

City of Center City Comprehensive Plan



October, 2009



MUNICIPAL
DEVELOPMENT GROUP, INC.

Municipal Development Group, Inc.
25562 Willow Lane
New Prague, MN 56071
www.municipaldevelopmentgroup.com
email: staff@municipaldevelopmentgroup.com
1-888-763-4462

City of Center City Comprehensive Plan



Adopted: _____, 2009

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The 2009 Center City Comprehensive Plan was created with input from various community leaders and residents, the Planning Commission and City Council. The following is a list of participants who participated in the 2009 Comprehensive Plan for the City of Center City:

Mayor:

Jill Behnke

City Council Members:

Mark Wolcott

Lloyd Vetter

Madonna Higgins

Will Pennings

Planning Commission Members:

Jill Behnke

Mary O'Reilly

Darren Janzig

Lloyd Vetter

Madonna Higgins

City Staff:

Terry Trudeau, City Clerk/Treasurer/Zoning Administrator

Consultants:

Leslie H. Mateffy, Mateffy Engineering, Inc. - City Engineer

Vanessa Morrell, 1000 Friends of MN - Community Liaison

John Anderson, Municipal Development Group, Inc. - Planning Consultant

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CHAPTER 1 – INTRODUCTION

I. PURPOSE

The City of Center City Comprehensive Plan is a dynamic planning tool intended to guide the future growth and development of the city. The Comprehensive Plan is based on local and regional historical facts, trends, and governmental planning standards. This Comprehensive Plan for Center City, Minnesota is reflective of the community planning process conducted starting in 2008 and continuing into 2009. Pursuant to Minnesota Statutes 462.355 and due to significant growth within the Center City and Chisago County area, the City of Center City has identified a need to proactively plan for areas beyond the city limits and ensure utilities, transportation, parks and various land uses are planned accordingly.

This Comprehensive Plan recognizes and analyzes population, household and employment projections and their impact on local and regional infrastructure systems including transportation, wastewater, surface water, water and regional parks. It also considers the impact growth, within and around Center City, will have on Chisago County and the region.

As a means of classifying and analyzing historical information, an inventory of pertinent data has been compiled. The Comprehensive Plan identifies the type, amount, and pattern of growth that has taken place within the City and utilizes this information for the planning of future growth. Accordingly, the Comprehensive Plan provides a knowledge base for instituting a hierarchy of policies that will assist the community in processing a variety of development issues on a defined policy level. This information and policy base will allow decision-makers to evaluate and guide proposals benefiting the residents of Center City, and fulfilling the City's goals and objectives. The plan includes proposed land uses outside of the city's current corporate boundaries. This does not require this land to be developed, but establishes policies and recommendations to guide the development when it does occur. While the plan is intended to serve as a twenty-five year guide, it should be reviewed and updated as needed to adequately address development as it occurs. Within fast growing cities this may be required every five years.

II. SCOPE OF PLAN

This Comprehensive Plan encompasses eleven (11) general categories of information:

1. This **Introduction** includes the purpose of the plan, the scope of the plan, the history and regional setting of the community. This chapter also includes a review of the planning framework which identifies the methods employed to obtain information for the Comprehensive Plan including statistical data and community input.
2. **Demographics, Trends and Projections** contains historic and projected population information as it relates to growth, age characteristics, education, occupation, and income level.
3. A review of the **Natural Resources**, which indicates the geographical nature of the community in terms of a regional context along with an evaluation of the physical aspects of the City such as soils information, topographical elements and physical barriers to development.
4. A **Housing section** evaluates the current housing stock, identifies housing issues relating to the city's demographics, evaluates housing trends, reviews land use options and establishes housing objectives and policies.
5. The **Land Use** section includes elements that inventory existing land uses, identify potential infill or redevelopment areas and evaluates future land uses. This chapter also discusses the municipal boundary expansion and defines a growth area outside of the current municipal limits in

which future growth is anticipated, and where the city is able to service growth with future utilities. This section also includes policies for annexation.

6. A section on **Transportation** includes information on the current transportation system, categorizes the current street system, identifies future collector streets, includes existing and projected traffic counts, addresses local, regional and state transportation plans which impact Center City, and establishes access management policies as well as overall transportation policies for future transportation planning.
7. The **Parks, Trails and Recreation** section includes an inventory of existing park and recreational amenities in the city, an analysis of future needs and policies relating to the future parks, trails and other recreational offerings in the city and adjacent areas.
8. A section on **Community Facilities** includes information relating to government and educational facilities and services.
9. A section pertaining to **Public Utilities**. This section includes an overview of sanitary sewer, water and surface water utilities as they relate to the city's ability to service current and future growth area and capital improvements required to support growth.
10. An **Economic Development** section which includes a review of various economic statistics, a review of the EDA and economic development policy statements relative to the Downtown Business District, the Highway Business District, and any other industrial or commercial districts or areas.
11. An **Implementation** section describes and summarizes local controls pertaining to land use; the subdivision of land, Capital Improvement Planning, orderly annexation and implementation strategies including recommendations.

III. HISTORICAL AND REGIONAL SETTING

A. History

In 1843, the explorer and mapmaker, Joseph Nicollet, carefully labeled this pristine body of water "Buried Eagle Lake", although his reason for doing so has long been lost. Secured by an 1837 treaty with the Ojibwa Indians, the lake (with its five distinct fingers or bays) was first called "Ki Chi Saga". Whatever its name, it and the millions of acres of uninhabited land around it, would remain Wisconsin Territory until 1849 when Minnesota Territory was established by an act of Congress, Statehood would not be acquired until May 11, 1858.

Finally, in 1850 a small party of Swedish adventurers followed the St. Croix River exploring and searching for a solution to the economic conditions then present in Sweden. Three of the young men remained in what later became Washington County, but Erik Ulrik Norberg (more adventuresome than the others) pushed on for ten more miles until he came to the shores of Ki Chi Saga. A high, wooded peninsula thrust itself out to the waters, a perfect place for a village, Norberg decided. So engrossed was he with the beauty and natural wealth of the countryside, that Norberg decided to spend the winter here. Alone and facing unimaginable deprivations, the young Swede survived until spring spending some of his time drawing a crude map that he later forwarded to fellow countrymen.

By the time a larger party of dissatisfied Swedes had emigrated from Sweden and settled temporarily in Illinois. When a messenger brought Norberg's map to them with directions for reaching the utopia, the party decided to push on to Minnesota. Early in the spring of 1851, a small party of emigrants arrived by Mississippi River at Pig's Eye Landing (later called St. Paul) and booked passage up the nearby St. Croix River as far as the lumber and logging village of Stillwater. Carrying a few precious possessions and

accompanied by families, their destination was Big Lake, specifically Norbergsholmen, that peninsula chosen by Erik Norberg.

Riverboats did not travel above Stillwater because the water was too shallow. Occasional log drives, especially in the springtime, made travel dangerous. The party of colonists, however, borrowed several flat boats and with long poles began carefully making their way upstream. Soon the pine-covered riverbanks gave way to rocks and cliffs and after a while the group found themselves in a river gorge. The sound of falling water reached their ears, but before challenging the rapids, they came to a large flat rock alongside the river. It was a natural boat landing and here were several log buildings. They had reached Taylors Falls, the only non-native river settlement above Stillwater.

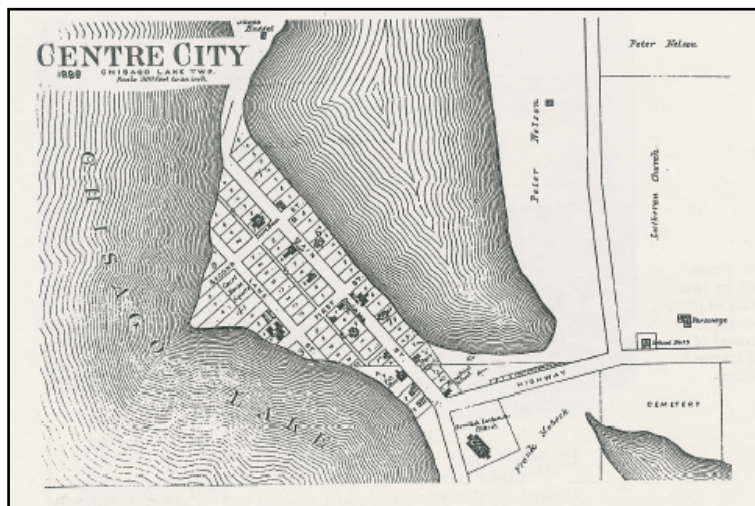
After resting overnight, the men from the party set out to follow Norberg's map to Big Lake. After reaching the top of the river bluffs they followed old Indian trails and animal trails moving westward. Detouring around swamps and searching for high ridges, they made their way some eight miles through the wilderness until at last they reached the lake. Here, on the peninsula, on Norbergsholmen, they made their claim. After retrieving their families and remaining possessions they began to build log homes. Clearing land and planting crops was also important to them.

On September 7, 1851, Per Andersson wrote the first letter sent from Ki Chi Saga:

"There are now 10 of us who started farming this summer, 9 Swedes and 1 American. Only 3 of us have families, the others are single men, but I hope that before long the population will increase significantly, for here is room for several parishes and the climate is healthful and splendid."

Andersson was correct, the population would grow. By late 1851, the colony applied for status as a Minnesota County. Somehow the Ojibwa word for Ki Chi Saga was corrupted and to become "Chisago", and it was named Chisago County. The lake, called Buried Eagle and Big Lake at that time began to be known as "Swede Lake". This however, did not sit well with some of the newcomers to the region and "Chisago Lake" became the official designation.

As other settlements developed around the perimeter of Chisago Lake, the little village of Swedish colonists at Norbergsholmen became the center of the larger community. It seemed natural, as its first plat map was prepared in 1858, that it would be called "Center City". In the decades to come thousands of Swedish emigrants followed the same path, as did their predecessors in 1850-51. The whole area of southern Chisago County (with Center City in the middle) became known as "America's Little Sweden".



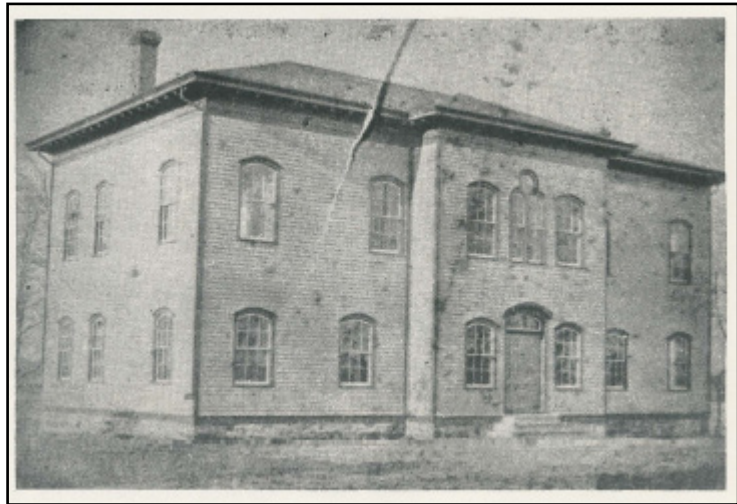
UPPER TOWN PLAT 1888

After a few years, Anders Svensson, the last member of the original party remaining in the area, platted the town site (Upper Town) in 1857. The name Center City came from its central location in the settlement and the village was replatted in 1880-1883, 1884 and again in the 1890's. The City was incorporated in 1851.

The portion of Center City known as Upper Town developed as a farm center and included a variety of businesses including general stores, sawmill, hardware stores, telephone office, bank, hotel, bookshop, and granite works. Eventually many of these businesses moved closer to the train depot after the railroad came to

town in 1880 or were eventually lost to fire. As the area south of upper town began to develop, known as, Lower Town, significant structure were constructed along a one block stretch known as the Summit Avenue business district or current downtown. The area between Upper and Lower Town along a two block stretch of Summit Avenue, which includes the Lutheran Church and numerous turn of the century houses fronting North Center Lake, was identified in 1981 as the best collection of turn-of-the-century houses in Chisago County. This area is now known as the Center City Historic District and was listed on the National Register of Historic Places on July 21, 1980. The District contains over ninety acres and nineteen structure which are mainly Queen Anne and Romanesque in architecture.

In September of 1851, Chisago County was established, with Taylors Falls as the county seat. Like many counties this was a controversial decision and the county seat was moved to Chisago City in 1862 then to Center City in 1875 to 1876 when a new courthouse was built. The original courthouse was placed on the National Register of historic places in 1990 and later was moved to nearby Almelund in 1993 by the Save the Courthouse Committee.



ORIGINAL CHISAGO COUNTY COURTHOUSE

In 1948, Swedish author and historian, Vilhelm Moberg, arrived to spend the summer researching for an historical novel. When "The Emigrants" was published it was an instant success. The book and subsequent movie of the same name have brought numerous visitors from Sweden to see the new homeland of the fictional characters Karl Oskar and Kristina Nilsson. So real do Moberg's characters seem that some say they were real people. It has been reported that on a warm summer evening, these two can be seen watching over the lake.

B. Regional Setting

Center City is situated approximately 35 miles northeast of the Twin Cities Metropolitan area and is located in the south central portion of Chisago County. Figure 1-1 illustrates Center City in its regional setting. Center City also serves as the county seat for Chisago County. The community is served by US Highway 8 and a number of County roadways serve the Center City area including County Road 82 and County State Aid Highways 37, 32, 9, 12, 26 and 20.

Center City is contained within the Lower St. Croix Watershed and within the political boundaries of US Congressional District 8 and MN Legislative District 17B. The City is bordered by the City of Lindstrom and North and South Center Lakes to the west, Chisago Lake Township to the north and east and Franconia Township to the south.

Chisago County has been identified as one of the fastest growing counties in Minnesota and is

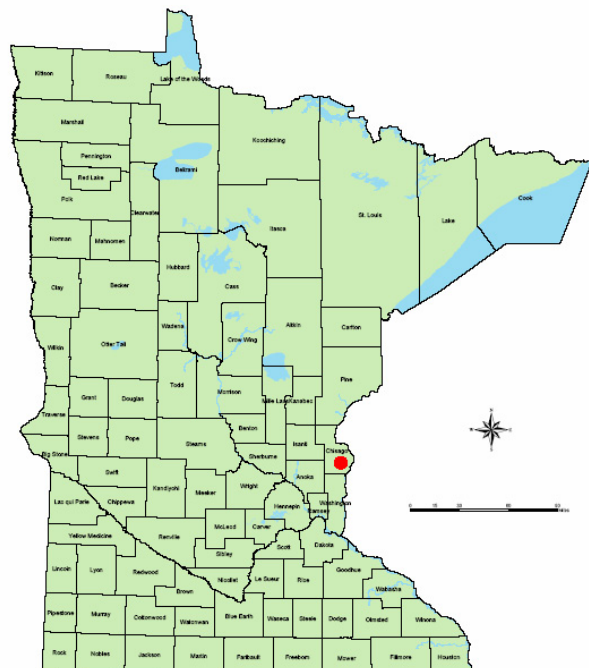


FIGURE 1-1 REGIONAL SETTING

located just outside the seven-county metropolitan area. Center City is the smallest of ten communities in Chisago County and has a population of 608 according to the 2008 State Demographer's estimate. This is an increase of 4.5% from the reported 2000 population of 582 people. Center City contains approximately 394 acres (0.62 square miles) of land and 6 acres (.01 square miles) of water for a total area of 400 acres (0.63 square miles).

IV. PLANNING FRAMEWORK

This Comprehensive Plan is the product of several entities and systematic, ongoing, forward-looking processes including:

- The completion of a community survey with a cross section of community leaders, city staff members and consultants;
- Gathering of historical data from the city, county, state and U.S. Census;
- Analysis of opportunities and constraints leading to the formation of goals and objectives;
- Review of City Ordinances;
- Public meetings, both community wide and business, providing perspectives from residential and business communities;
- Review of the previous Center City Comprehensive Planning documents;
- Review of the Chisago County Comprehensive Plan;
- Inventory of pertinent information, statistical data, and existing structures;
- Input from the adjacent cities and townships, school district and Chisago County representatives;
- Input from City agencies/commissions, including the EDA, the Planning Commission, the Park Board, Historical Preservation Committee and the City Council; and,
- City staff participation.

V. COMMUNITY'S UNIQUE STRENGTHS AND CHALLENGES

A Community Visioning Session was held on February 4, 2009 to kick off the Comprehensive Planning process. Approximately 25 people attended and participants were asked to identify the most positive aspects of living or working in Center City. The following are the most common responses received:

- The small town atmosphere;
- The hills, lakes and open spaces;
- The historic downtown and homes;
- The range of affordable homes;
- The location/proximity to the metropolitan area; and,
- The neighborhoods and people of the community.

As the City continues to grow and change, residents and businesses believe the community will be faced with a number of challenges or opportunities. Participants in the February 4, 2009 Visioning Session identified the major challenges facing Center City as:

- Lack of economic opportunity;
- Lake water quality;
- Preserve the historic downtown business activity and downtown commerce;
- Due to the small size of Center City, funds may lack to upgrade infrastructure;
- Retain the Chisago County seat; and,
- Planning for future growth.

As part of the Visioning Session, a survey was distributed for those in the attendance to fill out. In all 28 surveys were collected. Following is a summary of responses from some of the questions included in the survey.

As part of the community survey process each participant was asked to rate both the current situation and future outlook of different policy areas within the community by scoring them from 1 to 5 with 1 being very poor and 5 being excellent. Table 1-1 and Table 1-2 on the following page show the results from the survey by number and percentage.

TABLE 1-1 COMMUNITY SURVEY RESPONSE TO QUESTION NUMBER 1 – CURRENT SITUATION

Policy Area	1 Very Poor	2 Poor	3 Average	4 Good	5 Excellent
Vitality of downtown	2 (7.4%)	14 (51.9%)	10 (37.0%)	1 (3.7%)	0 (0.0%)
Neighborhood quality	0 (0.0%)	1 (3.8%)	3 (11.5%)	16 (61.5%)	6 (23.1%)
Farmland preservation	2 (9.1%)	6 (27.3%)	10 (45.5%)	4 (18.2%)	0 (0.0%)
Housing affordability	0 (0.0%)	2 (7.7%)	17 (65.4%)	4 (15.4%)	3 (11.5%)
Economic opportunity	7 (25.0%)	15 (53.6%)	5 (17.9%)	0 (0.0%)	1 (3.6%)
Housing quality	0 (0.0%)	0 (0.0%)	13 (48.1%)	12 (44.4%)	2 (7.4%)
Urban aesthetics	1 (4.0%)	6 (24.0%)	10 (40.0%)	6 (24.0%)	2 (8.0%)
Traffic flow	2 (7.1%)	8 (28.6%)	10 (35.7%)	7 (25.0%)	1 (3.6%)
Open Space	1 (3.6%)	5 (17.9%)	12 (42.9%)	8 (28.6%)	2 (7.1%)
Recreation opportunities	0 (0.0%)	6 (21.4%)	8 (28.6%)	13 (46.4%)	1 (3.6%)
Air quality	0 (0.0%)	3 (11.5%)	4 (15.4%)	7 (26.9%)	12 (46.2%)
Water quality	6 (21.4%)	8 (28.6%)	7 (25.0%)	5 (17.9%)	2 (7.1%)
Public safety	1 (3.6%)	1 (3.6%)	5 (17.9%)	15 (53.6%)	6 (21.4%)
Urban land consumption	1 (4.2%)	8 (33.3%)	13 (54.2%)	1 (4.2%)	1 (4.2%)
Infrastructure	2 (7.4%)	8 (29.6%)	16 (59.3%)	1 (3.7%)	0 (0.0%)

Source: February 4, 2009 Visioning Meeting Community Survey

TABLE 1-2 COMMUNITY SURVEY RESPONSE TO QUESTION NUMBER 1 – FUTURE OUTLOOK

Policy Area	1 Very Poor	2 Poor	3 Average	4 Good	5 Excellent
Vitality of downtown	2 (7.7%)	4 (15.4%)	7 (26.9%)	9 (34.6%)	4 (15.4%)
Neighborhood quality	1 (4.0%)	0 (0.0%)	6 (24.0%)	1 (44.0%)	7 (28.0%)
Farmland preservation	4 (18.2%)	8 (36.4%)	6 (27.3%)	2 (9.1%)	2 (9.1%)
Housing affordability	1 (4.2%)	2 (8.3%)	10 (41.7%)	7 (29.2%)	4 (16.7%)
Economic opportunity	0 (0.0%)	8 (30.8%)	9 (34.6%)	7 (26.9%)	2 (7.7%)
Housing quality	0 (0.0%)	0 (0.0%)	7 (29.2%)	13 (54.2%)	4 (16.7%)
Urban aesthetics	2 (8.3%)	2 (8.3%)	6 (25.06%)	10 (41.7%)	4 (16.7%)
Traffic flow	2 (8.0%)	3 (12.0%)	9 (36.0%)	6 (24.0%)	5 (20.0%)
Open Space	5 (20.0%)	2 (8.0%)	7 (28.0%)	4 (16.0%)	7 (28.0%)
Recreation opportunities	1 (3.8%)	3 (11.5%)	4 (15.4%)	10 (38.5%)	8 (30.8%)
Air quality	2 (8.7%)	2 (8.7%)	5 (21.7%)	8 (34.8%)	6 (26.1%)
Water quality	6 (25.0%)	3 (12.5%)	2 (8.3%)	9 (37.5%)	4 (16.7%)
Public safety	2 (8.3%)	2 (8.3%)	6 (25.0%)	5 (20.8%)	9 (37.5%)
Urban land consumption	5 (22.7%)	5 (22.7%)	6 (27.3%)	1 (4.5%)	5 (22.7%)
Infrastructure	2 (8.3%)	3 (12.5%)	9 (37.5%)	7 (29.2%)	3 (12.5%)

Source: February 4, 2009 Visioning Meeting Community Survey

Those who responded to the survey were asked to prioritize which issues should be a priority in Center City. When they rated each item 1 was considered a low priority and 5 was a high priority. Table 1-3 on the next page illustrates the responses for each issue by categorizing them by number and percentage for each response.

TABLE 1-3 COMMUNITY SURVEY RESPONSE TO QUESTION NUMBER 6

Issue	1 Low	2 Low- Medium	3 Medium	4 Medium- High	5 High
Improve traffic routes	1 (4.0%)	4 (16.0%)	6 (24.0%)	8 (32.0%)	6 (24.0%)
Limit urban sprawl	3 (12.0%)	5 (20.0%)	1 (4.0%)	4 (16.0%)	12 (48.0%)
Secure an annexation agreement	4 (16.7%)	4 (16.7%)	3 (12.5%)	9 (37.5%)	4 (16.7%)
Make land available for residential development	4 (16.7%)	4 (16.7%)	12 (50.0%)	2 (8.3%)	2 (8.3%)
Curtail loss of agriculture land to urbanization	0 (0.0%)	5 (20.0%)	6 (24.0%)	5 (20.0%)	9 (36.0%)
Reduce high housing costs	2 (8.3%)	5 (20.8%)	11 (45.8%)	3 (12.5%)	3 (12.5%)
Increase infrastructure (water, sewer) capacity	1 (4.3%)	4 (17.4%)	10 (43.5%)	4 (17.4%)	4 (17.4%)
Downtown preservation/revitalization	0 (0.0%)	1 (4.0%)	2 (8.0%)	6 (24.0%)	16 (64.0%)
Cope with lack of government funding	2 (8.3%)	0 (0.0%)	6 (25.0%)	9 (37.5%)	7 (29.2%)
Avoid destruction of wildlife habitat	0 (0.0%)	2 (7.7%)	4 (15.4%)	7 (26.9%)	13 (50.0%)
Avoid destruction of wetlands	0 (0.0%)	2 (8.0%)	2 (8.0%)	5 (20.0%)	16 (64.0%)
Prevent water pollution	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (4.0%)	24 (96.0%)
Protect groundwater supply (volume)	0 (0.0%)	1 (4.2%)	0 (0.0%)	4 (16.7%)	19 (79.2%)
Eliminate city government "red tape"	1 (4.2%)	6 (25.0%)	6 (25.0%)	4 (16.7%)	7 (29.2%)
Prevent/reverse general decline of city	0 (0.0%)	0 (0.0%)	3 (13.0%)	3 (13.0%)	17 (73.9%)
Provide sufficient low-income housing	4 (16.7%)	3 (12.5%)	10 (41.7%)	6 (25.0%)	1 (4.2%)
Reverse govt. encroachment on property rights	4 (16.7%)	2 (8.3%)	7 (29.2%)	6 (25.0%)	5 (20.8%)
Preserve environmentally sensitive land	0 (0.0%)	1 (4.0%)	4 (16.0%)	2 (8.0%)	18 (72.0%)
Embrace green design/development concepts	0 (0.0%)	2 (8.0%)	1 (4.0%)	5 (20.0%)	17 (68.0%)

Source: February 4, 2009 Visioning Meeting Community Survey

Other comments received through the Visioning Session, survey process, city staff members and consultants and from planning commission meetings are contained within the various chapters of this Plan. This Plan is a statement of the direction the City will follow to achieve its goals.

VI. GUIDING PRINCIPALS

A. Sense of Community

A sense of community is an elusive yet vital component of a healthy community. It encompasses elements such as image, spirit, heritage, character and pride, along with processes such as communication, inter-group relations, and networking. Many times a sense of community has deep historical roots and is centered around a place, building, or event such as a festival, church or 4th of July parade which has been in the community for generations. Center City has traditionally focused on its Swedish heritage, the historic Summit Avenue District and downtown, the Lutheran Church, pride in being the Chisago County seat and its lakes. Communities can also come together around a crisis or an opportunity, and find a shared purpose, intent, or vision such as protecting children, preventing crime or reinventing the community. A sense of community can also come from a collective vision, where community members are asked to participate in creating the vision versus being told what their vision is. Ease of mobility and increased ability to communicate mean that today many people have decreasing loyalty to their community of place. Many regularly uproot to follow economic opportunity. However, for an increasing number, quality of life is an important factor in their decision to relocate. As well as good schools, affordable housing, economic opportunities, clean air and water and low crime, a sense of community is increasingly a key factor. And for those people, communities that welcome newcomers, invite their participation, and value their residents, will surely attract those willing and active individuals, adding to the strength of the community. Building a sense of community requires fostering a sense of connection among citizens and developing a sense of civic pride.

