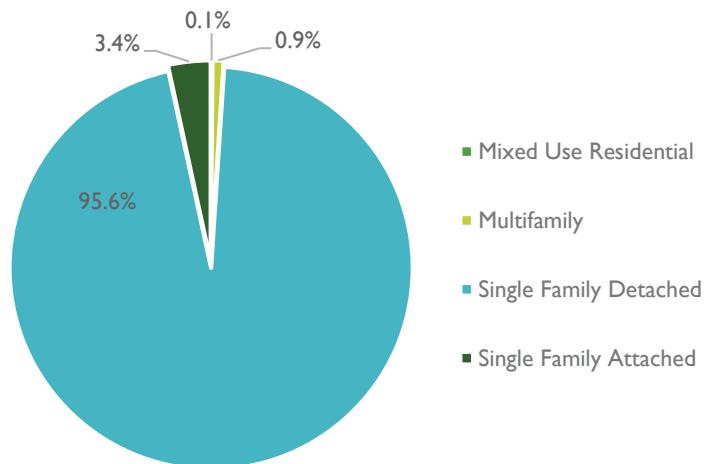
Land Use Type	Acres	Percent
Agriculture	143	9%
Extractive	13	1%
Farmstead	3	<1%
Industrial and Utility	44	3%
Institutional	42	3%
Mixed Use Residential	1	<1%
Multifamily	6	<1%
Office	2	<1%
Open Water	195	13%
Park, Recreational or Preserve	188	12%
Retail and Other Commercial	28	2%
Single Family Attached	23	1%
Single Family Detached	645	41%
Undeveloped Land	227	15%
Total	1,560	100%

Source: Metropolitan Council 2016 Generalized Land Use

Existing Residential Land Use

Residential land uses make up 42 percent of Centerville's total land area. Of the residential land, single family detached homes are the predominant residential type at 95.6 percent of the total area devoted to residential uses.

Table 15. Existing Residential Land Uses
(by total area)



Source: Metropolitan Council 2016 Generalized Land Use

Existing Commercial and Industrial Land Use

Centerville has commercial and industrial areas, and together they make up 5% of Centerville's land area. The majority of Centerville's industrial land is in the eastern portion of the city. The City's commercial areas lie along 20th Ave South and Main Street. Centerville is still home to agricultural land use. Agricultural areas make up 9 percent of Centerville's land area and exist in the southern and eastern portions of the city.

Existing Public Land Uses

Six percent of Centerville's land area is made up of institutional and utility land uses. These include civic buildings and city-owned land. An additional 12 percent of Centerville is devoted to outdoor recreation or sport areas and open spaces that include parks.

CHAPTER 2:
**GOALS AND
POLICIES**



CHAPTER 2: GOALS AND POLICIES

INTRODUCTION

Goals and policies are official statements which provide the basis for growth management strategies. Goals identify the various objectives the City has identified in managing future growth and protecting natural resources. Policies represent the official position of the City with respect to implementation of growth management goals. The growth management plan and official controls are based upon the goals and policies adopted by the City.

PRIMARY GROWTH MANAGEMENT GOAL

It is the overall goal of the City of Centerville to promote economic development that provides housing diversity and employment opportunities while managing future growth in a manner consistent with the nature of the community. The City will balance development with the health, safety and welfare of the public; natural resource protection and the ability to provide adequate public services.

LAND USE GOALS AND POLICIES

It is the goal of the City of Centerville to:

- Create a logical and orderly transition from agricultural to non-agricultural land uses.
- Establish a future land use plan that contains compatible land use patterns.
- Establish land use patterns which protect natural amenities and avoid environmental constraints.
- Establish phased growth areas which reflect City priorities for development staging and contiguous, planned extensions of public infrastructure.
- Utilize the City's design guidelines for development within the Mixed Use/Central Business District.
- Enhance the character of individual neighborhoods and the sense of overall community identity.
- Expand the commercial/industrial tax base and employment opportunities in the City.

It is the policy of the City of Centerville to:

- Identify a long-range land use plan which incorporates community goals.
- Establish roadway and trail corridors which link neighborhoods, parks, business centers and other community facilities together as well as amenities in adjacent communities.
- Identify land which is suitable for commercial development and is accessible to existing and planned roadways and compatible with existing and planned land uses.

- Limit development to areas identified with utility capability or staged according to growth sequencing plans.
- Prohibit residential development with private utilities in areas included in the long-range public utility service area.
- Require all subdivisions to adhere to long range plans for thoroughfares, trails, parks and utility corridors to ensure continuity of development patterns and implementation of community priorities.

RESIDENTIAL GOALS AND POLICIES

It is the goal of the City of Centerville to:

- Provide a housing mixture that will allow for low, middle, and high-income families which does not discriminate against persons seeking housing based on age, religion, race, ethnic origin, sexual preference, gender, or disability.
- Provide for the orderly development of safe and efficient housing opportunities in the City.
- Maintain a level of growth compatible with the available level of public services.
- Provide non-motorized access to commercial properties and park amenities within the city and surrounding areas.
- Develop design guidelines to support new or renovated housing that contributes to the physical character of the neighborhood, healthy living, and environmental and economic sustainability.
- Promote and emphasize the small-town atmosphere of the City.
- Plan densities and provide services for a sustainable population in excess of 5,000 people at full build-out.
- Development of workforce rental housing.
- Maintenance of existing naturally occurring affordable housing stock.
- Development of higher end housing that would allow for more affordable existing housing stock to become available

It is the policy of the City of Centerville to:

- Encourage the revitalization of the existing housing stock in the City as a source of affordable housing which does not discriminate against persons seeking housing based on age, religion, race, ethnic origin, sexual preference, gender, or disability.
 - Avoid adoption of regulations which create excessive obstacles to the development of affordable housing.
 - Protect residential neighborhoods from incompatible and offensive uses.
 - Identify areas appropriate for multiple family and senior housing opportunities.

- Allow residential lot divisions only when adequate utilities are immediately available and are consistent with public utility sequencing.
- Prohibit residential development without public utilities.
- Require the installation of sidewalks on at least one side of the street in new neighborhoods where suggested by the City Engineer.
- Explore opportunities to install sidewalks in existing neighborhoods that lack them.
- Maintain standards for landscaping and screening to ensure adequate aesthetic controls.
- Maintain adequate standards for site access, parking, and structure setbacks.
- Enforce standards for structure upkeep and site maintenance to ensure long-term aesthetic controls.
- Revisit all established standards as appropriate.

COMMERCIAL GOALS AND POLICIES

It is the goal of the City of Centerville to:

- Provide for a variety of employment and development opportunities in the City.
- Expand employment and tax base in the City.
- Maintain and improve the City's downtown Central Business District according to the downtown development guidelines.
- Utilize the Main Street corridor for additional commercial uses in Centerville.
- Expand and diversify the city's tax base by encouraging new commercial retail development.

It is the policy of the City of Centerville to:

- Require that all commercial uses utilize public utility systems.
- Create a cohesive identity for all commercial areas with design guidelines for buildings, signage, and streetscaping.
- Provide adequate lot sizes and minimum buildable areas for business uses to provide for convenient and safe access, adequate parking, site buffering and landscaping.
- Avoid incompatibilities between commercial uses and residential uses.
- Develop sign regulations that regulate size, height, placement, materials and composition to ensure signs do not detract from the small town-feel and natural beauty of the City. In general free-standing, large or internally lit signs should be prohibited.
- Evaluate TIF, CDBG and other funding options to provide assistance for CBD redevelopment.

- Develop retail uses in a clustered or shopping center concept as a preferred alternative to strip malls or scattered development.
- Connect shopping areas to each other and to residential areas with sidewalks and pedestrian byways and bicycle trails.
- Establish commercial land uses in proximity to commercial development of adjacent communities to maximize the benefit for businesses within Centerville.
- Maintain standards for landscaping and screening to ensure adequate aesthetic controls.
- Maintain adequate standards for buildings and signage design, site access, parking, maneuvering, loading, and structure setbacks.
- Enforce standards for structure upkeep and site maintenance to ensure long-term aesthetic controls.
- Revisit all established standards as appropriate.

MIXED USE GOALS AND POLICIES

It is the goal of the City of Centerville to:

- Support the development of a mixed-use downtown consistent with the goals laid out in the Master Plan.
- Use the mixed-use designation to promote well-designed, pedestrian-oriented development that enhances the quality of life for City residents and promotes a "traditional neighborhood" or small-town atmosphere.
- Review the downtown development plan and guidelines.

It is the policy of the City of Centerville to:

- Require that all development in the area identified as the downtown follow the goals, policies and guidelines of the Downtown Master Plan.
- Utilize City regulatory and economic development tools to encourage commercial and residential development within the downtown area that is consistent with the vision of the Master Plan.
- Require that all development within areas guided for mixed-use have sidewalks on both sides of every street.
 - Utilize design guidelines for mixed-use areas to:
 - Minimize the impact of automobiles through strategies such as shared parking, in which adjacent land uses having different peak-hour parking demands can share parking facilities

- Achieve “traffic calming” benefits through: an integrated street network, provision of options for traffic flow, the design of streets with adequate width, and the provision of on-street parking
- Provide for public open space that uses storm water treatment ponds as a visual and recreational amenity to the project
- Ensure the compatibility of buildings with respect to the specific character of their immediate context
- Encourage active ground floor uses, such as restaurants, shops and services, to animate the street within mixed-use areas

INDUSTRIAL DEVELOPMENT GOALS AND POLICIES

It is the goal of the City of Centerville to:

- Expand the non-residential tax base.
- Encourage clean and attractive industrial uses in the community.

It is the policy of the City of Centerville to:

- Focus on investments and development potential in the existing industrial park before establishing new industrial development areas.
- Evaluate land availability and utility feasibility for long range expansion of the existing industrial park.
- Evaluate TIF feasibility to expand transportation access and trunk utility networks to support existing and future industrial potential.
- Establish uniform design standards to promote continuity between individual industrial uses and compatibility with non-industrial uses.
- Maintain standards for landscaping and screening to ensure adequate aesthetic controls.
- Maintain adequate standards for buildings and signage design, site access, parking, maneuvering, loading, and structure setbacks.
- Enforce standards for structure upkeep and site maintenance to ensure long-term aesthetic controls.
- Revisit all established standards as appropriate.

TRANSPORTATION GOALS AND POLICIES

It is the goal of the City of Centerville to:

- Maintain a safe, efficient and convenient multi-modal transportation system.
- Protect the integrity of the transportation system.
- Provide sufficient off-street parking.

It is the policy of the City of Centerville to:

- Develop land use development standards that promote safe and efficient access to the transportation system.
- Develop land uses and access spacing guidelines compatible with the functional classification of the regional highway system.
- Establish a local transportation network which preserves neighborhood identity while linking together neighborhoods, community parks and facilities.
- Identify long term transportation corridors to provide access to and within the City as development occurs.
- Identify potential trail corridors for long term linkage to neighborhoods, public parks and businesses and construct those trails as funding allows.
- Coordinate transportation planning and system improvements with surrounding communities as well as Anoka County and the Minnesota Department of Transportation.
- Work with the Metro Transit to maximize transit opportunities for the community.

PARK AND RECREATION GOALS AND POLICIES

It is the goal of the City of Centerville to:

- Provide convenient active and passive recreation opportunities that serve all the residents of Centerville.
- Build new and upgrade existing park properties and trails with ecologically sound and sustainable materials, where possible.
- Establish a biking/hiking trail system connecting the City parks and residential neighborhoods.
- Provide adequate expansion of parks and recreation areas in proposed residential developments.
- Provide safe and convenient bicycle and pedestrian access to community recreational facilities.
 - Utilize and preserve parks and recreation opportunities on the shores of Centerville and Peltier Lakes with appropriate sustainable practices in mind.
 - Promote or provide recreational facilities and programs to serve the varied recreational needs of all age groups in the City.

It is the policy of the City of Centerville to:

- Develop a trail access plan which provides interconnection of major parks, recreation areas, schools, commercial nodes, the Central Business District as well

as existing and future community neighborhoods and implement the plan as funding opportunities allow.

- Design and maintain parks with proper lighting, shelter and landscaping to ensure public and property safety, with sustainable practices which protect environmental resources for future generations.
- Develop land use regulations compatible with adjacent parks, recreation areas and natural features.
- Require dedication of net developable parkland or cash in lieu of land in conjunction with the subdivision or re-development of all properties.
- Encourage and accept land gifts and forfeitures in areas with potential recreational development opportunities or to provide open green-space.
- Coordinate regional trail development potential with Anoka County and adjacent communities.

NATURAL RESOURCES GOALS AND POLICIES

It is the goal of the City of Centerville to:

- Coordinate with partner organizations to protect Centerville Lake, Peltier Lake, and Clearwater Creek for future generations to enjoy.
- Promote and implement sustainable practices through education, by example and use of eco-friendly products on public lands.
- Protect environmental systems from unnecessary impacts of future growth and development activities.
- Protect the surface waters, ground waters and wetland areas of the City to promote aesthetic qualities, natural habitat areas, ground water recharge and recreation opportunities.
- Protect ground water purity by preventing erosion and improper discharge of sedimentation into our local lakes and streams.
- Maintain the valuable open space of the community.
- Connect the various neighborhoods of the city with trails and sidewalks.

It is the policy of the City of Centerville to:

- Carefully manage any development affecting floodplains, steep slopes, wetlands, and other environmentally sensitive areas.
- Coordinate with the Rice Creek Watershed District (RCWD) and their administration and enforcement of the Wetland Conservation Act (WCA) as the Local Governing Unit (LGU) for the City of Centerville.

- Enforce erosion and sedimentation control standards consistent with MPCA's "best management practices."
- Require that stormwater ponds meet the design standards of the National Urban Runoff Program (NURP)
- Enforce shoreland management regulations along Centerville Lake, Peltier Lake, Clearwater Creek and the former County Ditch No. 47.
- Establish landscaping requirements for all new residential and commercial developments that address the management of surface water run-off and other harmful side effects.
- Give preference in surface water management systems design to surface drainage, vegetation, and infiltration rather than buried pipes and man-made materials and facilities.
- Enforce local water plan regulations consistent with the Rice Creek Watershed District (RCWD) Plan and the RCWD Rules.
- Implement the City's Stormwater Water Pollution Prevention Plan (SWPPP) and Surface Water Management Plan.
- Coordinate with the Rice Creek Watershed District (RCWD), Minnesota Pollution Control Agency (MPCA), and Department of Natural Resources (DNR) to identify impaired waterbodies and secure grant funding to improve those impaired waterbodies.

COMMUNITY FACILITIES AND SERVICES GOALS AND POLICIES

It is the goal of the City of Centerville to:

- Promote safe neighborhoods and low crime in the community.
- Maintain and improve the quality of life in the community.
- Provide efficient and responsive services to residents and businesses.
- Maintain the quality of education available to residents.
- Protect Surface Water resources within and downstream from the City of Centerville.

It is the policy of the City of Centerville to:

- Compare the level of administrative, maintenance and emergency response services to community wide needs and objectives.
- Explore potential joint service initiatives through continued communication and cooperation with City, County and School officials.
- Promote effective communication with residents, business owners, educators and volunteer organizations to maintain an understanding of community goals and objectives and participate in community affairs.

- Periodically evaluate the level of public services provided and the associated costs of services.
- Design public utility systems for optimum development or saturation in the community and establish cost effective staging or sequencing of utility systems.
- Establish priority for basic services to ensure the highest levels of safety and accessibility are provided in the community.
- Expand efforts for effective communication and cooperation with surrounding cities on area growth issues and common concerns.
- Require that development proposals are consistent with planned extensions of public utilities and incorporate necessary extensions of core facilities.
- Require that the installation of all public infrastructure is designed and constructed according to City standards and specifications.
- Enforce ordinance provisions which require connection of existing homes and businesses with private utilities to public utility systems, within a reasonable time after public utilities have become available.
- Establish design and construction standards for sanitary sewer installation and maintenance to minimize potential sources of inflow/infiltration in the sewer collection system.
- Continue monitoring potential sources of inflow/infiltration to reduce inefficiencies in the metropolitan wastewater treatment system.
- Continue to implement conservation programs aimed at reducing residential water use.

CHAPTER 3:

LAND USE



CHAPTER 3: LAND USE

LAND USE

The Land Use Chapter identifies the specific land use categories and strategies for future growth and redevelopment in Centerville. The land use categories are the framework upon which the official controls, such as the zoning ordinance and subdivision regulations, are based. The plan elements contain the regulatory concepts for residential growth, commercial and industrial development and environmental protection. The plan elements and land use planning decisions are based on Goals and Policies developed during the Comprehensive Plan update process. It is the goal of the City of Centerville to:

- Create a logical and orderly transition from agricultural to non-agricultural land uses.
- Establish a future land use plan that contains compatible land use patterns.
- Establish land use patterns which protect natural amenities and avoid environmental constraints.
- Establish phased growth areas which reflect City priorities for development staging and contiguous, planned extensions of public infrastructure.
- Utilize the City's design guidelines for development within the Mixed Use/Central Business District.
- Enhance the character of individual neighborhoods and the sense of overall community identity.
- Expand the commercial/industrial tax base and employment opportunities in the City.

Policies reflect the position of the City on the specific implementation of the Goals. It is the policy of the City of Centerville to:

- Identify a long-range land use plan which incorporates community goals.
- Establish roadway and trail corridors which link neighborhoods, parks, business centers and other community facilities together as well as amenities in adjacent communities.
- Identify land which is suitable for commercial development and is accessible to existing and planned roadways and compatible with existing and planned land uses.
- Limit development to areas identified with utility capability or staged according to growth sequencing plans.
- Prohibit residential development with private utilities in areas included in the long-range public utility service area.
- Require all subdivisions to adhere to long range plans for thoroughfares, trails, parks and utility corridors to ensure continuity of development patterns and implementation of community priorities.

Centerville is currently over 85% developed and within the 2040 planning cycle will likely approach or reach full build out. The focus of the 2040 Comprehensive Plan is to focus on the appropriate land uses for the small amount of remaining vacant land, and some emerging opportunities for redevelopment.

GROWTH ASSUMPTIONS AND LAND AVAILABILITY

It is estimated there are a combined 370 acres of land identified in the existing land use as vacant or agricultural land in Centerville. The City is currently entirely within the Metropolitan Urban Service Area (MUSA). Future development in Centerville will be limited to a few key areas of the City. These areas were the focus of the Planning Commission and City Council during the plan update process. These areas included: commercial and industrial land near the City's eastern border, agricultural and vacant land near the northern and southern borders, and redevelopment areas near the downtown and the lakes. [Map 1-2](#) shows the actual use of the land in Centerville today, regardless of planned land use. This map identifies vacant land and provides a basis for future planning.

[Table 16](#) below shows existing land use acres in Centerville based on the 2030 Future Land Use Map ([Map 3-1](#)). Note that Right of Way and Water are not labeled on the Map but are included in the below table for acreage purposes.