The City of Center City has recognized that a sense of community is at the core of all efforts to strengthen and build community. It is from this shared understanding and appreciation for community connectiveness that this Plan has been prepared. Throughout the course of the Plan, each element has been established with the following vision in mind:

The City of Center City is committed to establishing a foundation from which a sense of community and pride is fostered for its citizens so that all families and individuals can experience quality of life, share in our economic prosperity, and participate in building a safe, healthy, educated, just and caring community.

Open communication and networking are key ingredients in fostering a sense of community which also takes involved citizens. A sense of community involves joining together to work on community issues, celebrate, listen, vision, plan, problem solve and make decisions. Cities with a sense of community include those where members:

- Contribute to and hold a common vision for the future;
- Respect and celebrate their heritage, diversity, and resources;
- Share information;
- Have a strong, positive identity;
- Uphold a shared set of values, rights and responsibilities; and,
- Foster an atmosphere of civility, trust, and respect.

Healthy, sustainable and safe communities do not just happen, they are the product of people working together and investing time, energy and commitment. Children and youth are critical to the future of the City and region. The entire community should share in supporting their growth and development. City government has an important role to play, but institutions alone cannot create or sustain community. By their involvement in civic and neighborhood activities, people see the impact of their own actions, recognize the difference they make, and can become acquainted with the people around them. This reinforces the understanding that personal responsibility is crucial to the development of a vibrant, growing community. Government can support efforts by encouraging participation from all sectors of the community.

B. 2009 Guiding Principals

Based on the community input, city commissions and committees, staff guidance and consultant experience, the 2009 Comprehensive Plan is being developed with the following guiding principals:

Center City strives to:

- Preserve and promote the natural resources which make the City of Center City unique, such as the lakes, the topography and wetlands;
- Promote a high quality of life with functioning parks, trails and other recreational opportunities which not only serve a local purpose but serves as a stopping point for regional trails;
- Promote an atmosphere which captures the spirit of a small town;
- Continue to provide and expand a safe and wholesome environment for residents and businesses;
- Portray an attitude that encourages a vibrant business community;
- Preserve and promote the Historic Downtown and Summit Avenue as a place for people to gather; and,
- Establish a sense of community which encompasses the history and character of Center City to promote a strong identity.

CHAPTER 2 – DEMOGRAPHIC TRENDS AND PROJECTIONS

In order to analyze future housing, park and recreation, governmental, utility and transportation needs of the City it is important to review historic trends that have occurred and develop assumptions for the future growth of the community. Population projections, land use and housing needs are dependent upon a number of factors including those which are outside of the City's control, however projections are necessary in order to assist the City in its long range planning for appropriate infrastructure and services and funding of those items. The information contained in this Chapter has been obtained through statistical data released by the United States Census Bureau, the State Demographer's Office, Chisago County, and the City of Center City, including building permit activity.

I. DEMOGRAPHIC TRENDS AND PROJECTIONS SUMMARY

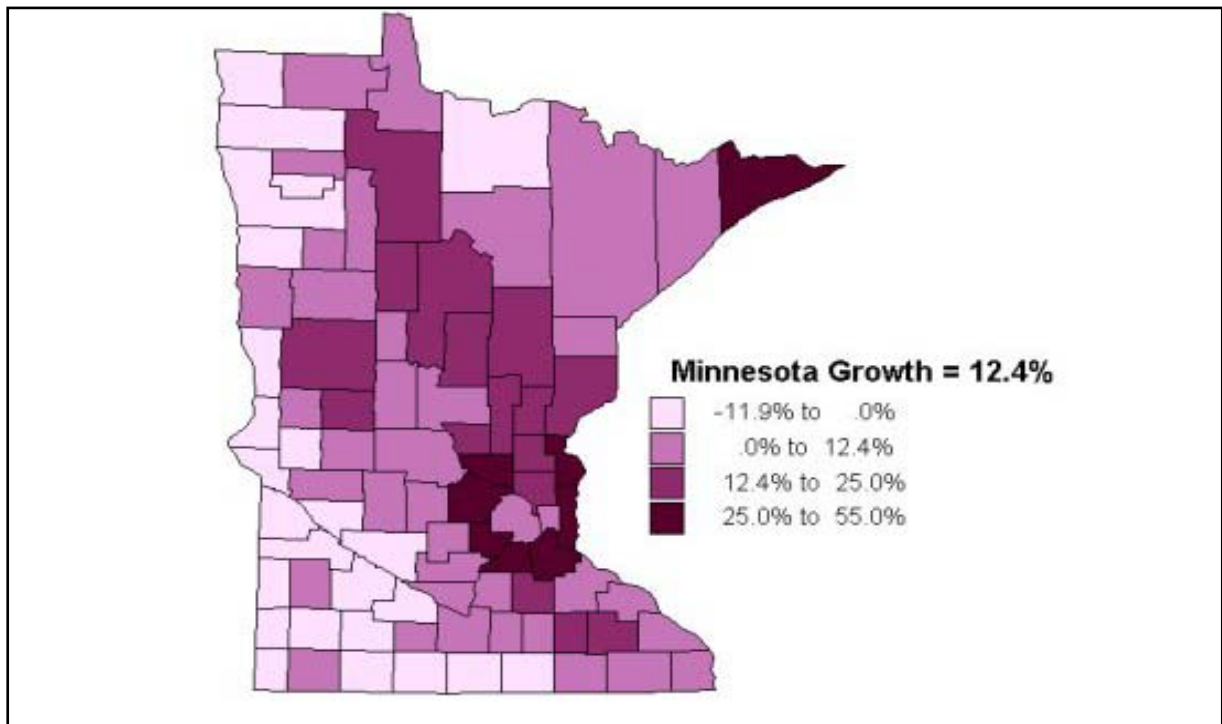
- **Population and Housing.** The Minnesota Department of Administration State Demographic Center estimated that the City of Center City's population as of 2008 was 608, an increase of 26 residents from the year 2000 (582), which was up from 451 persons in 1990 and down from 458 in 1980. The U.S. Census Bureau calculated a census household number of 194 housing units in 2000, an increase from a household number of 145 in 1990. The State Demographic Center estimated 220 housing units in the 2008 or a 51.7% increase since the year 1990.
- **Population Projected Growth.** The Minnesota State Demographic Center projects a 2035 population of 939. This is a 54.4% increase from the 2008 population estimate of 608 people.
- **Age** distribution statistics indicate the City of Center City had a median age of 39.1 years (2000 Census). This is older than Chisago County's median age of 34.3 years; the Minnesota median age of 35.4 years and the U.S. median age of 35.3 years per the 2000 Census. 25.9% or 150 people in Center City during the year 2000 was 19 years or under and 11.9% or 69 people were ages 65 or older.
- **Gender.** 2000 Census information identifies a gender distribution of 52.9% male to 47.1% female within the City of Center City. The ratio is weighted more towards males than Minnesota (50.5% female to 49.5% male) and nation (50.9% to 49.1%).
- **Income.** The Housing and Urban Development (HUD) Section 8 Income Guidelines places the estimated 2008 median family income in Chisago County at \$80,917. The 2000 Census reports a median family income in the City of Center City of \$51,875. It is estimated that a total of 33 individuals in the City of Center City are below the poverty level (2000 Census).
- **Employment.** The Minnesota Department of Employment and Economic Development estimates 27,692 people in the labor force in Chisago County in August, 2009, with 25,207 employed, resulting in a 9.1% unemployment rate. During this same time period Minnesota had an unemployment rate of 7.6% and the United States unemployment rate was 9.6%.
- **Travel Time to Work.** According to the 2000 Census, workers in Center City traveled an average of 33.9 minutes to their place of employment. This is comparable to workers within Chisago County which reported an average of 31.9 minutes for a commute time. The national mean travel time to work reported as a part of the 2000 Census was 25.5 minutes.

II. POPULATION TRENDS

A. Regional and Statewide Context

According to information from the U.S. Census Bureau, the population of the City of Center City increased by 80% since 1970, from 324 persons in 1970 to 458 persons in 1980 to 451 in 1990, to 582 persons in 2000. Chisago County also experienced growth since 1970 with an increased rate of 135% during these decades. Figure 2-1, below illustrates Minnesota's Population Change according to County.

**FIGURE 2-1
MINNESOTA POPULATION CHANGE BY COUNTY 1990 – 2000**



Source: U.S. Census Bureau

Overall Minnesota's population is projected to grow to 5.45 million by 2010 and 6.45 million by 2035. The State Demographers most recent population estimate for Minnesota in the year 2007 was about 5.26 million. Gains are expected to be greatest in the Rochester-Twin Cities-St. Cloud corridor, but many rural areas can anticipate growth as well, especially if they have lakes and forests. Chisago County is projected to be the fifth fastest growing county in the State through the year 2035 behind Scott, Sherburne, Wright and Isanti counties, which are all peripheral counties of the Twin Cities Metropolitan area. Nineteen counties, mostly in western Minnesota, are expected to lose population by 2035.

Table 2-1, on the following page, shows the changes in population that have taken place over time in Center City and the surrounding townships and cities. Comparisons also are made with Chisago County and the State of Minnesota. The population in general has increased over the years and is a trend that is expected to continue.

TABLE 2-1 LOCAL POPULATION TRENDS

Geographic Area	1970	1980	1990	Change 1970-1990	Percent Change 1970-1990	2000	Change 1990-2000	Percent Change 1990-2000
Center City	324	458	451	127	39.2%	582	131	29.0%
Chisago City	1,068	1,634	2,009	941	88.1%	2,622	613	30.5%
Lindstrom	1,260	1,972	2,461	1,201	95.3%	3,015	554	22.5%
Shafer	149	180	368	219	147.0%	343	-25	-6.8%
Taylors Falls	587	623	694	107	18.2%	951	257	37.0%
Chisago Lake Township	2,319	2,629	3,057	738	31.8%	3,276	219	7.2%
Franconia Township	650	1,007	1,151	501	77.1%	1,128	-23	-2.0%
Shafer Township	636	768	727	91	14.3%	646	-81	-11.1%
Chisago County	17,492	25,717	30,521	13,029	74.5%	41,101	10,580	25.7%
Minnesota	3,806,103	4,075,970	4,375,099	568,996	14.9%	4,919,479	544,380	12.4%

Source: US Census Bureau

Table 2-2 below illustrates the population change since the year 2000 by using the Minnesota State Demographic Center estimates from the year 2008. The State Demographic Center is required by law to produce annual population and household estimates for counties, cities and townships. Estimates are released in July and are benchmarked to April 1 of the previous year. The estimates are used to determine local government aid and levy limits. Population and household estimates for counties, cities and townships within the seven-county Twin Cities metropolitan area are produced independently by the Metropolitan Council. As Table 2-2 shows, the Center City area has experienced growth since 2000, however the most recent numbers from 2008 show a 52 person decrease from the year 2007, which may take into account the current recession that began in 2007.

TABLE 2-2 POPULATION ESTIMATES

Geographic Area	2000	2008 Estimate	Change 2000-2008	Percent Change 2000-2008
Center City	582	608	26	4.5%
Chisago City	2,622	4,718	2,096	80.0%
Lindstrom	3,015	4,012	997	33.1%
Shafer	343	861	518	151.0%
Taylors Falls	951	1,039	88	9.3%
Chisago Lake Township	3,276	3,701	425	13.0%
Franconia Township	1,128	1,400	272	24.1%
Shafer Township	646	775	129	20.0%
Chisago County	41,101	50,384	9,283	22.6%
Minnesota	4,919,479	5,287,976	368,497	7.5%

Source: Minnesota State Demographic Center

B. City of Center City Context

The growth within Center City and the area has been facilitated by a number of items including its proximity to the Twin Cities, strong growth within Chisago County and upgrades to Highway 8. These factors, along with its lakes, topography, historical and cultural heritage, natural resources and small town atmosphere make Center City an attractive location for those desiring to live in a small community setting close to metropolitan amenities. It is reasonable to expect that the City's population will continue to grow as people migrate from the growing metropolitan areas in search of a more rural lifestyle and as existing younger residents of the City begin to establish families. The rate of growth in Center City actually decreased from 29.0% from 1990 - 2000 to 4.5% from 2000 - 2008 even though the neighboring cities of Chisago City, Lindstrom and Shafer saw significant increases in growth with Shafer actually passing Center City in overall population to make Center City the smallest city in Chisago County.

III. POPULATION AND HOUSEHOLD PROJECTIONS

A. State Demographic Center Population Projections

Projections are estimates of future populations based on statistical models that extrapolate past and present trends into the future. Projections can be created through very simple or very complex calculations. The type of calculations used is based on the available data and desired use of the projection. Forecasts are also estimates of a future population based on statistical models. Forecasts, however, include additional adjustments made to reflect assumptions of future changes. It is noted that actual population, household and employment projections are affected by a number of factors including things outside of the City's control such as state and nation economy, gas prices, interest rates, etc, but are also affected by local factors such as development fees, availability of utilities and zoning regulations.

The role that population projections play is central for forecasting future municipal services, and infrastructure, and future retail, commercial and industrial market potential. Projections of population and households in Center City were obtained from the Minnesota State Demographic Center, which utilizes an average of middle values of four methods of projections, controlled to the county's projection. The population projections are through the year 2035 and in five year increments. Center City used these projections to ensure municipal infrastructure is adequately planned for. The construction of infrastructure is proposed to occur as actual growth occurs, rather than based on years projected households and employment are forecasted.

Table 2-3 on the following page includes population projections for all the cities within Chisago County as well as the neighboring townships and Chisago County. Center City is projected to be one of the slowest growing cities within Chisago County at 54.4% between the years 2008 to 2035 growing faster than the Cities of Wyoming, Chisago City and Stacy. Center City is predicted to grow faster than those three cities only because of the recent annexation of the entire Township of Wyoming into the Cities of Wyoming, Chisago City and Stacy. The projections for these three cities do not included the added projections for the former Wyoming Township portions but the 2008 estimate does. If the projections included the projections for Wyoming Township all three cities growth rate would exceed Center City's growth rate. Due to this Center City is predicted to remain the smallest community in Chisago County.

**TABLE 2-3
POPULATION PROJECTIONS FOR CHISAGO COUNTY CITIES AND SELECTED TOWNSHIPS**

City	2008 Estimate	2010	2015	2020	2025	2030	2035	Percent Increase 2008-2035
Center City	608	687	750	803	846	894	939	54.4%
Chisago City*	4,718	4,821	5,292	5,695	6,020	6,392	6,735	42.8%
Harris City	1,258	1,462	1,638	1,792	1,920	2,063	2,196	74.6%
Lindstrom	4,012	4,568	5,146	5,651	6,071	6,541	6,980	74.0%
North Branch	10,370	13,635	16,910	19,883	22,459	25,267	27,919	169.2%
Rush City	3,072	3,629	4,200	4,709	5,142	5,620	6,069	97.6%
Shafer	861	1,031	1,192	1,335	1,457	1,591	1,717	99.4%
Stacy*	1,432	1,491	1,609	1,707	1,784	1,874	1,956	36.6%
Taylor's Falls	1,039	1,208	1,355	1,483	1,589	1,708	1,819	75.1%
Wyoming*	6,940	4,421	5,069	5,642	6,124	6,660	7,161	3.2%
Chisago Lake Twp.	3,701	4,078	4,409	4,685	4,903	5,156	5,387	45.6%
Franconia Twp.	1,400	1,510	1,615	1,701	1,766	1,844	1,915	36.8%
Shafer Twp.	775	850	907	953	987	1,029	1,066	37.5%
Chisago County	50,384	59,160	67,880	75,600	82,100	89,320	96,080	90.7%

Source: Minnesota State Demographic Center

* Projections do not include recently annexed portions of Wyoming Township

Table 2-4, below, illustrates that while the city and county are both growing in population, the population of Center City is growing at a slower rate and as a percent of the total county population has gradually decreased since 1970 and is projected to continue to decrease into the foreseeable future.

TABLE 2-4 CENTER CITY PERCENT OF COUNTY POPULATION

Year	Center City Population	Chisago County Population	Percent of County Population
1970	324	17,492	1.9%
1980	458	25,717	1.8%
1990	451	30,521	1.5%
2000	582	41,101	1.4%
2008 estimate	608	50,384	1.2%
2010	687	59,160	1.2%
2015	750	67,880	1.1%
2020	803	75,600	1.1%
2025	846	82,100	1.0%
2030	894	89,320	1.0%
2035	939	96,080	1.0%

Source: US Census Bureau & Minnesota State Demographic Center

B. Center City Population Projections and Annexation

It is understood the nature of the City's future with respect to economic development and housing, agricultural, tourism, retail, commercial, and industrial market potentials depends to a great extent on the

population growth that may take place in the coming years. The role that population projections play in all of these areas is central. As such, the provision of high quality projections has been a basic aim for this report and for support of community and/or municipal service policy development.

The above tables that project the future population do not take into account the additional population and households resulting in the possible annexation of already developed land in the townships, as those areas would not require additional raw land for development.

The City understands that since Orderly Annexation Agreements are not in place with the neighboring townships, this may impact the population projections. Even though the projections show Center City to grow at the slowest rate of any city in Chisago County, it is not unreasonable to expect that growth could occur at a faster pace with both annexation of already developed land (lakeshore residences that need public water and sewer) or future development, both or which probably will require annexation of some form.

The City of Center City expects growth to occur in the future and should prepare for it. In the past, Center City has been restricted in growth because of physical boundaries such as the lakes to east, west and south and the corporate boundaries of the City of Lindstrom west of the city. Recently water and sewer infrastructure was extended approximately a mile east along Highway 8 which will open up development possibilities that have not been possible in the past. This could lead to an increase in growth and one that should not come as a surprise.

The city may want to begin discussing with the neighboring townships the possibility of developing an Orderly Annexation Agreement for the possibility of future growth. According to the U.S. Census Bureau, the existing size of the City was approximately 307 acres or 0.48 square miles in the year 2000. Since that time over 93 acres or 0.15 square miles of land have been annexed to Center City under nine separate annexations either by annexation by ordinance or orderly annexation. Currently the City contains 400 acres or 0.63 square miles. The following Table 2-5 shows the annexations that have occurred since the year 2000.

TABLE 2-5 CENTER CITY ANNEXATIONS (2000 – PRESENT)

Docket Number	Acres	Description	Filed Date
A-6288	5.0	Annexation by Ordinance	May 8, 2000
OA-182-7	1.0	Orderly Annexation	May 8, 2000
A-6588	1.0	Annexation by Ordinance	October 15, 2001
A-6618	0.04	Annexation by Ordinance	December 10, 2001
A-6642	1.6	Annexation by Ordinance	February 7, 2002
OA-1140-1	21.0	Orderly Annexation	April 18, 2005
A-7516	3.74	Annexation by Ordinance	January 10, 2007
OA-1385-1	59.08	Orderly Annexation	March 19, 2008
A-7690	1.0	Annexation by Ordinance	July 23, 2009
Total Acres	93.46		

Source: State of Minnesota Municipal Boundary Adjustments

IV. HOUSEHOLD GROWTH

Various data sources can be reviewed to provide a profile of the households in Center City. The State Demographer's Office, 1990 and 2000 census data indicates the number of households within the City increased 51.7% over the past decade from 145 in 1990 to 194 in 2000 to an estimated 220 in 2008.

Household growth within the City is expected between now and 2035. A breakdown of projected household growth by household type within Chisago County is illustrated in Table 2-6 below. Total households with Chisago County are expected to increase 115.4% between the year 2005 and 2035 to a total of 38,550 households with the largest increases in living alone age 65 and older and householders age 65 and older.

TABLE 2-6 CHISAGO COUNTY HOUSEHOLD PROJECTIONS

Household Type	2005	2010	2015	2020	2025	2030	2035	Projected Percent change 2005- 2015	Projected Percent change 2005- 2035
Married Couples with Related Children	5,744	6,550	7,220	7,850	8,130	8,500	8,750	25.7%	52.3%
Married Couples without Related Children	5,559	6,980	8,320	9,850	11,310	12,780	14,280	49.7%	156.9%
Other Families with Related Children	1,844	2,300	2,700	2,910	3,040	3,220	3,360	46.4%	82.2%
Other Families without Related Children	512	640	740	850	980	1,110	1,230	44.5%	140.2%
Living Alone	3,293	4,130	4,980	5,890	6,790	7,890	9,020	51.2%	173.9%
Living Alone, age 65 and older	1,190	1,430	1,720	2,200	2,850	3,680	4,490	44.5%	277.3%
Other Non-family Households	947	1,180	1,370	1,500	1,620	1,790	1,910	44.7%	101.7%
Householders ages 15 to 24	696	670	700	740	820	910	970	0.6%	39.4%
Householders ages 25 to 44	8,339	9,670	10,860	11,780	11,790	12,020	12,420	30.2%	48.9%
Householders ages 45 to 64	6,096	8,080	9,650	10,960	12,260	13,440	14,571	58.3%	139.0%
Householders ages 65 and Older	2,796	3,350	4,120	5,370	7,000	8,920	10,580	47.4%	278.4%
TOTAL HOUSEHOLDS	17,899	21,770	25,340	28,850	31,870	35,290	38,550	41.6%	115.4%

Source: Minnesota State Demographic Center

The existing house stock within the community can provide important insight both projecting future household types and identifying potential opportunities related to promoting a variety of life-cycle housing. Table 2-7 on the following page illustrates differences in owner occupied versus renter occupied housing within Center City and the neighboring cities as well as the Chisago County and the Minnesota. The statistics indicate a high concentration of owner occupied housing options within Center City compared to the surrounding communities.

TABLE 2-7 OCCUPIED HOUSING STATISTICS – 2000 CENSUS

Area	Owner-Occupied	Owner-Occupied Percent of Occupied Units	Renter Occupied	Renter-Occupied Percent of Occupied Units
Center City	182	93.8%	12	6.2%
Chisago City	649	62.5%	389	37.5%
Lindstrom	1,038	84.7%	187	15.3%
Shafer	107	86.3%	17	13.7%
Taylors Falls	282	76.4%	87	23.6%
Chisago Lake Twp.	1,068	94.8%	59	5.2%
Franconia Twp.	296	93.7%	20	6.3%
Shafer Twp.	207	94.5%	12	5.5%
Chisago County	12,587	87.1%	1,867	12.9%
Minnesota	1,412,865	74.6%	482,262	25.4%

Source: US Census Bureau

Since the 2000 Census data is already nine years old, building permits assist with identifying more recent trends. Table 2-8 illustrates the number of new single-family homes and multi-family units constructed since 2001. Since 2001, a total of 42 units have been constructed in Center City which includes 18 single family homes and a 24 unit senior housing complex.

**TABLE 2-8
NEW HOUSING UNITS IN CENTER CITY SINCE 2001**

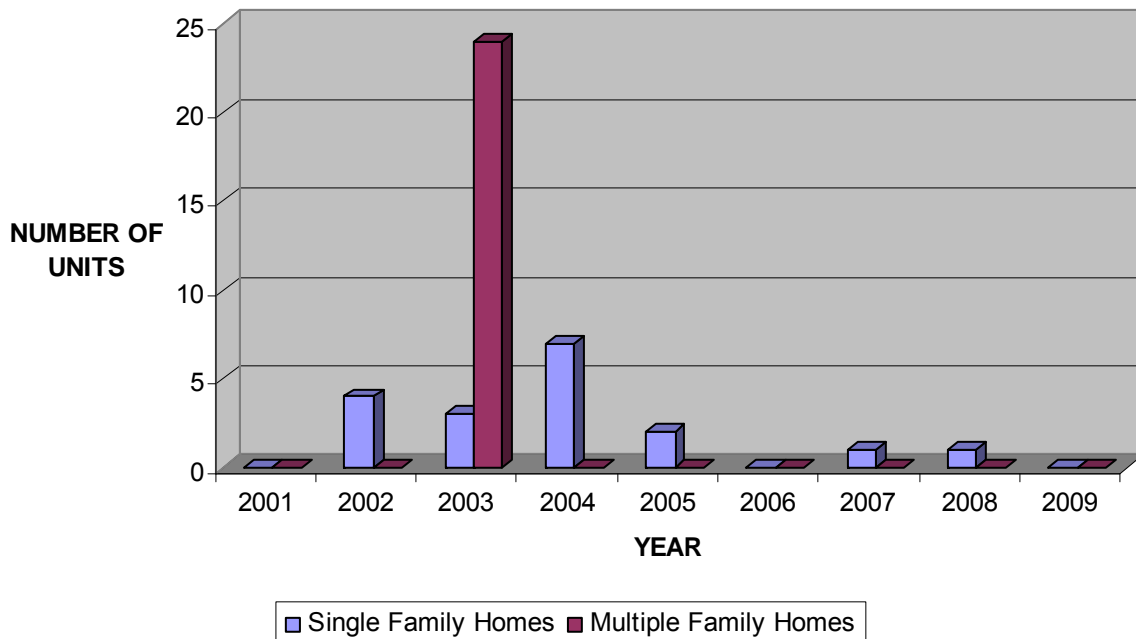
Year	New Single Family Homes	New Multiple Family Units
2001	0	0
2002	4	0
2003	3	24
2004	7	0
2005	2	0
2006	0	0
2007	1	0
2008	1	0
2009*	0	0
Total	18	24

Source: Center City Building Permit Records from Chisago County

*2009 Building Permits January 1st through August 28th

Figure 2-2 on the next page illustrates the number of new housing units per year.

FIGURE 2-2 NEW HOUSING UNITS IN CENTER CITY SINCE 2001



Source: Center City Building Permit Records from Chisago County
 * 2009 Building Permits January 1st through August 28th

By comparing the building permits historically issued with the State Demographic Center's population projections, trends begin to form as to the future growth of the city as well as future land consumption. Future land consumption is an important part of projecting the future growth of a city and if you can project your growth as to whether it is single family, multiple family, commercial or industrial you can estimate the acreage that will be needed in the future.

V. POPULATION CHARACTERISTICS

A. Household Size and Type

The City's average household size decreased from 2.87 persons per household in 1990 to an average of 2.65 persons per household in 2000. That is between the Chisago County average of 2.79 persons per household and the State of Minnesota average of 2.52 persons per household in 2000.

As of 2000 the total number of housing units was 214 and of those 194 or, 90.7% were occupied housing units. Of the total number of occupied units, the U. S. Census data indicates a significantly higher percent of family households (78.6%) than non-family households (21.4%) within Center City. The Census defines non-family households as those with persons who are not related by birth, marriage or adoption. Table 2-9 on the next page compares the difference between family households and non-family households under owner occupied households within Center City and the neighboring areas.

TABLE 2-9 OWNER-OCCUPIED HOUSEHOLD TYPES

Area	Family Households	Non-Family Households	Total
Center City	143 (78.6%)	39 (21.4%)	182 (100%)
Chisago City	523 (80.6%)	126 (19.4%)	649 (100%)
Lindstrom	783 (75.4%)	255 (24.6%)	1,038 (100%)
Shafer	86 (80.4%)	21 (19.6%)	107 (100%)
Taylor's Falls	214 (75.9%)	68 (24.1%)	282 (100%)
Chisago Lake Twp.	902 (84.5%)	166 (15.5%)	1,068 (100%)
Franconia Twp.	246 (83.1%)	50 (16.9%)	296 (100%)
Shafer Twp.	172 (83.1%)	35 (16.9%)	207 (100%)
Chisago County	10,180 (80.9%)	2,407 (19.1%)	12,587 (100%)
Minnesota	1,068,193 (75.6%)	344,672 (24.4%)	1,412,865 (100%)

Source: US Census Bureau

As depicted in the following Table 2-10 on the following page, the year 2000 statistics indicate just over half of all owner occupied households (68%) consists of married couples. Owner occupied non-family households were 21.4% of all owner occupied households.

TABLE 2-10 OWNER OCCUPIED UNITS HOUSEHOLD TYPE – 2000 CENSUS

Households by Type	Number
Owner Occupied Housing Units	182
Owner Occupied Family Households	143
Owner Occupied Family Households: Married Couple Family	124
Owner Occupied Family Households: Male householder, no Wife Present	4
Owner Occupied Family Households: Female Householder, no Husband Present	15
Owner Occupied Non-family Households	39
Owner Occupied Non-family Households: Male householder	18
Owner Occupied Non-family Households: Female Householder	21

Source: US Census Bureau

As defined in the latest Census, in 2000 there were 308 males (52.9% of the population) and 274 females (47.1% of the population) residing in Center City. The distribution ratio that defined the 1990 Census, reported a 55.2% male to 44.8% female ratio showing that females are becoming a larger part of the city.

B. Age

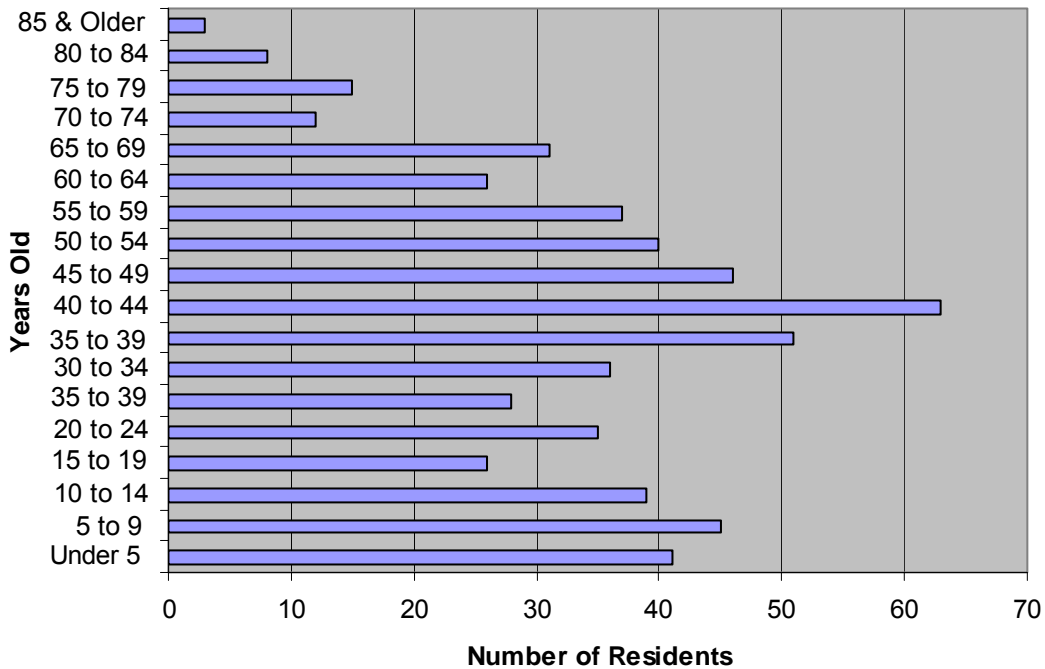
The City of Center City had a median age of 39.1 years (2000 Census). This is quite a bit higher than both Chisago County (34.3) and the State of Minnesota (35.4). The median age in the U.S. in 2000 was 35.3 years. Table 2-11 and Figure 2-3 on the next page identifies the age distribution within Center City. The highest concentration of people is within the 35 to 44 age group.

TABLE 2-11 CENTER CITY AGE GROUP DISTRIBUTION

Age Group (Years)	Center City 2000 Census	Percent of Total Population
Under 5	41	7.0%
5 to 9	45	7.7%
10 to 14	39	6.7%
15 to 19	26	4.5%
20 to 24	35	6.0%
25 to 29	28	4.8%
30 to 34	36	6.2%
35 to 39	51	8.8%
40 to 44	63	10.8%
45 to 49	46	7.9%
50 to 54	40	6.9%
55 to 59	37	6.4%
60 to 64	26	4.5%
65 to 69	31	5.3%
70 to 74	12	2.1%
75 to 79	15	2.6%
80 to 84	8	1.4%
85 and older	3	0.5%
Total	582	100.0%

Source: US Census Bureau

**Figure 2-3 Age Distribution Center City Residents
2000 Census**



Source: US Census Bureau

As indicated in Table 2-12 below and on the next page, the State Demographers Office estimated the population of Chisago County to increase 133.8% from the year 2000 to the year 2035 or 54,979 people to a 2035 projected population of 96,080 compared to only 24.2% for the State of Minnesota. These projections were completed by the MN State Demographic Center and the actual 2000 census figures were used as the 2000 benchmark for projections. It is important to note the significant increase in population in the 55 to 85+ year-old groups with over 300% increases in some of the senior age categories for Chisago County. All Chisago County age groups are projected to increase, with the slowest increases in the 0-4 and 5-9 year old age categories, with 64.2% and 64.5% increases. The projected aging of the population will require changes in the types of housing available, public transportation and recreational opportunities.

**TABLE 2-12
CHISAGO COUNTY & MINNESOTA POPULATION PROJECTIONS BY AGE GROUP**

CHISAGO COUNTY									
Age Group	2000	2005	2010	2015	2020	2025	2030	2035	2000 - 2035 Percent Change
0-4	3,118	3,503	3,970	4,360	4,520	4,590	4,770	5,120	64.2%
5-9	3,513	3,323	4,450	4,930	5,280	5,420	5,610	5,780	64.5%
10-14	3,678	3,572	3,960	4,980	5,410	5,730	5,960	6,140	66.9%
15-19	3,047	3,620	3,800	3,940	4,810	5,170	5,570	5,780	89.7%
20-24	1,938	3,671	3,190	3,270	3,260	3,820	4,260	4,560	135.3%
25-29	2,397	4,259	4,600	4,260	4,260	4,110	4,790	5,230	118.2%
30-34	3,320	3,696	5,320	5,780	6,130	5,460	5,370	6,060	82.5%
35-39	3,919	4,038	4,860	6,300	6,830	6,620	6,670	6,510	66.1%
40-44	3,614	4,448	4,620	5,290	6,520	7,070	7,030	7,060	95.4%
45-49	2,964	3,953	4,880	4,950	5,490	6,520	7,240	7,230	143.9%
50-54	2,319	2,974	4,190	5,010	4,990	5,430	6,470	7,120	207.0%
55-59	1,862	2,351	3,260	4,410	5,150	5,060	5,480	6,440	245.9%
60-64	1,365	1,825	2,390	3,220	4,260	4,880	4,820	5,170	278.8%
65-69	1,139	1,314	1,860	2,430	3,210	4,190	7,250	4,720	314.4%
70-74	975	1,102	1,290	1,800	2,370	3,090	4,030	4,590	370.8%
75-79	785	887	1,010	1,190	1,660	2,190	2,890	3,770	380.3%
80-84	592	638	760	860	1,010	1,400	1,890	2,490	320.6%
85+	556	670	770	910	1,060	1,260	1,680	2,300	313.7%
Total	41,101	50,024	59,160	67,880	75,600	82,100	89,320	96,080	133.8%
STATE OF MINNESOTA									
Age Group	2000	2005	2010	2015	2020	2025	2030	2035	2000 - 2035 Percent Change
0-4	329,594	340,611	364,480	378,170	384,630	381,560	378,760	382,410	12.3%
5-9	355,894	330,292	355,050	379,370	391,240	395,660	392,430	390,690	18.3%
10-14	374,995	356,453	338,870	363,880	386,200	396,720	400,590	398,030	11.7%
15-19	374,362	375,222	364,070	346,050	369,120	289,010	399,010	403,150	7.4%

20-24	322,483	382,106	380,910	372,490	350,230	369,200	386,500	397,010	3.9%
25-29	319,826	350,969	401,420	402,780	391,440	364,530	382,400	399,680	13.9%
30-34	353,312	346,666	365,750	413,900	413,700	400,460	372,540	391,130	12.8%
35-39	412,490	373,450	354,960	372,700	416,880	415,570	402,710	375,680	0.6%
40-44	411,692	423,211	377,400	359,120	374,720	416,390	415,480	403,720	-4.6%
45-49	364,247	420,220	421,560	376,780	357,910	372,130	412,590	412,520	-1.8%
50-54	301,449	359,991	413,660	415,540	371,350	352,390	366,060	405,700	12.7%
55-59	226,857	294,630	349,470	401,870	403,710	360,960	342,930	356,530	21.0%
60-64	178,102	215,061	281,620	334,480	384,580	386,560	346,500	330,050	53.5%
65-69	153,169	164,903	200,020	262,930	312,560	359,650	362,590	326,350	97.9%
70-74	142,656	138,084	149,610	182,600	240,980	287,220	331,780	336,090	143.4%
75-79	122,677	124,157	119,560	130,880	160,960	213,830	256,420	298,110	140.1%
80-84	90,163	93,085	99,170	96,980	107,610	133,880	179,780	217,620	133.8%
85+	85,601	103,012	108,910	119,200	125,410	139,340	168,890	221,790	115.3%
Total	4,919,479	5,192,122	5,446,530	5,709,700	5,943,240	6,135,060	6,297,950	6,446,260	24.2%

Source: Minnesota State Demographic Center

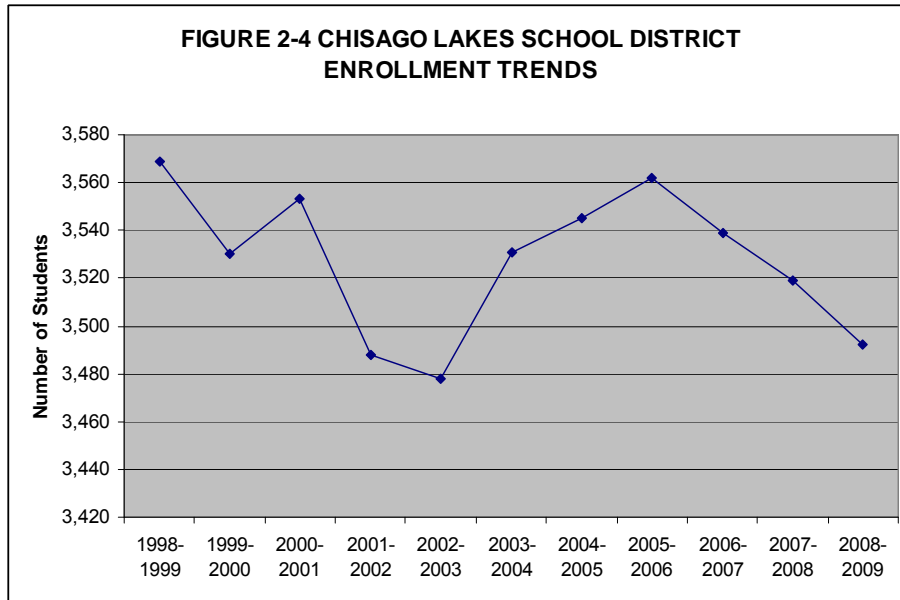
C. Educational Attainment

The City of Center City is a part of Chisago Lakes School District #2144. The School District includes three elementary schools (Primary, Lakeside and Taylors Falls), one middle school and one high school. Wolf Creek Charter School is also located in the school district. As of February, 2009 the School District enrollment stands at 3,480 students. Table 2-13 below and Figure 2-4 on the next page highlights the enrollment of the school district over the last decade during the month of October.

TABLE 2-13 CHISAGO LAKES SCHOOL DISTRICT ENROLLMENT BY YEAR

Year	Enrollment
1998-1999	3,569
1999-2000	3,530
2000-2001	3,553
2001-2002	3,488
2002-2003	3,478
2003-2004	3,531
2004-2005	3,545
2005-2006	3,562
2006-2007	3,539
2007-2008	3,519
2008-2009	3,492

Source: Chisago Lakes School District #2144



Source: Chisago Lakes School District #2144

According to the 2000 Census, the City of Center City had 132 people aged three years and older who were currently enrolled in high school or younger. These students were enrolled as follows:

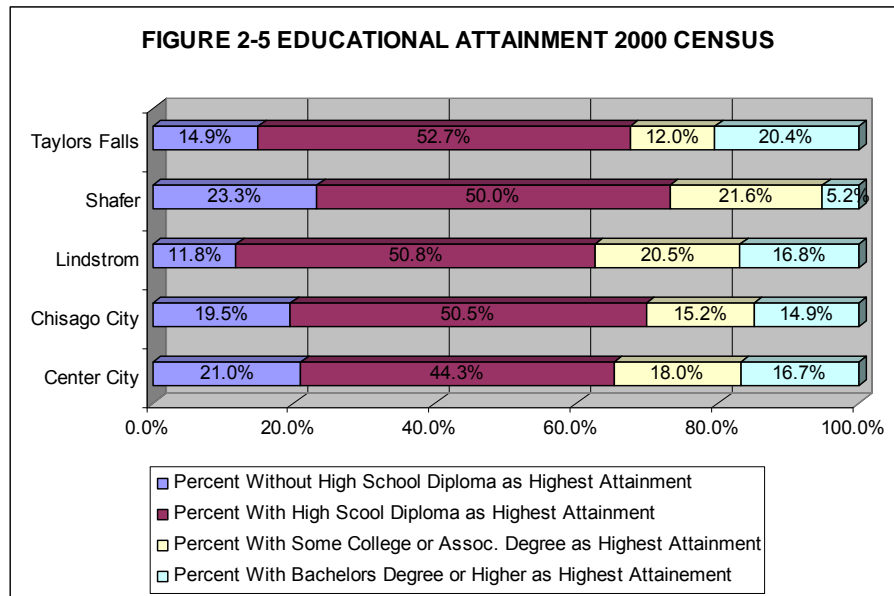
Level of School/Type of School	Number	Percent
Nursery school/ preschool	10	7.6%
Kindergarten	11	8.3%
Grades 1-8	35	26.5%
Grades 9-12	36	27.3%
College or Graduate School	40	30.3%
Total Enrolled in School	132	100.0%

According to the 2000 Census, there were 420 people in Center City 25 years of age and older. Of these, 82.1% (345) graduated from high school. Of the 75 not graduating from high school, 12.4% (52) completed less than 9 years of education and 5.5% (23) completed between 9 and 12 years of education. Of those who did receive a diploma, 18.8% or 79 individuals of the population 25 years and over obtained bachelors degrees or higher. When compared with neighboring cities in Table 2-14 and Figure 2-5 on the next page, Center City residents fall mid-range for number of residents with high school diplomas or bachelors degree (or higher) as their maximum level of education attained.

TABLE 2-14 MAXIMUM LEVEL OF EDUCATION ATTAINED POPULTION 18 AND OVER

Area	Total Population Over 18	With Diploma	Percent	W/O Diploma	Percent	Some College or Assoc. Degree	Percent	Bachelors or Higher	Percent
Center City	490	387	79.0%	103	21.0%	170	34.7%	82	16.7%
Chisago City	1,898	1,528	80.5%	370	19.5%	570	30.0%	282	14.9%
Lindstrom	2,311	2,038	88.2%	273	11.8%	863	37.3%	389	16.8%
Shafer	232	178	76.7%	54	23.3%	62	26.7%	12	5.2%
Taylor's Falls	643	547	85.1%	96	14.9%	208	32.3%	131	20.4%

Source: US Census Bureau



D. Employment

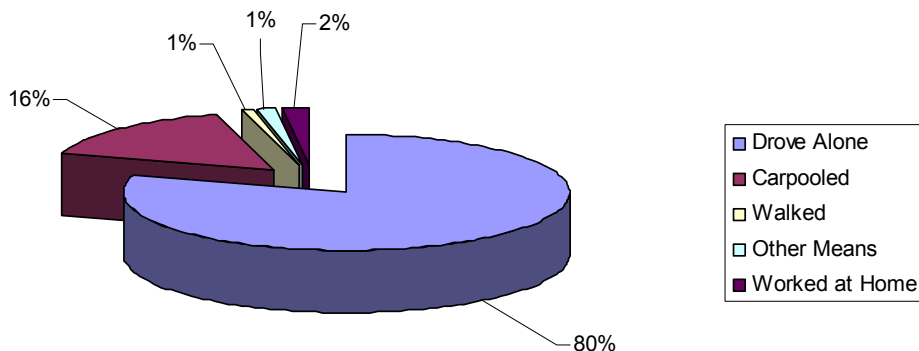
Employment statistics from the 2000 census indicates 306 out of a total of 502 people or 61% age 16 and over are in the labor force and the mean time traveled to work by commuters was 33.9 minutes. Table 2-15 below and Figure 2-6 on the next page illustrates the methods of getting to work by the 296 employees who commute. Driving alone was by far the most common method of traveling to work at 79.7% with carpooling second at 16.2%.

TABLE 2-15 METHODS OF TRAVELING TO WORK

	Number of Commuters	Percent of Commuters
Car, Truck, Van or Motorcycle	284	95.9%
Drove Alone	236	79.7%
Carpooled	48	16.2%
Public Transportation	0	0.0%
Bicycle	0	0.0%
Walked	2	0.7%
Other Means	4	1.4%
Worked at Home	6	2.0%
Total Commuters	296	100%

Source: US Census Bureau

**FIGURE 2-6 METHODS OF COMMUTING IN CENTER CITY
2000 CENSUS**



Source: US Census Bureau

Employment statistics from the 2000 census indicates a workforce in Center City of 502. Of the total workforce 306 of the workforce (over the age of sixteen) were employed, with a majority in management, professional and related occupations (29.4%) followed by sales and office occupations (23.5%) production, transportation and material moving occupations (18.6%), service occupations (15.4%), construction, extraction and maintenance occupations (9.2%) and farming, fishing and forestry occupations (0.01%). The major employer within Center City is Chisago County Government. This includes the administrative offices, jail site and public works facility

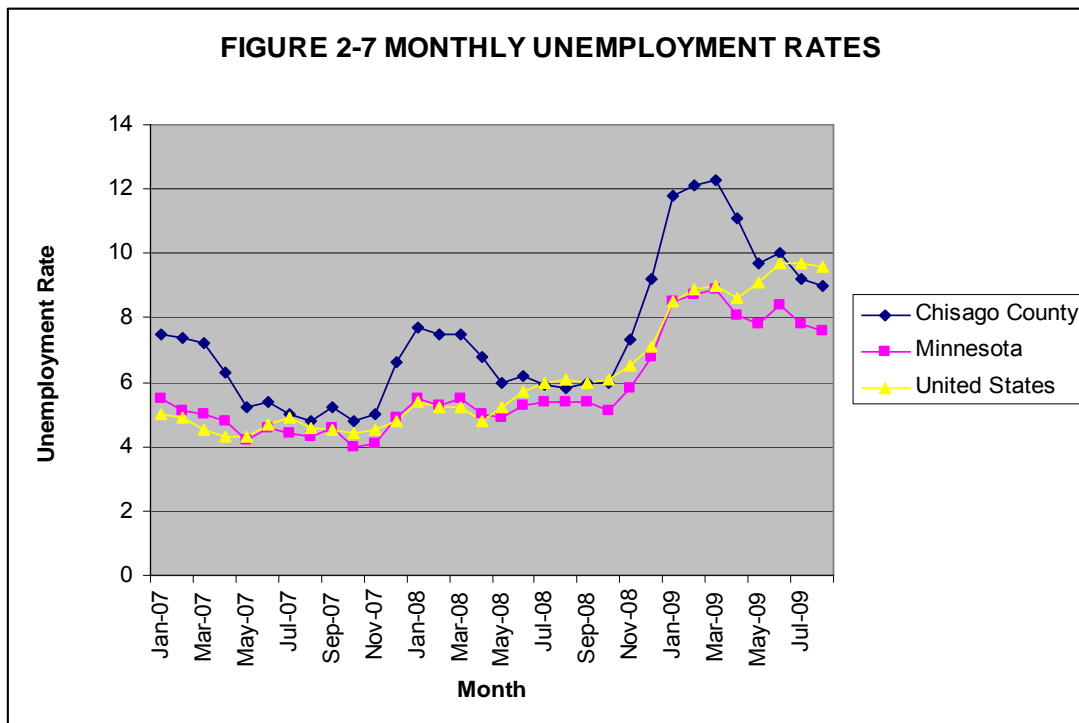
The Minnesota Work Force Center estimates 27,692 people in the labor force in Chisago County in August, 2009, with 25,207 employed, resulting in a 9.0%% unemployment rate. During this same time period Minnesota had an unemployment rate of 7.6% and the United States unemployment rate was 9.6%. Table 2-16 below and Figure 2-7 on the next page shows the historical unemployment rate not seasonally adjusted for Chisago County, Minnesota and the United States for the years 2007 - August, 2009.

TABLE 2-16 HISTORICAL UNEMPLOYMENT RATE

Date	Chisago County	Minnesota	United States
08-2009	9.0	7.6	9.6
07-2009	9.2	7.8	9.7
06-2009	10.0	8.4	9.7
05-2009	9.7	7.8	9.1
04-2009	11.1	8.1	8.6
03-2009	12.3	8.9	9.0
02-2009	12.1	8.7	8.9
01-2009	11.8	8.5	8.5
12-2008	9.2	6.8	7.1
11-2008	7.3	5.8	6.5

10-2008	6.0	5.1	6.1
09-2008	6.0	5.4	6.0
08-2008	5.8	5.4	6.1
07-2008	5.9	5.4	6.0
06-2008	6.2	5.3	5.7
05-2008	6.0	4.9	5.2
04-2008	6.8	5.0	4.8
03-2008	7.5	5.5	5.2
02-2008	7.5	5.3	5.2
01-2008	7.7	5.5	5.4
12-2007	6.6	4.9	4.8
11-2007	5.0	4.1	4.5
10-2007	4.8	4.0	4.4
09-2007	5.2	4.6	4.5
08-2007	4.8	4.3	4.6
07-2007	5.0	4.4	4.9
06-2007	5.4	4.6	4.7
05-2007	5.2	4.2	4.3
04-2007	6.3	4.8	4.3
03-2007	7.2	5.0	4.5
02-2007	7.4	5.1	4.9
01-2007	7.5	5.5	5.0

Source: MN Department of Employment and Economic Development



Source: Minnesota Department of Employment and Economic Development

E.

Income

The 2000 Census reports a median family income in Center City of \$51,875. The median household income in Center City was \$48,594. Comparing the median household income with other area communities, Center City's is higher than Chisago City, Lindstrom, Shafer, Taylors Falls and the state average, however it is lower than Chisago County and the townships of Chisago Lake, Franconia and Shafer.

The 2000 Census indicates that 33 people (5.5%) in Center City were below the poverty level. Of the communities surveyed Center City had a lower percentage of people living below the poverty than the cities of Chisago Lake (6.0%), Lindstrom (8.0%), Shafer (9.1%) and Taylors Falls (20%) as well as the State of Minnesota (7.9%). The Townships of Chisago Lake (1.8%), Franconia (0.9%) and Shafer (1.9%) and Chisago County (5.1%) were all lower, which are more rural in nature. Table 2-17 on the next page compares the income levels of Center City to the surrounding jurisdictions.