Table 16: 2030 Existing Land Use		
	Gross Acres	Percentage
Low Density Residential	615	39.4%
Medium Density Residential	105	6.7%
High Density Residential	47	3.0%
CBD/Mixed Use	27	1.7%
Commercial	99	6.3%
Industrial	79	5.1%
Public/Semi-Public	48	3.1%
City Park	36	2.3%
Regional Park	144	9.2%
Right of Way*	164	10.6%
Water*	196	12.6%
Total	1,560	100%

[Map 3-1](#) shows the areas of change that were the focus of the plan update. Alternative land use scenarios were developed for these areas during the planning process, with the existing 2030 comprehensive plan land use designations for those parcels shown in [Map 3-1](#). A breakdown of the 2030 land use designations for the five focus areas and the proposed land

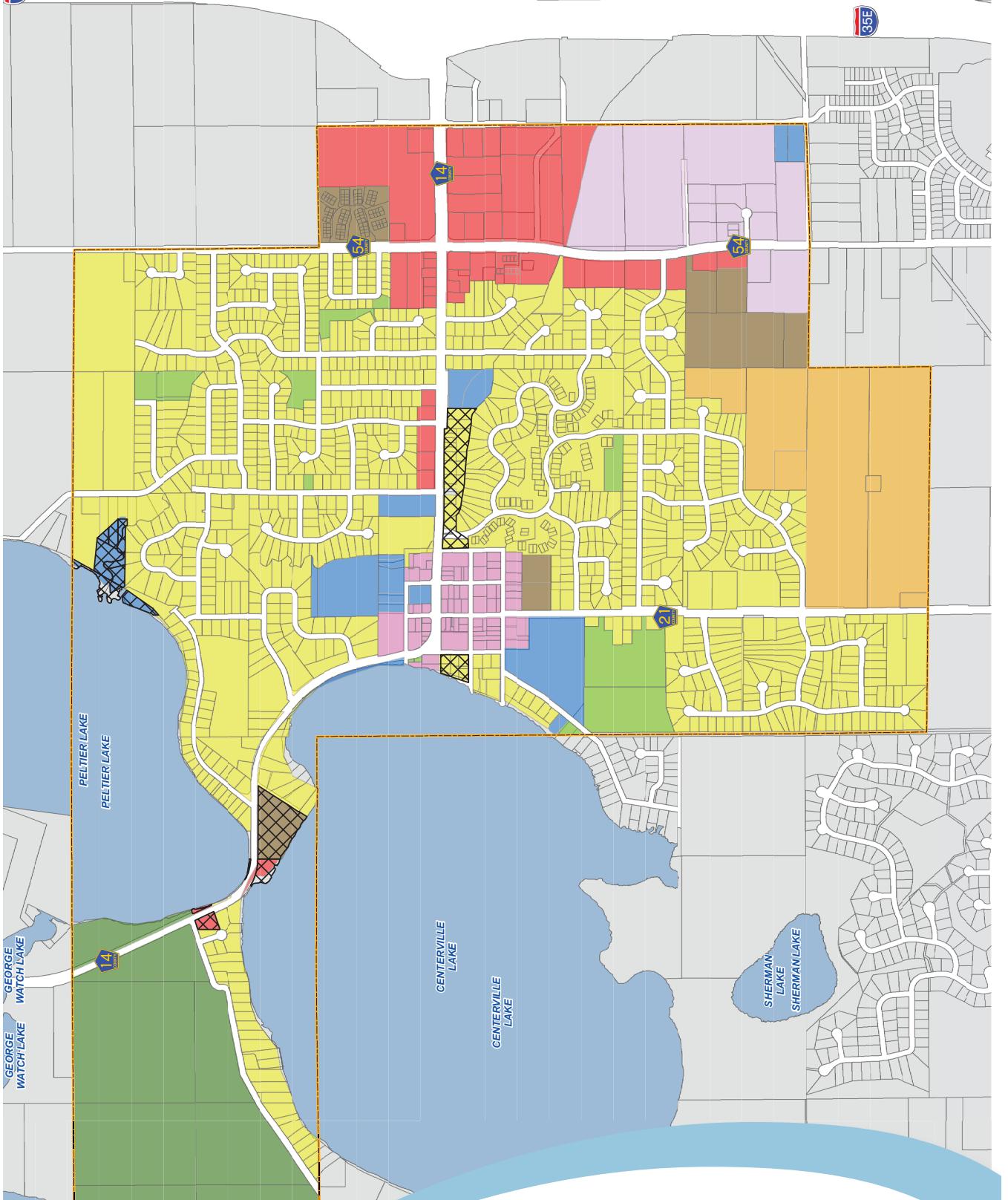
use designation changes are shown in [Table 17](#). The agreed upon 2040 Future Land Use Designations are shown in [Map 3-2](#), 2040 Future Land Use.

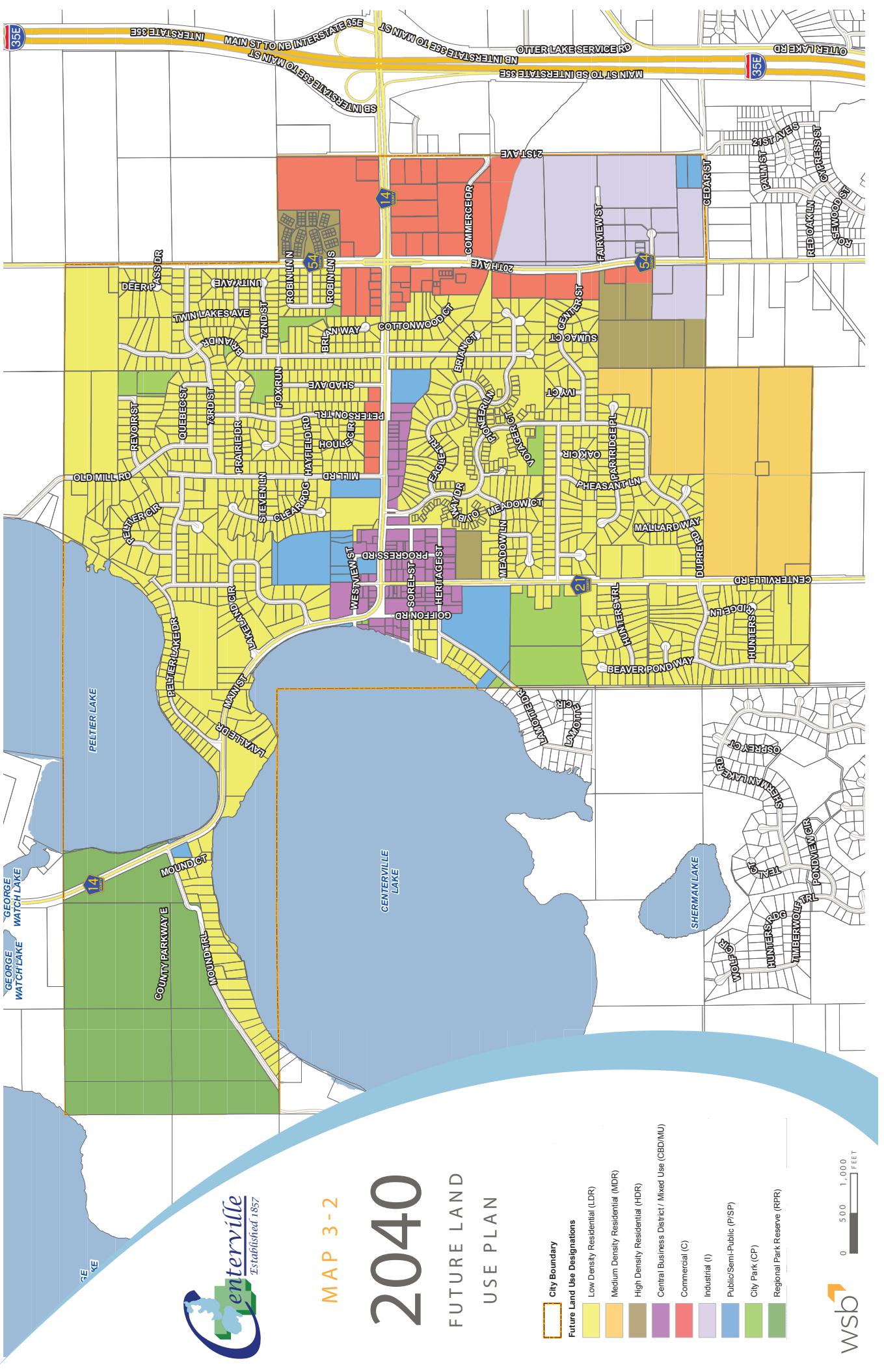
Table 17: Proposed Land Use Changes from 2030 Future Land Use Plan

Acreage	2030	2040
6.7	Public/Semi-Public	Low Density Residential
0.9	Commercial	Public/Semi-Public
7.2	High Density Residential (6.0 Acres) & Commercial (1.2 acres)	Medium Density Residential
1.7	Low Density Residential	CBD/Mixed Use
6.7	Low Density Residential	CBD/Mixed Use

35E

35E

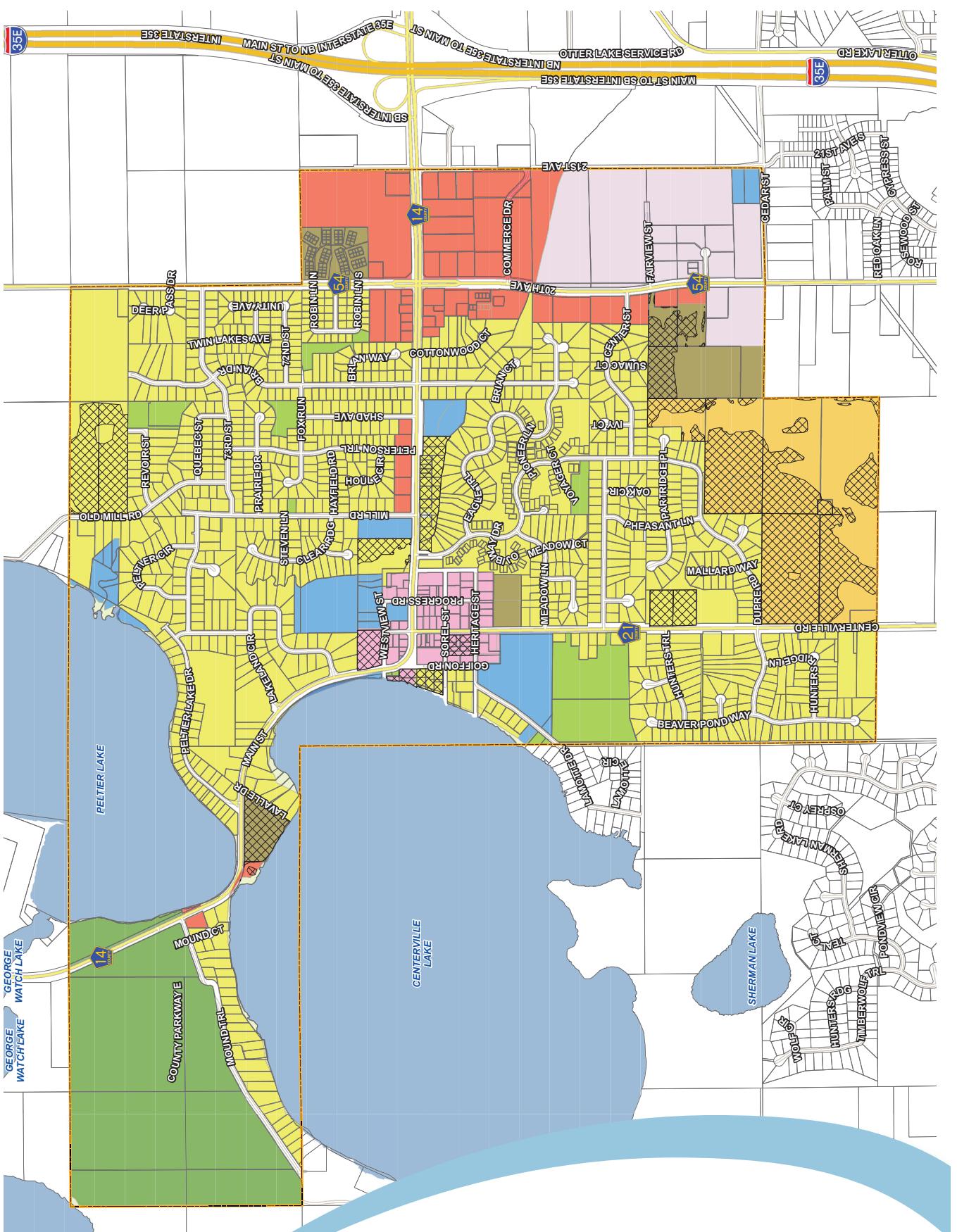




MAP 3-2
2040
FUTURE LAND USE PLAN

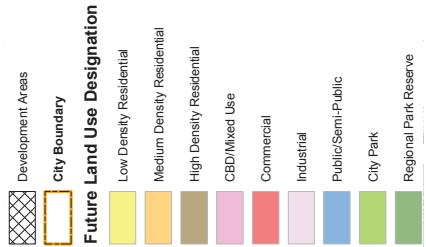
0 500 1,000 FEET

wsb



MAP 3 - 3

AREAS IDENTIFIED DEVELOPMENT



0 500 1,000 FEET

Wsb

The 2040 Future Land Use Plan ([Map 3-2](#)) identifies the land use designations for development in the City. Most of the remaining gross vacant land will be dedicated to residential development. The downtown area will include a mixture of residential uses and retail or office uses with the southern portion of Main Street focused on redevelopment to commercial uses as market demand allows. [Table 18](#) shows the acres corresponding to the Future Land Use Plan. Note that Right of Way and Water are not labeled on the Map but are included in the below table for acreage purposes.

Table 18 – Future Land Use		
2040 Future Land Use	Gross Acres	Percentage
Low Density Residential	613.3	39.3%
Medium Density Residential	112.2	7.2%
High Density Residential	41.0	2.6%
CBD/Mixed Use	35.4	2.3%
Commercial	96.9	6.1%
Industrial	78.8	5.1%
Public/Semi-Public	42.2	2.7%
City Park	36.3	2.3%
Regional Park	144.0	9.2%
Right of Way	164.0	10.6%
Water	196.0	12.6%
Total	1,560	100%

The Metropolitan Council requires a calculation of the net density of areas of planned residential development for areas identified for development or redevelopment. They require a minimum density of three units per net developable acre for communities with the "Emerging Suburban Edge" community designation. [Table 19](#) shows net density in these areas and [Map 3-3](#) identifies those areas. Wetlands, floodplain and right of way were all subtracted from each of the areas to arrive at a net acreage. Using the preferred land use guiding and density midpoints, the number of potential new units for the change areas was calculated. It is estimated that at a minimum of an additional 355 new units could be added to Centerville upon full build out of these areas based on the allowed density ranges.

Table 19: Net Density for Additional Planned Residential Development

Future Land Use Designation	Net Acres	Density Range			Yield %	Units	
		Min	Mid	Max		Minimum	Midpoint
Low Density Residential	24.50	2	3	4	100%	49	74
Medium Density Residential	66.89	3	5.5	8	100%	201	368
High Density Residential	8.06	8	16.5	25	100%	64	133
Central Business District (CBD) / Mixed Use	13.75 (3.44 res)	12	28.5	45	25%	41	98
Total	102.89				355	673	
	100%	Net Density				3.45	6.54

Table 20 below shows the anticipated timing of growth in population and households based on potential new units projected by the Metropolitan Council. As all remaining developable areas are within the MUSA a multi-year staging plan is not necessary. Anticipated forecasts for growth are illustrated in Table 20 to help gauge projected timing. Development and redevelopment in the City will be dictated based on market conditions in the region. Economic conditions and other factors may stall the pace of development, as well. It is not intended that the anticipated growth represented in Table 20 be strictly applied. If the pace of development becomes accelerated, the City will coordinate with the Metropolitan Council.

Table 20 – Household & Population Growth					
Population	2010	2020	2030	2040	Change 2010 – 2040
Sewered	3,762	4,070	4,185	4,330	568
Unsewered	30	30	15	0	-30
Total Households					
Sewered	1,304	1,389	1,445	1,500	196
Unsewered	11	11	5	0	-11
Employment					
Sewered	399	530	550	580	181
Unsewered	10	10	10	10	0

In 2016, household size in Centerville was estimated at 2.92 persons per household which is very close to the 2010 household size of 2.88 and 2000 household size of 2.97. In that same time Anoka County has seen steady reduction in persons per household. In 2000 the household size was 2.77 persons. In 2010 the estimate was 2.70 and in 2016 the estimate was 2.69. Anoka County and the metropolitan region are expected to see a continued decline in household size.

STAGED DEVELOPMENT AND REDEVELOPMENT

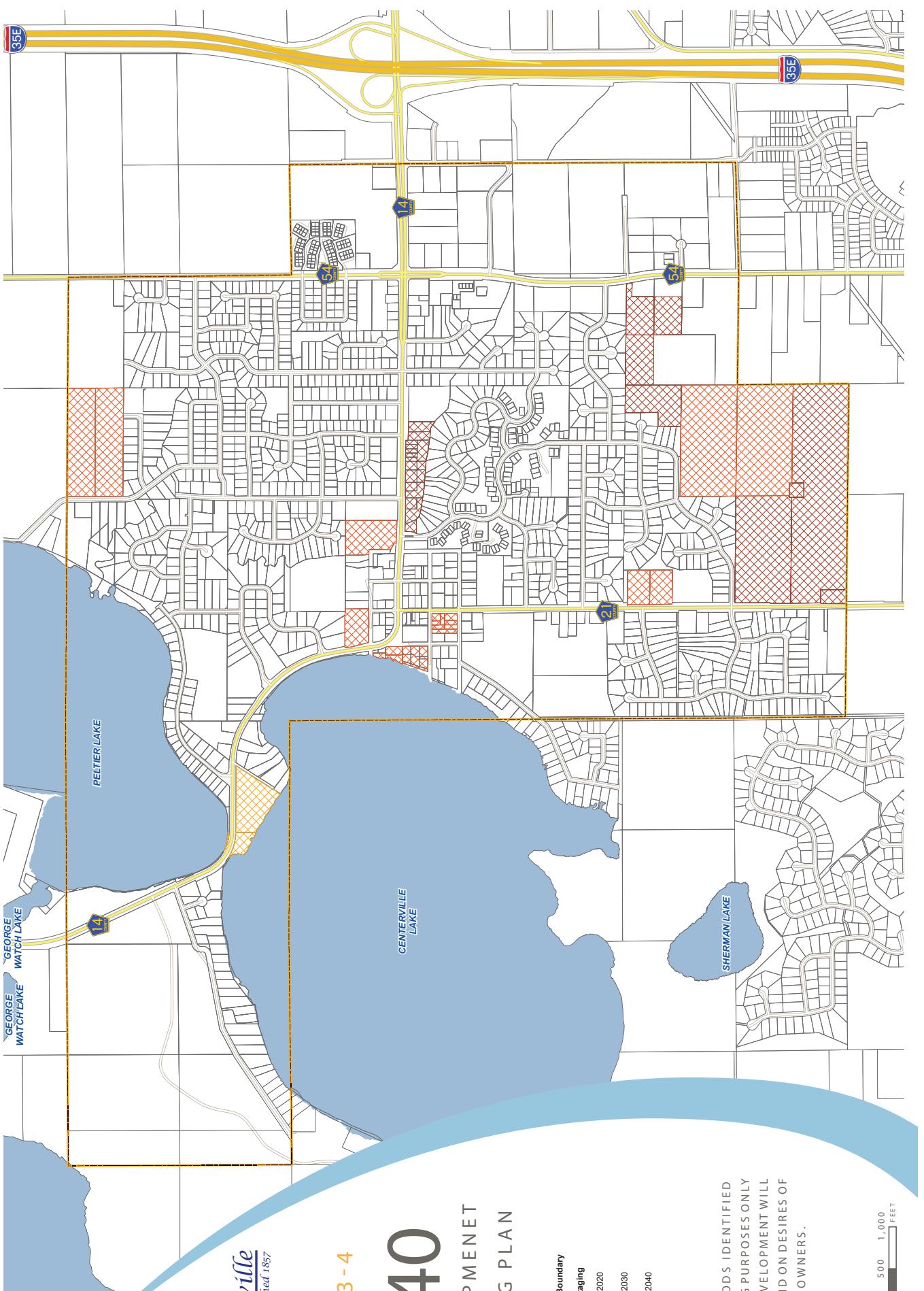
The City is completely within the Metropolitan Urban Service Area (MUSA) and as a result expansion of the MUSA is not necessary as it relates to staged development. Map 4-3 outlines the City's staged development plan for development and redevelopment.

The timelines depicted in Map 4-3 are for planning purposes only and market demands may result in parcels developing earlier or later than currently anticipated. Acreages of developed or redeveloped land in the identified planning periods are shown in Table 21 below.

Please refer to the City's local sewer plan for anticipated sewer flow based on anticipated development phasing as well as potential impacts on local infrastructure for each 10-year planning increment.

Table 21: Net Density for Additional Planned Residential Development

Future Land Use Designation	Net Acres	Expected Residential Development			Density Range			Yield %	Number of Units Based on Midpoint Density		
		2018-2020	2021 - 2030	2031 - 2040	Min	Mid	Max		2018 – 2020	2021 - 2030	2031 - 2040
Low Density Residential	24.50	4.5	10	10	2	3	4	100%	13	30	30
Medium Density Residential	66.89	10	30	26.89	3	5.5	8	100%	55	165	147
High Density Residential	8.06	0	0.0	8.06	8	16.5	25	100%	0	0	132
Central Business District (CBD) / Mixed Use	13.75 (3.44 res)	3.0 (0.75 res)	7.0 (1.94 res)	3.75 (0.75 res)	12	28.5	45	25%	21	55	21
Total	102.89	15.25	41.94	45.70					89	250	330
	100%	14.8%	40.8%	44.4%	(Midpoint) Net Density				5.84	5.97	7.22



MAP 3 - 4
2040
DEVELOPMENT
STAGING PLAN

- City Boundary**
- Development Staging**
- 2018-2020
- 2021-2030
- 2031-2040

NOTE: TIME PERIODS IDENTIFIED
 ARE FOR PLANNING PURPOSES ONLY
 AND TIMING OF DEVELOPMENT WILL
 ULTIMATELY DEPEND ON DESIRES OF
 PROPERTY OWNERS.