**TABLE 2-17 INCOME PROFILES: CENTER CITY AND SURROUNDING JURISDICTIONS
(BASED ON 1999 DOLLARS)**

	Median Household Income	Median Family Income	Per Capita Income	Male full- time year- round income	Female full-time year- round income	Percent People Below Poverty Level
Center City	\$48,594	\$51,875	\$17,774	\$39,205	\$30,156	5.5%
Chisago City	\$38,352	\$51,964	\$22,321	\$38,988	\$27,163	6.0%
Lindstrom	\$44,980	\$50,519	\$21,195	\$42,604	\$28,163	8.0%
Shafer	\$41,667	\$43,000	\$17,561	\$32,656	\$27,250	9.1%
Taylors Falls	\$35,250	\$39,886	\$17,615	\$40,357	\$24,250	20.0%
Chisago Lake Twp.	\$65,858	\$67,458	\$23,019	\$45,867	\$29,886	1.8%
Franconia Twp.	\$68,125	\$70,521	\$25,233	\$48,333	\$25,714	0.9%
Shafer Twp.	\$59,375	\$61,458	\$20,983	\$41,500	\$22,222	1.9%
Chisago County	\$52,012	\$57,335	\$21,013	\$40,743	\$27,653	5.1%
Minnesota	\$47,111	\$56,874	\$23,198	\$39,364	\$28,708	7.9%

Source: US Census Bureau

The Minnesota Department of Employment and Economic Development calculates average weekly wages for employment positions within cities and counties in Minnesota. Table 2-18 on the next page illustrates average weekly wages for the latest full year period available (second quarter of 2008) at the time of the drafting of this Chapter (February, 2009). The table reveals the average weekly wage for jobs located in the City of Center City is higher than most of the other similar neighboring areas studied including Chisago County, but lower than the seven county metropolitan area and state average.

**TABLE 2-18 AVERAGE WEEKLY WAGE FOR JOBS WITHIN CENTER CITY
SECOND QUARTER, 2008**

Area	Average Weekly Wage	Estimated Jobs
Center City	\$783	410
Chisago City	\$730	2,193
Lindstrom	\$556	1,226
Shafer	\$1,277	301
Taylors Falls	\$415	236
Chisago County	\$639	14,407
Minneapolis-St. Paul Stat. Area	\$969	1,622,746
Minnesota	\$849	2,704,131

Source: MN Department of Employment and Economic Development

F. Race and Ethnicity

2000 Census statistics indicate 564 of the 582 residents (96.9%) of Center City residents classify themselves as white or Caucasian, 2.2% (13) of the population is American Indian or Alaskan Native, 0.7% (4) of the population is Black or African American, and 0.2% (1) of the population is Asian.

When compared to other communities sampled, Center City has a more racially diverse population than Chisago City (2.9% minority), Lindstrom (2.4% minority), Shafer (0.9% minority), Chisago Lake Township (0.8% minority), Shafer Township (2.2% minority) and Chisago County (2.8% minority) but not as racially diverse as Taylors Falls (8.5% minority) and the State of Minnesota (10.6% minority). Franconia Township had the same minority population percentage as Center City at 3.1%. The Minnesota Demographer's Office reports the two most significant demographic trends shaping Minnesota through the year 2025 are the aging of the population and an increasingly diverse population.

2000 Census statistics indicates 711 different ancestries were reported and of those, 245 people classified themselves with a single ancestry and 233 people classified themselves with multiple ancestries. Within the population of Center City, 216 people (37.1%) reported having German ancestry, the largest of any ancestry. This was followed by Swedish 108 people (18.6%), Norwegian 104 people (17.9 %), Irish 83 people (14.3%), Italian 27 people (4.6%), French Canadian 25 people (4.3%), Polish 24 people (4.1%), French 23 people (4.0%) and English 22 people (3.7%). The remaining 79 responses (13.6%), were spread between 16 other ancestries. Most people over the age of 5 (97.7%) speak English in the home. The other languages spoken were Spanish (0.3%) and Indo-European (2.0%).

CHAPTER 3 – NATURAL RESOURCES

Natural and physical features/attributes of the City of Center City are simultaneously a bountiful resource and a factor limiting development/redevelopment. Natural Resources in and around Center City provide the foundation for maintaining a healthy environment, high quality of life and sustainable growth. Center City's natural resources are one of its greatest assets. Located within the Chisago Lakes area, it is surrounded by lakes and wetland features. Preserving and improving on natural resources will not only continue to provide a base for recreation, but will also help to support the local economy by providing high quality resources from which to draw. Because of people's growing desire to reside and work in communities with high scenic amenities, it is imperative that Center City plan for the protection of its natural resources.

Within Chapter 2 of this plan (Demographic Trends and Projections), it is noted that Center City is projected to increase 54.4% in population by the year 2035, from an estimated 608 in 2008 to 939 by 2035. Much of this growth can be attributed to Center City's natural amenities such as the lakes. Efforts should be directed toward wetlands and water resources, soils and geology, topography and drainage, wildlife and rare species, natural scenery, forests, prairies, and native plant communities. The concept of sustainable development should provide direction. Sustainable development can be seen as *"development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs."* (Minnesota Legislature, 1996) The perspective of sustainability calls upon us to invest our time and energy in efforts which simultaneously strengthen the environmental, economic and social dimensions of any issue.

This Chapter provides background information on the City of Center City's physical profile that is intended to assist in guiding growth and preserving natural resources. This chapter includes:

1. A physical profile including information on area, climate, topography, waters, watershed, groundwater, vegetation, rare species and soil conditions;
2. Natural Resource Objectives; and
3. Natural Resource Policies/Recommendations.

I. NATURAL RESOURCES SUMMARY

- The climate of Center City and surrounding region is characterized by warm, humid summers with severe local storms and occasional tornadoes.
- Center City is located within Mille Lacs Upland Subsection of the Western Superior Uplands Section. These sections are located in the Laurentian Mixed Forest Province which represents one of the major climate zones in North America.
- The Center City area is known or predicted to host several important species. Minnesota's Comprehensive Wildlife Conservation Strategy developed by the Minnesota Department of Natural Resources provides an action plan for species most in need of conservation within the Mille Lacs Upland Subsection which illustrates 128 Species in Greatest Conservation Need (SGCN) that are known or predicted to occur within the subsection, 57 of which are federal or state endangered, threatened, or of special concern. Factors related most to species decline or vulnerability within both the Mille Lacs Upland Subsection are: habitat loss within the state and habitat degradation within the state.

- Center City is contained within the Lower St. Croix Watershed which is part of the St. Croix River Basin. According to data from the United States Department of Interior, the watershed consists of approximately 923.5 square miles in the southern part of the St. Croix River Basin.
- Of Center City's total area, 1.5% is surface water, however multiple lakes border the city and are located just outside the city boundaries. Major surface water features within or near the City include North Center Lake, South Center Lake, Pioneer Lake and Little Lake.
- Center City's source of groundwater (municipal drinking water) is the Franconia-Mt. Simon aquifer. Center City's water supply to exhibit moderate susceptibility to potential contamination. The MPCA reports five (5) confirmed instances of leaking from above or underground storage tanks which are potential contamination sources for the ground water.
- The MnDNR classifies the likely continued availability of groundwater within the Center City area as 'moderate' within areas of surficial sands, 'moderate' in areas of buried sands and 'good' in areas of bedrock. The DNR identifies the expanding northern edge of the Twin Cities metropolitan area as continuing pressure on all ground-water resources and can be expected to continue.
- The EPA has registered ten (10) local handlers of hazardous materials within the City of Center City. Hazardous waste is any by-product that may pose or potentially pose a substantial hazard to human health or the environment if not properly managed.
- The Environmental Protection Agency certifies all counties in Minnesota meet Clean Air Act National Ambient Air Quality Standards. The map gives air quality in Chisago County a grade of 'D' primarily due to suspended particulate matter from gravel roadways, farming operations and surfaced roadways.
- The Office of the Minnesota State Archaeologist (OSA) reports six (6) recorded archeological sites in Center City and surrounding area. The OSA and MnDOT have produced "Mn/Model" Minnesota's Statewide Archeological Predictive Model. The Model categorizes most of Chisago County within the Center City area as having a medium to high archaeological potential.
- A search of the National Register of Historic Places reveals Center City has one entire district registered on the National Register of Historic Places. This area is known as the Center City Historic District and contains nineteen single family homes, and the Chisago Lake Evangelical Lutheran Church. These structures were all constructed in the late 1800's to early 1900's.

II. PHYSICAL SETTING

A. Size & Location

The City of Center City is located approximately 14 miles east of Interstate 35 in south central Chisago County. Situated in the Chisago Lakes area, Center City benefits from the recreation and tourism generated from its location on these lakes while still preserving its genuine small town character and friendliness. The 2000 Census identified 0.48 square miles of land area (307 acres) within Center City of which 0.1 square miles is water. Since the 2000 Census the City has acquired 0.14 square miles (93 acres) through annexation bringing the current total acreage to 0.63 square miles (400 acres). Map 3-1 at the end of this chapter indicates the location of Center City with Chisago County.

B. Climate

The climate of Center City and surrounding east central Minnesota region is characterized by warm, humid summers with severe local storms and occasional tornadoes. The winter seasons are generally cold and relatively dry and snowfall is relatively light. Growing-season length is quite variable, ranging from 97 to 135 days. The annual precipitation ranges from 27 to 30 inches based on data from the Minnesota Department of Natural Resources. Nearly half of this area's annual precipitation falls during the growing season of May through September or 12 to 13 inches of precipitation. During late December, January, and early February, temperatures frequently remain below zero. Frost in Minnesota takes place as early as September and ends as late as May. Soil freeze occurs in Minnesota during the late fall and early winter months.

The following Table 3-1 reflects the average monthly temperature and precipitation as well as the record high and low temperatures for each month for the City of Center City.

TABLE 3-1 AVERAGE MONTHLY TEMPERATURE AND PRECIPITATION

Month	Average High	Average Low	Mean	Average Precipitation	Record High	Record Low
January	23° F	0° F	12° F	0.82 in.	57°F	-42°F
February	30° F	8° F	19° F	0.65 in.	63°F	-43°F
March	42° F	20° F	31° F	1.54 in.	83°F	-34°F
April	58° F	34° F	46° F	2.54 in.	93°F	-1°F
May	72° F	46° F	59° F	3.37 in.	96°F	16°F
June	80° F	55° F	67° F	4.48 in.	99°F	30°F
July	84° F	60° F	72° F	4.04 in.	105°F	38°F
August	81° F	59° F	70° F	4.69 in.	102°F	34°F
September	72° F	49° F	61° F	3.58 in.	95°F	24°F
October	59° F	38° F	49° F	2.45 in.	90°F	11°F
November	41° F	24° F	32° F	1.69 in.	76°F	-18°F
December	27° F	8° F	18° F	0.76 in.	66°F	-39°F
Annual	56° F	33° F	45° F	30.61 in.	--	--

Source: The Weather Channel

III. LAND RESOURCES

A. Ecologic Framework

The Ecological Classification System (ECS) developed by the Minnesota DNR and U.S. Forestry Service for Minnesota uses a hierarchical system of land classifications to identify, describe, and map progressively smaller areas of land with increasingly uniform ecological features. ECS mapping helps users to consider ecological patterns at various levels from continents to small areas such as a single wooded area so as to identify areas with similar management opportunities or constraints. A conscious knowledge of ECS attributes can help local leaders manage natural resources on a sustainable basis.

ECS Provinces: An overview (interpret as a wide-angle view or zoomed out view) of Minnesota illustrates four of North America's ecological provinces or biomes which represent major climate zones are present in Minnesota. These are Prairie Parkland, Tallgrass Aspen Parkland, Laurentian Mixed Forest (coniferous forest) and Eastern Broadleaf Forest (deciduous forest).

Center City is located in the most southeastern tip of the Laurentian Mixed Forest Province which traverses northern Minnesota, Wisconsin, and Michigan, southern Ontario, and the less mountainous portions of New England. In Minnesota, the Province covers a little more than 23 million acres of the northeastern part of the state. In Minnesota, the Province is characterized by broad areas of conifer forest, mixed hardwood and conifer forests, and conifer bogs and swamps. The landscape ranges from rugged lake-dotted terrain with thin glacial deposits over bedrock, to hummocky or undulating plains with deep glacial drift, to large, flat, poorly drained peatlands. Under influence of climate, the overall pattern of vegetation change across the Province in Minnesota is from warm and dry habitats in the southwest to cooler and moister ones in the northeast. Figure 3-1 shows the provinces in Minnesota

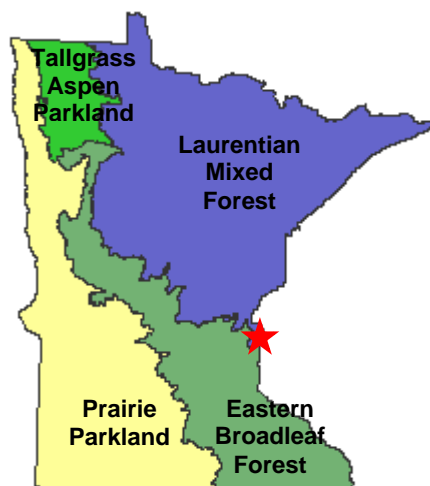
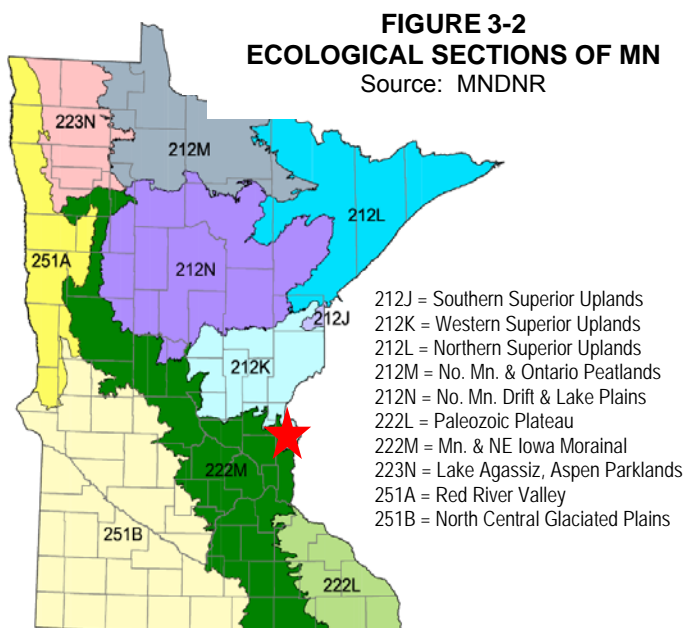


FIGURE 3-1
ECOLOGICAL PROVINCES OF MN
Source: MNDNR

ECS Sections: As we begin to view the area in a smaller geographic scale, Ecological Provinces are next categorized by “Sections” which are defined by the origin of glacial deposits, regional elevation, distribution of plants and regional climate.

Minnesota has ten ecological sections and Center City is located in the Western Superior Uplands Section as illustrated in Figure 3-2. The Western Superior Uplands Section is a large region of non-calcareous till deposited by glacial ice that advanced southward from the Lake Superior Basin. Most of this till is deposited in level to undulating ground moraines or in drumlins. These landforms are coarse-



textured near the southwestern edge of the section but become increasingly clayey to the northeast because of later, less extensive advances of glacial ice that incorporated clayey sediments from Glacial Lake Duluth with the glacial till. The areas of coarser drift are occupied by forests dominated by northern red oak, while areas of clayey till have forests of sugar maple, aspen, and birch. Sandy terraces along the St. Croix River and small sand plains in other parts of the Section have fire-dependent woodlands or forests of jack pine, bur oak, northern pin oak, and aspen. Fire-dependent pine, oak, and aspen forests are also present occasionally with mesic hardwood forests on coarse till and drumlins. Peatlands and other wetland communities are present mostly as inclusions within the broad areas of hardwood forest.

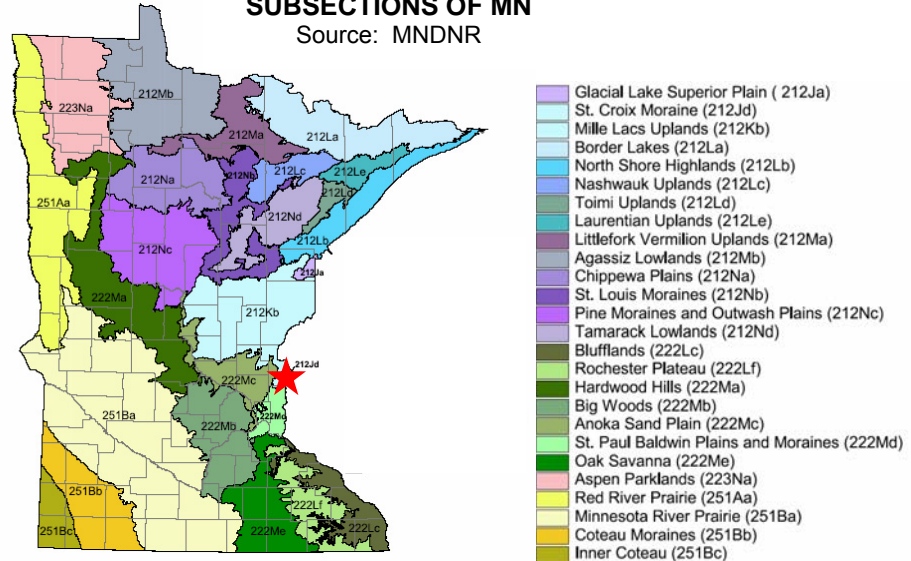
ECS Subsections: As we drill down further in the scope of the Ecological Classification System we come to ECS Subsections. Subsections are defined by glacial deposition processes, surface bedrock formations, local climate, topographic relief, and the distribution of plants, especially trees.

Minnesota has 26 subsections, and Center City is located in the Mille Lacs Upland Subsection as shown in Figure 3-3. This subsection covers the large area of Superior Lobe ground moraines and end moraine in east-central Minnesota. Gently rolling till plains and drumlin fields are the dominant landforms in this subsection. In the southern portion, upland hardwood forests consisting of northern red oak, sugar maple, basswood, aspen and birch were common before settlement. Presently, forestry, recreation, and some agriculture are the most common land uses with agriculture concentrated in the western and southern portions of the Subsection.

The original vegetation consisted of a mosaic of forest types. Along the southern boundary, maple-basswood forests were prevalent. The rest of the Subsection was a vast mix of conifer, hardwood and mixed conifer-hardwood forests. Peatland areas were inhabited by sedge-fen, black spruce-sphagnum, or white cedar-black ash communities. Both fire and windthrow were important in determining the vegetation of the subsection. Because dense basal till is present at depths of 20 to 40 inches throughout most of the subsection, rooting depths for trees are shallow and windthrow is common.

**FIGURE 3-3
ECOLOGICAL
SUBSECTIONS OF MN**

Source: MNDNR



B. Topography

The area features steep slopes throughout the community, many of which have a slope of 18% or greater. The steepest areas run in a north-south line parallel to North and South Center Lakes and Pioneer Lake. Several other areas of moderate to steep slopes are scattered throughout Center City and within the adjacent townships. These steep slopes tend to border lakes, wetlands and drainage ways such as small creeks making it ever so important to protect the slopes. These areas generally are of unique value to the community and function best if allowed to exist in a natural state or exist with limitation on development such that they will not be urbanized or irrevocably altered. The City should require that areas of 18% slope or greater be shown on surveys submitted with development proposals in order to determine if the area subject to the zoning district requirements.

C. Soils

Many of the environmental decisions about using a resource are based on the kind of soil and the ability of the soil to support that resource use. The characteristics of the soils in the Center City area are examined in order to make proper decisions on the use of the land and to protect the natural environment. Existing soils in the City have been principally responsible for the area's overall development pattern and may impose limitations or increased sensitivity to future urban development/redevelopment.

Map 3-2 at the end of this Chapter, is an illustration of soils within the City of Center City and is reflective of USGS datum. Soil surveys from the USGS provide information about erosion rates, depth to

groundwater, surface and subsurface (to 5 feet) soil texture, engineering interpretations and suitability for activities such as private sewage treatment, building limitations, and nonmetallic mining sites to name a few. This information is invaluable in making water and land resource management decisions.

Soils with identical or near identical profiles are grouped into a soil series, normally named for a geographical feature where it was first described. Each series has the same characteristics, regardless of where it is subsequently found. Soil associations, which are described on a general county soils map, are a distinct pattern of soil series in defined proportions. Soil association maps provide an overview of the soils at a county level. These maps can help identify where high runoff or erosion could be expected, or where areas of high or low agricultural potential are likely to be located. They are not adequate for detailed planning and site selection of structures or roads.

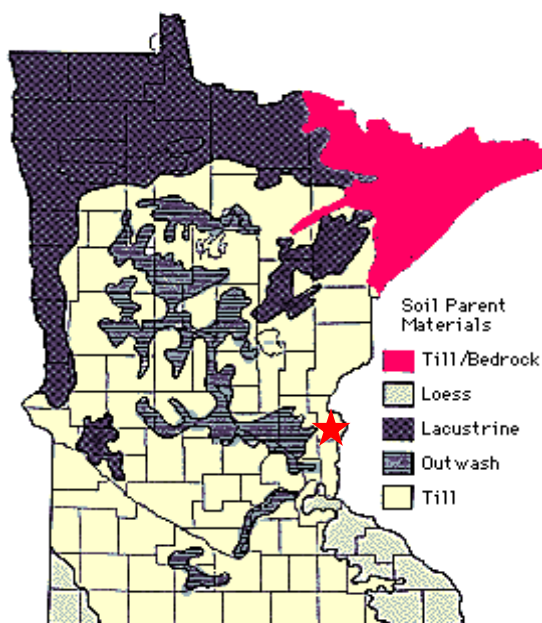
Soils are the basic resource upon which all terrestrial life depends. Many of the environmental decisions about using a resource are based on the kind of soil and the ability of the soil to support that resource use. The characteristics of the soils in the Center City area are examined in order to make proper decisions on the use of the land and to protect the natural environment. Existing soil conditions may impose limitations or increased sensitivity to urban development. Such limitations include but are not limited to erosion, drainage and water quality issues.

Several factors including climate, slope/aspect of the land, soil organisms and existing materials produce soil; however, the color, texture (number of various size particles, such as sand silt, and clay), and chemical makeup of the soil are closely related to the color, texture, and chemistry of the parent material. Between ten and twenty thousand years ago, Minnesota was largely covered with glaciers. The materials deposited through the direct and indirect action of the glaciers provide the parent material for soils. As indicated in Figure 3-4, which was assembled by the University of Minnesota, parent materials deposited by receding glaciers in and around the Center City area consist of glacial till (accumulations of unsorted, unstratified mixtures of clay, silt, sand, gravel and boulders) and outwash sediments (sand and gravel washed out of a glacier and deposited by meltwater streams).

To understand and communicate about soils, a standard system of classes or categories was developed. These classes are based on the presence or absence of certain soil properties. Soils can also be categorized by their location (northern versus southern soils), the kind of vegetation growing on them (forest soils versus prairie soils), their topographic position (hilltop soils versus valley soils), or other distinguishing features. The system used to classify soils based on their properties is called Soil Taxonomy and was developed by the U.S. Department of Agriculture, with the help of soil scientists in universities throughout the country.

In Soil Taxonomy, all soils are arranged into one of twelve major units, or soil orders of which seven are found in Minnesota. The twelve orders, Alfisols, Andisols, Aridisols, Entisols, Gelisols, Histosols, Inceptisols, Mollisols, Oxisols, Spondosols, Ultisols and Vertisols, are defined largely on the basis of having certain kinds of diagnostic horizons or diagnostic materials. These orders are further broken down into suborders, great groups, subgroups, families, and series. Suborders within a soil order are separated on the basis of important soil properties that influence soil development and plant growth. The most important property is how wet the soil is throughout the year.

**FIGURE 3-4
SOIL PARENT MATERIALS**



Source: University of Minnesota

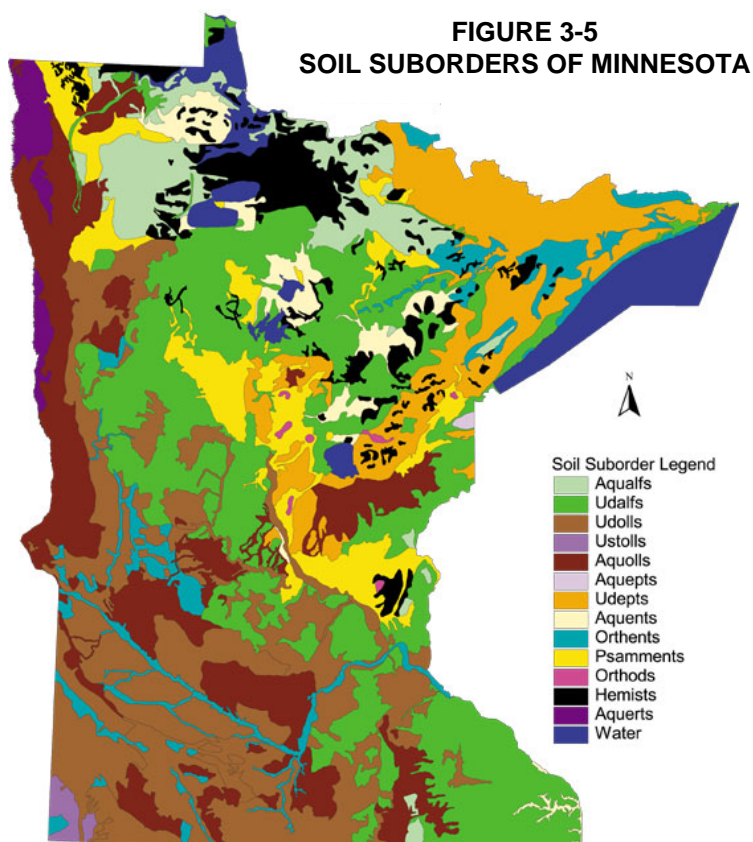
Of the seven soil orders found in Minnesota, Alfisols, Entisols, Histosols, Inceptisols, Mollisols, Spondosols, and Vertisols, the Center City area contains only Alfisols.