WSB

FUTURE LAND USE CATEGORIES

The Future Land Use Plan identifies several categories to guide development and redevelopment in the City. These generally include residential uses, commercial uses, industrial uses, public and park uses, and undevelopable land such as right of way and open water. The following are descriptions of these categories.

Residential Uses

A primary concern for the City regarding residential uses is to protect and enhance the existing housing stock and to allow new residential developments that contain low, medium and high-density housing as appropriate. The residential areas currently served by utilities consist primarily of low-density single family detached housing. Existing available land for residential development is either contiguous with areas presently served by public utilities or is within areas guided for redevelopment such as the Downtown Area. It is assumed that public utilities will be extended to new residential development as appropriate and in a contiguous manner.

The Future Land Use Plan (Map 3-2) includes four land use categories for residential uses: low, medium, high density residential, and central business district/mixed use. These land use categories are described below.

Low Density Residential: These areas are composed of detached, single-family homes. The density will be a minimum of 2 units per acre and a maximum of 4 units per acre without considering wetlands, right of way and other undevelopable land.

Medium Density Residential: These areas are composed of a mixture of detached and attached single-family units. The density will range from a minimum of 3 units per acre to 8 units per acre. When developments take place through PUD or over larger land areas, higher density portions should be concentrated near major transportation corridors or neighboring areas of high-density development.

High Density Residential: These areas are composed of primarily attached units in multi-story structures. The density will be a minimum of 8 units per acre and a maximum of 25 units per acre.

Central Business District/Mixed-Use: These areas are composed of both residential and commercial uses, either in a horizontal or vertical mixture. The density will be a minimum of 12 units per acre and a maximum of 45 units per acre with an anticipated minimum of 25% comprised of housing. The remaining 75% shall be a variety of commercial and office space. These areas provide buildings that are close to the street, with a focus on

pedestrian-friendly environment. The Downtown Master Plan contains detailed plans and design guidelines for these areas.

The areas proposed for residential growth during the planning period include medium density development in the southern portion of the City on what is currently some of the last remaining agricultural land, low density development east of Mill Road and north of Revoir Street, and high density and mixed-use development at various locations in the City including the downtown redevelopment area.

Commercial Uses

The Future Land Use Plan identifies appropriate locations for commercial uses and future development opportunities. There is one land use category for commercial development (other than the CBD/Mixed Use category previously described). The City will encourage clustering of commercial development, as opposed to strip developments, to minimize highway access concerns, to strengthen the viability and marketability of co-located services, and to minimize the impacts on the natural environment of the City.

The existing commercial areas will continue to develop in the City, with continued expansion of the current commercial area west of CSAH 21 and County Road 54, north and south of Main Street. The downtown area will also be a priority in terms of retaining its vitality and importance as a focal point in the community. The City will continue to implement the mixed-use concept developed in the Downtown Development Guidelines, including restaurants, service uses and multifamily and senior housing. The City will also evaluate the potential use of tax increment financing and other public assistance programs to assist in implementing redevelopment opportunities.

Development standards will be established for new businesses and renovations. Adequate lot sizes and structure setbacks will be required to provide safe and convenient access and parking. Site buffering and landscaping criteria will also be required, as well as revisions to the City's sign standards to provide for the installation of more attractive and consistent signage throughout the City.

Industrial Uses

The Future Land Use Plan also identifies appropriate locations for industrial uses and future industrial development opportunities in the City. There is one land use category for industrial development. Industrial development will be in the eastern part of the City, east of County

Road 54 and south of CSAH 14. There are several existing businesses in the industrial park, primarily related to manufacturing, building contracting, and transportation.

Centerville has an active Economic Development Commission which has completed the Star City program. The Commission will examine the feasibility of establishing community participation and financial incentives for economic development, such as tax increment financing. Proximity to I-35E, land availability, public utilities and expanding labor markets enhance the opportunities for development potential in the next 10-20 years. Financial assistance, active marketing, and general development may be a prerequisite for maximum opportunities.

The City currently has provisions within the existing zoning ordinance related to industrial uses. These provisions will be reviewed to determine if changes are needed to more effectively manage industrial development activities in the future. Adequate lot sizes and structure setbacks will be required to provide safe and convenient access and parking. Site buffering, landscaping and design criteria will also be evaluated.

ZONING DISTRICTS

In addition to land use designations the City currently has the following adopted zoning designations. A copy of the City's zoning map ([Map 10-1](#)) can be found in chapter 10, implementation. Following adoption by the City and approval by the Metropolitan Council, the City will within 9 months, update its zoning district densities to be consistent with land use designation densities and reconcile property zoning designations to be consistent with land use designations. The following are descriptions of the existing zoning designations.

R1 - Rural Residential: The purpose of the R-1 district is to allow agricultural activities and nonsewered residential dwellings as interim uses.

R2 - Single Family Residential: The purpose of the R2 district is to provide for lower density traditional single-family detached dwelling opportunities where public utilities are available and required for service.

R2A – High Density Single Family Residential: The purpose of the R2A district is to provide for higher-density single family detached, attached, and multiple family dwelling opportunities where public utilities are available and required for service.

R3 – High Density Multi Family Residential: The purpose of the R3 district is to provide for higher density residential where a variety of dwelling types are permitted provided the overall density of the property meets the district goal of 12 units per acre.

R4 - Single Family Manufactures Housing: The purpose for the R4 district is to provide for high density single family detached residential opportunities where public utilities are available and required for service.

R5 - Single Family Residential – Estate: The purpose of the R5 district is for low-density traditional single family residential where utilities are available and required for service.

B1 – Commercial: The purpose of the B1 district is to provide opportunities for retail and service business uses which require larger development sites, highway visibility or highway access.

I1 – Industrial: The purpose of the I1 district is to provide for opportunities for light manufacturing and industrial uses, trade businesses, machine shops and other more extensive land uses.

P1 - Public/Institutional: The purpose of the P1 district to provide opportunities for government facilities, schools, churches, hospitals, libraries and other similar public and institutional uses.

M1 - Mixed Use: The purpose of the M1 district is to implement the "Master Plan and Development Guidelines for Downtown Centerville", adopted by the City Council on January 11, 2006.

M2 - Mixed Use Neighborhood Rural Residential: The purpose of the M2 district is to implement the "Master Plan and Development Guidelines for Downtown Centerville", adopted by the City Council on January 11, 2006, and provide for higher density residential uses and accessory retail and office uses to complement the adjoining M1 district and existing neighborhoods.

AFFORDABLE HOUSING

The Metropolitan Council considers any housing development built at eight units per acre as a minimum threshold density that allows affordable housing to be considered. Based on ThriveMSP 2040 allocations, Centerville has a total affordable housing allocation of 14 units.

Table 22 identifies the area median income (AMI) distribution of that affordable housing allocation. The high-density residential district has a minimum density of eight units per acre and the central business district/mixed use district has a minimum density of twelve units per acre. As a result, both districts qualify as creating the opportunity for affordable housing as they exceed the eight units per acre minimum.

Based on the City's development phasing shown in Table 21 it is anticipated that 10.0 acres of CBD/Mixed use land will develop by 2030. Land guided CBD/Mixed Use are required to develop with a minimum 25% residential. Based on that residential percentage, of the 10.0 acres of developed CBD/Mixed Use land, 2.5 acres will be residential development. That will result in a

midpoint of 14 affordable housing units constructed by 2030 which meets the City's 2030 affordable housing allocation of 14 units.

Table 22 – Affordable Housing Allocation	
Affordability bands	Number of units
At or below 30% AMI	9
31 – 50% AMI	4
51 – 80% AMI	1
Total	14

DOWNTOWN MASTER PLAN & DEVELOPMENT GUIDELINES

Beginning in the summer of 2005, and approved by the City Council in January of 2006, the master plan includes a set of design guidelines and zoning amendments. The Downtown Area Master Plan & Development Guidelines propose recommendations that reinforce and guide public/private investment in a manner that will strengthen the viability of the area. While the Master Plan may no longer be economically feasible, the form and character of development within downtown will be required to adhere to the development guidelines. The purpose of the Master Plan & Development Guidelines was to establish an appropriate framework for future redevelopment of downtown as a vibrant Mixed-Use destination, to incorporate:

- An overall vision for redevelopment of the area, including the pattern, form and character of new development and open space in the interest of creating a cohesive mixed-use downtown area.
- A framework of transportation improvements needed to support the redevelopment of the area and to create appropriate levels of parking as well as vehicular, bicycle and pedestrian access to the downtown.
- A set of design standards to guide the architectural quality of new development within the downtown area.

The master plan was also coordinated with the plans for the redesign and expansion of County State Aid Highway 14 (Main Street). The master plan integrated efforts to calm traffic, provide a safe pedestrian environment and provide guidelines for buildings that respected the pedestrian scale and encouraged walkability.

It is anticipated that following the adoption of the 2040 Comprehensive Plan that the City will revisit the Downtown Master Plan to updated it based on market feasibility. While the master plan will evolve the basis of the downtown vision as a mixed-use development will remain.

EMPLOYMENT

According to the Metropolitan Council, the City had 430 jobs in 2016. The MN DEED Quarterly Census of Employment and Wages, most of the major employers in Centerville can be classified as education and health services, leisure and hospitality, construction and trade, or transportation and utility. Innovative Tools & Technologies, Inc, North Metro Millwork, and John Hart, USA are examples of businesses in the City's existing industrial park. Further employment opportunities are anticipated to include manufacturing, service, and office positions.

Forecasting employment involves numerous criteria. The level of retail development may follow the extent of residential activity. The amount of retail development in adjacent communities will also impact the potential in Centerville. Industrial uses vary dramatically in terms of jobs per acre or floor area. The size of the industrial area suggests that larger, employment-intensive industries would be the exception in Centerville.

According to the Metropolitan Council local forecast, Employment is estimated to increase from 430 to 590 jobs by the year 2040. This equates to an additional 160 jobs by the year 2040. Currently, the City has approximately 48 acres of land guided for commercial and 12 acres of land guided as industrial. The permitted uses in the Industrial zoning district are primarily related to manufacturing which averages 1 employee per 1,000 square feet of building space according to the Minnesota Department of Employment and Economic Development (MnDEED). See [Table 23](#) on the following page.

Table 23 – Employment Bearing Land Use Intensity				
Land Use Type	Employees Per 1,000 Sq. Ft of Building Space	Typical Floor Area Ratio (FAR) by Land Use	Developable Land	Anticipated Jobs
Industrial	0.67*	0.33	12 Acres (522,720 Sq. Ft)	115
Commercial	1.00*	0.33	48 Acres (2,090,880 Sq. Ft)	690
Total:				805

*Source: MNDEED 2015 & 2016, Institute of Transportation Engineers 2008

PROTECTING SPECIAL RESOURCES

As required by state statute, a municipality's comprehensive plan must also include strategies for protection of special resources, including solar access, historic preservation, and aggregate. These strategies are discussed below.

Solar Access

Minnesota Statutes require an element for the protection and development of access to direct sunlight for solar energy systems. The purpose of this legislation is to prevent solar collectors from being shaded by adjacent structures or vegetation and to ensure that development decisions do not preclude the possible future development and use of solar energy systems. To ensure the availability of solar access, the City of Centerville will, whenever possible, protect access to direct sunlight for solar energy systems on principle structures. The City of Centerville will consider solar access in the review of site plans and planning decisions. See [Map 8-1](#) for Gross Solar Potential in the community.

Aggregate Resources

Metropolitan Council requires that metropolitan area communities identify any regionally significant aggregate resources to ensure proper planning for their use. Centerville does not contain any regionally significant aggregate resources and therefore does not require any special planning.

Historic Preservation

When an EAW was completed for Centerville's Downtown Redevelopment project, the State Historic Preservation Office (SHPO) was contacted to determine if there were any historic sites or resources. The 106 Group also completed a survey of cultural resources for the County Road 14 reconstruction project. While both inquiries returned the same 39 properties that were in SHPO's inventory, it was concluded that none of these properties are eligible for listing on the National Historic Register.

CHAPTER 4:

HOUSING



CHAPTER 4: HOUSING

INTRODUCTION

As a community nearing full development, Centerville is looking to the remaining large pieces of vacant land as the last remaining sites for future residential subdivisions. Large, contiguous parcels remain only in the southern portions of the community. As a result, the City is taking a careful approach to planning land use and density to ensure adequate amounts of land are guided to meet the City's life-cycle housing needs. Lifecycle housing refers to the mix of housing types that meet the housing demands of individuals and families throughout their lives, such as single family detached, town homes, condominiums, apartments, and senior housing.

Centerville has a tremendous opportunity to meet this demand not only through the remaining vacant land but within the downtown redevelopment plan/mixed use area located along County Road 21 and Main Street. Housing goals established by the City through the Comprehensive Plan update included the following:

- Provide a housing mixture that will allow for low, middle, and high-income families which does not discriminate against persons seeking housing based on age, religion, race, ethnic origin, sexual preference, gender, or disability.
- Provide for the orderly development of safe and efficient housing opportunities in the City.
- Maintain a level of growth compatible with the available level of public services.
- Provide non-motorized access to commercial properties and park amenities within the city and surrounding areas.
- Promote and emphasize the small-town atmosphere of the City.
- Plan densities and provide services for a sustainable population in excess of 5,000 people at full build-out.
- Increase housing densities to reach the population goal.
- Development of workforce rental housing.
- Maintenance of existing naturally occurring affordable housing stock.
- Development of higher end housing that would allow for more affordable existing housing stock to become available

Housing policies reflect the position of the City on the specific implementation of the Goals. It is the policy of the City of Centerville to:

- Encourage the revitalization of the existing housing stock in the City as a source of affordable housing which does not discriminate against persons seeking housing based on age, religion, race, ethnic origin, sexual preference, gender, or disability.
- Avoid adoption of regulations which create excessive obstacles to the development of affordable housing.
- Protect residential neighborhoods from incompatible and offensive uses.
- Identify areas appropriate for multiple family and senior housing opportunities.
- Allow residential lot divisions only when adequate utilities are immediately available and are consistent with public utility sequencing.
- Prohibit residential development without public utilities.
- Require the installation of sidewalks on at least one side of the street in new neighborhoods where suggested by the City Engineer.
- Explore opportunities to install sidewalks in existing neighborhoods that lack them.
- Maintain standards for landscaping and screening to ensure adequate aesthetic controls.
- Maintain adequate standards for site access, parking, and structure setbacks.
- Enforce standards for structure upkeep and site maintenance to ensure long-term aesthetic controls.
- Revisit all established standards as appropriate.

The Metropolitan Council issues forecasts for population and household growth. In Table 24 below the Household Forecasts are displayed.

Table 24 – Households - Actual and Forecasted

	Actual					Estimate	Forecasts		
	1970	1980	1990	2000	2010	2016	2020	2030	2040
Centerville	147	214	519	1,077	1,315	1,351	1,400	1,450	1,500
% change	x	45.58%	142.52%	107.51%	22.10%	3.20%	3.17%	3.57%	3.45%
Anoka County	39,668	60,716	82,437	106,428	121,227	128,135	136,860	155,300	171,930
% change	x	53.06%	35.77%	29.10%	13.91%	5.70%	6.81%	13.47%	10.71%

Source: 2010 U.S. Census, * Metropolitan Council forecasts estimates.

Table 24 above shows that there are approximately 1,351 existing housing units in the City according to the Metropolitan Council. In addition to the total amount of units it is important

to understand housing tenure and amount of owner and rental occupancy. Data from the 2015 ACS finds that the community has an 87.9% owner-occupied and a 7.1% rental occupied housing mix.

Each new household added to a city requires an additional housing unit and results in increasing residential land uses. Between 2000 and 2016, Centerville had a slower household growth rate than Anoka County as shown in [Table 24](#) above. The city added 558 households in the 1990s. The Met Council forecast shows that Centerville will be adding an additional 143 households between 2016 and 2040.

The City has identified and guided land to meet the Met Council forecasts shown in [Table 25](#). However, the City has identified approximately 102 acres available for development or redevelopment property that when fully developed will surpass the 2040 figures for population and households. The private market will dictate when those lands are actually developed.

Table 25 – Met Council Forecasts for Population, Households and Employment					
	2010	2020	2030	2040	Change 2010 – 2040
Population					
Sewered	3,762	4,070	4,185	4,330	568
Unsewered	30	30	15	0	-30
Total	3,792	4,100	4,200	4,330	538
Total Households					
Sewered	1,304	1,389	1,445	1,500	196
Unsewered	11	11	5	0	-11
Total	1,315	1,400	1,450	1,500	185
Employment					
Sewered	399	530	550	580	181
Unsewered	10	10	10	10	0
Total	409	540	560	590	181

The increase in households and ultimately population will be achieved by the development of remaining vacant lands as well as including the approved downtown master plan into the forecasts. Through the comprehensive planning process, areas of future residential development were identified. The density for each residential land use type is as follows:

- Low density: 2 - 4 dwelling units/acre
- Medium density: 3 - 8 dwelling units/acre

- High Density: 8 - 25 dwelling units/acre
- Central Business District/Mixed-Use: 12 - 45 dwelling units/acre

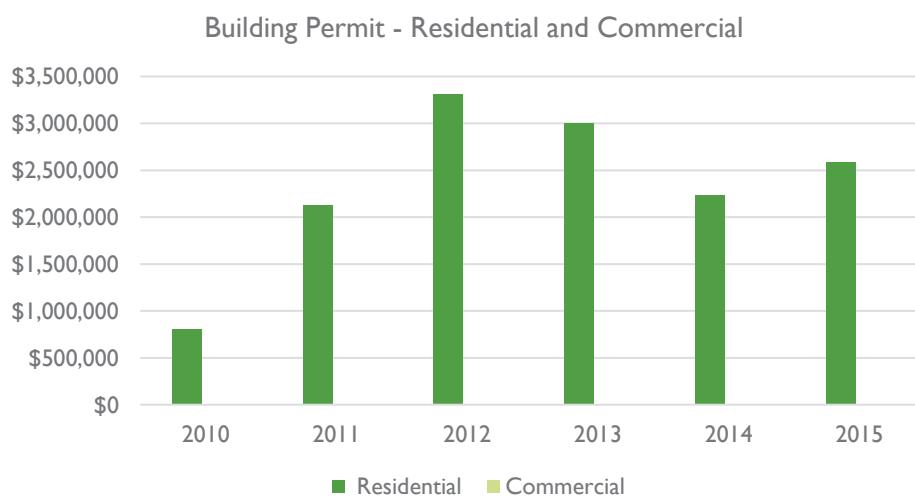
These land use categories and corresponding densities are included on the Future Land Use Map 3-2. The result of this analysis is displayed on the map and table above. This information was presented to the public and approved by the City Council during the Comprehensive Plan update process.

The table demonstrates how the City can achieve a population over 5,000 at full development by changing some land use categories to higher densities and redeveloping the downtown area according to the downtown development guidelines. These changes also help the City meet life-cycle housing goals by providing areas for medium and high-density housing.

Building Permits

Permit data can give an accurate reflection of the amount and type of growth occurring in a community over a longer time period. The number of permits issued during a particular timeframe is also somewhat independent of land area consumed given different lot sizes and density; therefore, it is useful for tracking growth in housing units, but not necessarily changes in land use. The graph shows a steady increase in the valuation of residential permits issued since the 2010, as the economy recovered from the 2008 recession. The recent leveling off may be attributable to the fact that Centerville is reaching full build-out. Table 26 below, showing estimated value of permits, shows a similar trend. Permit value increased sharply from 2010 to 2012, and then leveled off in subsequent years.

TABLE 26 – ESTIMATED VALUE OF PERMITS



Household Income

Household incomes drives the level of consumer choice for housing and likewise has a considerable effect on local housing demand. The following tables describe the income levels of current households in Centerville. As shown in TABLE 27, 9 percent of households in Centerville make less than \$25,000 a year, 34 percent make between \$25,000 and \$75,000, and 58 percent make more than \$75,000 a year.

Table 27 – Household Income		
Income	Households	Percentage
Less than \$10,000	6	0.5%
\$10,000 to \$14,999	14	1.1%
\$15,000 to \$24,999	85	6.5%
\$25,000 to \$34,999	70	5.4%
\$35,000 to \$49,999	124	9.6%
\$50,000 to \$74,999	246	19.0%
\$75,000 to \$99,999	211	16.3%
\$100,000 to \$149,999	362	27.9%
\$150,000 or more	178	13.7%
Total	1,296	100%

SOURCE: ACS 2012-2016 ESTIMATES

As shown in TABLE 28, the median household income in Centerville is \$89,100 which is 121.1 percent higher than the Anoka County median and 125.7 percent higher than the Twin Cities Metropolitan Area median.

Table 28 – City and County Median Household Income					
Income	Centerville	Anoka County	% of County	Twin Cities MSA	% of Twin Cities MSA
Median income	\$89,100	\$73,600	121.1%	\$70,900	125.7%

SOURCE: ACS 2012-2016 ESTIMATES

EXISTING HOUSING ASSESSMENT

The measure of affordability of a housing unit compares housing cost to gross household income. The general standard is that housing is affordable if housing expenses equal 30% or less of a person's gross household income. As of 2017, the City of Centerville had 1,378 homes.

TABLE 29 shows that 27 percent of all households in Centerville that own their home spent more than 30% of their income on housing costs. A similar pattern occurs in rental housing. TABLE 30 shows that 51 percent of households that rent their home spent more than 30% of their income on rent.

Almost three-fourths of all households in the City spend less than 30% of their income on housing. As a result, the City has a population that largely is secure in its housing need. However, there is a segment of the population as shown in Table 30 which is currently cost burdened by housing. In addition, the rental opportunities within the City present a challenge for residents as 37% of those that identified as renters spend 35% or more of their income on rent. The City has a demonstrated need for more workforce housing in the form of rental properties as well as a pent-up demand for higher end housing based on 48% of the population spending less than 20% of their income on housing. Development of higher end housing could result in more affordable starter homes again becoming available within the community so long as those naturally occurring affordable homes are maintained.

Table 29 - Percent of Owner Income Spent on Housing Costs

	# Units	Percent
< 20 percent	587	48%
20-24 percent	194	16%
25-29 percent	84	7%
30-34 percent	72	6%
35% or more	242	21%
Not computed	6	0%
Total	1,179	100%

SOURCE: ACS 2012-2016 ESTIMATES

Table 30 - Percent of Income Spent on Rent

	# Units	Percent
< 20 percent	7	6%
20-24 percent	16	14%
25-29 percent	31	28%
30-34 percent	16	14%
35% or more	41	37%
Not computed	0	0%
Total	111	100%

Source: ACS 2012-2016 Estimates

Table 31 – Cost Burdened Households (2016)

At or below 30% of AMI	31% to 50% of AMI	51% to 80% of AMI
71	70	162

Table 32 – Affordability of Existing Households (2016)

At or below 30% of AMI	31% to 50% of AMI	51% to 80% of AMI
5	136	793

Table 33 – Housing Tenure (2016)

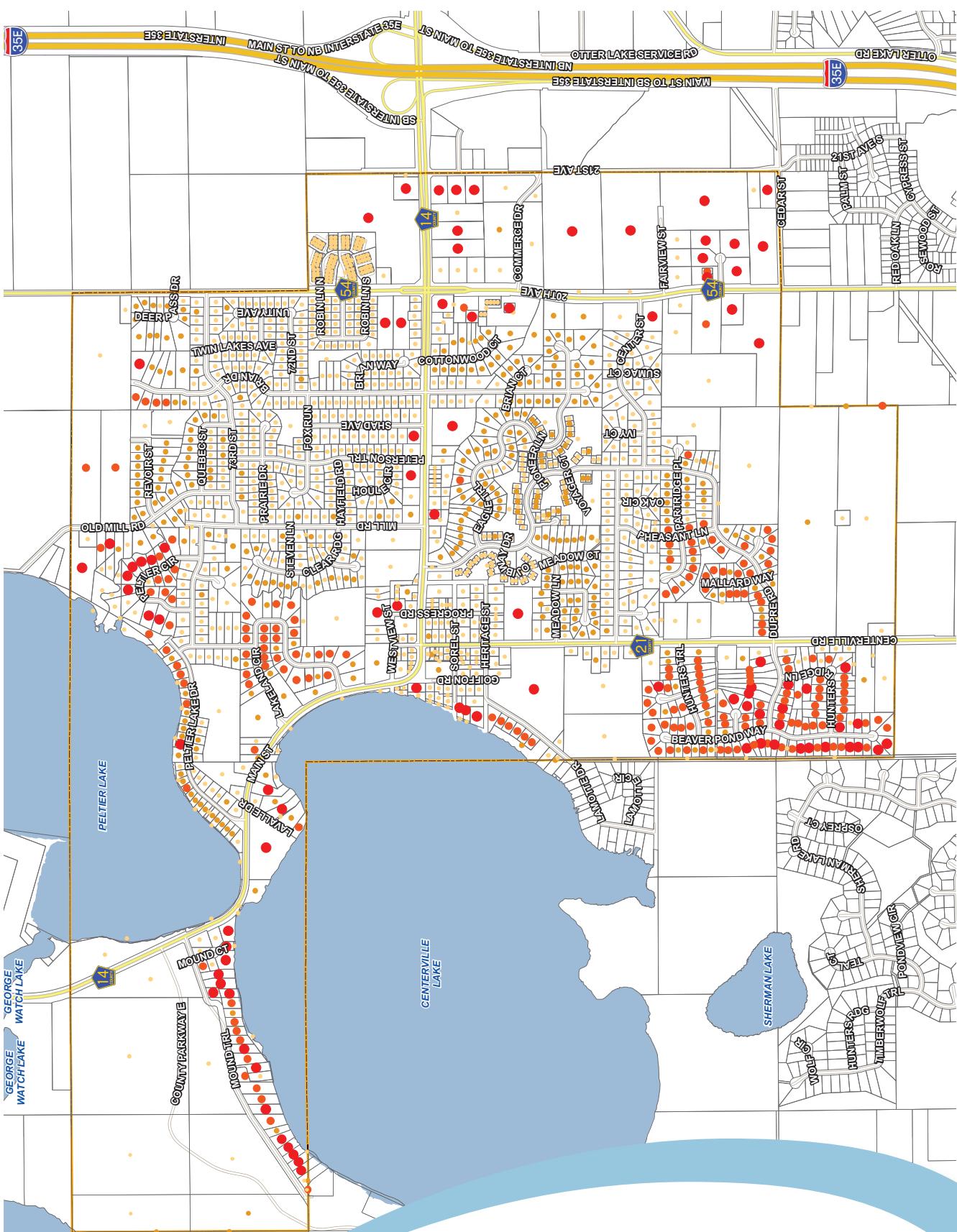
Ownership Units	Rental Units
1,282	125

Table 34 – Housing Type (2016)

Type	Number of Units
Single-family	1,285
Multifamily	122
Manufactured	0
Other	0

Senior Housing

Centerville currently has one age-restricted housing development. Chauncy Barrett is a senior housing development owned by Anoka County located on Centerville Road south of Heritage Street. The first building in the complex was built in 1998 and consists of 16 units. The second building consists of 31 units and was built in 2004. All units are age-restricted and rental.



MAP 4 - 1
OWNER OCCUPIED
HOUSING
ESTIMATED
MARKET VALUE
(2016)



PUBLICLY SUBSIDIZED HOUSING

The City does not currently have any housing units within its municipal boundary that is publicly subsidized.

AFFORDABLE HOUSING

Based on their analysis, the Metropolitan Council's affordable housing forecast for the City of Centerville is 14 new affordable housing units between 2021 and 2030. The allocation of affordable housing units is not something that the City is to develop on its own but rather is a forecast of actual household's coming to the region. As a result, the City must plan for them through its land use and other housing tools. [TABLE 35](#) describes the affordable housing need allocation by percentage of area median income (AMI).

Table 35 – Affordable Housing Need Allocation

Need for units affordable to households with income at or below 30% AMI	Need for units affordable to households with income 31% to 50% AMI	Need for units affordable to households with 51% to 80% AMI
9	4	1

The Metropolitan Council considers any housing development built at eight units per acre as a minimum threshold density that allows affordable housing to be considered. Based on ThriveMSP 2040 allocations, Centerville has a total affordable housing allocation of 14 units. [Table 22](#) identifies the area median income (AMI) distribution of that affordable housing allocation. The high-density residential land use has a minimum density of eight units per acre and the central business district/mixed use district has a minimum density of twelve units per acre which could allow for the consideration of affordable housing units as they exceed eight units per acre.

Based on the City's development phasing plan ([Map 4-3](#)) it is anticipated that 7.54 acres of CBD/Mixed use land will develop by 2030. Land guided CBD/Mixed Use are required to develop with a minimum 25% residential. Based on that residential percentage, of the 7.54 acres of developed CBD/Mixed Use land, 1.89 acres will be residential development. That will result in a midpoint of 40 affordable housing units constructed by 2030 which exceeds the City's 2030 affordable housing allocation of 14 units.

While the City is doing their part in creating a regulatory land use plan that permits areas of greater density, barriers to development of affordable housing still exist in the region as well as in Centerville. Some of these barriers are beyond the City's control including:

- Steady increases in land prices.
- Increase in construction costs. When combined with land prices, it becomes more difficult to provide affordable units through new construction.
- Physical limitations of land due to wetlands, poor access, poor soils that would increase the cost of land development or construction thus making it more difficult to build affordable units.
- Limited amount of remaining developable land.
- State, county and local tax structures.
- Availability of regional public transit options within the City.

There are some significant barriers to construction of new affordable housing including the few named above. It is important that cities help in the effort to provide affordable housing. To assist in this effort, Centerville can use its regulatory tools, including implementing land use and zoning regulations that do not impede the construction of affordable housing. Many of these tools can help developers by reducing setback and open space requirements, increasing density, or reducing fees all in the effort to support construction of affordable housing.

The following Housing Action Plan outlines efforts Centerville will explore to maintain existing affordable housing and create new affordable housing in by the year 2030. The items are listed by category, including regulatory, financial and other.

2040 Citywide Housing Goals & Needs									
Provide a housing mixture that will allow for low, middle, and high-income families which does not discriminate against persons seeking housing based on age, religion, race, ethnic origin, sexual preference, gender, or disability.		Provide for the orderly development of safe and efficient housing opportunities in the City.		Maintain a level of growth compatible with the available level of public services.		Provide non-motorized access to commercial properties and park amenities within the city and surrounding areas.		Develop design guidelines to support new or renovated housing that contributes to the physical character of the neighborhood, healthy living, and environmental and economic sustainability.	
Intended target:		<i>all affordability bands</i>		$\geq 50\% AMI$		<i>all affordability bands</i>		$\geq 50\% AMI$	
Local Funding Options	Economic Development Authority (EDA)	x	x	x		x	x	x	x
	Housing Bonds	x							
	Tax Abatement	x						x	x
	Site Assembly Techniques	x				x	x	x	x
	Tax Increment Finance (TIF)	x				x	x	x	x
County, Regional, State, and Federal Programs	Anoka County Community Development Block Grants (CDBG)	x	x	x		x	x	x	x
	Anoka County Community Action Partnership (Homebuyer assistance, energy assistance, affordable units)		x			x		x	x
	Minnesota Housing Finance Agency Consolidated RFP	x				x		x	x
	Livable Communities Grant (Metropolitan Council)	x		x		x		x	x
Preserve Long-term Affordability	Community land trusts	x				x		x	x
	Housing Improvement Areas (HIAs)	x	x			x		x	x
	Support public housing projects (ACCAP, other)	x	x			x		x	x
	Scattered-site housing strategy					x		x	x
	Building inspection and code enforcement program	x	x			x		x	x
	Encourage Repair & Rehab programs including	x	x			x		x	x
	Housing Replacement program					x		x	x
Local Policies and Programs	Site assembly and/or land banking	x						x	x
	Local Fair Housing Policy	x						x	x
	Partner with affordable housing developers	x						x	x
	Zoning regulation	x	x	x		x	x	x	x
	Effective Referrals Program	x	x	x		x		x	x
	4(d) tax. Program	x	x	x		x		x	x

**Table 36:
Affordable Housing Tools**

An "x" below indicates that the City would consider using this tool for a future housing project.

LOCAL FUNDING OPTIONS

Economic Development Authority (EDA) Centerville's newly established Economic Development Authority may elect to support or get involved in development projects and will consider supporting those affordable housing projects that exemplify the housing goals enumerated in this plan. Although the Anoka County HRA does not currently operate projects within the City, Centerville should continue to partner with the County HRA on projects and program opportunities as they become available.

When this tool may be used: The City would consider using EDA funds for rental or ownership housing units that are affordable at 50% AMI. The City would also consider supporting using these funds if a project would provide necessary "missing middle" housing and senior housing at or below 80% AMI. This could support the development of "Missing Middle" housing in Low Density and Medium Density Residential Districts where multi-unit buildings can be built in scale with single family homes.

Tax Increment Financing Centerville may create a tax increment financing (TIF) district with the TIF bonds issued on this district used to support the construction of affordable housing. All property taxes received above the original tax value from the development is used to finance these bonds. Centerville has discretion over TIF allocations. The City will consider using affordable housing TIF for projects that include not only a significant percentage of affordable units but also provide a substantial public benefit (including but not limited to: environmental remediation, enhanced walkable urban design, open space or park land, provision of green space, stormwater infiltration, and/or improved streetscape design) and would not happen "but for" TIF assistance. TIF-supported affordable housing projects will help to reduce the City's housing cost burden. By legislative definition, TIF that is used for affordable rental housing projects must meet provide affordability to those at 60% of AMI or less. The affordability threshold is 115% of AMI for owner-occupied housing projects.

When this tool may be used: The City would consider using TIF to support the development of both rental and ownership housing units that are affordable at or below 80% of the AMI. TIF may also be considered for projects which implement the City's vision and values for a City identified redevelopment area or in instances where a project would redevelop a blighted, contaminated or challenged site. The City would also consider using TIF for projects which would rehabilitate existing multi-family housing stock or provide new multi-family workforce or workforce housing having amenities similar to those found in market rate housing.

Tax Abatement Tax abatement is a financing tool that reduces taxes or tax increases for owners of specific properties. Local governments offer the tax reduction to provide a financial incentive for a public benefit, such as creation of housing affordable to low- and moderate-income

households. The City may consider tax abatement if the public benefit from a proposed project is substantial and the project could not occur but for the aid of this tool.

When this tool may be used: The City would consider using Tax Abatement to support the development of both rental and ownership housing units that are affordable at or below 80% of the AMI. Tax Abatement would be a strategy the City may use to help remove blight and/or encourage redevelopment in redevelopment areas.

Housing Bonds Cities, EDAs, and HRAs can issue bonds that help to develop and administer affordable housing developments or programs. Cities may make or purchase loans using the proceeds of the bond sales for activities such as new construction, acquisition and rehabilitation, or refinancing bond debt. There are specific affordable unit thresholds that must be met in bond-financed projects. Bond-supported projects would typically support affordable housing for the 50% and 80% AMI bands.

When this tool may be used: The City would consider using funds from Housing Bonds for rental and ownership housing units that are affordable at 50% AMI. The City would also consider supporting using these funds if a project would provide necessary "missing middle" housing and senior at or below 80% AMI.

COUNTY, REGIONAL, STATE, AND FEDERAL FUNDING PROGRAMS

Anoka County Community Action Partnership ACCAP offers a variety of programs and services to the Centerville community that help to achieve the City's affordable housing goals. ACCAP manages affordable rental properties, offers housing rehabilitation and weatherization funding, home ownership education and foreclosure prevention counseling, and crisis funding. Many of these programs are targeted to low-to-moderate income households. Centerville will continue to make appropriate referrals to ACCAP and work with this organization to help achieve the City's affordable Housing goals.

Anoka County Community Development Anoka County Community Development offers assistance programs, including CDBG and HOME funds, when funding is available that support housing rehabilitation and affordable housing projects. Centerville will continue to work with the County HRA when appropriate and funding, programs and opportunities become available.

Livable Communities Demonstration Account (LCDA) Centerville is eligible for Met Council funding for developments within the community that will innovative projects often involving affordable and connected housing. The City will continue to work with developers in coordination with the Met Council in supporting RFP submissions for projects that will bring a

significant number of new affordable units and will urge more support for projects that meet affordability thresholds of 50% AMI or below as a reflection of the city's greatest cost-burdened need.

Low Income Housing Tax Credit Properties (LIHTC) With LIHTC, developers apply for tax credits to offset costs at the time of development. Although the City does not fund this type of assistance, Centerville will consider stating its intent of support for developers who pursue LIHTC and who intend to seek ways to retain the affordability of the LIHTC property after the terms of LIHTC are up.

MHFA Consolidated Request for Proposals This major annual funding request from Minnesota Housing Finance Agency supports affordable housing development. The City will continue to work with developers in coordination with MHFA in supporting RFP submissions for projects that will bring a significant number of new affordable units and will urge more support for projects that meet affordability thresholds of 50% AMI or below as a reflection of the city's greatest cost-burdened need.

TOOLS FOR THE PRESERVATION OF LONG TERM AFFORDABILITY

Community Land Trust (CLT) – A CLT provide permanent affordability for income-eligible households. Typically, a CLT is structured where a homeowner owns the building and the land trust leases the land to the homeowner. Households that make at or below 80 percent of AMI typically qualify for these homes. Currently there is not an active CLT serving Centerville, but the City may pursue future partnerships or support CLT activities as they arise.

Housing Improvement Areas (HIAs) HIAs are a defined area in a city in which housing improvements in condominium or townhome complexes may be financed with the assistance of the city (EDA, HRA). An active development authority would have the opportunity to designate an HIA in an area where existing housing needs improvement for retention of housing affordability is at risk.

Public and/or subsidized housing When feasible, Centerville will work collaboratively with entities that offer subsidized housing opportunities to very low-income residents. Housing subsidies are one of the only means by which to offer housing support to very low-income individuals and families, and Centerville recognizes this is an effective housing tool for very low-income, high-barrier and highly cost-burdened households.

LOCAL POLICIES AND PROGRAMS

Local Fair Housing Policy: The City may explore the development of a local Fair Housing policy. Such a policy would allow Centerville to declare its commitment to fair housing and to plan proactively to avoid fair housing disputes, manage fair housing complaints, and to take advantage of opportunities to increase housing choice. The Metropolitan Council will soon require LCDA funding recipients to have a Fair Housing policy in place.

Effective referrals The City supports providing appropriate resources and education for existing housing support programs offered by other agencies and organizations. While the city does not have the capacity to provide a full-time staff to offer this service, there are opportunities to more effectively communicate to residents and prospective residents about existing programs offered through Anoka County community action partnership, Habitat for Humanity, Center for Energy and the Environment, Anoka County HRA, and beyond. Effective housing referrals will increase opportunities for residents to enter the community whom would otherwise have barriers and improve the likelihood of existing housing maintenance. Housing programs support residents at a range of income levels, from very low up to moderate incomes, depending on the program.

First time homebuyer, down payment assistance, and foreclosure prevention programs The City encourages residents to access existing programs available through Anoka County Community Action Partnership, as well as the Minnesota Homeownership Center and the StartUp program through Minnesota Housing. The City will continue to form partnerships with external organizations who offer these programs and seek to provide referral information wherever possible. These programs will be especially valuable to households at or below 80% AMI that would otherwise face extreme hardships in purchasing or maintaining a home.

Partner with affordable housing developers. When feasible, Centerville will work with affordable housing developers who provide low-to-moderate income housing opportunities through housing development or redevelopment. The City will encourage an affordable housing component in residential redevelopment projects where site conditions and financing allow.

Partner with non-profit programs. When feasible, the City will work collaboratively with non-profits that offer housing programs, such as Habitat for Humanity and others, and make effective referrals to these programs.

Building inspections and code enforcement programs. Centerville already offers building inspections and enforcement programs. These programs help to ensure that properties are well-maintained. The City intends to continue these programs, which will help Centerville achieve its housing maintenance goals.

Zoning regulation Centerville will continue to monitor its zoning and subdivision ordinances to make certain that its regulatory policies align with its housing goals and aspirations as outlined in this Plan. Zoning regulation should be in alignment with and support the City's housing goals.

Site assembly and/or acquisition The City will consider policies and participation in programs or opportunities that encourage reserving publicly owned properties, and other site assembly techniques for affordable housing.

4d Tax Program Non-subsidized properties may be eligible for a tax break if the owner of the property agrees to rent and income restrictions (serving households at 60 percent AMI or below) and receives "financial assistance" from federal, state, or local government. Centerville may consider stating its intent to support the 4d Tax Program as part of a broader strategy for preserving affordable multifamily housing.