Alfisols: This order covers a large land area in Minnesota, part of which is now cultivated and part forested. *Alf* is the formative element and is coined from a soil term pedalfer. Pedalfers were identified in the 1930s as soils of the eastern part of the United States which had an accumulation of aluminum and iron. The *alf* refers to the chemical symbols for aluminum (Al) and iron (Fe). Alfisols are primarily fertile soils of the forest, formed in loamy or clayey material. The surface layer of soil, usually light gray or brown, has less clay in it than does the subsoil. These soils are usually moist during the summer, although they may dry during occasional droughts.

Two suborders of Alfisols occur in Minnesota: Aqualfs, and Udalfs. As depicted in Figure 3-5, the Center City area contains both Aqualfs and Udalfs.

Aqualfs: Are wet forest soils. The *aqua* formative element again implies wetness. Because of their position on the landscape, these soils are wet during much of the growing season. Especially in northern Minnesota they support aspen forests with admixtures of black ash and alder. They are most common in the basins of glacial lakes that formed in the latter part of the Ice Age. The aqualfs that extend across the northern border of Minnesota lie in the basin of glacial Lake Agassiz.

Udalfs: Are soils of the forests. In the southern one-third of Minnesota hardwood forests were dominant, while in the northern two-thirds pine and oak forests were found. These are alfisols that occur in the southern one-third of Minnesota. They are similar to the boralfs, but they occur in a warmer climate. Where not cleared for cultivation, they support hardwood forests. Those in the south-central part of the state support forests dominated by sugar maple and basswood, while those in the southeast support forests dominated by oak and some hickories. The area of extreme southeast Minnesota that is dominated by udalfs on ridges contains fertile udolls in the valley floor. In the north udalfs are now covered by large aspen forests. Some of the largest white and red pine were found on these soils.

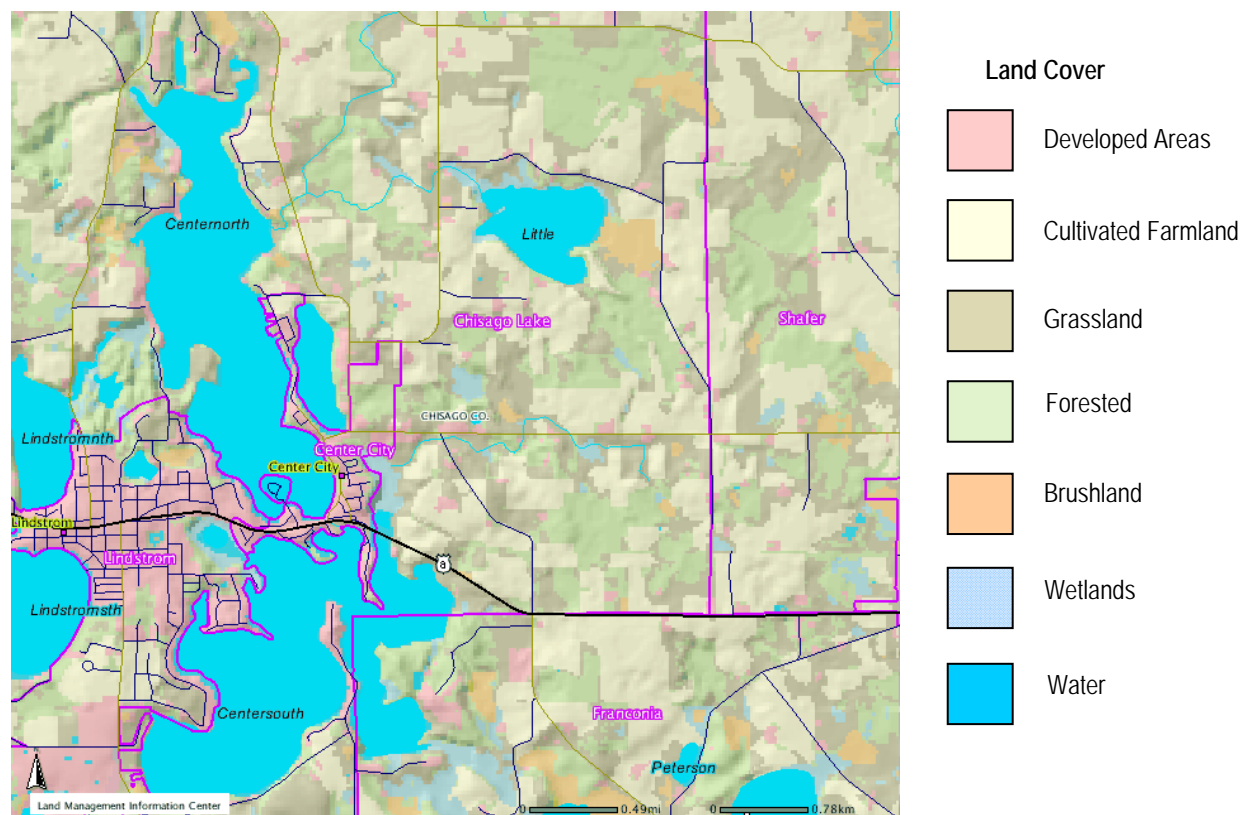


Source: University of Minnesota Extension Service

D. Vegetation and Rare Species

Land Cover. Pre-settlement vegetation is described in detail in this Chapter. Figure 3-6 on the next page illustrates current land cover. A large portion of the municipal incorporated area has been developed for urban use. Cultivated farmland is located in great abundance east and northeast of the corporate limits. Areas of grassland, brushland and forests exist along small creeks and wetland areas scattered throughout the cultivated farmland. Water features, such as lakes, cover a large portion of the area and contribute to the heritage and makeup of the community.

FIGURE 3-6 LAND COVER



Source: Minnesota North Star Mapper

Tomorrows Habitat for the Wild and Rare. Tomorrow's Habitat for the Wild and Rare is a strategic plan focused on managing Minnesota's populations of "species in greatest conservation need." Minnesota's Comprehensive Wildlife Conservation Strategy includes an action plan for species most in need of conservation within the Mille Lacs Upland Subsection of the ECS. The Mille Lacs Upland Subsection profile illustrates 128 Species in Greatest Conservation Need (SGCN) that are known or predicted to occur within the subsection. Those SGCN include 57 species that are federal or state endangered, threatened, or of special concern.

Table 3-2 on the next page illustrates the number of SGCN in each taxonomic group found or predicted to be found in the Mille Lacs Upland ECS Subsection. The Table also illustrates the percentage of the total SGCN set found in each taxonomic group within each Subsection. For example 61 birds in greatest conservation need are expected to be found in the Mille Lacs Upland Subsection, that's 62.9% of all birds in greatest conservation need in the state.

**TABLE 3-2
SGCN BY TAXONOMIC GROUP MILLE LACS UPLAND ECS SUBSECTION**

Taxonomic Group	Number of SGCN	Percent of SGCN Set by Taxonomic Group
Amphibians	5	83.3%
Birds	61	62.9%
Fish	10	21.3%
Insects	19	33.9%
Mammals	6	27.3%
Mollusks	18	46.2%
Reptiles	7	41.2%
Spiders	2	25.0%

Source: Minnesota Department of Natural Resources

Species problem analysis included in the Subsection profiles provides information on factors influencing the vulnerability or decline of SGCN. Table 3-3 lists the nine problems or factors used in species problem analysis and the percentage of SGCN in each subsection for which each factor influences species vulnerability or decline.

**TABLE 3-3
SPECIES PROBLEM ANALYSIS MILLE LACS UPLAND ECS
SUBSECTION**

Problem/Factor	Mille Lacs Upland Subsection Percentage of SGCN Affected
Habitat loss within MN	80%
Habitat degradation within MN	89%
Habitat loss/degradation outside MN	31%
Invasive species and competition	30%
Pollution	38%
Social tolerance/persecution/exploitation	17%
Disease	2%
Food source limitations	3%
Other	12%

Source: Minnesota Department of Natural Resources

Factors related most to species decline or vulnerability are habitat loss and habitat degradation within the Mille Lacs Upland Subsection. Tomorrow's Habitat identifies habitat loss and degradation as the primary problem facing species in greatest conservation need in all of Minnesota and recommends a simple and direct approach to this problem: conserve key habitats used by Minnesota's SGCN in order to conserve the majority of Minnesota's wildlife.

Tomorrow's Habitat has three goals to address the needs of Minnesota's species in greatest conservation need:

1. Stabilize and increase populations of species in greatest conservation need populations.
2. Improve knowledge about species in greatest conservation need.
3. Enhance people's appreciation and enjoyment of species in greatest conservation need.



Minnesota County Biological Survey (MCBS). The Minnesota County Biological Survey (MCBS) is a systematic survey of rare biological features. The goal of the Survey is to identify significant natural areas and to collect and interpret data on the distribution and ecology of rare plants, rare animals, and native plant communities. Native plant communities are groups of native plants that interact with each other and with their environment in ways not greatly altered by modern human activity or by introduced organisms. These groups of native species form recognizable units, such as an oak forest, a prairie, or a marsh, that tend to repeat over space and time. Native plant communities are generally classified and described by considering vegetation, hydrology, landforms, soils, and natural disturbance regimes.

The MCBS completed in 1994 for Chisago County, used aerial photo interpretation followed by field surveys of selected sites. A review of MCSB data reveals that no areas of native plant communities were located in Center City or immediately surrounding area, however one site with rare plants either protected under the provisions of the Federal or Minnesota Endangered Species Acts or is being considered for protection was located within Center City. This site is located between North Center Lake and Pioneer Lake where the lakes were originally were connected.

The original vegetation of the Center City area consisted mostly of Big Woods which contained bur oak, white oak, red oak, northern red pine, elm, basswood, ash, maple, hornbeam, aspen and birch. Scattered throughout this area were wet prairies, marshes and sloughs which contained marsh grasses, flags, rushes, wild rice with willow and alder-brush and conifer bogs and swamps which contained tamarack.

IV. SURFACE WATER RESOURCES

A. Watershed

The term 'watershed' refers to the entire physical area or basin drained by a distinct stream or riverine system. Gravity and topography are the two major factors that define a watershed. Watersheds help review authorities to evaluate the quality and quantity of local water resources. Center City is contained within the Lower St. Croix Watershed which is located in the St. Croix River Basin. The St. Croix River, which starts in Wisconsin at Upper St. Croix Lake and flows south 164 miles to its mouth at the Mississippi River near Hastings, is a considered a National Scenic Riverway. Figure 3-7 on the next page shows the location of the Lower St. Croix River Watershed in yellow and the rest of the St. Croix River Basin in Green.

The Lower St. Croix watershed is considered a major watershed and is in the east-central part of Minnesota on the west bank of the St. Croix River on the Wisconsin border. According to data from the United States Department of Interior, the Lower St. Croix watershed consists of 923.5 square miles (591,040 acres) on the Minnesota side. The watershed is located in parts of Anoka, Chisago, Isanti, Pine

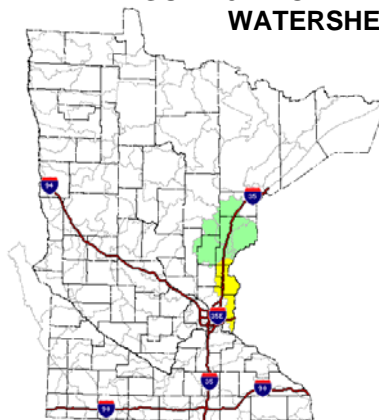
Ramsey and Washington Counties. The St. Croix River starts Wisconsin at Upper St. Croix Lake and flows south 164 miles to its mouth at the Mississippi River near Hastings.

The Lower St. Croix watershed is further subdivided into minor watersheds and Center City is contained within the minor watershed called Minor 7. Minor 7 contains 52.92 square miles and all of Pioneer and North and South Center Lakes, Green Lake and Chisago Lake and empties into the St. Croix River just south of the village of Franconia. A second upstream minor watershed, which drains 7.95 square miles, is located north and east of Center City and drains into north Center Lake.

B. Lakes, Rivers and Streams

Approximately 1.5% percent of the City's total land area is comprised of surface waters, however multiple lakes border the city and are located just outside the city boundaries. Major surface water features within or near the City include North Center Lake, South Center Lake, Pioneer Lake and Little Lake. In addition to the lakes, several protected wetlands exist within and in close proximity to the corporate limits. Surface waters classified by the Minnesota Department of Natural Resources (MNDNR) are subject to shoreland regulations. Table 3-4 illustrates the protected surface waters within Center City and surrounding area and Map 3-3 at the end of this Chapter illustrates the public water inventory and shoreland areas for locations within the City of Center City and surrounding area.

FIGURE 3-7 LOWER ST. CROIX WATERSHED



Source: U.S. Department of the Interior,
U.S. Geological Survey, Minnesota District

TABLE 3-4 PROTECTED SURFACE WATERS

Waterbody/ID	Surface Water Classification
South Center Lake (27P)	General Development
North Center Lake (32P)	General Development
Pioneer Lake (34P)	General Development
Little Lake (33-P)	Recreational Development
Ogrens Lake (11P)	Natural Environment
Unnamed Watercourse (From Little Lake to North Center Lake)	Tributary
Peterson Lake (10W)	Natural Environment
Unnamed Wetland (159W) (Connected to North Center Lake by North Center Court)	No Current Classification (Potentially classified as General Development)

Source: MNDNR

The MNDNR has compiled extensive data on the majority of lakes within the State including: lake surveys, lake depth maps, designation of infested waters, lake water quality data and lake water clarity data (from the Pollution Control Agency), satellite-based water clarity information (from the University of Minnesota), lake notes and fish consumption advice (from the Department of Health). North Center Lake was included on the Minnesota Department of Natural Resources (MNDNR), Designated Invested Waters list approved on July 7, 2008 as being invested with Eurasian water milfoil. The invested waters list cites those lakes throughout the state that are infested with Eurasian water milfoil, spiny water flea, zebra mussels, flowering rush, New Zealand mud snail, brittle naiad, Brazilian elodea ruffe, white perch and round goby.

The Clean Water Act requires states to publish, every two years, an updated list of streams and lakes that are not meeting their designated uses because of excess pollutants. The list, known as the 303(d) list, is based on violations of water quality standards and is organized by river basin. A Total Maximum Daily Load (TMDL) study identifies both point and non-point sources of each pollutant that fails to meet water quality standards. Water quality sampling and computer modeling determine how much each pollutant source must reduce its contribution to assure the water quality standard is met. Rivers and streams may have several TMDLs, each one determining the limit for a different pollutant. The Minnesota Pollution Control Agency (MPCA) is the state agency responsible for protecting Minnesota's water quality. Little Lake was the only protected water body within Center City and surrounding area that was listed by the MPCA as a state impaired water in 2004. Little Lake was assigned a 5C classification which means impaired by one pollutant and no TMDL study plan is approved by the EPA. The pollutant sampled was mercury and because of this pollutant an aquatic consumption advisory was issued. In the 2008 TMDL update Little Lake was no longer listed but North Center Lake and South Center Lake were listed. Both lakes were classified as 5C with nutrient/eutrophication biological indicators with aquatic recreation as the affected use. A new TMDL study is estimated to be complete in 2010.

C. Wetlands

Wetlands have historically been regarded as obstacles to development rather than areas of intrinsic value. However, it is now generally accepted that wetlands are valuable for storing essential surface waters, stabilizing surface waters to minimize the danger of droughts of floods and supporting wildlife habitat. Wetlands are also the primary method of recharging aquifers ensuring a continued water supply. Wetlands cleanse and purify surface water by removing nutrients and other contaminants from storm water runoff.

Wetlands are illustrated on Map 3-4 and the source for this data is the National Wetland Inventory (NWI).

The Army Corps of Engineers and the Department of Natural Resources are ultimately responsible for the overall protection of wetland; however, the City is the local governmental unit responsible for implementing wetland protection measures and administers the Wetland Conservation Act (WCA). The City has completed a Comprehensive Wetland Management Plan. Proper implementation of creek, bluff and wetland buffers in new developments is critical to maintain wetland functions within the City.

D. Flood Plains

In 1969, the Minnesota Legislature enacted the State Flood Plain Management Act (Minnesota Statutes, Chapter 103F). This Act stresses the need for a comprehensive approach to solving flood problems by emphasizing nonstructural measures, such as floodplain zoning regulations, flood insurance, flood proofing and flood warning and response planning. By law, Minnesota flood prone communities are required to: 1) adopt floodplain management regulations when adequate technical information is available to identify floodplain areas, and 2) to enroll and maintain eligibility in the National Floodplain Insurance Program (NFIP) so that people may insure themselves from future losses through the purchase of flood insurance. The Department of Natural Resources (DNR) is the state agency with the overall responsibility for implementation of the State Flood Plain Management Act.

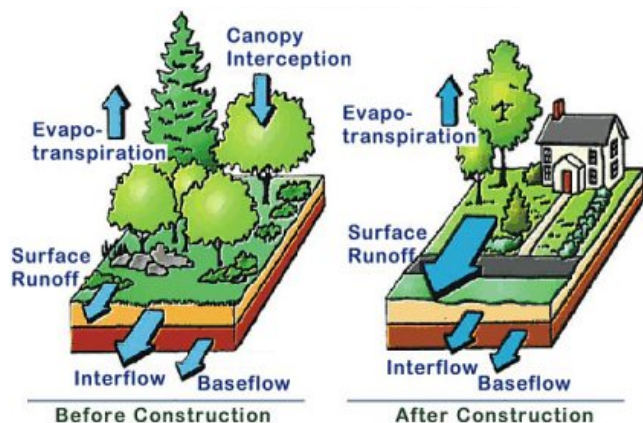
The City of Center City has very little area within designated floodplains. The areas that are designated floodplains are located along the shorelines of North Center Lake, South Center Lake and Pioneer Lake and do not pose much threat for a major flood.

E. Local Hydrologic Cycle

Groundwater and surface water are both part of the "hydrologic cycle". Development has a profound influence on the quality of waters. To start, development dramatically alters the local hydrologic cycle, see Figure 3-8 below. The hydrology of a site changes during the initial clearing and grading that occur during construction. Trees, meadow grasses, and agricultural crops that intercept and absorb rainfall are

removed and natural depressions that temporarily pond water are graded to a uniform slope. Cleared and graded sites erode, are often severely compacted, and can no longer prevent rainfall from being rapidly converted into storm water runoff.

**FIGURE 3-8
LOCAL HYDROLOGIC CYCLE**



Source: MNDNR

The situation worsens after construction. Roof tops, roads, parking lots, driveways and other impervious surfaces no longer allow rainfall to soak into the ground. Consequently, most rainfall is converted directly to runoff. The increase in storm water can be too much for the existing natural drainage system to handle. As a result, the natural drainage system is often altered to rapidly collect runoff and quickly convey it away (using curb and gutter, enclosed storm sewers, and lined channels). The storm water runoff is subsequently discharged to downstream waters.

Water Quality is affected by the accumulation of trash, oil and rubber from cars, fertilizers and pesticides applied to lawns, sediment from bare or poorly vegetated ground and

other pollutants entering streams, rivers and the Lakes. Inflow of sediment can cloud water, blocking sunlight from submerged plants. Sediment also settles to the bottom of streams, clogging the gravel beds used by fish for laying their eggs. Nutrients, such as phosphorus and nitrogen, from fertilizers enter the water and promote unusually rapid algae growth. As this algae dies, its decomposition reduces or eliminates oxygen needed by fish, shellfish, and other aquatic life for survival.

V. GROUND WATER RESOURCES

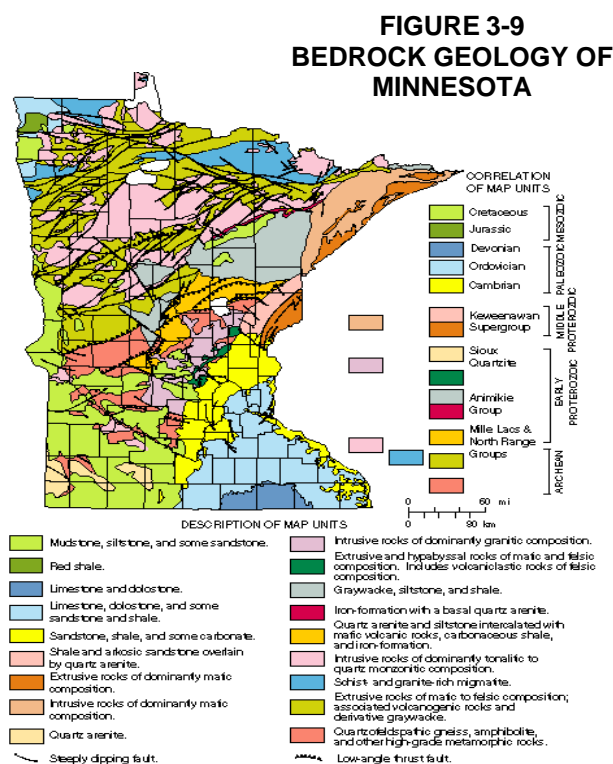
A. Geologic Framework

Subsurface geology and groundwater are important considerations for all communities as they are the source of potable (i.e. drinkable) water. Hydrogeology is the study of the interrelation of subsurface geology and water. Because the consequences of human actions and forces at work above ground have a direct impact upon our ground water resources it is important to consider hydro geologic resources. As shown in Figure 3-9 on the next page, geologic conditions vary greatly in different parts of Minnesota. Hydro geologic conditions determine how sensitive ground water may be to contamination by chemicals and pollutants introduced at ground level. Sensitivity to pollution is described in terms of the length of time it takes for a drop of water to cycle from absorption into the ground to discharge (removal) from an aquifer. The pollution sensitivity of an aquifer is assumed to be inversely proportional to the time of travel: shorter cycle times may indicate a higher sensitivity, longer cycle times may represent a greater travel time and increased geologic protection. Contaminants are assumed to travel at the same rate as water. There are four pollution sensitivity categories: Very High, High, Moderate, and Low. The pollution sensitivity of an aquifer is assumed to be inversely proportional to the time of travel. Very High sensitivity indicates that water moving downward from the surface may reach the ground-water system within hours to months leaving little time to respond to and prevent aquifer contamination. Low sensitivity where it takes decades to centuries for the cycle to be complete may allow enough time for a surface contamination source to be investigated and corrected before serious ground-water pollution develops. It is important to note higher pollution sensitivity categories do not mean water quality has been or will be degraded and low sensitivity does not guarantee that ground water is or will remain uncontaminated.

B. Groundwater Sensitivity

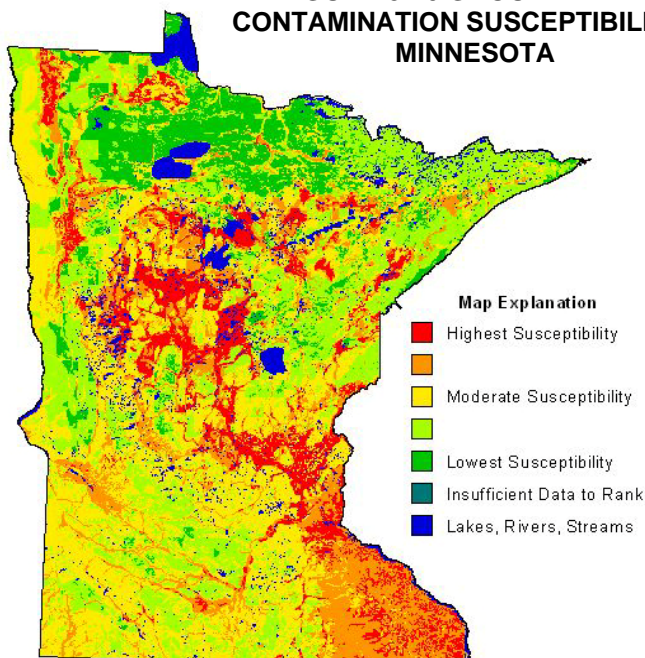
Hydrogeologic conditions also determine how sensitive ground water may be to contamination by chemicals and pollutants introduced at ground level. Sensitivity to pollution is described in terms of the length of time it takes for a drop of water to cycle from absorption into the ground to discharge (removal) from an aquifer. The pollution sensitivity of an aquifer is assumed to be inversely proportional to the time of travel: shorter cycle times may indicate a higher sensitivity, longer cycle times may represent a greater travel time and increased geologic protection. Contaminants are assumed to travel at the same rate as water.

There are four pollution sensitivity categories: Very High, High, Moderate, and Low. The pollution sensitivity of an aquifer is assumed to be inversely proportional to the time of travel. Very High sensitivity indicates that water moving downward from the surface may reach the ground-water system within hours to months leaving little time to respond to and prevent aquifer contamination. Low sensitivity where it takes decades to centuries for the cycle to be complete may allow enough time for a surface contamination source to be investigated and corrected before serious ground-water pollution develops. It is important to note higher pollution sensitivity categories do not mean water quality has been or will be degraded and low sensitivity does not guarantee that ground



Source: Minnesota Geological Survey

**FIGURE 3-10 GROUND WATER
CONTAMINATION SUSCEPTIBILITY IN
MINNESOTA**



Source: MNDNR

water is or will remain uncontaminated. Figure 3-10 shows that groundwater sensitivity in the Center City area is categorized as moderate susceptibility.

The areas in Chisago County most susceptible to contamination run northeast to southwest from Sunrise through North Branch to the Stacy area. Septic tanks and leaking above or underground storage tanks are examples of pollution sources that can impair groundwater quality if improperly located or maintained. In areas of shallow depth to bedrock, great care is needed to safeguard groundwater supplies from contamination.