CHAPTER 5:
PARKS AND
TRAILS



CHAPTER 5: PARKS AND TRAILS

LOCAL PARKS

The City adopted a Park and Pedestrian System Comprehensive Plan in 1989, which provides goals, a needs assessment, concept plans and operations and maintenance information related to the local park and trail system. That document and this Plan are intended to serve as a basis for decisions regarding future implementation of the City park system.

The plan elements reflected in the Park and Trails Plan are based on goals and policies developed during the Comprehensive Plan update process. It is the goal of the City of Centerville to:

- Review and update the 1989 park and pedestrian system comprehensive plan.
- Maintain existing trails, sidewalks, and parks equipment.
- Provide convenient active and passive recreation opportunities that serve all the residents of Centerville.
- Build new and upgrade existing park properties and trials with ecologically sound and sustainable materials, where possible.
- Establish a biking/hiking trail system connecting city parks and residential neighborhoods.
- Provide adequate expansion of parks and recreation areas in proposed residential developments.
- Provide safe and convenient bicycle and pedestrian access to community recreation facilities.
- Utilize and preserve parks and recreation opportunities on the shores of Centerville and Peltier Lakes with appropriate sustainable practices in mind.
- Promote or provide recreational facilities and programs to serve the varied recreational needs of all age groups in the City.

Policies reflect the position of the City on the specific implementation of the Goals. It is the policy of the City of Centerville to:

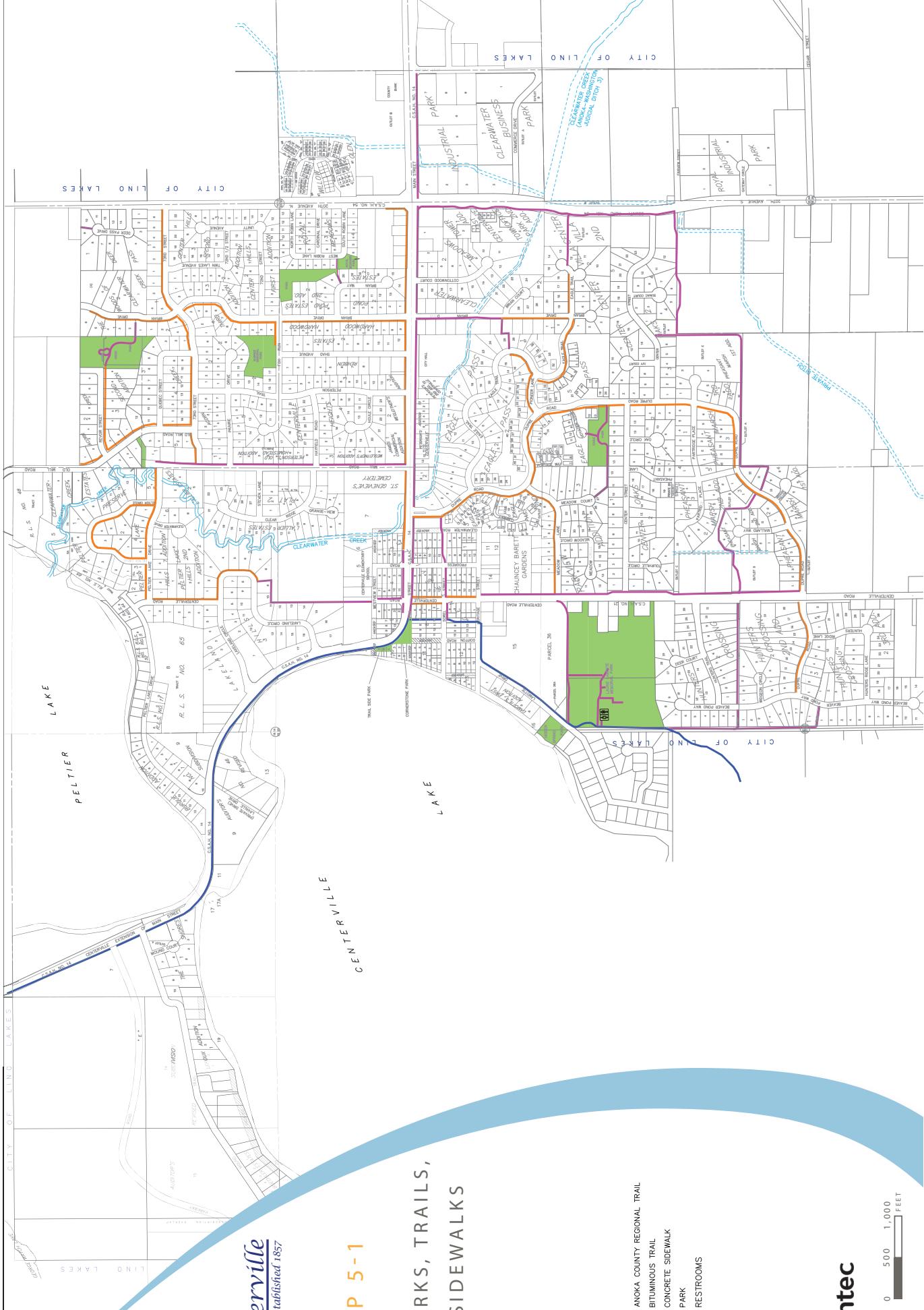
- Develop a trail access plan which provide interconnection of major parks, recreation areas, schools, commercial nodes, Central Business District as well as existing and future community neighborhoods and implement the plan as funding opportunities allow.
- Design and maintain parks with proper lighting, shelter and landscaping to ensure public and property safety, with sustainable practices which protect environmental resources for future generations.
- Develop land use regulations compatible with adjacent parks, recreation areas and natural features.

- Require dedication of net developable parkland or cash in lieu of land in conjunction with the subdivision or re-development of all properties.
- Encourage and accept land gifts and forfeitures in areas with potential recreational development opportunities or to provide open green space.
- Coordinate regional trail development potential with Anoka County and adjacent communities.

There are currently eight improved City parks along with several other open spaces owned by the City as displayed on [Map 5-1](#). This map shows all existing and planned parks and local trails within the City. [Map 5-2](#) shows both the existing and planned regional bike trail network (RBTN).

Aerial Photo: Laurie LaMotte Memorial Park





 **Centerville** Established 1857

CITY PARKS, TRAILS, AND SIDEWALKS

MAP 5-1

LEGEND

- ANOKA COUNTY REGIONAL TRAIL

BITUMINOUS TRAIL

CONCRETE SIDEWALK

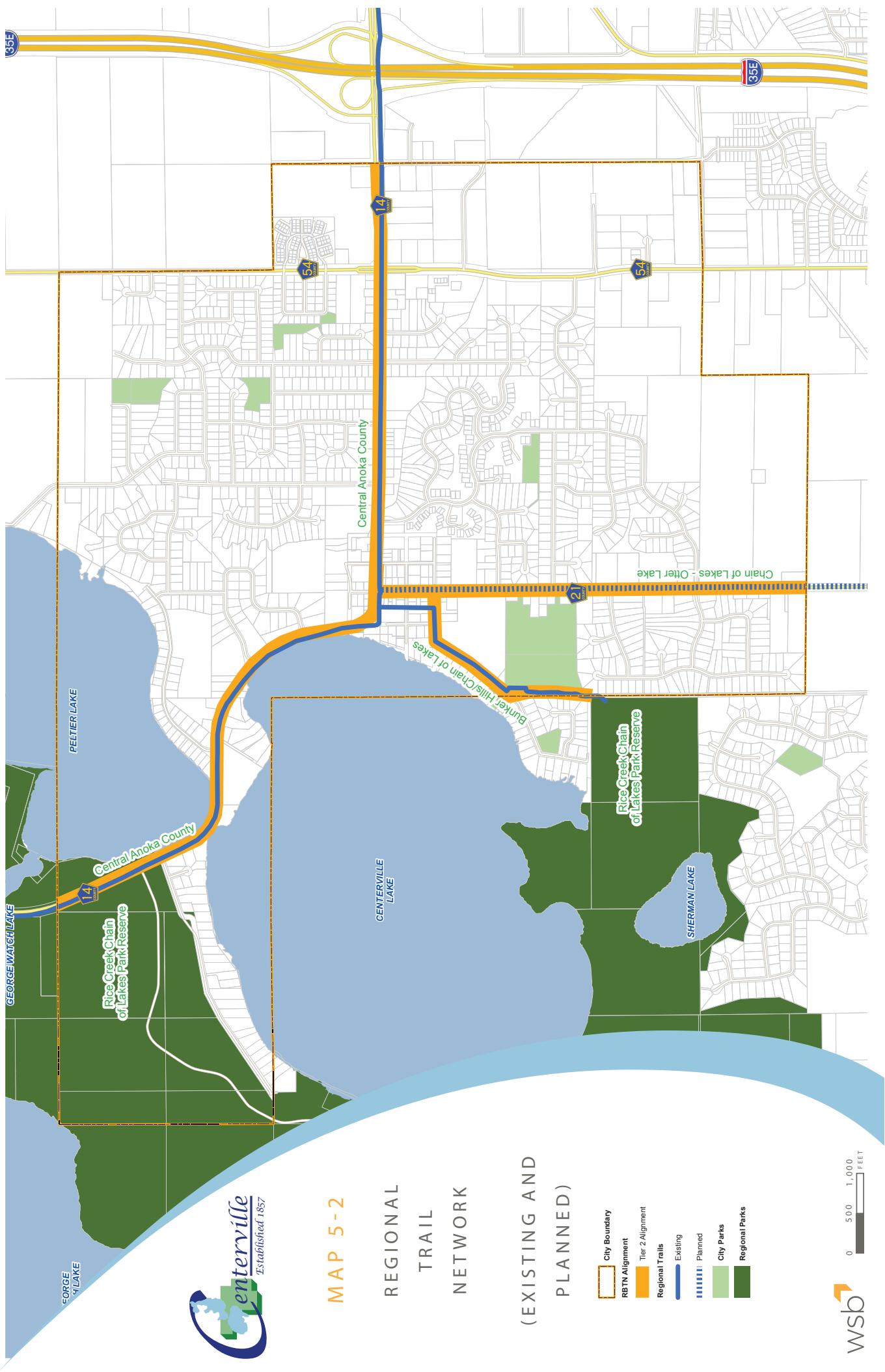
PARK

RESTROOMS

300 1,000 FEET

Stantec

wsb



Laurie LaMotte Park is located southwest of the old central business district, along the western edge of the City. The park contains a hockey rink, a pleasure skating rink, soccer fields, softball diamonds, and park building. This is the largest City park at approximately 19.8 acres and is the primary facility for organized recreation activities in the City.

Tracie Joy McBride Park, a neighborhood park, is approximately 4.2 acres, and is located at the north end of Shad Avenue and contains playground equipment.

Royal Meadows Park, located between Shad Avenue and West Robin Lane, is another neighborhood park with playground equipment and contains approximately four acres.

Acorn Creek Park is three acres in size with existing playground equipment. It is located on Revoir Street.

Eagle Park is another small neighborhood park containing a tennis court and playground equipment.

Lastly, and the most recent addition to the park system is Hidden Spring Park; a small park on Centerville Lake. It features a picnic shelter, charcoal grills, benches, gravel trails several interpretive signs and a unique water feature which incorporates a natural artesian well.

As the City is reaching full development the park plan is likewise fairly established. New residential development will still occur within the southeast corner of the City and northern portion. These areas will likely see new neighborhood scale parks to meet the needs of these new residents. Prior to development occurring in these areas, the City will work with developers to identify the specific locations best suited to providing the public amenities and recreational facilities needed to serve these areas. Ideally, all residential development should be within a half mile of either a neighborhood or community park.

The City's subdivision regulations require the dedication of park land or cash in lieu of land in conjunction with the subdivision of all lands. As indicated above, the City will identify specific sites for needed parks before these areas are developed. When plats are submitted for land containing proposed park sites, the City will require dedication of the sites as a condition of plat approval. If site requirements are greater than the dedication of a particular subdivision, the City may locate parks where multiple dedications may occur or use dedication funds to acquire additional land. Identified corridors in the City's plan for bicycle/pedestrian trails will also be dedicated as part of the City's park land dedication requirements.

The dedication of land should be based upon net developable land. Wetlands and other unbuildable land may be included in a land dedication, but only in excess or in addition to the minimum developable land requirement. In other subdivisions, the developers will be required to make payments in lieu of land dedication. The City will not accept the dedication of park land in developments where parks are not planned.

Funds received from payment in lieu of park land dedication will be placed in a separate fund designated for park land acquisition and improvements. The dedication formula required in the subdivision regulations will be determined by the City's Capital Improvements Program, park development plans and strategy for needed park land and park improvements.

REGIONAL PARKS

The Rice Creek Chain of Lakes Regional Park Reserve, located in the northwestern corner of the City, has an overall land area of 4,400 acres, of which 149 acres are within Centerville's City limits. A master plan for the Rice Creek Chain of Lakes Regional Park was recently adopted by Anoka County. The Regional Park Reserve accounts for 9.6% of the acreage of Centerville. This regional asset is shown on the City's Parks and Trails Plan. The Metropolitan Council's classification as a regional park reserve requires that 80% of its land area must remain in a natural state. Existing facilities within the Regional Park Reserve are picnic areas, parking, boat launches, canoe launches, fishing pier, campgrounds, nature center, heritage lab, a prairie restoration project, cross country ski trails, a swimming beach with bathhouse/restroom, playground and drinking fountain, and Chomonix Golf Course.

The City recognizes the value of the park reserve as a resource to the region and the City and will continue to take measures to insure protection of the reserve from adverse impacts of development.

REGIONAL TRAILS

The City is fortunate to have three regional trails within its municipal boundary. These trails are the Bunker Hills-Chain of Lakes Regional Trail and the Central Anoka Regional Trail.

The Bunker Hills-Chain of Lakes Regional Trail includes segments that are open to the public as well as planned segments that will be developed in the future. The regional trail travels through Blaine and Lino Lakes as it connects Bunker Hills Regional Park, Rice Creek North Regional Trail and Rice Creek Chain of Lakes Park Reserve.

The Chain of Lakes-Otter Lake Regional Trail connects to the Central Anoka County Trail through the regional park. It extends north/south on the western portion of the City along County Road 21 and County Road 14.

The Central Anoka County Regional Trail that runs east/west through the City along Main Street (County Road 14). This trail connects to the Rice Creek Chain of Lakes on the west and to the Hardwood Creek Regional Trail in Washington County.

The development of these two regional trails through the heart of Centerville is a great benefit to the residents to improve access to three significant regional parks and abundant recreation opportunities. Regional trail routes are shown on [Map 5-2](#).

LOCAL BICYCLE/PEDESTRIAN TRAILS

The City has prepared a trail plan that identifies a system of bikeways, trails and sidewalks connecting City parks and major bicycle/pedestrian traffic generators. These include schools, the downtown area, and Rice Creek Chain of Lakes Regional Park Reserve. The bikeway/pedestrian system will include trails and sidewalks.

All existing and proposed trails in the City are identified on the Parks and Trails Plan ([Map 5-1](#)). Proposed trails are listed below:

- County Road 54 from the southern boundary of the City to Center Street.
- CSAH 21 Centerville Rd between the southern City limit and Dupre Road.
- Additional trails and sidewalks to be considered within new developments

Proposed corridors in areas being platted will be dedicated to the City as part of the City's park dedication requirements. Implementation of the trails system will be included in the Capital Improvements Program of the City.

CHAPTER 6:

TRANSPORTATION



CHAPTER 6: TRANSPORTATION

CITY GOALS AND STRATEGIES

It is the goal of the City of Centerville to:

- Maintain a safe, efficient and convenient multi-modal transportation system.
- Protect the integrity of the transportation system.
- Provide sufficient off-street parking.

Policies reflect the position of the City on the specific implementation of the Goals. It is the policy of the City of Centerville to:

- Develop land use development standards that promote safe and efficient access to the transportation system.
- Develop land uses and access spacing guidelines compatible with the functional classification of the regional highway system.
- Establish a local transportation network which preserves neighborhood identity while linking together neighborhoods, community parks and facilities.
- Identify long term transportation corridors to provide access to and within the City as development occurs.
- Identify potential trail corridors for long term linkage to neighborhoods, public parks and businesses and construct those trails as funding allows.
- Coordinate transportation planning and system improvements with surrounding communities as well as Anoka County and the Minnesota Department of Transportation.
- Work with the Metro Transit to maximize transit opportunities for the community.

SUMMARY OF REGIONAL STRATEGIES

This Plan has been prepared to be consistent with the regional transportation strategies outlined in the Metropolitan Council 2040 Transportation Policy Plan (TPP). Similar to this Plan, the TPP evaluates the existing transportation system, identifies transportation challenges to the region, and sets regional goals, objectives, and priorities to meet the transportation needs of current residents while accommodating the region's anticipated growth. The TPP also guides local agencies in coordinating land use and transportation and establishes regional performance measures and targets.

The TPP is guided by the following goals:

- **Transportation system stewardship:** Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.
- **Safety and Security:** The regional transportation system is safe and secure for all users.
- **Access to Destinations:** People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.
- **Competitive Economy:** The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and State.
- **Healthy Environment:** The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.
- **Leveraging Transportation Investment to Guide Land Use:** The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

Funding is a key constraint that is acknowledged in the TPP. Current transportation revenue will not meet the region's transportation needs through 2040. As a result, the TPP includes two long-term investment scenarios: a fiscally-constrained scenario that identifies projects anticipated to be funded based on current revenue projections, and an increased revenue scenario that identifies project priorities should additional transportation funding become available.

Under the current revenue scenario, the TPP is focused on operations and maintenance of the existing transportation system. Investments in highway mobility and access are limited to those projects that address multiple TPP goals and objectives. The increased revenue scenario would allow additional investments in operations and maintenance, as well as regional mobility, access, safety, and bicycle/pedestrian improvements. However, congestion cannot be greatly reduced under even the increased revenue scenario. Under both scenarios, proposed investments are focused on areas of the metro with the greatest existing and future challenges and anticipated growth.

The Metropolitan Council classifies Centerville under the Emerging Suburban Edge Community Designation. Based on *Thrive MSP 2040*, Emerging Suburban Edge areas are expected to plan for forecasted population and household growth at average densities of at least three to five units per acre for new development and redevelopment. These communities are also expected to target opportunities for more intensive development near regional transit investments when available.

ROADWAY SYSTEM – FUNCTIONAL CLASS ROADWAYS

The functional classification system groups roadways into classes based on roadway function and purpose. Functional classification is based on both transportation and land use characteristics, including roadway speeds, access to adjacent land, connection to important land uses, and the length of trips taken on the roadway.

Four classes of roadways are included in the seven-county metropolitan area functional classification system: principal arterials, minor arterials, collector streets, and local streets. [Map 6-1](#) shows the existing and planned functional classification of each road in the City of Centerville. [Map 6-2](#) shows the existing and forecasted traffic volumes for A-Minor roadways within the City. The following sections describe each functional class in greater detail and indicate which roadways fall into each classification.

Minor Arterials

Minor arterials maintain a focus on mobility but provide more land access than principal arterials. Minor arterials are intended to serve trips of four to eight miles in length. Within developing areas of the metro, these facilities are spaced between one and two miles apart. Minor arterials connect cities and towns within the region and link to regional business and commercial concentrations. Access points along minor arterials are generally at-grade and typically controlled with signals or stop signs.

During peak traffic, minor arterials in developing areas are intended to maintain 30 mph average speeds. As a result, transportation system connections are limited to interstate freeways, other principal arterials, other minor arterials, collectors, and some local streets. Land access is limited to concentrations of commercial and industrial land uses. The Metropolitan Council has established a system of "A" Minor and "B" Minor arterials. "A" Minor arterials are eligible for federal funding administered by the Metropolitan Council.