The Minnesota Pollution Control Agency (MPCA) inventories all confirmed above and underground leaking storage tanks which can be a direct threat to the water supply. The MPCA reports five (5) confirmed instances of leaking from above or underground storage tanks. Table 3-5

identifies each site. Some sites have contaminated soils remaining while others are unknown. Detailed information related to each site and contamination can be obtained from the MPCA.

TABLE 3-5 MPCA CONFIRMED LEAKING UNDERGROUND STORAGE TANKS

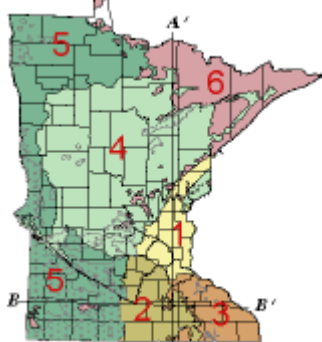
Name	Address/ Location	Leaked Substance	Year Reported	Year Closed	Contaminated Soils Remaining
Chisago County Highway Dept.	Center Ave. & Schulze Ave.	Unknown	1991	1993	Some
Dew Drop Inn Boat Rental	500 Crescents Street	Gasoline, Unknown type	1993	1994	No
Hazelden Foundation	15245 Pleasant View Road	Gasoline, unknown type	1995	1995	Yes
Moody's Sales & Service	336 Summit Avenue	Unknown	1998	2000	Unknown
Jeff's Service	428 Grand Avenue	Gasoline, unknown type	1998	2000	Yes

Source: MPCA, 2009

C. Groundwater Quantity

The quantity of groundwater and surface water available for drinking water supplies can be a severely limiting factor for development. The Minnesota Department of Natural Resources, Waters Division has compiled extensive information on groundwater availability and sustainability throughout the State. The DNR has identified six groundwater provinces in Minnesota and Figure 3-11 shows the six ground water provinces of the state based on bedrock and glacial geology. Within each province, ground-water sources and the availability of ground water for drinking water, industrial, and agricultural uses are similar. The aquifers within these provinces occur in two general geologic settings: bedrock comprising a wide range of rock types and ages, and unconsolidated sediments deposited by glaciers, streams, and lakes. The combination of physical aquifer attributes (thickness, lateral extent, permeability, and porosity type) of the two settings distinguishes the six ground water provinces within the state. Ground water in Province 1 supports lakes, wetlands and stream and includes the core of the Twin Cities metropolitan area and expanding northern edge of. Continuing pressure on all ground-water resources as development continues can be expected.

FIGURE 3-11 GROUND WATER PROVINCES OF MINNESOTA



Source: MNDNR

Center City is located within the Metro Province or Province 1, as is most of Chisago County. Province 1 contains sand aquifers in generally thick (greater than 100 feet) sand and clayey glacial drift overlying Precambrian sandstone and Paleozoic sandstone, limestone and dolostone aquifers. Province 1 is characterized by buried sand aquifers and relatively extensive surficial sand plains as part of a thick layer of unconsolidated sediments deposited by glaciers overlying the bedrock. Province 1 is underlain by sedimentary bedrock that has good aquifer properties. The general availability of groundwater is listed as 'moderate' within areas of surficial sands, 'moderate' in areas of buried sands and 'good' in areas of bedrock.

D. City Water Supply

Currently Center City is serviced by a 620 foot deep well that draws water from the Franconia-Mt. Simon aquifer. This aquifer sensitivity to contamination is considered high because of the local geological setting. Source water susceptibility is also high because of the tritium content of the well water in the

bedrock. Contaminants have been detected in the source water, however the water supplied to the City meets state and federal drinking water standards for potability. As continued growth occurs the chance of contamination of this well grows greater. A drinking water report from 2007 shows that some contaminants were detected at levels that violated federal drinking water standards, however, some contaminants were detected in trace amounts that were below the legal limits.

VI. HAZARDOUS WASTE MATERIALS, AIR, NOISE AND LIGHT POLLUTION

A. Hazardous Waste.

Hazardous waste is any by-product that may pose or potentially pose a substantial hazard to human health or the environment if not properly managed. The U.S. Environmental Protection Agency regulates specific facilities that handle hazard waste materials.

The MPCA has ten (10) registered local generators of hazardous materials. These facilities are as follows: the City of Center City, County Chauffeurs, Moody Sales and Service, Jeffery Rivard DDS., Jeff's Services, Hazelden Foundation, Drug Lab Cleanup Chisago County Sheriff's Office, Chisago County Highway Department, Chisago Lake Evangelical Lutheran Church and Chisago County Sheriff's Office.

B. Air Pollution.

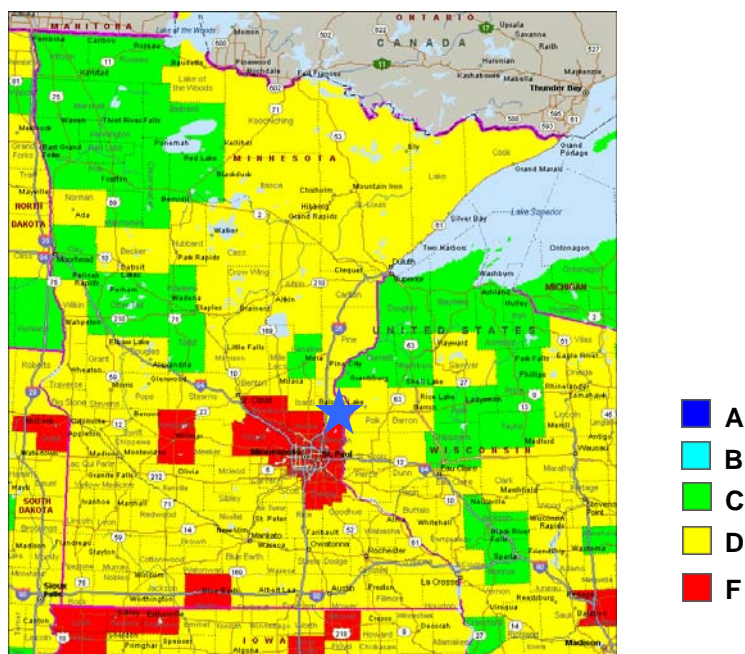
The air quality is also an important and sometimes forgotten issue of importance for communities; air pollution is increasingly a regional and global problem. Pollutants can blow in from cities hundreds of miles away.

The Environmental Protection Agency certifies all counties in Minnesota meet Clean Air Act National Ambient Air Quality Standards. Ambient air quality means the state of quality of the air surrounding air in the surrounding environment. Figure 3-11 represents the air quality for the entire state of Minnesota. The map gives air quality in Chisago County a grade of 'D'.

C. Noise and Light Pollution.

Light and noise pollution can detract from the small town and recreational atmosphere of the City. Lighting should not detract from the enjoyment of the residents and blinking, flashing and bright lights are a nuisance and can easily be controlled through modern advances in lighting which reduce glare and concentrate lighting on-site. Not only can good lighting design and devices control light pollution, they also are more cost efficient and energy efficient. Furthermore, commercial and industrial lighting should not detract from residential uses. Noise ordinances can ensure that noises do not cause nuisances to residents as well.

FIGURE 3-12 MINNESOTA AIR QUALITY
A = Best/Cleanest in the US; F = Worst/Dirtiest in the US



Source: EPA

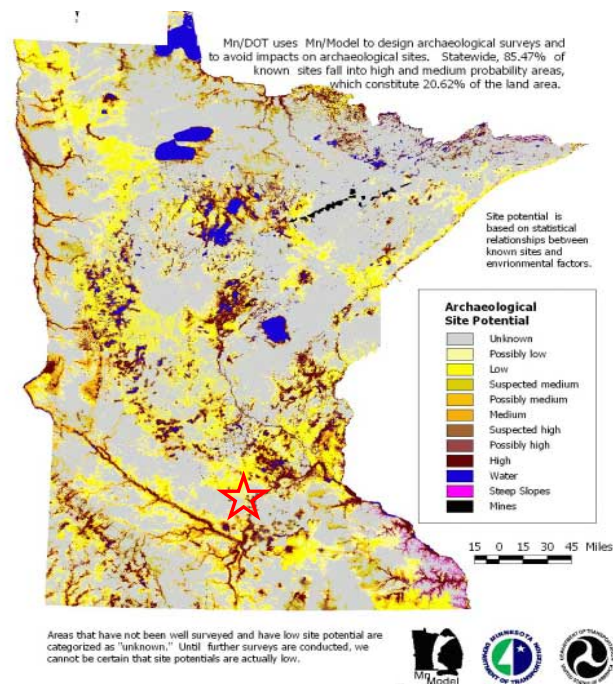
VII. ARCHEOLOGICAL RESOURCES

A. Archeological and Cultural Resources.

The history of a City helps a community define its sense of "place". Historic patterns of development, to a large measure, dictate where a community will grow in the future. History also gives us a window to view the lives of our forbearers and a mirror to reflect their images in our own endeavors.

As time progresses, Center City may face the loss of truly non-renewable resources. These resources are the archaeological and historic sites that give the City's modern day residents a tie to the past. Cultural resources may be demolished or destroyed while others face the natural elements and slowly erode away, some without any knowledge. One threat to these resources is that their significance, or even their existence, is largely unknown. Development, redevelopment, or failure to maintain these sites can diminish or destroy historic and archaeological resources. However, widespread knowledge of archaeological sites can increase the likelihood that they will be disturbed or vandalized. Development and modernization require the need for preservation of archaeologically and historically significant sites. Because the known, or suspected, historic resources may have no significant relationship to current or likely future uses or activities in Center City, it is questionable if they will play a role in determining or affecting the City's character. However, State guidelines call for municipalities to review construction or other ground disturbing activity within historic archaeological sensitive and historic sensitive areas.

**FIGURE 3-13
ARCHAEOLOGICAL PREDICTIVE MODEL**



The Office of the Minnesota State Archaeologist (OSA) and MnDOT has produced "Mn/Model" Minnesota's Statewide Archeological Predictive Model. The Model is included as Figure 3-12 above. The Model categorizes most of Chisago County within the Center City area as having a medium to high probability of archaeological site existence concentrated along the region's streams and lakes. Site potential is based upon statistical relationships between known sites and environmental factors and information can be obtained from the Office of the State Archaeologist, MnDOT and the State Historic Preservation Office. Information obtained from the State Historic Preservation Office (SHPO) indicates the presence of six (6) archaeological sites in Center City and surrounding area.

B. Known Historic Sites.

Center City has one entire district registered on the National Register of Historic Places. This area is known as the Center City Historic District and contains nineteen single family homes, and the Chisago Lake Evangelical Lutheran Church. The Chisago County Courthouse was previously listed but was removed when the building was moved in 1990. Table 3-6 on the next page shows the individual properties within the district and the year they were constructed.

TABLE 3-6 HISTORIC PROPERTIES IN CENTER CITY

Name	Address	Style	Year Built
A.B. Holm House	228 Summit Avenue	Colonial Revival	1904
A.P. Stolberg House	200 Summit Avenue	American Four-square	1910
Alfred B. Slattengren House	216 Summit Avenue	Colonial Revival	1901
Andrew Holtman House	112 Summit Avenue	Colonial Revival	1901
C.J. Wahlstrom House	224 Summit Avenue	Colonial Revival	1902
Chisago Lake Evangelical Lutheran Church	1 Summit Avenue	Romanesque Revival	1888
Dr. A.N. Gunz House	208 Summit Avenue	Colonial Revival	1910
Elof Peterson House	108 Summit Avenue	American Four Square	1900
Frank G. Lorens House	100 Summit Avenue	Queen Anne	1892
Fred Benson House	116 Summit Avenue	Colonial Revival	1896
J.E. Melin House	128 Summit Avenue	Colonial Revival	1900
Lilly Lorens House	212 Summit Avenue	Neoclassical	1895
Mary Andrews House	120 Summit Avenue	Colonial Revival	1902
Oberg House	136 Summit Avenue	Colonial Revival	1900
Peter S. Carlson House	124 Summit Avenue	Colonial Revival	1905
S.J. Johnson House	102 Summit Avenue	Colonial Revival	1896
Solomon Peterson House	104 Summit Avenue	Colonial Revival	1897
V.L. Johnson House	204 Summit Avenue	Colonial Revival	1910
Wennerberg House	132 Summit Avenue	-	1940
William Carlson House	220 Summit Avenue	Neoclassical	1904

Source: Minnesota Historical Society

Along with the properties listed in Table 3-6, the Minnesota State Historic Preservation Office lists all properties that either is historically significant or may possibly be historically significant. The list contains a total of sixty-four (64) properties within Center City and the surrounding area. The history of a City helps a community define its sense of "place". Historic patterns of development, to a large measure, dictate where a community will grow in the future. History also gives us a window to view the lives of our forbearers and a mirror to reflect their images in our own endeavors.

As time progresses, Center City may face the loss of more and more of one of it's truly non-renewable resources. These resources are the archaeological and historic sites that give the City's modern day residents a tie to the past. Many of these cultural resources are being purposefully demolished or destroyed while others face the natural elements and slowly erode away, some without any knowledge. One threat to these resources is that their significance, or even their existence, is largely unknown. Development, redevelopment, or failure to maintain these sites can diminish or destroy historic and archaeological resources. However, widespread knowledge of archaeological sites can increase the likelihood that they will be disturbed or vandalized. Encroaching development and modernization require the need for preservation of archaeologically and historically significant sites. Because the known, or suspected, historic resources may have no significant relationship to current or likely future uses or activities in Center City, it is questionable if they will play a role in determining or affecting the City's character. However, State guidelines call for municipalities to review construction or other ground disturbing activity within prehistoric archaeological sensitive and historic sensitive areas.

VIII. DEVELOPMENT CONSTRAINTS

A review of several natural features has been reviewed in this Chapter. It should be noted that several of the natural features identified in this Chapter, including but not limited to water bodies, topography, soils, wetlands, flood prone areas, potential archeological sites and regionally significant ecological areas, will present constraints to future development. Several of these significant natural features/areas exist in the proposed growth area of the City. Field verification was not done to determine wetland existence and it should be noted that further review of the wetlands and other sites identified is required prior to development. The City should require that areas proposed within these areas be shown in detail as necessary to determine development suitability and protection when submitted with development proposals.

IX. NATURAL RESOURCES OBJECTIVES AND RECOMMENDATIONS

Objective: To the extent possible establish a balance between promoting, protecting, enhancing and preserving natural and physical features (including, but not limited to, woodlands, wetlands, soils, steep slopes, surface waters, groundwater) while managing requests for development and redevelopment.

Policy/Recommendations:

1. Encourage efforts to preserve wildlife species including preservation of natural habitat areas and pre-settlement (native) vegetative communities where feasible.
2. Encourage the use of natural resource data/studies for planning and review of development and redevelopment such as soils, topography, groundwater etc.
3. Carefully regulate development in areas adjacent to shorelands, wetlands and floodprone areas to preserve these as attractive amenities.
4. Encourage development to conform to the natural limitations presented by topography, soils or other natural conditions.
5. Identify and protect significant scenic areas, open spaces, historic or archaeological sites. Emphasize proper management of open space areas in order to preserve trees, wildlife, pre-settlement (native) landscape communities, floodplain, water quality and similar environmentally sensitive features.

Objective: Protect the quality and use of surface water through support and coordination with Chisago County, state and federal agencies.

Policy/Recommendations:

1. Encourage and promote land use practices to protect and improve surface water resources.
2. Establish a priority listing of water areas to monitor surface water quality and quantity.
3. Evaluate the impact of storm water runoff on surface water in the City and respective growth areas.
4. Enforce existing regulations and develop programs and new regulations where necessary to protect surface water.
5. Support the coordination of planning and implementation efforts between Chisago County and neighboring jurisdictions as well as state and federal agencies.

Objective: Protect and preserve groundwater supply and quality through support and coordination with Chisago County and state and federal agencies.

Policy/Recommendations:

1. Protect ground resource from contamination through the continued implementation of a Wellhead Protection Plan and other programs.
2. Identify geologically sensitive areas in the City and define the limits and recharge areas of aquifers.
3. Map areas of Leaking Underground Tanks.

Objective: Protect air quality in the City to comply with MPCA standards.

Policy/Recommendations:

1. Review performance standards within the Zoning Ordinance to ensure that they adequately control dust and wind erosion related to land use and development activities.
2. Promote transportation options such as pedestrian trails and mass transit as an alternative to automobile traffic to limit the amount of automotive exhaust and fumes.

Objective: Preserve the environment as a sustainable resource to insure both present and future generations a good quality of life.

Policy/Recommendations:

1. Continue to coordinate plans and work with all agencies responsible for the protection and restoration of our environment.
2. Continue to administer and support the state environmental review program (EAW, EIS).
3. Enforce City's regulations including storm water violations.

Objective: Educate the community about its natural resource assets and encourage them to think about their use and impact on the natural resources of the community and greater areas.

Policy/Recommendations:

1. Maintain a current list of persons to contact at various local, state and federal agencies which are responsible for protecting the environment.
2. Distribute new information relating to environmental regulations to all policy makers and elected officials as it becomes available.
3. Promote environmental stewardship including reducing, recovering and recycling waste materials.
4. Maintain data that reflects the economic benefits of clean water to the local economy.
5. Attend meetings regarding water quality to share information on surface water issues and to gain better insights on surface water issues.
6. Provide developers and owners with technical assistance in applying Best Management Practices for storm water management on road and land development projects.

7. Seek opportunities, such as conferences and publications to learn about emerging issues regarding the environment and provide training for elected and appointed officials to assist them in dealing with the complexities of environmental issues.
8. Provide information to property owners on Conservation Easements and agencies that will assist in the management of the easements.

Objective: Every effort shall be made to identify and protect prehistoric and historic sites which meet national, state, or local criteria for historic designation from destruction or harmful alteration.

Policy/Recommendations:

1. The State Historic Preservation Office (SHPO) should be referred to for all land use proposals where a possible impact to a historic or archaeological site has been identified.
2. Applicants with land use proposals that contain areas identified as being archaeologically sensitive should be required to conduct an investigation of the area's archaeological significance. The scale and location of the proposal will determine if such an investigation will be required.

CHAPTER 4 – HOUSING

I. INTRODUCTION

The purpose of this chapter is to summarize housing issues within the City of Center City and establish goals and work items promoting a healthy residential infrastructure and furthering a variety of life-cycle housing options. The issues have been identified through:

- An analysis of City demographics.
- An evaluation of historical building trends gathered from building permit information on file at the City offices.
- An evaluation of existing housing conditions gathered through a windshield survey of the City.
- A review of land use options for housing growth.
- A preliminary demand assessment for a 24 unit moderate-income independent senior rental housing project to be located in Lindstrom completed in March of 2004 by Maxfield Research, Inc.

II. HOUSING ISSUES

A. Life Cycle Housing Variety

The housing stock within a community must be responsive to the needs of its residents. Housing needs are not static but change over time as people move through different stages of their lives. Housing needs tend to evolve from: (1) affordable basic units for young people just beginning to enter the workforce to (2) affordable single family units for first time home buyers and young families to (3) move up housing for people with growing families and/or incomes to (4) empty-nester dwellings for persons whose children have grown and left home (5) to low maintenance housing options for aging persons as their ability to maintain their property decreases; and finally to (6) assisted living environments to provide health and medical care to the elderly.

To address the life-cycle needs of residents, it is critical that a community provides a wide range of housing:

- **Types** (i.e. apartment/townhome/condominium rental, townhome/condo/single-family owner occupied, assisted living).
- **Sizes** (i.e. one, two, three bedroom rentals; starter homes; move-up homes).
- **Values:** (i.e. efficiency – luxury rental units; starter homes – executive homes).

The development of life-cycle housing works to sustain the community by preventing a polarization of residents in one age or income group. As one generation of residents moves through its life cycle it can move into the housing provided by the previous generation, just as the next generation will move into the housing being vacated.

B. Population Characteristics & Growth

Center City's existing population as described in the Demographic Trends & Projections (Chapter 2) depicts a relatively old populace, with a median age of 39.1 years. Table 4-1 on the next page illustrates the median age of Center City and neighboring jurisdictions.

TABLE 4-1 MEDIAN AGE

Area	Median Age
Center City	39.1
Chisago City	37.8
Lindstrom	38.8
Shafer	31.3
Taylors Falls	34.8
Chisago Lake Twp.	36.6
Franconia Twp.	36.1
Shafer Twp.	37.8
Chisago County	35.4
Minnesota	34.3
United States	35.3

Source: US Census Bureau

The largest age groups within the city are those aged 35-39 and 40-44 years. Combined the two age classes comprise 19.6% of the Center City population. Younger age groups and persons in transition who are not able to afford to purchase a home typically choose to occupy rental units within multi-unit structures. As a result higher than average turnover in housing unit occupants may be expected. Table 4-2 illustrates Census data that reflects that 66.1% of those occupying housing units within the community moved in between 1990 and March 2000.

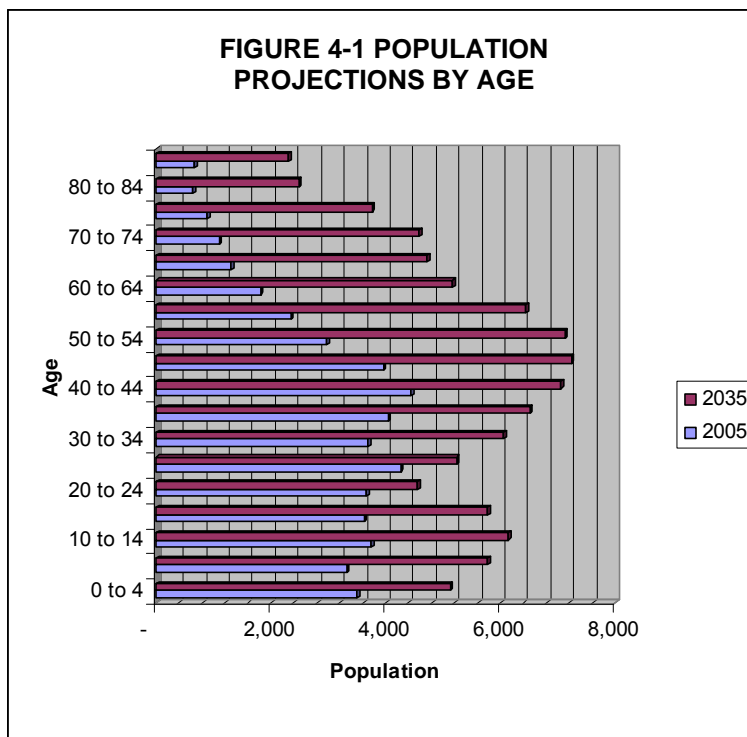
TABLE 4-2 CENTER CITY HOUSING UNITS BY YEAR HOUSEHOLDER MOVED INTO UNIT

Year Household Moved In	Number of Owner-Occupied Units	Percent of Owner-Occupied Units	Number of Renter-Occupied Units	Percent of Renter-Occupied Units	Total Number of Occupied Units	Total Percent of Occupied Units
1999-March, 2000	22	11.6%	12	75.0%	34	16.5%
1995-1998	52	27.4%	4	25.0%	56	27.2%
1990-1994	46	24.2%	0	0.0%	46	22.3%
1980-1989	28	14.7%	0	0.0%	28	13.6%
1970-1979	21	11.1%	0	0.0%	21	10.2%
1969 or Before	21	11.1%	0	0.0%	21	10.2%
Total	190	100%	16	100%	206	100%

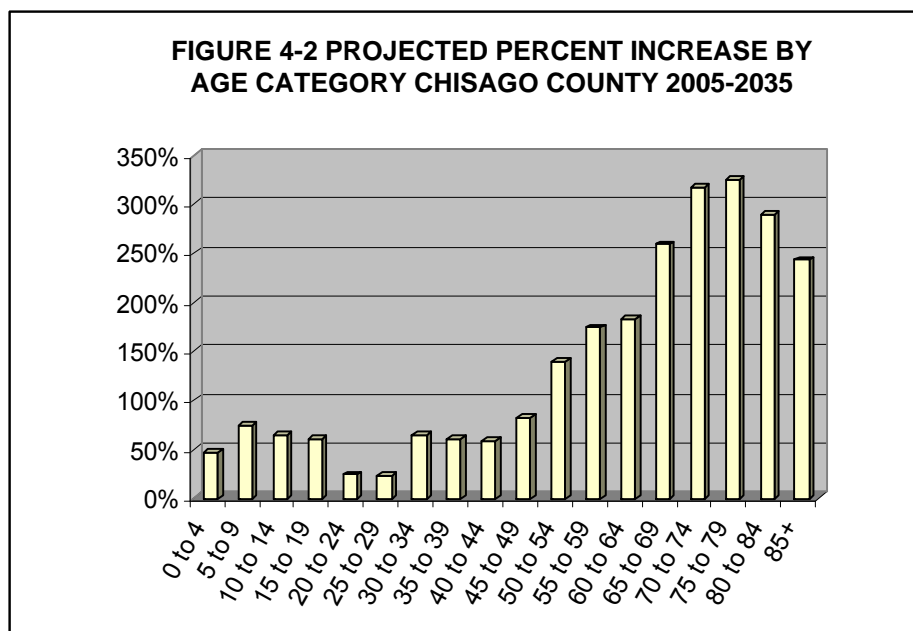
Source: US Census Bureau

The State Demographer's Office projects future population by age group at a county level. The population is anticipated to age with the largest number of individuals in the age groups of 40 to 44, 45 to 49 and 50 to 54 and the highest percent increase in those aged 70 to 74 and 75 to 79 years at over 300%. This will have an impact on the type of housing required in the future as the population ages (e.g. senior housing, one-level style housing versus a multi-level single-family home).

One other area so to look at is retaining the young adults in the age 20 to 24. Although a lot of this age group is away at college it should be a priority of the City to try to keep this age group in the City and attract them back to the community after they are through with college.