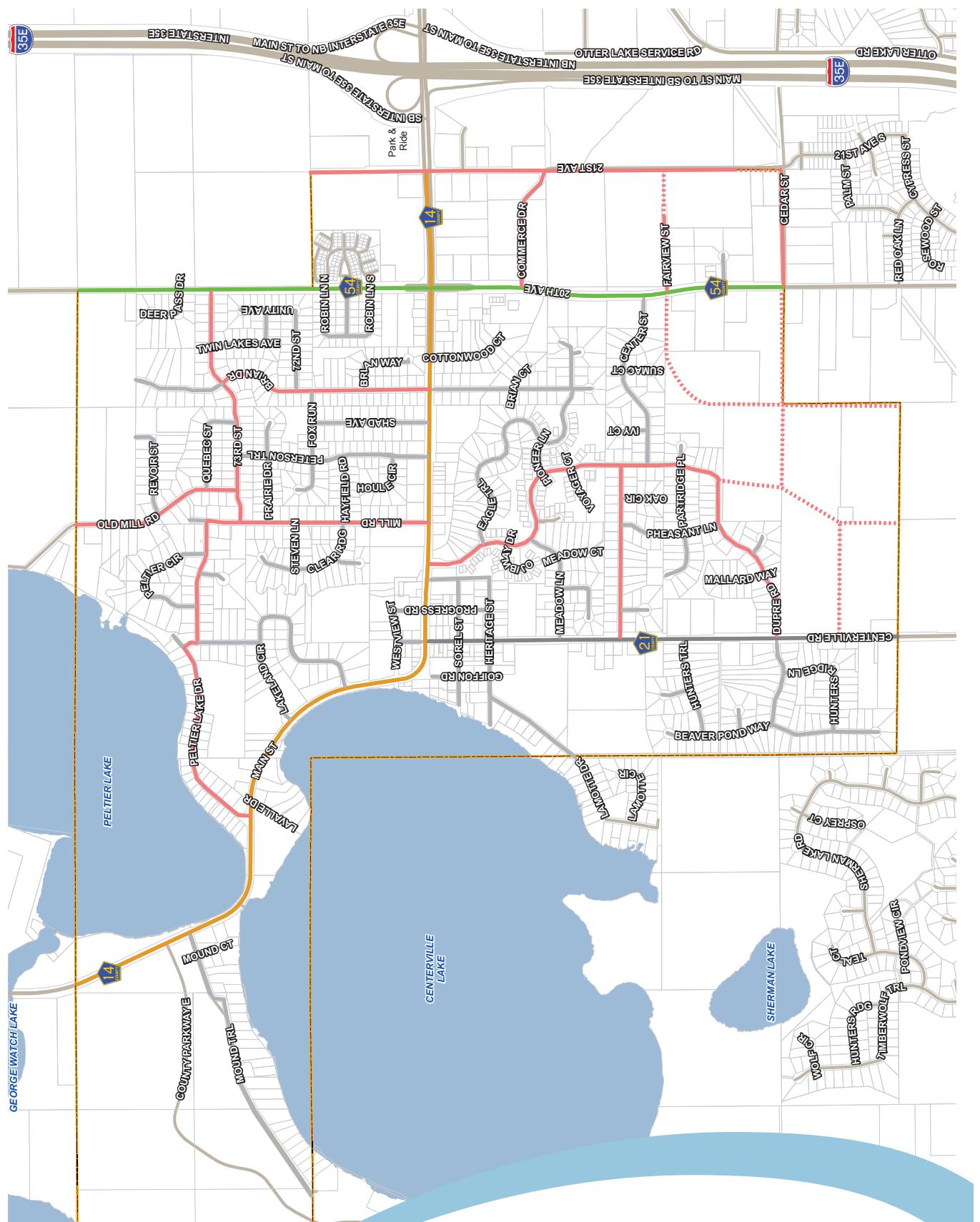
The Metropolitan Council has further split "A" Minor arterials into four types, described below:

- Relievers: Arterials located parallel to congested principal arterials. The purpose of "A" Minor Relievers is to provide additional capacity in congested corridors.
- Augmenters: Arterials that supplement the principal arterials system within urban centers and urban communities.
- Expanders: Arterials that supplement principal arterials in less-densely developed areas of the metro area.

- Connectors: Arterials that provide connections between rural towns and connect rural areas with the principal arterial system.

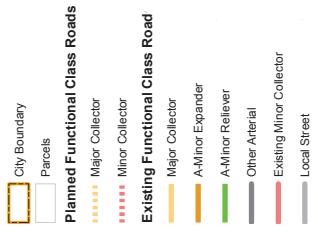
A Functional Classification Map of the City's Road and Highway System is included as [Map 6-1](#). Interstate 35E (a principal arterial) is located just east of the City limits. A full interchange with Anoka County State Aid Highway 14 (CSAH 14) provides interstate access to the City.

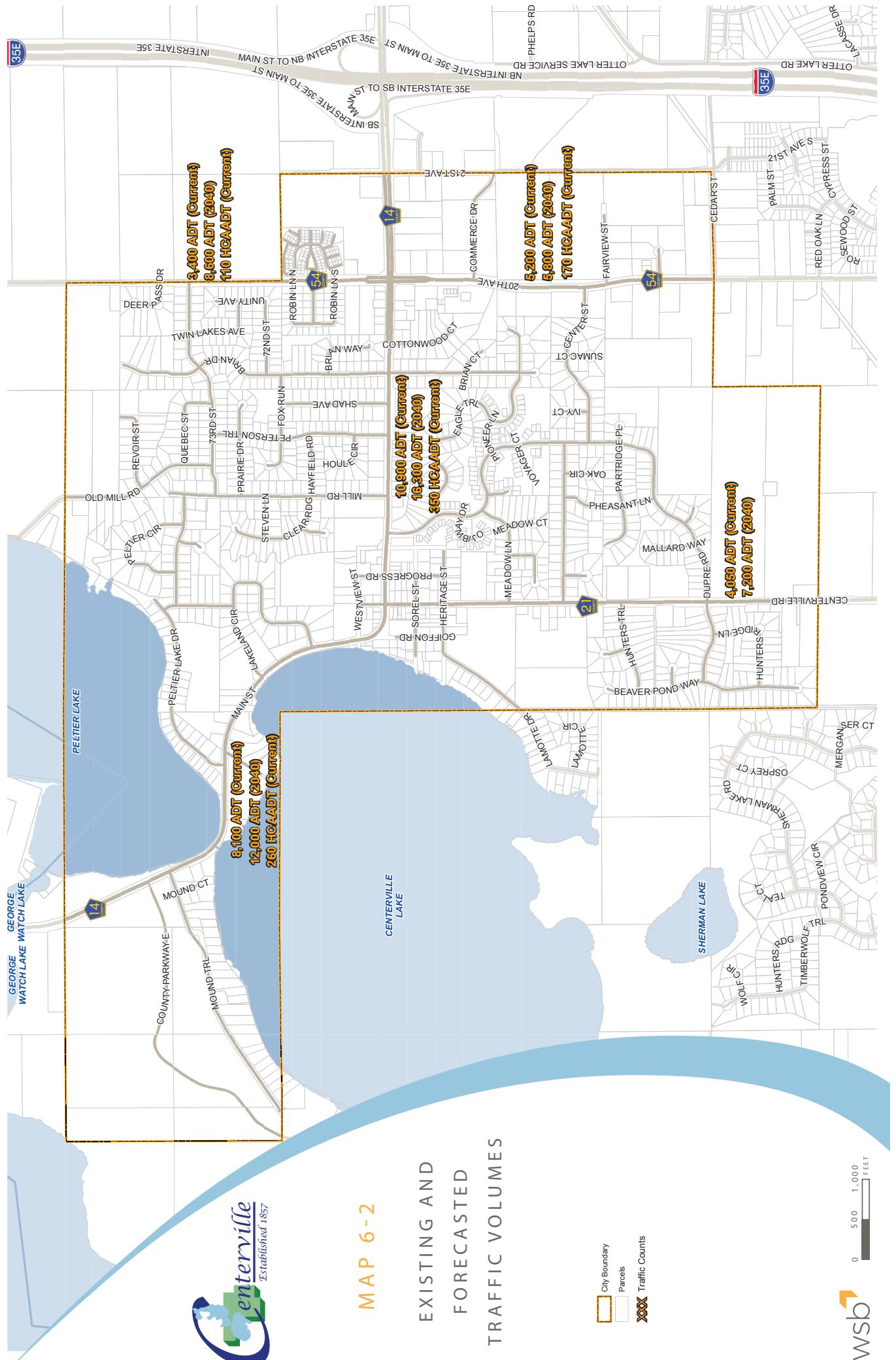
Running east-west through the downtown area, CSAH 14 is the City's most used "A-Minor Arterial". The A-minor designation is further defined for this roadway as an "Expander". CSAH 14 is currently and planned to remain a three-lane roadway. The city's only other A-minor arterial is CSAH 54 which is currently and planned to remain a two-lane roadway running north-south along the City's eastern edge. It is considered an A-minor Reliever for its role as a frontage road to 35E. Both A-minor arterials are under county jurisdiction. The county also has a B-minor Arterial; CSAH 21 running north-south along the City's western edge and leading into the downtown where it terminates at CSAH 14.



MAP 6-1

REGIONAL TRANSPORTATION SYSTEM - FUNCTIONAL CLASS ROADS AND TRANSIT





Major and Minor Collectors

Major and minor collector roadways provide linkages to larger developments and community amenities. They generally do not link communities to one another. Collector roadways generally favor access to the system over mobility but try to balance the two competing needs. Collector roadways are generally lower speed than the principal or minor arterial routes. Collector roadways are often owned and operated by cities, although counties operate some of these facilities. Within Centerville, seven minor collector roadways are owned and operated by the city. Collectors are intended to serve trips of one to four miles in length. Collectors link minor arterials, other collectors, and local streets.

Major collectors typically serve higher density residential areas and concentrations of commercial and industrial land uses. These facilities tend to serve longer trips than minor collectors.

Minor collectors within the city include the following:

- Peltier Lake Drive
- Mill Road
- Old Mill Road
- Brian Drive
- Dupre Road
- 21st Avenue North

The City anticipates adding additional minor collectors within the City upon development of the southern portion of the City. The 2040 Transportation Policy Plan does not propose any additional major collector roadways within the city. The City has planned a network of local roads. These existing and proposed roads are shown, schematically, on [Map 6-1](#).

Table 37 Existing and Future Lanes of Roadway

Roadway Type	Roadway Name	Existing Number of Lanes	Future Number of Lanes
Major Collector	21 st Avenue	2	2
A-Minor Expander	Main Street (CSAH 14) west of 20 th Avenue	2	2
A-Minor Expander	Main Street (CSAH 14) east of 20 th Avenue	4	4
A-Minor Reliever	20 th Avenue	2	2
B-Minor Arterial	Centerville Road (CSAH 21)	2	2

Local Roadways

The primary function of local roadways is land access. Local roadways connect individual land parcels with other local roadways and collectors. Trips on local roadways are typically under two miles. Speeds on local roadways are typically low. Longer trips are facilitated by local roadway connections to the collector and arterial systems. Local roadways are under the jurisdiction of the City of Centerville. Local roadways are all roadways that are not arterials or collectors.

Planned Functional Classification

Other than new proposed roadways shown schematically, no functional classification changes are currently recommended in the city.

ACCESS MANAGEMENT

The City understands that access management for state and county roadways is under their respective jurisdictions. Both MNDOT and Anoka County have their own access management policies applicable to each of their roadway systems, respectively. The City maintains its own policies on access to its local roadway network. These policies are similar to those of the Anoka County and the State of Minnesota but are more appropriately formed for a local municipal roadway system.

Anoka County has established access management guidelines for County roadways, as displayed in [Table 38](#).

Table 38 Anoka County Access Spacing Guidelines - Intersection Spacing

Roadway Type	Route Speed (miles per hour)	Full Movement Intersection	Conditional Secondary Intersection	Signal Spacing	Private Access
Principal Arterial	50 – 55	1 mi.	1/2 mi.	1 mi.	Subject to conditions for all roadway types and speeds.
	40 – 45	1/2 mi.	1/4 mi.	1/2 mi.	
	<40	1/8 mi.	300 – 660 ft	1/4 mi	
Minor Arterial	50 – 55	1/2 mi.	1/4 mi.	1/2 mi.	
	40 – 45	1/4 mi.	1/8 mi.	1/4 mi.	
	<40	1/8 mi.	300 – 660 ft	1/4 mi.	
Collector and Local	50 – 55	1/2 mi.	1/4 mi.	1/2 mi.	
	40 – 45	1/8 mi.	NA	1/4 mi.	
	< 40	1/8 mi.	300 – 660 ft	1/8 mi	

TRAFFIC ALLOCATION

Forecasted 2040 volumes for A Minor Arterials were taken from Anoka County's volume projections for their roadway system.

PLANNED IMPROVEMENTS TO ROADWAY SYSTEM

None of the planned improvements to the metropolitan highway system listed in the Transportation Policy Plan directly affect the City of Centerville.

In the fall of 2007, CSAH 14 began reconstruction. The roadway was reconstructed over a 3-year period from I-35W to I-35E. The improvements included the addition of a center turn lane throughout the downtown area. Additionally, a median restricts access at several locations on the east end of the City. In response to this, the City planned and constructed a "Backage Road" to connect 21st Ave. with 20th Ave., allowing better access to local businesses and a way for locals to move throughout town without having to make U-turns.

The City anticipates a similar style reconstruction of CSAH 21 in the three-block area of downtown. This project will likely be initiated by the City through its downtown redevelopment plan.

The City has a number of planned improvements to its local collector road system. Those improvements are shown on [Map 6-1](#). These improvements will be made as development occurs.

Connection between Land Use and Transportation

The City recognizes the connection between land use, natural resource protection and transportation planning. City policies guide land use to be compatible with both existing natural resources as well as local and regional transportation facilities.

The City's downtown redevelopment will be served by the newly reconstructed/expanded CSAH 14 and the future reconstruction of CSAH 21. Additionally, the guiding of property on the south side of Main Street (CSAH 14) between Progress Road and City Hall from low density residential to mixed use development will capitalize on the anticipated increase in average daily traffic as well as move single family residential away from a highly trafficked roadway.

The City has not conducted any recent corridor studies regarding roadway improvements.

Need to Expand Facilities

The City will experience growth in two major areas. The first is in the small sections of undeveloped land within the City. These development areas do not represent large enough amounts of potential traffic to tax the local and regional transportation systems. The City also plans to redevelop its downtown area. This redevelopment proposal was large enough to trigger an Environmental Assessment Worksheet (EAW). The conclusion of the EAW, with regard to transportation issues, was that the local and regional roadway system could handle the increased densities in the downtown area with minor modifications in the immediate area, such as the addition of turn lanes, etc. It also concluded that the redevelopment was not the primary cause of the need for these improvements, but rather that it was regional growth.

Growth projections are in line with those shown in the System Statement.

Potential Safety Issues

The City does not anticipate any specific safety issues within its jurisdictional roadway system as a result of growth. Policies regarding access management, geometric design and signage enforced by the City on its existing and planned roadways help maintain a safe local transportation system. Where applicable access management guidelines have been incorporated into the City's subdivision and zoning ordinances.

A number of sidewalk and trail projects are in the planning or construction phase in an effort to increase pedestrian safety. A curb and trail along the east side of Mill Road will allow separation of pedestrians from this higher volume local roadway. Improvements in the Downtown area are slated to meet the same goal.

TRAFFIC ANALYSIS ZONES (TAZ)

The City of Centerville is separated between four different TAZ zones. Population, household, and employment forecasts (see Table 20 in the Land Use Chapter) are allocated by their respective TAZ's. While Centerville is split amongst four (4) TAZ areas, one of the areas, TAZ 167 is comprised entirely of regional park space and thus does not have any projected households, population, or employment figures to be included. The City has allocated growth based on distribution of desired land use as well as existing and planned infrastructure. Those allocations are shown in Table 38 below which are consistent with the projections of the Metropolitan Council.

Table 39: Household, Population, and Employment Forecasts by TAZ

TAZ 161				
	2010	2020	2030	2040
Households	684	722	735	741
Population	1,974	1,979	1,990	2,003
Employment	165	126	138	156
TAZ 164				
	2010	2020	2030	2040
Households	478	514	544	580
Population	1,361	1,672	1,747	1,847
Employment	239	388	396	406
TAZ 166				
	2010	2020	2030	2040
Households	153	164	171	179
Population	457	449	463	480
Employment	5	26	26	28
Totals	2010	2020	2030	2040
Households	1,315	1,400	1,450	1,500
Population	3,792	4,100	4,200	4,330
Employment	409	540	560	590

BIKE AND PEDESTRIAN PLAN

The Metropolitan Council 2040 TPP encourages the use of bicycles as a mode of transportation and establishes a Regional Bicycle Transportation Network (RBTN) to establish an integrated network of on-street bikeways and off-road trails that complement each other to improve conditions for bicycle transportation at the regional level. The RBTN identifies Tier 1 and Tier 2 alignments where existing regional or other trails exist or where a specific alignment has been identified. The RBTN also identifies Tier 1 and Tier 2 corridors where specific alignments have not yet been defined.

The City maintains policies which support the design of safe and efficient trails throughout the City along existing and developing roadways as well as through off-road corridors. A map of the City's existing and proposed trails is shown in [Map 5-1](#). More detailed goals and policies regarding trails can be found in Chapter 5 which is the parks and trails chapter of this plan. [Map 5-1](#) also depicts the Regional Bicycle Transportation Network (RBTN) within the City and

its relationship with the local network of trails and sidewalks. A Tier 2 RBTN alignment aligns with

CSAH 14 at the northern boundary of the City and extends along CSAH 14 to the eastern boundary of the City. Also, a Tier 2 RBTN runs along CSAH 21 from the southern boundary of the City to CSAH 14. The City does not contain a regional employment cluster or activity center node.

The planned redevelopment of the downtown area will have a distinct pedestrian friendly feel, accomplished through streetscaping elements such as boulevard trees, decorative concrete sidewalks and intersection treatments, on-street parking, decorative pedestrian lighting and other landscape amenities.

A network of trails will allow bicycle access to the downtown while providing viable bypass routes for those on more regional trips through the area. No planned regional or local trails require connections over major physical barriers such as freeways, railroad corridors, rivers or streams

Bicycles and pedestrians can access the regional transit network by accessing the park and ride facility at Main Street (CSAH 14) and 21st Street which serves as a stop for Route 275. Trails that provide pedestrian and bicycle access to this facility include the regional trail along CSAH 14 as well as planned city trails through downtown and sidewalks along CSAH 21.

SPECIAL SITUATIONS

At this time the City is not involved in any right-of-way preservation projects or corridor studies.

TRANSIT PLAN

Centerville is located in transit market area IV. Centerville currently has limited transit service, with the Route 275 bus running on weekdays during the AM and PM rush hours. This service runs on roughly 30-minute intervals with service beginning at 6:00 am and ending at 7:40 am for AM rush hour and drop-off between 4:18 and 5:50 for PM rush hour. Route 275 operates between the Forest Lake Transit Center in Forest Lake and downtown St. Paul, with a stop at the I-35E & County Road 14 Park and Ride in Lino Lakes.

Centerville has one park and ride location at Main Street (CSAH 14) and 21st Avenue N. The location of this facility is shown on the Transportation Plan Map ([Map 6-1](#)). Centerville also has public dial-a-ride service provided by Anoka County Traveler Transit Link and operates Monday-Friday from 6:00 a.m. to 7:00 p.m. and volunteer program called Anoka County

Medlink is operated Monday-Friday from 8:00 a.m. to 4:30 p.m. Metro Mobility, a service provided by the Metropolitan Council is available for Centerville residents who are unable to use regular fixed route buses due to a disability or health condition.

AVIATION PLAN

Centerville is not within any influence area of an airport within the regional airspace system. The closest airport is Anoka County-Janes Field in Blaine, approximately nine miles west of the City. Centerville is identified by the Metropolitan Council as a City potentially impacted by seaplane base activity. The City will cooperate with the Minnesota Department of Transportation regarding activities that may have potential impact on seaplane operations. The City regulates the construction of objects affecting navigable airspace as well as structures and activities which have the potential to cause electronic interference. The City will notify the Federal Aviation Agency of any proposed structures exceeding 200 feet.

FREIGHT

There are no rail lines, barge facilities or intermodal freight terminals with the City of Centerville. The City does have land zoned for commercial and industrial land in the southeastern portion of the City that once developed is anticipated to generate increased commercial traffic. This traffic will travel along 21st Avenue North to CSAH 14 to connect to Interstate 35E. There are presently no issues related to insufficient height, width, or turning radii along that route that would inhibit commercial traffic. [Map 6-2](#) provides current heavy commercial average annual daily traffic (HCAADT) estimates.

CHAPTER 7:

WATER RESOURCES



CHAPTER 7: WATER RESOURCES

INTRODUCTION

During the Comprehensive Planning process, the City developed goals related to water resources and public utilities.

It is the goal of the City of Centerville to:

- Promote safe neighborhoods and low crime in the community.
- Maintain and improve the quality of life in the community.
- Provide efficient and responsive services to residents and businesses.
- Maintain the quality of education available to residents.
- Protect surface-water resources within and downstream from the City of Centerville.

Policies reflect the position of the City on the specific implementation of the Goals. It is the policy of the City of Centerville to:

- Compare the level of administrative, maintenance and emergency response services to community wide needs and objectives.
- Explore potential joint service initiatives through continued communication and cooperation with City, County and School officials.
- Promote effective communication with residents, business owners, educators and volunteer organizations to maintain an understanding of community goals and objectives and participate in community affairs.
- Periodically evaluate the level of public services provided and the associated costs of services.
- Design public utility systems for optimum development or saturation in the community and establish cost-effective staging or sequencing of utility systems.
- Establish priority for basic services to ensure the highest levels of safety and accessibility are provided in the community.
- Expand efforts for effective communication and cooperation with surrounding cities on area growth issues and common concerns.
- Require that development proposals are consistent with planned extensions of public utilities and incorporate necessary extensions of core facilities.
- Prohibit development with private utilities.

- Require that the installation of all public infrastructure is designed and constructed according to City standards and specifications.
- Enforce ordinance provisions which require connection of existing homes and businesses with private utilities to public utility systems, within a reasonable time after public utilities have become available.
- Anoka County to enforce provisions of MPCA Chapter 7080 for the maintenance of private on-site waste treatment systems.
- Establish design and construction standards for sanitary sewer installation and maintenance to minimize potential sources of inflow/infiltration in the sewer collection system.
- Continue monitoring potential sources of inflow/infiltration to reduce inefficiencies in the metropolitan wastewater treatment system.
- Ensure consistency with all watershed rules, especially as they relate to surface water.
- Continue to implement conservation programs aimed at reducing residential water use.

WASTEWATER COLLECTION SYSTEM

The City's wastewater collection system serves all but a handful of rural residential style lots and is designed and already constructed to handle the limited developable area left. All lands within the City can be served by simple extension of the existing sewer system, from the adjacent property. Therefore, the entire City would be considered one district. There is no need for any sort of phasing plan. The city serves a small, residential neighborhood (38 homes) in Lino Lakes at the end of LaMotte Drive and a campground in the Anoka County Regional Park (in Lino Lakes). These are the only sources of incoming intercommunity flow. There are no plans to serve additional extraterritorial areas. No homes or businesses in Centerville are currently served by anyone else. However, there is a Lino Lakes-owned sewer line in 21st Avenue (north of Main Street), which may serve property adjacent to and along 21st Avenue, if it cannot be served from Centerville's gravity sewer the southwest portion of that area. [Map 7-2, Sanitary Sewer Map](#), shows the area of potential future inter-community flow from Centerville to Lino Lakes, in this area. The City is surrounded entirely by the City of Lino Lakes and cannot (except under very special circumstances) annex any land.

[Map 7-2](#) shows the City's sanitary sewer collection system, which consists of mostly PVC mains, ranging from 8-inch to 16-inch in size. The City's system is relatively new with the oldest mains built in the 1970s. An 18-inch and 21-inch reinforced concrete pipe trunk main runs just inland of the east shore of Centerville Lake. All of the City's flow enters the Met Council's system at the

MCES Lift Station in LaMotte Park. There are no future connection points to the MCES system planned. There are no wastewater treatment facilities in our community, public or private.

Table 40 – Household and Employment Forecasts

	Estimate	Forecasts			
		2017	2020	2030	2040
Households (Total)	1,378	1,400	1,450	1,500	
MCES	1,374*	1,389	1,445	1,500	
SSTS	13*	11	5	0	
Employment (Total)	430	540	560	590	
MCES	430	540	560	590	
SSTS	0	0	0	0	

**Figures are per City billing records, which does not exactly match Met Council Estimated Households.*

INTERCOMMUNITY FLOWS

As stated, there are two intercommunity flows that enter the City of Centerville from the City of Lino Lakes, as shown on [Map 7-2, Sanitary Sewer Map](#). One is a campground in the Anoka County Regional Park. An intercommunity flow agreement for this site is provided in an appendix. The other intercommunity flow that enters the City of Centerville is from the LaMotte Drive neighborhood in the City of Lino Lakes. The flow from this area is not included in any reimbursements between the two cities, rather, the Metropolitan Council makes the adjustment in its flow allocation process for the LaMotte Drive area.

SUBSURFACE SEWAGE TREATMENT SYSTEMS (SSTS)

Some undeveloped parcels contain homesteads served by Subsurface Sewage Treatment Systems (SSTS). Less than a dozen of these systems remain within the City limits. The City's code does not allow subdivision or development without connection to City sewer and water (Chapter 153.17). City ordinance also does not allow existing SSTS to be replaced as long as connection to City sewer is feasible. The City also plans to have all residents connected to City water and sewer services by 2040.

For the small number of existing SSTS, the City employs Anoka County's services for required inspections. Within one year from adoption of this plan, the City will adopt a qualifying SSTS

ordinance and commence enforcement through compliance reminder letters. There are no community (multi-unit) subsurface treatment systems in Centerville. If, for some reason, a new SSTS would be the only available form of sewerizing an existing parcel, the City would ensure that it was designed and constructed in accordance with MPCA Rule 7080. This is, however, highly unlikely. Map 7-2 shows the location of existing SSTS within the City. [Chapter 51, Municipal and Public Utilities](#) provides regulation over SSTS in the City.

INFLOW AND INFILTRATION

GENERAL

In February 2006, Metropolitan Council instituted its Infiltration/Inflow (I/I) Surcharge Program. The fundamental policy statement summarizing this program is that Metropolitan Council "will not provide additional capacity within its interceptor system to serve excessive inflow and infiltration." The Council establishes Inflow and Infiltration thresholds for each of the communities that use its system. Communities that exceed this threshold are required to eliminate this excess flow within a reasonable timeframe or pay a surcharge fee. Centerville has not been identified by Metropolitan Council as a municipality with excessive I/I. The City does, however, does take action to limit I/I and preserve capacity within its system. This program is described further in the following sections.

SOURCES AND EXTENT OF I/I

Met Council has consistently concluded that Centerville's flows during wet weather events do not show significant signs of Inflow or Infiltration (I/I). This is likely because most of the City's sewer system (both public and private) was constructed, post-1970, from largely gasketed, PVC pipe.

In 2018, the City received a letter from MCES stating that, during a large rain event, peak flows spiked to over 80% of their prescribed I/I threshold. However, The City believes this spike was caused by inflow to the system through a construction site in Lino Lakes, which had its manholes exposed during the event. This Lino Lakes neighborhood is part of the City of Centerville's inter-community flow, so any inflow would come through the Centerville system.

The EPA Guide for Estimating Infiltration and Inflow (June 2014) was used to estimate the proportion of I/I contribution in the City's wastewater system. Monthly flow data were obtained from Metropolitan Council Environmental Services, for the period of 2015 to 2018. Monthly average flows for the four-year period March to November (representative of a wet portion of

the year) and December to February (representative of a dry portion of the year) were determined. It was determined that the wet monthly average flow (March-November) was 8.11 mg, and that the dry monthly average flow (December- February) was 7.63 mg. Thus, on average, I/I contributes roughly 0.47 mg monthly (roughly 6% of base flows). The peak flow for the City of Centerville is 10.00 mg in May 2017, which is roughly 31% of base flows.

Potential sources of I/I could include:

- Groundwater infiltration in low areas around lakes within the City,
- Underground springs that may contribute to groundwater infiltration,
- The increasing frequency of high-intensity rain events in the region that contribute inflow, especially when the 100-year high-water level is exceeded, and
- Compromised sewer lines and manholes.

GOALS, POLICIES AND STRATEGIES TO ADDRESS I/I

There are several strategies that the City uses to address I/I. First, Centerville uses its code to limit I/I. The City prohibits sump pumps, foundation drains and rain leaders from being connected to, and/or discharged into, the sanitary sewer. City Code, section 150.30 states:

"(B) Stormwater discharge prohibited. It shall be unlawful for any owner, occupant or user of any premises to direct into or allow any stormwater, surface water, groundwater, roof runoff, pond overflow, well water or water from residential, industrial or commercial air conditioning systems to drain into the sanitary sewer system of the City."

Other mechanisms used to limit I/I include links dispersal of educational material relating to I/I. For instance, the City's website, social media feeds and newsletter provide information on I/I prevention and mitigation. The City also provides brochures about the subject in the front lobby of City Hall.

Should issues relating to I/I arise, the City will implement measures such as:

- Targeted flow monitoring,
- Sump pump inspections based on flow monitoring results,
- Wet weather televising of vulnerable areas, and
- Follow up, including cast-in-place concrete lining of leaky areas identified by TV inspection.

Regularly, portions of the City's sewer are televised in a rotation ensuring all sanitary mains are televised every ten years. During these inspections, services exhibiting constant clear water flows are noted and investigated for possible illegal connections.

Table 41 – Inflow and Infiltration Implementation Schedule

Item	Time Period	Cost	Funding Source
Targeted Flow Monitoring	2022-2025	\$10,000/yr	City's Wastewater Utility
Follow-up, door to door, sump pump inspections based on flow monitoring results	2022-2025	\$5,000/yr	
Wet weather, televising of vulnerable areas	2026-2027	\$10,000/yr	
Follow up CIPP lining of leaky areas identified by TV inspection	2028-2029	\$100,000/yr	

SYSTEM CAPACITY

By the end of the planning period (2040), the City anticipates full build-out of its undeveloped areas. The City's existing trunk main and lift station facilities are designed to handle the flow from these small, remaining areas without further upgrade. Some trunk mains may need minor extensions to reach the unsewered areas, but no upsizing will be required downstream to accommodate these developments.

The City's Sanitary Sewer Collection System includes gravity and force main pipes, [Appendix A](#) also show schematic representations of future trunk main extensions to serve undeveloped parcels.

Table 42 – Local Sanitary Sewer Lift Station and Trunk Main Capacities

Facility	Capacity (GPM)	Capacity (MGD)	Design Flow (MGD)
Lift Station - 1	100	0.144	0.04
Lift Station – 2	350	0.504	0.26
Lift Station – 3	100	0.144	0.03
Lift Station – 4	530	0.763	0.04
21" Trunk Main	-	3.15	1.63

Notes: 1) Capacity of lift stations are based on pumping capacity of pump/force main. 2) Capacity of trunk main based on Manning's formula, 3) Design Flow based on full build-out population, employment, 75 gallons per capita per day, 4x peaking.

FLOW PROJECTIONS

Table 43, below, shows flow estimates from the City based on proposed population growth which is slightly higher than that projected in the system statement. Land use assumptions, and thus flow assumptions for 2025 and 2035 are assumed to be a midpoint between other projections (i.e. flow rate for 2025 is a midpoint between 2020 and 2030), and thus are not shown in the table.

Table 43 - Sewer Flow Based on Future Population Estimates 2000 - 2040

	2010**	2020	2030	2040	Change 2010-2040
Total Population					
Sewered	3,762	4,070	4,185	4,330	568
Unsewered	30	30	15	0	-30
Household Size*	2.88	2.93	2.89	2.89	-0.01
Total Households					
Sewered	1,304	1,389	1,445	1,500	196
Unsewered	11	11	5	0	-11
Total Employment					
Sewered	399	530	550	580	181
Unsewered	10	10	10	0	-10

Justification of the population and employment numbers shown in Table 43 can be found in the land use chapter. Flow projections were derived by assigning 75 gallons per capita per day for residents plus 25 gallons per employee per day working in the City. These assumptions match closely when they are applied to existing population and employment numbers and then compared to actual flow readings.

Since the City is served by interceptor 9708 with a capacity of 0.5 MGD, these projections should be able to be accommodated, especially given that the 2040 projections represent a full build-out scenario.

SURFACE WATER – LOCAL WATER PLAN

The City's Local Water Plan was updated in 2018 and formally adopted by the City on September 26, 2018. It was approved by the Minnesota DNR on September 20, 2018. The City's Local Water Plan is adopted by reference as to be included as a portion of the City's Comprehensive Plan. The plan includes all the necessary elements required in the Comprehensive Plan (Minimum Requirements under MN Rules 8410) and has been reviewed and approved by the Rice Creek Watershed District (local WMO). The City's Local Water Plan can be found in [Appendix A](#).

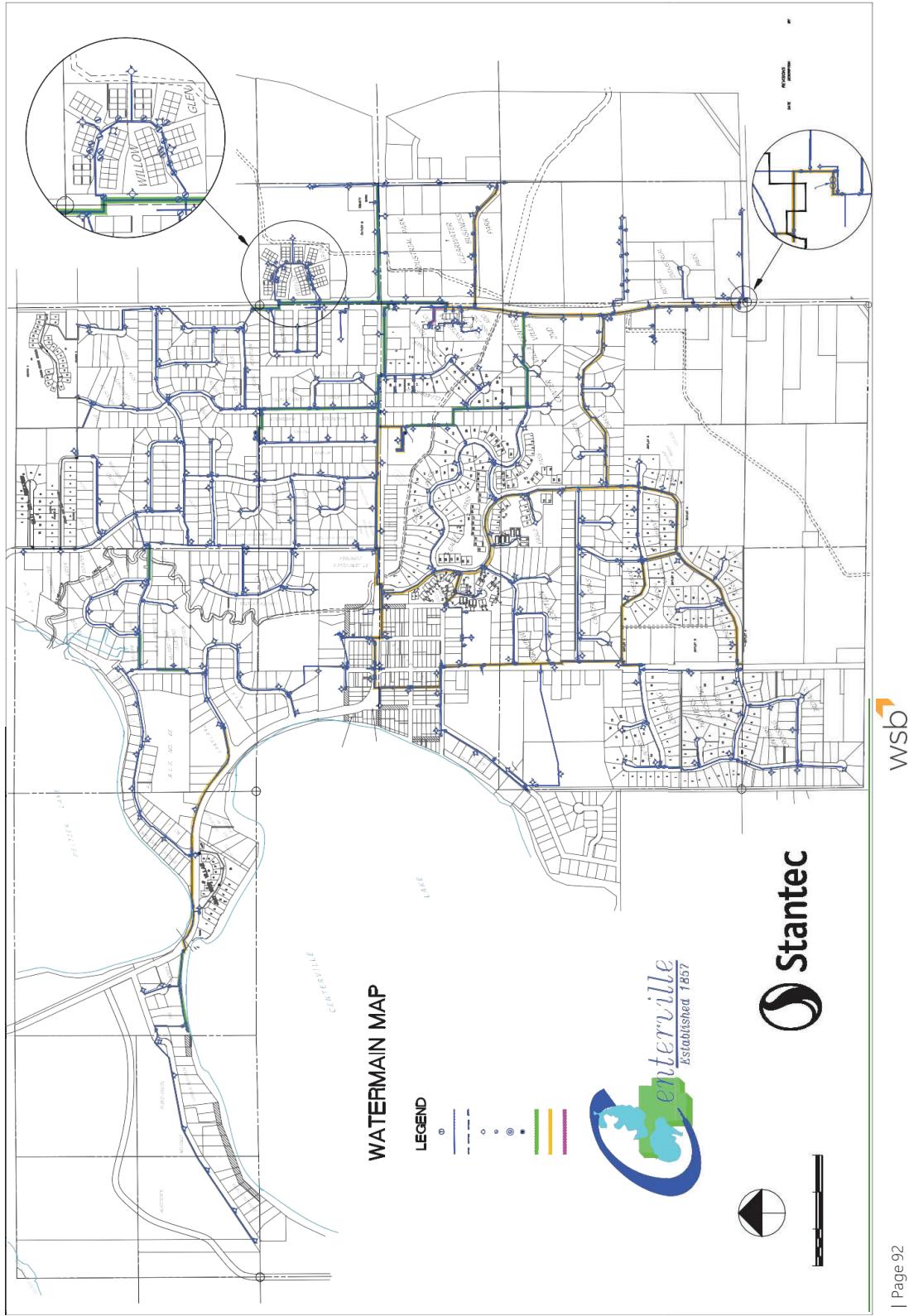
WATER SUPPLY

The City's Water Supply Plan was updated in 2018 and is adopted by reference as to be included as a portion of the City's Comprehensive Plan. The plan includes all the necessary elements required by the comprehensive plan and was submitted through the DNR's MPARS system. The City's Local Water Supply Plan can be found in [Appendix A](#).

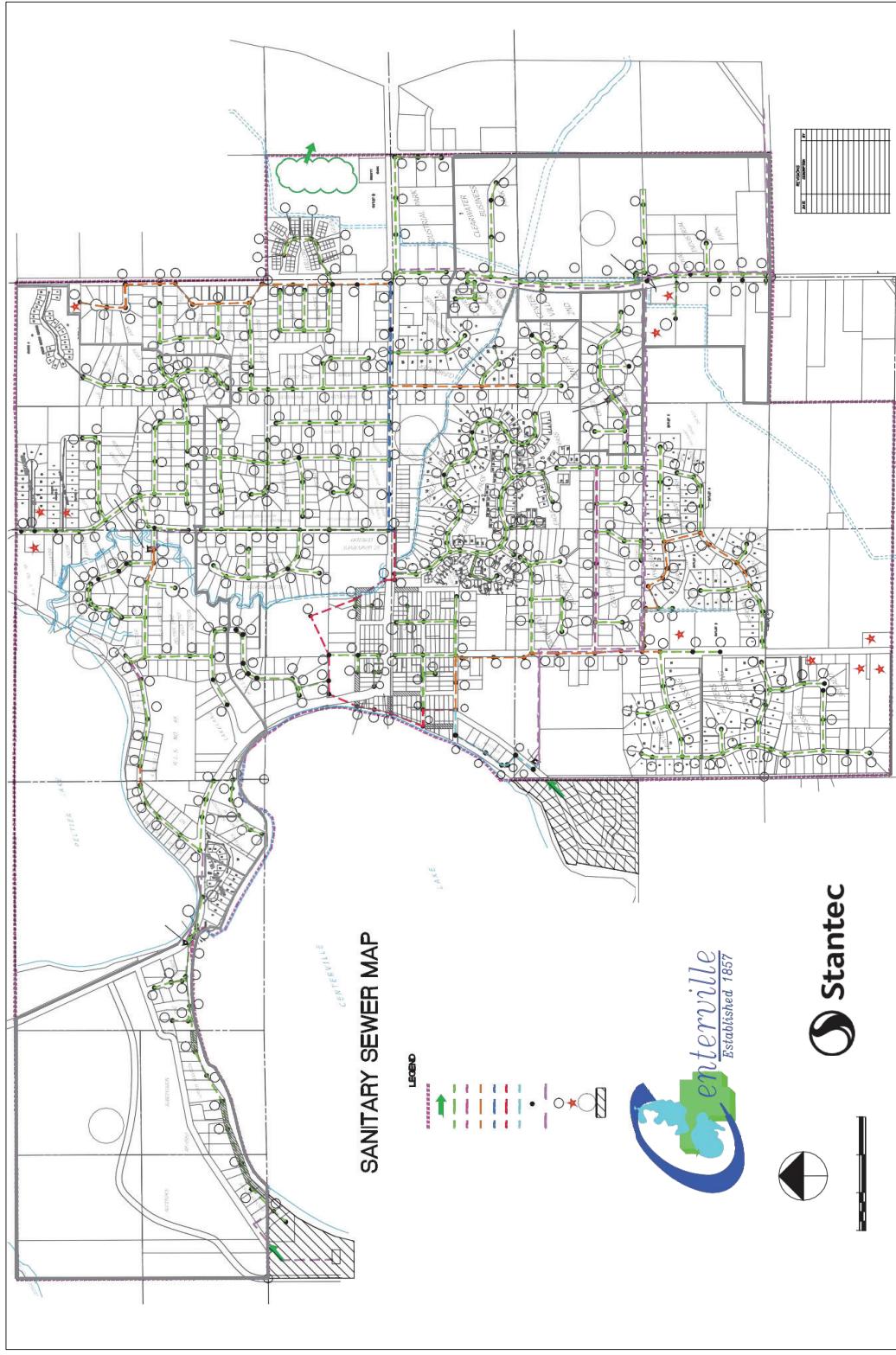
WATER DISTRIBUTION AND STORAGE

The City's Water distribution and storage system is shown on [Map 7-1](#). It consists of mostly PVC mains, constructed post 1980. The system is well looped and does not have any major issues with flow volume or pressure. All but one neighborhood (downtown) are now served by City potable water. The City is seeking grant funds to help fund the downtown neighborhood water main project, to keep special assessments for these improvements to a minimum. The City is served by a single, 0.5 MG water storage tank. The tank is designed to serve the needs of the entire City at full build-out.