Source: Minnesota State Demographers Office, 2007



Source: Minnesota State Demographers Office, 2007

C. HOUSING AFFORDABILITY – DEFINED

“Affordable Housing” is defined differently by various organizations. The United States Department of Housing and Urban Development generally defines housing as affordable if it costs less than thirty (30) percent of a household’s income. However, HUD’s Section 8 Income Guidelines are the basis for most affordable housing programs. Section 8 guidelines define low and moderate incomes on a sliding scale,

depending on the number of persons in the family. For example, a four person household is considered 'moderate income' if their family income is 80 percent of the area's median family income.

The U.S. Census Bureau classifies household and family income differently. Household income is defined as total money received in a calendar year by all household members 15 years old and over. Family income is the total income received in a calendar year by family members related by birth, marriage or adoption. Many households are not families, for example single people living alone or with non-related roommates are considered a non-family household. Median household income is often lower than median family income, however, most housing data references family income rather than household income.

'Median' income differs from 'average' income. 'Median' is created by dividing income distribution data into two groups, one having incomes greater than the median and the other having incomes below the median. 'Average' income is calculated by adding all incomes together and dividing the total by the number of responses. The following Tables 4-3 and 4-4 will compare Center City, neighboring jurisdictions and Chisago County housing affordability data in terms of median household income (Table 4-3) and Center City and Chisago County in terms of median family income (Table 4-4).

**TABLE 4-3 AFFORDABLE HOUSING – GENERAL DEFINITION
30 PERCENT OF MEDIAN HOUSEHOLD INCOME**

Area	Median Household Income	"Affordable" Monthly Mortgage Payment*	"Affordable" Home Value at 6% interest/30 year term	"Affordable" Monthly Rent Payment
Center City	\$48,594	\$1,215	\$202,652	\$1,215
Chisago City	\$38,352	\$959	\$158,785	\$959
Lindstrom	\$44,980	\$1,124	\$187,474	\$1,124
Shafer	\$41,667	\$1,042	\$173,797	\$1,042
Taylors Falls	\$35,320	\$883	\$147,277	\$883
Chisago Lake Twp.	\$65,855	\$1,646	\$274,539	\$1,646
Franconia Twp.	\$68,125	\$1,703	\$284,046	\$1,703
Shafer Twp.	\$59,375	\$1,484	\$247,519	\$1,484
Chisago County	\$52,012	\$1,300	\$216,829	\$1,300
Minnesota	\$47,111	\$1,178	\$196,481	\$1,178

Source: US Census Bureau

* Does not include down payment or taxes and insurance which may be reflected in monthly mortgage payment

** 6% interest used as a more long term realistic rate compared to current rate as of 4-10-09 of below 5%

**TABLE 4-4
AFFORDABLE HOUSING – SECTION 8 DEFINITION**

Area	City of Center City			Chisago County		
	Annual Income	"Affordable" Home Value at 6% interest/30 year term	Approximate "Affordable" Monthly Rent Payment	Annual Income	"Affordable" Home Value at 6% interest/30 year term	Approximate "Affordable" Monthly Rent Payment
Median Family Income	\$51,875	\$216,329	\$1,297	\$57,335	\$239,012	\$1,433
Low income - one person household	\$29,050	\$121,091	\$726	\$32,108	\$133,934	\$803
Low income - two person household	\$33,200	\$138,437	\$830	\$36,694	\$152,248	\$917
Low income - four person household	\$41,500	\$173,130	\$1,038	\$45,868	\$191,309	\$1,147
Very low income - one person household	\$18,156	\$75,723	\$454	\$20,067	\$83,729	\$502
Very low income - two person household	\$20,750	\$86,565	\$519	\$22,934	\$95,572	\$573
Very low income - four person household	\$25,938	\$108,081	\$648	\$28,668	\$119,590	\$717

Source: US Census Bureau & Department of Housing and Urban Development for Income. MDG, Inc. calculations of affordable mortgage and rent rates (Based on Section 8 definition of affordable. Affordable mortgage based on 6% interest and a 30-year term, with no money down.)

* Does not include down payment or taxes and insurance, which may be reflected in monthly mortgage payment.

** "Moderate" income defined here as 80% of median family income for Chisago County.

*** "Low" income defined here as 50% of median family income for Chisago County.

**** 6% interest used as a more long term realistic rate compared to current rate as of 4-10-09 of below 5%

By condensing data above, it is possible to develop a range of affordability for owner-occupied and rental units in the City of Center City. Table 4-5 depicts the range of affordability for housing Center City residents can afford.

**TABLE 4-5 CENTER CITY RANGE OF HOUSING
AFFORDABILITY – FAMILY OF FOUR PERSONS**

	Owner – Occupied Home Value	Monthly Rental Cost
Affordable for Median Incomes	\$216,329	\$1,297
Affordable for Moderate Incomes (80% of Median)	\$173,130	\$1,038
Affordable for Low Incomes (50% of Median)	\$108,081	\$648

*Affordable mortgage based on 6% interest and a 30-year term, with no money down.

It is noted most housing affordability programs and data place emphasis on creating owner-occupied units at 80% of the median family income (moderate income) and, rental units at 50% of the median family income (low income). Since low-income persons are typically renters, the definition of 'low income' is tied to the number of persons in each unit. Therefore, the Comprehensive Plan as of 2009 will identify "affordable owner-occupied units" as those affordable for moderate-income families (80% of median income). Existing and new homes that are 'affordable' will be those between \$173,170 and \$202,652 (average of \$187,911). Affordable rental units are based on 50% of the median income and will be in the range of \$648 per month.

It is important to note the definition of 'affordable' in terms of a dollar amount will change as the cost of living increases and interest rates change. Therefore, the City should periodically review income/housing statistics and update the definition as warranted. Factors such as interest rates will impact housing affordability.

D. Demand for Affordable Housing in Center City

The U.S. Census Bureau reports the actual income distribution in the City in terms of both median household and median family incomes. Income distributions can be compared to affordability standards to determine how many households and families in the City of Center City may require affordable housing. In Table 4-6, households that may require affordable housing (based on family income) are depicted in the shaded areas.

TABLE 4-6 CENTER CITY FAMILY INCOME AFFORDABILITY

Annual Family Income	Number of Families in Category	Percent of Total	Maximum Sustainable Monthly Rent - Two Bedroom	Maximum Sustainable Home Value
Less than \$10,000	2	1.1%	\$250	\$41,698
10,000 – 14,999	5	2.7%	\$375	\$62,547
15,000 – 24,999	22	11.8%	\$625	\$104,245
25,000 – 34,999	14	7.5%	\$875	\$145,943
35,000 – 39,999	7	3.7%	\$1,000	\$166,792
40,000 – 49,999	48	25.7%	\$1,250	\$208,490
50,000 – 74,999	47	25.1%	\$1,875	\$312,734
75,000 – 99,999	32	17.1%	\$2,500	\$416,679
100,000 - 149,999	5	2.7%	\$3,750	\$625,469
150,000 - 199,999	5	2.7%	\$5,000	\$833,958
200,000 or more	0	0.0%	\$5,000+	\$833,958+
Median = \$48,594	187	100%		

Source: US Census Bureau & MDG Calculations of Approximate Maximum Sustainable Home Value based on 6% interest and 30 year term, at 30% of average family income range.

The U.S. Census data provides poverty statistics. Compared to neighboring townships and cities, Center City has a lower than average rate of individuals and families living in poverty compared to the cities but a higher than average rate than the townships. Table 4-7 on the next page illustrates this.

TABLE 4-7 POVERTY LEVELS

Income in 1999 Below Poverty Level	All Ages	Percent of Families
Center City	5.5%	0.7%
Chisago City	6.0%	3.8%
Lindstrom	8.0%	5.7%
Shafer	9.1%	5.1%
Taylors Falls	20.0%	11.5%
Chisago Lake Twp.	1.8%	1.0%
Franconia Twp.	0.9%	0.0%
Shafer Twp.	1.9%	1.0%
Chisago County	5.1%	3.2%
Minnesota	7.9%	5.1%

Source: US Census Bureau

E. Affordable Housing Supply – City of Center City

The 2000 Census indicates the median monthly mortgage payment in the City of Center City is \$851; the median gross rent per month is \$450. As indicated in Table 4-8, the median value of a home within the City was \$83,800. Medians within the City are significantly lower than those in Chisago County, the adjacent township and significantly lower than those in the state.

TABLE 4-8 ESTIMATED ACTUAL HOUSING COSTS

Area	Specified Owner Occupied Housing Units*	Median Value	With Mortgage	Without Mortgage	Median Gross Rent
Center City	179	\$140,100	132 (73.3%)	47 (26.3%)	\$475
Chisago City	540	\$127,200	409 (75.7%)	131 (24.3%)	\$596
Lindstrom	866	\$124,200	610 (70.4%)	256 (29.6%)	\$461
Shafer	58	\$105,000	56 (96.6%)	2 (3.4%)	\$660
Taylors Falls	229	\$100,700	173 (75.5%)	56 (24.5%)	\$447
Chisago Lake Twp.	754	\$172,100	605 (80.2%)	149 (19.8%)	\$600
Franconia Twp.	139	\$177,300	121 (87.1%)	18 (12.9%)	\$458
Shafer Twp.	75	\$152,100	64 (85.3%)	11 (14.7%)	\$663
Chisago County	8,888	\$132,500	7,335 (82.6%)	1,545 (17.4%)	\$506
Minnesota	1,117,489	\$122,400	829,081 (74.2%)	288,408 (25.8%)	\$566

Source: US Census Bureau

F. Owner-Occupied Housing Supply

The 2000 Census indicates that of the occupied housing units, 190 were owner occupied units. The majority of these units, 166 or 87.4%, were single-family detached units with 22 or 11.6% as single family attached units and 2 units or 1.1% as two units in the structure. The owner-occupied segment of Center City's housing unit supply can be further described in terms of the value of the home. Table 4-9 shows

the owner occupied housing values and Table 4-10 shows the monthly mortgage payment for those with mortgages, which include statistics on 132 specified owner-occupied housing units.

TABLE 4-9 SPECIFIED OWNER OCCUPIED HOUSING VALUES

Value	Number of Units	Percent of Units
Less than \$99,999	49	27.4%
\$100,000-\$149,999	52	29.1%
\$150,000-\$199,999	41	22.9%
\$200,000-\$299,999	28	15.6%
\$300,000-\$499,999	7	3.9%
\$500,000-\$999,999	0	0.0%
\$1,000,000 or more	2	1.1%
Median Value	\$140,100	100%

Source: US Census Bureau

TABLE 4-10 SPECIFIED OWNER OCCUPIED HOUSING UNITS BY MONTHLY MORTGAGE (IF UNIT MORTGAGED)

Monthly Mortgage	Number of Units	Percent of Units
Less than \$499	8	6.1%
\$500-\$699	14	10.6%
\$700-\$999	41	31.1%
\$1,000-\$1,499	51	38.6%
\$1,500-\$1,999	15	11.4%
\$2,000 or more	3	2.3%
Total	132	100.0%

Source: US Census Bureau

G. Rental Unit Supply

Of the 194 total occupied housing units noted in the 2000 Census, 12 or 6.2% were occupied by renters. The US Census 2000 notes that the median gross rent was \$475 and the median contract rent was \$388. 50.0% of the renter-occupied housing units, in 2000, were occupied by householders 15 to 64 years, while 50.0% were occupied by householders 65 and older. 58.3% of rental units were occupied by non-family households. Of the rental units in the city, 62.5% were two-bedroom units, 25.0% were one-bedroom units and 12.5% had no bedrooms.

III. EXISTING HOUSING STOCK

A. Type of Housing

The existing housing supply in Center City includes single-family, duplex, and multiple-family units. Single family detached homes are by far the majority of the housing units. According to the 2000 Census, Table 4-11 on the next page shows the existing occupied housing stock within Center City.

TABLE 4-11 TYPES OF OCCUPIED HOUSING IN CENTER CITY

	Total Number	Owner		Renter	
		Number	Percent	Number	Percent
Single-family detached	176	166	94.3%	10	5.7%
Single-family attached	26	22	84.6%	4	15.4%
Two-family units	2	2	100.0%	0	0.0%
5 or more units	2	0	0.0%	2	100.0%
Total	206	190	92.2%	16	7.8%

Source: US Census Bureau

B. Density

The 2000 Census reports a population density of 1,240.8 people per square mile of land in the city and a housing density of 456.3 housing units per square mile of land. Table 4-12 compares the population density per square mile of land and housing density per square mile of land with the neighboring jurisdictions. As Table 4-12 shows Center City in the middle of the density when it is compared to the neighboring cities but well above the township and county density due to there rural nature.

TABLE 4-12 DENSITY OF HOUSING AND PEOPLE PER SQUARE MILE

	People Per Square Mile	Housing Units Per Square Mile
Center City	1,240.8	456.3
Chisago City	1,329.0	561.1
Lindstrom	1,332.1	584.1
Shafer	540.7	203.4
Taylors Falls	255.6	103.7
Chisago Lake Twp.	70.9	27.5
Franconia Twp.	36.9	11.1
Shafer Twp.	21.6	7.8
Chisago County	98.4	37.2
Minnesota	61.8	26.0
United States	79.6	32.8

Source: US Census Bureau

C. Building Activity

Historical building permits from 2001 to the present were analyzed for new single-family construction permits and new multiple-family residential construction permits.

Table 4-13 on the next page illustrates the number off new units since 2001. Although overall a small amount of new single-family homes and multiple family units were constructed, a significant spike in housing construction occurred between 2002 and 2004 and has dropped off the past few years, similar to new housing starts state-wide.

**TABLE 4-13
NEW HOUSING UNITS IN CENTER CITY SINCE 2001**

Year	New Single Family Homes	New Multiple Family Units
2001	0	0
2002	4	0
2003	3	24
2004	7	0
2005	2	0
2006	0	0
2007	1	0
2008	1	0
2009*	0	0
Total	18	24

Source: Center City Building Permit Records from Chisago County

* 2009 Building Permits January 1st through August 28th

D. Condition of Existing Housing Stock

The condition of the existing housing stock in Center City has been documented to be in generally good condition. A windshield survey of various residential areas conducted in February, 2009 reveals that most single-family structures are generally well maintained. However, some evidence of severe deterioration was cited on numerous homes.

While not necessarily a determining factor of condition, structure age is a good indicator as to the need to aggressively promote maintenance, rehabilitation and even redevelopment; for as a structure ages, maintenance needs increase. Neglected maintenance, especially for older structures, can lead to deterioration that will have a blighting influence to adjacent properties and the entire neighborhood.

Table 4-14 shows the year the structure was built which included the number of structures from the 2000 US Census and the additional units from the building permit records from Chisago County since 2000.

TABLE 4-14 YEAR STRUCTURE BUILT

Year Built	Number of Units
Built 2005-Present*	4
Built 2000-2004	38
Built 1995-1999	30
Built 1990-1994	28
Built 1980-1989	16
Built 1970-1979	14
Built 1960-1969	11
Built 1950-1959	25
Built 1940-1949	10
Built 1939 or Earlier	72

Source: US Census Bureau & Center City Building Permit Records from Chisago County

*2009 Building Permits January 1st through August 8th

E. Housing Needs

The 2000 Census indicates 20 vacant housing units within the City at that time. Of those vacant, four units were rented or sold not occupied, fifteen were seasonal, recreational or other occasional use and one was classified as other vacant. 75% of the vacant units were in structures built between before 1949. Seven of the vacant units had 1 bedroom, five of the vacant units had 2 bedrooms and the remaining eight vacant units had 3 bedrooms.

Upon reviewing building permits for multiple-family units, it is noted 24 senior units were constructed in 2003. These units are part of the 55 and over Bayview Senior Apartments built and leased by the Chisago County HRA. They contain 1 and 2 bedroom units for between \$680 and \$780 per month including heat and water. As the Bayview Senior Apartments project was under construction a proposal for a 24 unit moderate-income independent senior rental housing project was proposed in Lindstrom. This project was projected to draw 75% of its occupancy from the Lindstrom market area which includes Center City. The preliminary conclusion reached was that after the Bayview project is complete, excess demand in the market area would exist for an additional 3 units through 2008. With that level of demand, combined with the fact that no one site or project can capture all of the projected demand in the area, it was found that the market for the proposed 24 unit project in Lindstrom may be very competitive or it was close as to whether or not sufficient demand will exist to support your proposed project.

According to the April 8, 2009 Multiple Listing Service, there were 18 single-family homes listed for sale in Center City ranging in asking price from \$107,100 to \$425,000. In addition there were 3 townhomes ranging in price from \$160,000 to \$199,900. Two residential lots were also listed for sale priced at \$67,500 and \$99,900.

The Minnesota State Demographer's Office has projected Center City's population will increase from its 2008 estimate population of 608 to 939 by 2035. In 2008 the State Demographer's Office estimated 220 households in Center City. The City averaged 2.65 people per household in the 2000 census which was down from 2.87 in the 1990 census. However, if you take the State Demographer's Office estimate of 608 people and 220 households in 2008, you get 2.76 people per household. The State Demographer's Office projects declining household sizes, due to the aging population over the next couple of decades, so for projection purposes, if Center City's household size stays at 2.65 people per household, this would suggest the number of households will increase to 354 by the year 2035 from a projected 220 households in 2008. This would mean an additional 134 additional households would be added to the community or a 60.9% increase. By using this number you would need to add approximately 5 new households a year by 2035. Table 4-15 below shows the population projections from the State Demographer's Office and household projections from MDG, Inc. calculations using 2.65 persons per household. One item to note is as of August, 2009 there are 254 housing units in Center City, 34 more than the household projection from 2008. This is largely because there are some seasonal or second home properties within Center City and vacant housing units.

TABLE 4-15 CENTER CITY HOUSING PROJECTIONS

Year	Population Projections	Household Projections
2008	608	220
2010	687	258
2015	750	283
2020	803	303
2025	846	319
2030	894	337
2035	939	354
Total Increase	279	133

Source: Minnesota State Demographer's Office (Population Projections) & MDG, Inc projections based on 2.65 people per household (Household Projections)

Future housing needs will depend on changes in the economy, gas prices, housing styles, interest rates, availability of lots and land prices, job creation by the expansion of the industrial and commercial bases and aging demographics. An updated housing study may provide greater insight than the 2000 census data (which will be updated in the next couple of years with the 2010 census), State Demographer estimates and the recent changes in the housing market and economy within the area and state-wide.

F. Area Housing Organizations

Central Minnesota Housing Partnership

The Central Minnesota Housing Partnership (CMHP), located in St. Cloud, is a private non-profit Community Housing Development Organization (CHDO) with a 501(c)(3) designation. CMHP provides information, offers technical assistance, develops and implements affordable housing programs and rehabs/develops housing projects. The CMHP currently serves the counties of Aitkin, Benton, Carlton, Cass, Chisago, Crow Wing, Isanti, Kanabec, Mille Lacs, Morrison, Pine, Chisago, Sherburne, Todd, Wadena and Wright.

Chisago County Housing Redevelopment Authority

The Chisago County Housing Redevelopment Authority (HRA) has established office space in the City of North Branch. The HRA is involved in various housing endeavors within the county.

IV. COMMUNITY INPUT

A community survey distributed in 2008 contained questions regarding housing within Center City. In addition to the community survey a questionnaire was distributed at the visioning meeting held in February, 2009 that contained additional questions regarding housing. Out of a total of 254 housing units in Center City in 2009 (this does not subtract the vacant housing units), 86 or 34% of the community surveys were completed. Another 28 questionnaires were completed at the visioning meeting. The responses to the questions regarding housing in the community survey are as listed below.

<i>Please Rate the general appearances of the following in Center City.</i>	Excellent	Good	Fair	Poor	No opinion
Residential Neighborhoods	3	44	27	7	0
Vacant Homes and Lots	0	27	28	11	25

<i>The City should seek growth in the following areas.</i>	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
General Housing Growth	5	20	37	13	8
Seasonal Housing Growth	1	9	36	28	8
Affordable Housing	5	23	28	18	4

In addition to the above responses from the community survey 3 people mentioned declining home values and 3 people mentioned upkeep by home owners as issues that concern them most. One resident also stated that one positive change they would like to be see in Center City is housing for seniors and another resident mentioned growth in housing.

The questionnaire from the visioning meeting included a question asking what in your opinion, is the Center City's sentiment toward residential development. Out of the 24 responses received on this

questions, 4 (17%) said there is a general consensus that it should be restricted, 7 (29%) said there is a consensus that it should be restricted in some cases, 4 (17%) said there is much disagreement on the issue, 7 (29%) said there is a consensus it should be encouraged in some cases and 2 (8%) said there is a consensus it should be strongly encouraged.

Another question from the questionnaire rating policy areas as to the current situation within Center City and the future outlook in Center City had the following responses.

Current Situation					
Policy Area	Very Poor	Poor	Average	Good	Excellent
Neighborhood Quality	0 (0.0%)	1 (3.8%)	3 (11.5%)	16 (61.5%)	6 (23.1%)
Housing Affordability	0 (0.0%)	2 (7.7%)	17 (65.4%)	4 (15.4%)	3 (11.5%)
Housing Quality	0 (0.0%)	0 (0.0%)	13 (48.1%)	12 (44.4%)	2 (7.4%)

Future Outlook					
Policy Area	Very Poor	Poor	Average	Good	Excellent
Neighborhood Quality	1 (4.0%)	0 (0.0%)	6 (24.0%)	11 (44.0%)	7 (28.0%)
Housing Affordability	1 (4.2%)	2 (8.3%)	10 (41.7%)	7 (29.2%)	4 (16.7%)
Housing Quality	0 (0.0%)	0 (0.0%)	7 (29.2%)	13 (54.2%)	4 (16.7%)

Another question in the visioning meeting questionnaire asked the respondent what is your attitude toward development. The responses are as follows.

What is Your Attitude Toward Development?					
Type of Development	Strongly Discourage	Discourage	Neutral	Encourage	Strongly Encourage
Residential	0 (0.0%)	6 (23.1%)	7 (26.9%)	8 (30.8%)	5 (19.2%)
Multiple Family Housing	4 (15.4%)	7 (26.9%)	11 (42.3%)	2 (7.7%)	2 (7.7%)
Affordable Housing	2 (7.7%)	4 (15.4%)	11 (42.3%)	3 (11.5%)	6 (23.1%)

The final question dealing with housing from the visioning meeting questionnaire asked the respondent in their opinion which of these issues should be a priority in the City. The responses are as follows.

Which of these Issues should be a priority in the City?					
Policy Area	Low	Low-Medium	Medium	Medium-high	High
Make land available for residential development	4 (16.7%)	4 (16.7%)	12 (50.0%)	2 (8.3%)	2 (8.3%)
Reduce high housing costs	2 (8.3%)	5 (20.8%)	11 (45.8%)	3 (12.5%)	3 (12.5%)
Provide sufficient low-income housing	4 (16.7%)	3 (12.5%)	10 (41.7%)	6 (25.0%)	1 (4.2%)

V. HOUSING OBJECTIVES, POLICIES AND PLAN

A. Housing Objectives

1. Actively review and promote potential areas of residential redevelopment and infill within the corporate limits as a means of promoting energized urban neighborhoods.
 - Implementation: City Administrator, Planning Commission, Chisago County HRA-EDA and City Council.
2. Awareness of aging population. The City should continue to prepare for increased aging of its population by working with the Chisago County HRA-EDA, identifying sites for future senior housing projects and applying for available funding to assist senior housing projects.
 - Implementation: City Council, Planning Commission, City Administrator and staff through the guiding of areas for senior housing.
3. The City should seek to assist low/moderate income homeowners in rehabilitating their dwellings, especially in the original townsite; e.g. Small Cities Block Grant administration.
 - Implementation: City Administrator, Chisago County HRA-EDA and City Council.
4. The City should encourage a range of property values and rent rates within the housing stock as a means of diversifying the population and sustaining the community. An over supply of one type of housing or level of housing cost should be avoided.
 - Implementation: Planning Commission and City Council.
5. The City, through its Subdivision Ordinance, Floodplain Ordinance and/or Shoreland Ordinance, should restrict or prohibit residential development affecting public waters/watercourses, wetlands, and other natural features as they perform important protection functions in their natural state.
 - Implementation: Planning Commission and City Council.
6. The City should address maintenance problems and code violations as a means of improving and strengthening the character of individual neighborhoods and avoiding blighting conditions. Violations of property maintenance, which infringe upon residential neighborhood quality, pose public health and safety problems and threaten neighboring property values should be addressed.
 - Implementation: Building Inspector and City Staff.
7. The City should protect low-density residential neighborhoods from encroachment or intrusion of incompatible higher intensity residential land uses, as well as non-residential use categories through adequate buffering and separation. Residential developments should be protected from and located away from sources of adverse environmental impacts including noise, air, and visual pollution through landscaping and screening adjacent to county roads, state highways and more intensive land uses.
 - Implementation: Planning Commission and City Council.
8. The City should monitor vacant housing units and the maintenance of those properties, with enforcement letters to property owners, to ensure the protection of market values of surrounding properties.

➤ Implementation: City Administrator and Staff.

9. The City should support the update of a County-wide Housing Study to more accurately identify the housing needs in the community in the future.

➤ Implementation: City Administrator and City Council.

B. Housing Policies

1. Maintain zoning and subdivision regulations allowing for the construction of a variety of housing types and price ranges.
2. Continue to utilize City ordinances that allow planned unit developments that provide a mixture of housing types.
3. Promote the development of multi-family housing units in areas that are physically suited to serve higher densities.
4. Require the integration of open spaces within residential developments in order to maintain a living environment that is consistent with the City's vision and guiding principals.
5. Review the City's Zoning Ordinance and allowable densities to ensure the ordinances match the desired goals of the City.