Map 7-1 Watermain Map



Map 7-2 Sanitary Sewer and Subsurface Sewage Treatment Map



A wide-angle aerial photograph of a park and residential area. In the foreground, a large, calm lake with a greenish tint occupies the bottom right. To the left of the lake, a dense cluster of green trees borders a paved path. Beyond the trees, a large, open green field is divided into several sections by paths and small trees. In the center of the field, there are two baseball diamonds with white bases and green grass. To the right of the field, a parking lot is filled with several cars. In the background, a residential area with numerous houses and trees is visible, stretching towards a distant, hilly horizon under a clear blue sky.

CHAPTER 8: RESILIENCE

CHAPTER 8: RESILIENCE AND SUSTAINABILITY

PROTECTING SPECIAL RESOURCES

As required by state statute, a municipality's comprehensive plan must also include strategies for protection of special resources, including solar access, historic preservation, and aggregate. These strategies are discussed below.

Solar Access Policy: The City will continue to protect the access to direct sunlight for solar energy systems through its zoning and subdivision ordinance. The City will ensure that development decisions do not preclude the possible future development and use of solar energy systems.

To ensure the availability of solar access, the City of Centerville will, whenever possible, protect access to direct sunlight for solar energy systems on principle structures. The City of Centerville will consider solar access in the review of site plans and planning decisions.

Solar Access Strategy: The City will consider enrolling in cost-free technical planning and policy assistance programs such as the U.S. Department of Energy's "SolSmart Program", Xcel Energy's "Partners in Energy Program" and Xcel Energy's "Community Energy Profile Report". Enrollment in these programs will provide the City with guidance as it relates to the development of policy, strategy, and regulation of solar energy systems.

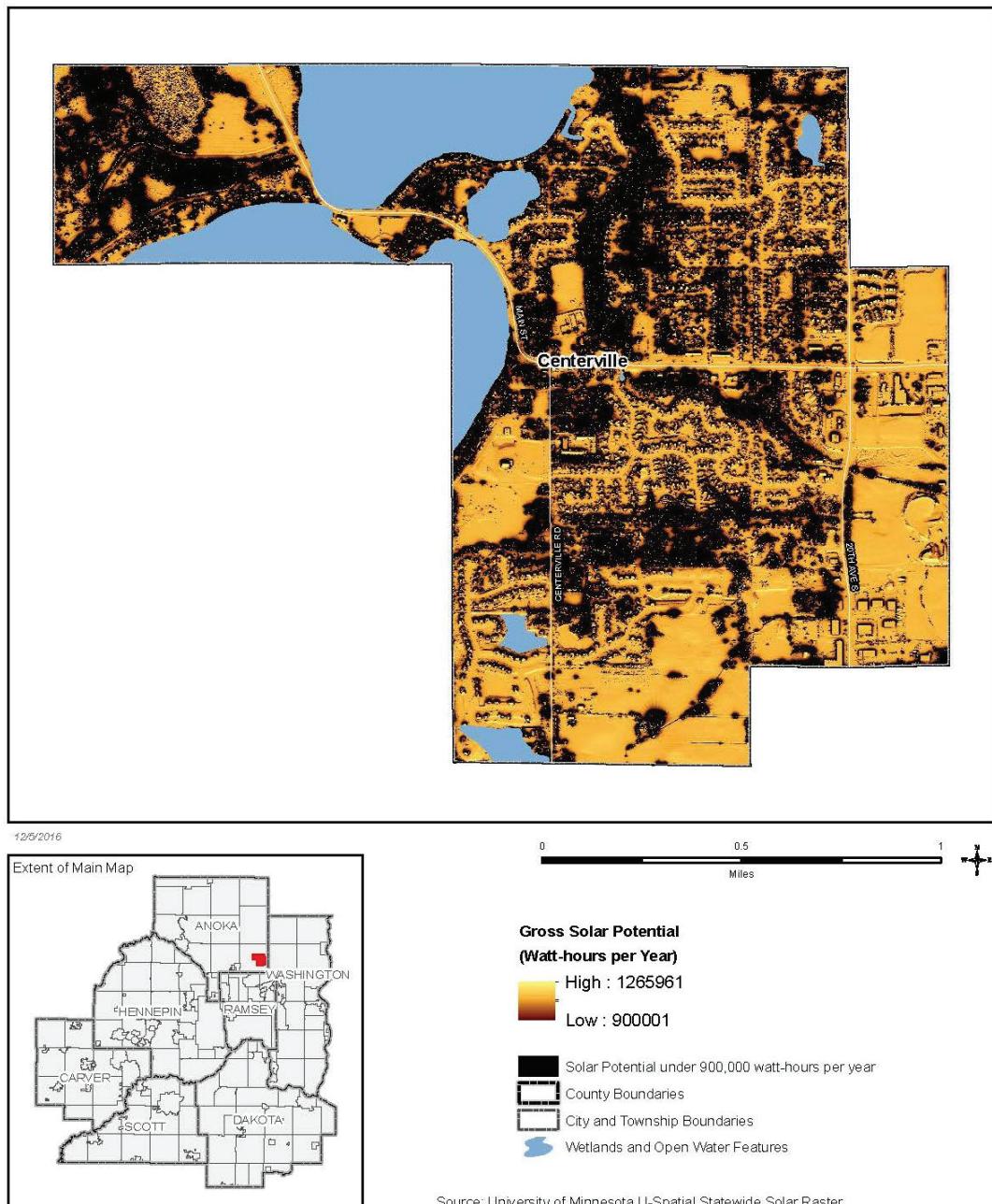
Table 42 – Calculations of Centerville's Gross Solar and Rooftop Solar Resource

Gross Potential (Mwh/yr)	Rooftop Potential (Mwh/yr)	Gross Generation Potential (Mwh/yr) ²	Rooftop Generation Potential (Mwh/yr ²)
3,476,554	194,304	347,655	19,430

As part of its implementation plan, the City will be developing an ordinance to regulate both architectural and ground mount solar energy systems.

Map 8-1 provided by the Metropolitan Council depicts the gross solar potential for the City.

Map 8-1 Gross Solar Potential



CHAPTER 9:
ECONOMIC
COMPETITVNESS



CHAPTER 9: ECONOMIC COMPETITIVENESS

ECONOMIC COMPETITIVENESS

In 2017, Centerville formed an Economic Development Authority (EDA) with all the associated powers and responsibilities including taxing authority. The EDA will work on economic development activities including development, redevelopment, and job growth within the City.

The City and EDA will utilize the goals and policies listed below in promoting the development and redevelopment of properties within the City. The City's zoning ordinance will provide the standards to which development is required to adhere.

COMMERCIAL GOALS AND POLICIES

It is the goal of the City of Centerville to:

- Provide for a variety of employment and development opportunities in the City.
- Expand employment and tax base in the City.
- Maintain and improve the City's downtown Central Business District according to the downtown development guidelines.
- Utilize the Main Street corridor for additional commercial uses in Centerville.
- Expand and diversify the city's tax base by encouraging new commercial retail development.

It is the policy of the City of Centerville to:

- Require that all commercial uses utilize public utility systems.
- Create a cohesive identity for all commercial areas with design guidelines for buildings, signage, and streetscaping.
- Provide adequate lot sizes and minimum buildable areas for business uses to provide for convenient and safe access, adequate parking, site buffering and landscaping.
- Avoid incompatibilities between commercial uses and residential uses.
- Develop sign regulations that regulate size, height, placement, materials and composition to ensure signs do not detract from the small town-feel and natural beauty of the City. In general free-standing, large or internally lit signs should be prohibited.
- Evaluate TIF, CDBG and other funding options to provide assistance for CBD redevelopment.

- Develop retail uses in a clustered or shopping center concept as a preferred alternative to strip malls or scattered development.
- Connect shopping areas to each other and to residential areas with sidewalks and pedestrian byways and bicycle trails.
- Establish commercial land uses in proximity to commercial development of adjacent communities to maximize the benefit for businesses within Centerville.
- Maintain standards for landscaping and screening to ensure adequate aesthetic controls.
- Maintain adequate standards for buildings and signage design, site access, parking, maneuvering, loading, and structure setbacks.
- Enforce standards for structure upkeep and site maintenance to ensure long-term aesthetic controls.
- Revisit all established standards as appropriate.

MIXED USE GOALS AND POLICIES

It is the goal of the City of Centerville to:

- Support the development of a mixed-use downtown consistent with the goals laid out in the Master Plan.
- Use the mixed-use designation to promote well-designed, pedestrian-oriented development that enhances the quality of life for City residents and promotes a "traditional neighborhood" or small-town atmosphere.
- Review the downtown development plan and guidelines.

It is the policy of the City of Centerville to:

- Require that all development in the area identified as the downtown follow the goals, policies and guidelines of the Downtown Master Plan.
- Utilize City regulatory and economic development tools to encourage commercial and residential development within the downtown area that is consistent with the vision of the Master Plan.
- Require that all development within areas guided for mixed-use have sidewalks on both sides of every street.
- Utilize design guidelines for mixed-use areas to:
 - Minimize the impact of automobiles through strategies such as shared parking, in which adjacent land uses having different peak-hour parking demands can share parking facilities.

- Achieve “traffic calming” benefits through: an integrated street network, provision of options for traffic flow, the design of streets with adequate width, and the provision of on-street parking.
- Provide for public open space that uses storm water treatment ponds as a visual and recreational amenity to the project.
- Ensure the compatibility of buildings with respect to the specific character of their immediate context.
- Encourage active ground floor uses, such as restaurants, shops and services, to animate the street within mixed-use areas.

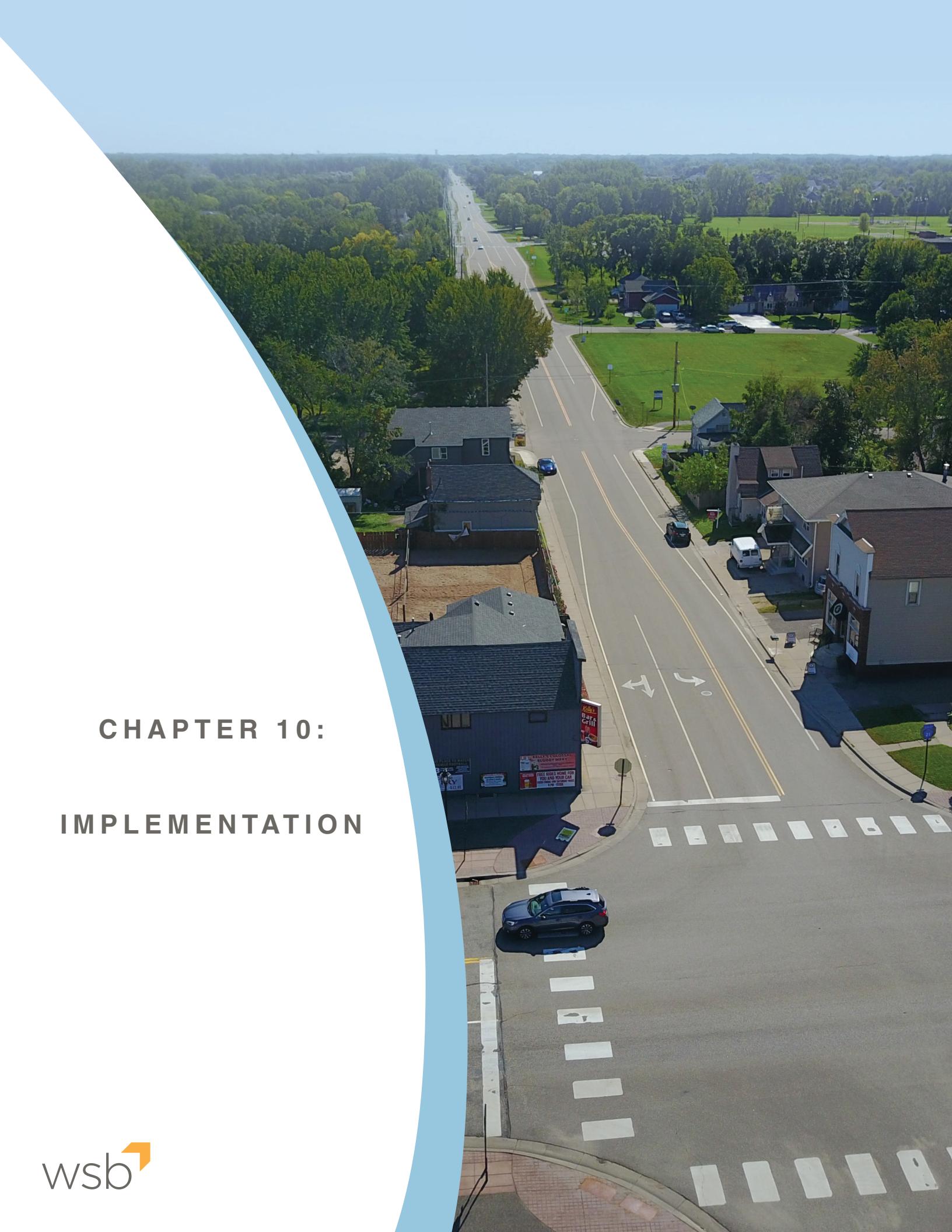
INDUSTRIAL DEVELOPMENT GOALS AND POLICIES

It is the goal of the City of Centerville to:

- Expand the non-residential tax base.
- Encourage clean and attractive industrial uses in the community.

It is the policy of the City of Centerville to:

- Focus on investments and development potential in the existing industrial park before establishing new industrial development areas.
- Evaluate land availability and utility feasibility for long range expansion of the existing industrial park.
- Evaluate TIF feasibility to expand transportation access and trunk utility networks to support existing and future industrial potential.
- Establish uniform design standards to promote continuity between individual industrial uses and compatibility with non-industrial uses.
- Maintain standards for landscaping and screening to ensure adequate aesthetic controls.
- Maintain adequate standards for buildings and signage design, site access, parking, maneuvering, loading, and structure setbacks.
- Enforce standards for structure upkeep and site maintenance to ensure long-term aesthetic controls.
- Revisit all established standards as appropriate.

An aerial photograph of a suburban street. The street is lined with houses, trees, and a grassy field. The road has a double yellow line and a crosswalk. A car is driving on the street. The sky is clear and blue.

CHAPTER 10: IMPLEMENTATION

CHAPTER 10: IMPLEMENTATION

IMPLEMENTATION

The implementation of the Comprehensive Plan does not end with adoption. The City's official controls, the zoning ordinance and subdivision regulations, will ensure day to day monitoring and enforcement of the policy plan. The regulatory provisions of both ordinances, as revised, will provide a means of managing development in the City in a manner consistent with the Comprehensive Plan. The City's Capital Improvements Program will enable needed improvements identified in the plan to be programmed and implemented in a timely and cost-effective manner.

OFFICIAL CONTROLS

As part of the planning process, the City will evaluate its land use controls and consider amendments to existing ordinances which eliminate inconsistencies with the Comprehensive Plan, enhance performance standards, protect public and private investments, conform to mandatory State and Federal regulations and make it an understandable document.

The plan identifies a number of specific changes to the zoning ordinance and subdivision regulations which need to be considered by the City which are outlined in [Table 42](#).

PLAN AMENDMENT PROCESS

The Comprehensive Plan is intended to be general and flexible; however, formal amendments to the Plan will be required when land use elements, development staging or growth policies are revised. Periodically, the City should undertake a formal review of the plan to determine if amendments are needed to address changing factors or events in the community. While a plan amendment can be initiated at any time, the City should carefully consider the implications of the proposed changes before their adoption.

When considering amendments to this plan, the City will use the following procedure:

1. Amendments may be initiated by land owners, land developers, the Planning and Zoning Commission or the City Council.
2. The Planning and Zoning Commission will direct the City staff to prepare a thorough analysis of the proposed amendment.
3. The City staff will present to the Planning and Zoning Commission a report analyzing the proposed changes, including their findings and recommendations regarding the proposed plan amendment.

4. The Planning and Zoning Commission will decide whether or not to proceed with the proposed amendment. If a decision to proceed is made, a formal public hearing will be held on the proposed amendment.
5. Following the public hearing the Planning and Zoning Commission will make a recommendation to the City Council.
6. The City Council will receive the recommendation from the Planning and Zoning Commission and make a final decision on whether to adopt the amendment.
7. All amendments to the plan must be submitted to the Metropolitan Council for review prior to implementation.

CAPITAL IMPROVEMENT PROGRAM

The City will annually update a five-year capital improvements program which identifies major capital expenditures consistent with the Plan. The program includes public and private investments in infrastructure, park and trail development expenditures, infrastructure repair and replacement, building maintenance and repair and other planned capital expenditures. Like the Comprehensive Plan, the capital improvements planning process is ongoing and subject to modification, as appropriate.

Table 43: Implementation Plan		
Implementation Actions	Anticipated Dates	Responsible Party
Land Use		
Reconcile zoning designations with land use designations	2020	Planning Commission
Updating Residential Zoning Code densities for conformance with the Comprehensive Plan	2020	Planning Commission
Review of Downtown Design Guidelines	2021	Planning Commission
Review commercial district provisions to clarify permitted uses that will enhance complimentary relationships of existing and new commercial areas.	2021	Planning Commission / EDA
Amend the City's subdivision regulations to better protect natural resources and amenities and provide for appropriate land dedication and funding for improvement of the City's park system.	2021	Planning Commission

Update ordinance provisions which require connection to public sewer and water when available.	2020	Planning Commission	
Housing			
Review commercial district provisions to clarify permitted uses that will enhance complimentary relationships of existing and new commercial areas.	2021	Planning Commission /EDA	
Utilize local, regional, and federal tools identified in housing chapter to promote housing variety, availability, and affordability within the community.	Ongoing	EDA / City Council	
Transportation			
Downtown Street Reconstruction	2020	Staff / City Council	
Annual Thin Overlay Program	Annual		
Sewer			
SSTS Ordinance	2021	Staff	
Lift Stations			
Pump Upgrades	2021		
Electrical Upgrades	2021		
Decommission Lift Station #3	2035		
SCADA System/GIS/Studies			
SCADA Upgrades	2022		
System Study	2020		
GIS System – Initial Data Input	2020		
Trunk Mains			
Flow Meter for LaMotte Neighborhood	2020	City Council / Staff	
Slip-lining	2025		
Water System			
Future Downtown Water Main			
Add watermain to downtown	2028		
Centerville Road South Extension			
Add watermain to serve Centerville Rd Homes	2028		
Supply			
Well #1 Redevelopment	2020	City Council / Staff	
Electrical Upgrades	2020		
Second Interconnect with Lino Lakes	2035		
Storage			
Access Road to Tower	2025		

SCADA System/GIS/Studies			
SCADA Upgrades	2022		
System Study	2020		
GIS System- Initial Data Input	2020		
Looping			
Misc. Looping Opportunities	2030		
Parks / Trails			
Trailside Park Upgrades		Parks and Recreation Commission	
Seating walls for Waterski Show	2023		
Canoe/Kayak Lockers	2020		
Additional Benches	2020		
Trailer Pad	2020		
Electrical Upgrades	2020		
Cornerstone Park Upgrades			
Public Art Piece/Fountain	2020		
Irrigation System	2020		
Portable Restroom Accommodations	2020		
Food Truck Accommodations	2020		
Hidden Spring Park Upgrades			
Spring Flow Enhancement	2020		
Irrigation System	2020		
Acorn Creek Park Upgrades			
Parking Lot	2022		
Drinking Fountain	2022		
Irrigation System	2025		
Eagle Park Upgrades			
Pickle Ball Striping	2020		
McBride Park Upgrades			
Irrigation System	2022		
Drinking Fountain	2022		
Sport Court	2022		
LaMotte Park Upgrades			
Gaga Ball Pit	2020		
Ice Rink Canopy/Open Roof	2025		
LED Lights for Ice Rinks	2025		
Misc. Park Improvements			
Additional Picnic Tables	2023		
Misc. Trails Improvements			
Trailside Benches	2023		
Additional Kiosks/Wayfinding Maps	2023		

Regional Trail		
Outstanding Debt	Ongoing	
Review and update 1989 Park and Pedestrian System Comprehensive Plan	2020	
Trail constructed from County Rd 54 from southern border of the City to Center Street	TBD	
Trail constructed along CSAH 21 Centerville Road between the southern city boundary and Dupre Road	TBD	
Resiliency		
Prepare and adopt solar ordinance	2020	Planning Commission
Economic Competitiveness		
Review Tax Increment Financing Policy	2020	
Identification of underutilized properties for redevelopment.	2020	EDA

APPENDIX A – CENTERVILLE LOCAL WATER PLAN