C. Housing Plan

1. Balanced Supply of Housing. The City of Center City strives to provide life cycle housing for all market needs including (1) affordable basic units for young people just beginning to enter the workforce to (2) affordable single family units for first time home buyers and young families to (3) move up housing for people with growing families and/or incomes to (4) empty-nester dwellings for persons whose children have grown and left home (5) to low maintenance housing options for aging persons as their ability to maintain their property decreases; and finally to (6) assisted living environments to provide health and medical care to the elderly.

Based on 2000 census data, it appears approximately 140 owner occupied units were considered in the "affordable" range or under \$202,652, when comparing home values with median family and household incomes (See Tables 4-3 and 4-9).

According to the on-line Multiple Listing Service, as of April 8, 2009; 21 single family and townhomes in the Center City were on the market in following asking price ranges. A little over one half were in the "affordable range" for Center City.

<u>Asking Price</u>	<u>Number of Homes Listed</u>
400,000-499,999	2
300,000-399,999	4
200,000-299,999	3
100,000-199,999	12

Since 2000, 43% of the new housing units constructed in Center City have been single-family detached units. The other units were the Bayview Senior Apartments which suggests a good mix of housing options. In order to maintain a balance of housing options available in the City, the future land use plan includes designations for low, medium and high-density residential developments.

2. Variety of Housing Types. The City of Center City currently has a very limited variety in housing options available for owner-occupied dwellings with the 2000 census reporting 78.3% of the owner-occupied units as detached single-family units, 11.6% of the city's housing units as single-family attached, 1.1% of the units in two-family, three-unit, four-unit or housing units with 5 or more unit buildings.

The types of housing units constructed in general has changed in the past few years with a larger percentage of owner-occupied attached or townhouse units constructed. The style and type of housing constructed has been a result of market conditions as well as the aging of the population and is anticipated to drive housing types in the future as well.

3. Well-Maintained Housing. The 2000 census reports that 29.0% of Center City's housing stock (72 units) were constructed in 1939 or prior to that date. The median construction year of all owner-occupied housing units constructed before 2000 was 1960. An additional 100 units (40.3%) units have been constructed since 1990, which will have minimum maintenance concerns but a large portion of the housing stock was built in 1939 or before, which maintenance concerns may arise.

According to the 2000 census, Center City's rental housing is slightly older than the owner-occupied units, with a median construction year of 1955. Typically maintenance concerns are greater with rental units than owner-occupied units due to a higher turn-over rate, as illustrated in Table 4-2.

To address future maintenance of both owner-occupied and rental housing the City should continue to address areas such as outdoor storage, architectural requirements, landscaping requirements, parking requirements, storm water runoff, etc. in its Zoning Ordinance. The City does not have a rental ordinance which, if adopted, could assist in encouraging maintenance of rental units in the community.

4. Linkages Between Housing, Recreation and Employment. One of the goals of the Comprehensive Plan is to improve linkages between housing, recreation and employment. This may be accomplished through subdivision design with collector streets, trail and sidewalk connections or with regional trail connections.

As the City grows additional industrial and commercial employment opportunities will be available for residents. Providing pedestrian routes for those walking or bicycling, especially along collector streets and arterials will assist in providing important links between residential neighborhoods and places of employment and retail/service.

CHAPTER 5 – LAND USE

I. PURPOSE

The Land Use Section of the Center City Comprehensive Plan includes:

- Analysis of existing land uses by type and volume.
- Examination of parcels within existing developed areas which provide an opportunity for land use redevelopment and/or infill.
- Calculation/identification of forecast land use volumes and types to support future growth.
- Future land use policies.
- Staging of future land use and annexation.

The goals of this chapter are to maintain and promote cost effective and orderly development and redevelopment patterns throughout the City, to maintain and enhance the quality of life within the City, and to prevent and eliminate blight and resist deterioration of the developed areas of the City. Subsequent chapters of this plan include information on utilities and the city's ability to serve its forecasted growth with water, sanitary sewer, streets and other infrastructure.

II. COMMUNITY INPUT

As part of this Comprehensive Plan process, community input as to the future land use of the City was gathered through a visioning meeting process held on February 4, 2009. During that meeting a survey was distributed asking questions as to the types of development wanted and to the support of certain types of development. Some of the responses are listed below.

What in your opinion is the city's sentiment toward the growth of retail and service business outside of the downtown? (24 responses received)

- | | | |
|---|---|-----|
| a. There is a general consensus that it should be restricted. | 4 | 17% |
| b. There is consensus that it should be restricted in some cases. | 3 | 13% |
| c. There is much disagreement on the issue. | 6 | 25% |
| d. There is a consensus it should be encouraged in some cases. | 8 | 33% |
| e. There is a general consensus it should be encouraged. | 3 | 13% |

What in your opinion is the city's sentiment toward the growth of industrial establishments? (24 responses received)

- | | | |
|---|---|-----|
| a. There is a general consensus that it should be restricted. | 4 | 17% |
| b. There is consensus that it should be restricted in some cases. | 6 | 25% |
| c. There is much disagreement on the issue. | 4 | 17% |
| d. There is a consensus it should be encouraged in some cases. | 8 | 33% |
| e. There is a general consensus it should be encouraged. | 2 | 8% |

What is your opinion is the city's sentiment toward residential development? (24 responses received)

- | | | |
|---|---|-----|
| a. There is a general consensus that it should be restricted. | 4 | 17% |
| b. There is consensus that it should be restricted in some cases. | 7 | 29% |
| c. There is much disagreement on the issue. | 4 | 17% |

- d. There is a consensus it should be encouraged in some cases. 7 29%
- e. There is a general consensus it should be encouraged. 2 8%

What is Your Attitude Toward Development?					
Type of Development	Strongly Discourage	Discourage	Neutral	Encourage	Strongly Encourage
Downtown Commercial	0 (0.0%)	1 (3.8%)	4 (15.4%)	4 (15.4%)	17 (65.4%)
Highway Commercial	5 (20.0%)	2 (8.0%)	5 (20.0%)	4 (16.0%)	9 (36.0%)
Industrial	4 (15.4%)	3 (11.5%)	6 (23.1%)	10 (38.5%)	3 (11.5%)
Residential	0 (0.0%)	6 (23.1%)	7 (26.9%)	8 (30.8%)	5 (19.2%)
Multiple Family Housing	4 (15.4%)	7 (26.9%)	11 (42.3%)	2 (7.7%)	2 (7.7%)
Affordable Housing	2 (7.7%)	4 (15.4%)	11 (42.3%)	3 (11.5%)	6 (23.1%)

Overall a couple of items that stood out from the responses are the promotion of commercial development especially the downtown area and the preservation of farmland and limiting urban sprawl. The idea is to promote the historic areas of Center City while ensuring that future growth does not consume the countryside in a haphazard fashion.

III. LAND USE INVENTORY

Land use analysis will identify historical and existing land use volumes along with vacant and redevelopable parcels within the current corporate limits. This analysis will also project land use demands and guide the type of use, staging, intensity of future growth and zoning. Map 5-1 illustrates the current zoning within the City of Center City and the following table illustrates existing land uses in the City in 2009 as depicted on Map 5-2, Existing Land Use.

TABLE 5-1 2009 EXISTING LAND USE VOLUMES

LAND USE	2009 Acres	2009 Percent
Single Family Residential	129.4	32.2%
Multiple Family Residential	8.8	2.2%
Downtown Commercial	2.2	0.6%
Highway Commercial	10.0	2.5%
Parks and Open Space	7.9	2.0%
Public and Semi-Public	74.9	18.8%
Vacant	71.8	18.0%
Right-of-way	89.0	22.3%
Water	6.0	1.5%
TOTAL ALL LAND USES	400.0	100.0%

Source: MDG, Inc. Inventory, May, 2009

At the time of this comprehensive plan update, the City had very few single family lots and no multiple family lots available for construction. Currently no platted commercial property was available, but Chisago County has preliminary platted property they own along Highway 8 on the east side of Center City for twenty (20) commercial lots and a future county jail. The available property is included as vacant in Table 5-1 but Table 5-2 below details the residential and commercial acreage available for

construction. At this time approximately forty-seven (47) acres of commercial land exists that is ready for development. Only five (5) existing single family lots are present but another possible nineteen (19) single family lots could be developed on vacant land within the City, however fifteen (15) of those possible lots are adjacent to the County highway department buildings and could be guided for industrial use in the future which would leave a total of nine (9) single family lots available in the city.

TABLE 5-2 VACANT LOT AND LAND INVENTORY – MAY, 2009

Final Platted Lots Zoned Residential	Remaining Lots	Comments
Pioneer Estates plat 4	4	Located on Nelson Lane
Cedar Point	1	Lake lot on Nelson Court
Sub-Total Platted Lots	5	
Raw Land or Undeveloped Area Zoned Residential	Proposed Lots	Comments
Outlot A, Pioneer Estates Plat 4	4	2.53 acres south of 318 th Street
South of Park Trail Adjacent to County Highway Department	5*	Potentially guided industrial
South of Park Trail Adjacent to County Highway Department	10*	Potentially guided industrial
Sub-Total Unplatted Lots	19	
Potential Total Residential Lots on Land in City Limits	24	Based final or preliminary platted lots
Preliminary Plat/Development Area Already Zoned Commercial	Available Acreage	Comments
Chisago County Site (Highway Commercial)	19 acres	Preliminary Platted for 20 lots from 30,000 sq. ft. to 76,356 sq. ft
Chisago County Site (Highway Commercial)	28 acres	Preliminary Platted for 1 lot for County Jail
Total Commercial Acres	47 acres	

Source: MDG, Inc. Inventory, May, 2009

* 2 lots per acre was calculated for single family residential lots

A. Existing Land Use

US Highway 8 and the lakes help shape the various land uses within the City. The existing highway commercial and future Highway Business is located along this transportation corridor. The Central Business District and historic district is the heart or center of the City, and was planned on a high peninsula between the lakes. The lakes themselves have played a great role in how the City has developed over the years with development focusing on the lakes. Traditionally the City has developed along North Center Lake, South Center Lake and Pioneer Lake and only recently has the City began to expand outside of this area with an annexation of land by Chisago County to the east of this area for a proposed jail and highway commercial uses located along Minnesota US Highway 8. Following is a description of each of the land uses within Center City. Total acreage of land uses within Center City is approximately 399 acres which includes right-of-way and water. Over the past nine years (2000 to 2009), the total city acreage including right-of-way and water increased by 92 acres or a 30.0% increase from annexation, from 307 acres to 399 acres within the city limits.

B. Residential Land Uses

Residential land uses consist of single family and multiple family uses. Single family uses, the largest land uses in the City, comprise 128.4 acres or 32.2% percent of the City's land uses. Multiple family uses are much smaller and comprise only 8.8 acres or 2.2%. Total residential acreage consists of 137.2 acres or 34.4% of the City's land uses. The 2000 Census estimated 206 housing units and building permits

indicate an additional forty-two (42) housing units through April 8, 2009 for a total of 248 housing units. Using the 2009 residential land acreage of 137.19 acres and the total housing units of two hundred and forty-eight (248), the overall residential density is 1.81 residential units per residential acre. This does not factor in street right-of-way, which has been classified separately and not included in the acreages.

More aged housing stock is primarily centered on smaller lots in areas of the City's original plats and historic district north of the Highway 8 east of North Center Lake. More recently newer single family homes have been constructed on the north end of the City between North Center Lake and Pioneer Lake. House styles are mixed reflecting the era when they were built. Much of the single family housing is in good condition, however, there are some homes that are in need of maintenance or rehabilitation. The City's Zoning Ordinance should address architectural styles of homes and accessory structures, minimum building sizes and widths.

Multi-family units make up about 2.2% of the volume of land used for residential purposes in Center City. These units are located in two locations, the Bayview Senior Apartments and the Dew Drop Bay development South of Highway 8 in the very western edge of the City. As the City and county age over next couple of decades, a higher demand for multiple family senior units may arise. If increased commercial or industrial development occurs along Highway 8 or on the County owned property, multi-family uses may also be used as a buffer to the lower density single family neighborhoods.

C. Commercial Land Uses

Commercial land uses comprise 12.2 acres or 3.1% of the City's land inventory is commercial in nature. This is separated into two separate types of commercial, downtown commercial and highway commercial. Of the commercial acreage, approximately 2.2 acres or 0.6% is classified as downtown commercial and 10.0 acres or 2.5% is classified as highway commercial.

The downtown commercial is located in two distinct areas. The first is located between North Center Lake and Pioneer Lake in the original downtown area or upper town. Chisago County also operates its business from multiple buildings in this area as well. The second area is the current downtown, which relocated from upper town to lower town when the railroad was located along this area. City hall is located in this section of downtown commercial. The downtown business district is the original commercial destination, which served the city. The City's downtown does not carry a theme with ornamental streetlights, brick pavers in the sidewalks, bump outs at corners to assist pedestrian traffic or murals. These aesthetic improvements may make the general business district more user friendly and appealing to pedestrian traffic.

The highway commercial is located on both sides of Highway 8 south of the downtown area and is proposed to be located east of this area in the proposed county development, which is also along Highway 8. The Highway Business District has been developed within the last year and can contain a variety of businesses including gas stations, fast food restaurants, grocery stores, banks, real estate offices, clinics, and other commercial uses oriented towards automobile traffic. As commercial development begins on the east side of the community adjacent to Highway 8, the community will be faced with the challenge of retaining or recreating a strong, vibrant downtown. Currently there are only a few highway commercial uses within Center City, such as My Burger, Go Boat Motel, The Swedish Village Mall, Main Street Bank, Porterhouse Restaurant, Marine Dock and Lift, and Jeff's Auto.

A theme to tie the existing and proposed highway business district to the downtown business district or tie the two downtown business districts together does not exist. Recently discussion has taken place in regards to the reconstruction of County Road 9 which could contain a boardwalk along North Center Lake and/or sidewalk that would make a new, safer pedestrian connection between the two downtown business districts. Sidewalks or trails should also be available along US Highway 8 to lead residents to the commercial districts from residential neighborhoods or reduce pedestrian and vehicular traffic conflicts.

The City's zoning ordinance has established two (2) commercial zones defined as follows:

Commercial District	Purpose	Location
B-1: Downtown Business District.	This district is designed and intended as a specialized district directed to serve the pedestrians in a compact central area of the City. The B-1 District will provide for a high-density shopping and business environment, especially stressing the pedestrian function and interaction of people and businesses, rather than being heavily oriented toward the use of automobiles.	The City currently has one area zoned B-2 highway Business and it is the County owned property located along Highway 8 on the east side of Center City.
B-2: Highway Business District	The B-2 District is designed and intended to promote the development of uses which require large concentration of automobile traffic. The district is also designed to accommodate those commercial activities which may be incompatible with the uses permitted in the B-1 Downtown Business District and whose service is not confined to any one (1) neighborhood or community.	The City has two areas that are zoned for B-1 Downtown Business. The first is the downtown area and highway commercial uses on located on both sides of Highway 8 south of the downtown and a small area located in the old downtown area in upper town near the Chisago County offices.

D. Industrial Land Uses

Currently there are no industrial uses within Center City. The Chisago County Highway department facilities is located in the City, which is a industrial type use but since it is owned by the County it is classified as Public and a semi-public land use. The City's zoning ordinance does not have a zoning classification for industrial but as the City expands east along US Highway 8, it is recommended to guide an area for industrial use and add industrial zoning classifications to the Zoning Ordinance. The classification suggested would be a light industrial use which would exclude the heavy industrial uses which tend to be less compatible with other land uses and need larger buffers due to the use.

Light industrial land is suggested east of South Center Lake on the north side of US Highway 8 extending north to the Chisago County Highway Department property.

E. Public and Semi-Public Land Uses

Public and Semi-Public land uses include the third largest amount of land of any of the land uses in Center City. Public and Semi-Public land uses occupy 74.9 acres or 18.8% of the total City existing land uses and are located primarily in the northern part of the City along CSAH 9, CSAH 32 and CSAH 37. These uses include the Chisago County offices and jail, the Chisago County Public Works facility, the Chisago Lake Evangelical Lutheran Church and property, City Hall and a Chisago County storage building by the Bayview Senior Apartments. Public and Semi-Public uses are typically large-scale governmental, public utility, recreational, cultural, health care or educational facilities.

F. Park and Open Space Land Uses

Park and open space land uses include three local parks and DNR owned property, one of which is a boat landing on North Center Lake. The land use makes up 7.9 acres or 2.0% of total City existing land use acres. The City has a limited number of parks serving residential neighborhoods which are isolated due to the location of the parks and limited pedestrian access due to US Highway 8. Loren's park located on the very southern tip of a peninsula in South Center Lake, has limited a access due to one public road leading to the park and no public sidewalk or trails. All three of the parks would be considered neighborhood parks, which are specifically designed to serve the neighborhood they are located in. Parks and Open Space are discussed in further detail in the Park and Recreation Chapter of this Plan.

G. Vacant Land

There are a total of five (5) vacant platted single family residential lots located in Center City and four (4) vacant parcels that total 71.8 acres or 18.0% of the existing land uses in Center City. The largest amount of this property is the Chisago County Site that was recently annexed into the City for the new Chisago County jail site and twenty (20) highway commercial lots along US Highway 8.

H. Right-of-Way

Street right-of-way occupies approximately 89.0 acres or 22.3% of the total land uses in the City. A true grid-like pattern of residential streets does not exist in the City's core like many other cities that were platted and developed during the same time period. This unique pattern is due to the lakes located throughout the area which acted as natural obstacle to the layout of the streets, however this pattern is what gives Center City the charm and village feel that exists today. Major traffic corridors in the City include US Highway 8, CR 82 (Pleasant Valley Road), CSAH 12 (Park Trail), CSAH 9 (Andrews Avenue, Summit Avenue and Oasis Road), CSAH 32 (Main Street), CSAH 26 (Pleasant Valley Road) and CSAH 37 (310th Street). Transportation elements are discussed in depth in the Transportation Chapter of this Plan.

I. Water

Water is included as a land use and only makes up 6.0 acres of the City or 1.5%. Water includes lakes and open water and this number is very subjective to how the City boundary is drawn between properties located on the lakes. According to the US Census Bureau in 2000, 6 acres of water were included in the City limits. This number could be enlarged due to annexations that have taken place since then but for this chapter 6 acres will be used

IV. REDEVELOPMENT/INFILL POTENTIAL

While the amount of vacant land within the area serviced by municipal utilities is limited except for the Chisago County site, the City should emphasize the use of currently available sites within the service area prior to the development of alternative sites. The development of sites within the serviced area will ensure prudent land management, assist in the prevention of 'leap-frog' type development and ensure maximum cost effectiveness for community residents. Additionally, efforts shall be made to ensure proper placement and phasing of urban expansion and the maintenance of existing and future land use compatibility.

Three potential redevelopment areas are located near the existing downtown and near the original downtown that was located in the uptown area. The City should focus redevelopment efforts on commercial and residential areas/parcels in the more established areas of the City. To achieve this, the City should:

1. Encourage the removal of existing buildings that have exceeded their useful life or;
2. Encourage or participate in the removal of those which are deemed to have a "blighting effect" upon adjacent properties and/or present nuisance conditions that pose a threat to health and safety of citizens, and
3. Promote appropriate re-uses for under-utilized properties.

The following sites have been identified as future infill or redevelopment sites and are also illustrated in Chapter 10 as Map 10-1:

1. County owned buildings Main Street. This area contains a couple of County owned buildings including the current Chisago County jail. If the new Chisago County jail is built in the proposed

new Chisago County site, the old site will need to be redeveloped or used for other County services. This area is to be guided for downtown commercial

2. Downtown area north of Highway 8. This site includes multiple buildings including City hall the Swedish Mall, a restaurant, office building and underutilized land. A reconfiguration of this area is needed to better the traffic flow and improve storm water runoff from this area. It would be thought the area would be developed as part of the downtown area since it is guided for downtown commercial.
3. Downtown area south of Highway 8. This site consists of My Burger and a small motel. These sites may provide for a future expansion of the Downtown Business District or could be redeveloped into highway commercial or even higher density residential. This area is guided for downtown commercial

V. FORECAST LAND USE DEMAND

The City of Center City will need additional land with urban services to accommodate forecast household and employment growth through the year 2035. Projections of population and households in Center City identified in Chapter 2 of this Plan were developed by the Minnesota State Demographers office on the basis of an analysis of local and regional trends and policies, and through the application of economic and demographic principals. Specific data applied to the projections were the rate of U.S. Census data, residential building permits issued, historical population/household patterns and trends, trends in average household size, and sub-regional migration patterns.

Market conditions will have a major impact on housing types as the City progresses toward the year 2035. Interest rates, land/material prices and inflation, gas prices, among other factors will significantly impact buyer preferences. Since housing types are difficult to forecast, the land use plan focuses on density rather than housing types. Residential use computation is based on current City indices relative to life-cycle housing and density. Please note net densities of two (2) and six (6) units per acre are used respectively for forecasting low density residential (single family detached) and medium and high density residential (multiple-family) calculations.

Table 5-3 illustrates the number of housing units in each of the classifications utilized by the US Census in 2000. Since the most recent census data is almost 10 years old, permits issued since then have been added to allow projections to be based on the most recent housing mix statistics.

TABLE 5-3 COMMUNITY HOUSING MIX

TYPE	2000 Census		Bldg Permits 2000-2009 Owned and Rented	Total	Percent of Total
	Owned	Rental			
SF detached	166	10	18	194	78.2%
SF attached	22	4	0	26	10.5%
Two-Family unit	2	0	0	2	0.8%
Triplex/Quad	0	0	0	0	0.0%
5 or more units in structure	0	2	24	26	10.5%
Manufactured Home	0	0	0	0	0.0%
TOTAL	190	16	42	248	100.0%

Future land use needs may be calculated based on densities allowed in Zoning Ordinance or on historic trends. While the Zoning Ordinance allows single-family homes to be constructed on a 12,000 square

foot lot, in the R-1 Residential District. Historically lots were much smaller in the original plat of the City. The future land use needs for single family detached residential projected in Table 5-4 are based on an average of 12,000 square feet per single-family lot with sixty (60) percent of each acre developed used for housing and the balance of forty (40) percent of each acre developed reserved for parks, wetlands, storm water ponds, right-of-way, etc. This leaves an average of approximately 2.0 units per acre. The multiple-family residential was projected at 6.0 units per acre.

As indicated in Table 5-4, it is estimated 36.0 gross acres will be needed to accommodate future detached residential development through the year 2035. It is further estimated 3.6 gross acres will be needed to accommodate multiple-family residential developments through the year 2035. The projections were determined using the number of 2.75 persons per household, which was based on a number estimated between the 2000 number of 2.72 and the 2007 estimate of 2.99.

TABLE 5-4 PROJECTED RESIDENTIAL DENSITY ASSUMPTIONS

LAND USE	2009 Number of Units	2009 Percent of Units	2009 Acres	Percent of Residential Acres	Assumed Average Density	2010 Est. Units	2010 Additional Acres	2015 Est. Units	2015 Additional Acres	2020 Est. Units	2020 Additional Acres	2025 Est. Units	2025 Additional Acres	2030 Est. Units	2030 Additional Acres	2035 Est. Units	2035 Additional Acres	Total Additional Units	Total Additional Acres
Single Family Detached Residential	194	78%	128.44	93.6%	2.0	195	0.5	213	9	228	7.5	239	5.5	254	7.5	266	6	72	36
Multiple-Family Residential	54	22%	8.75	6.4%	6.0	55	0.2	60	0.8	64	0.7	68	0.7	71	0.5	75	0.7	21	3.6
Total Residential	248	100%	137.19	100%	2.0 to 6.0	250	1.0	273	14	292	11.6	307	8.7	325	11.4	341	9.4	93	39.6

- Total units include units identified in the 2000 census (enumerated in 1999) plus building permits issued by the City from 2000 to April 8, 2009 as shown in Table 5-3.
- Household unit projections are based on the State Demographer's population projections from 2010 to 2035 in five year increments, divided by 2.75 persons per household.
- Additional acreage calculations are based on MDG GIS calculation of residential acres households. Assumes the same ratios of Single family detached and multiple-family in the future five year phases.
- Total acres includes acreage for right-of-way, parks, wetlands, stormwater ponding, etc.

The current ratio of residential to commercial and industrial acreage in the City of Center City is 92% residential to 8% commercial and industrial, however there is no industrial acreage in Center City so it is all commercial. If this land use ratio continues, an estimated 3.2 additional gross acres will be needed to support future commercial and industrial growth. The estimated 3.2 additional gross acres in not a realistic number due to the growth that is projected along US Highway 8 and the proposed Chisago County development would already exceed the 3.2 gross acres estimated for future commercial and industrial acreage. A more realistic and better ratio to use is 65% residential to 35% commercial and industrial. Using the 65% to 35% ratio, 95.2 gross acres of commercial and industrial land should be planned for. Assuming that thirty (30) percent of the commercial and industrial acreage will be used for parks, wetlands, storm water ponds, right-of-way, etc., you can assume 66.6 net acres will be used for commercial and industrial development. This number includes industrial acreage even though there is no current industrial acreage in the City. A typical ratio of commercial to industrial acreage is 35% commercial to 65% industrial. Based on that ratio, 61.9 gross acres will be required to accommodate future industrial growth and 21.1 gross acres will be needed to accommodate future commercial growth.

The 21.1 gross acres required for future commercial growth should be used for future highway commercial since the downtown commercial will focus on redevelopment rather than new development and expansion.

Gross acreage for future commercial and industrial properties is projected to be more than the projected gross acreage for future residential even though the residential acreage should be approximately 65% and the commercial and industrial acreage is 35% according the proposed ratio. Due to the current situation in Center City were the current ratio is 92% residential to 8% commercial and industrial, additional commercial and industrial land is needed to bring the ratio back into a more normal mix.

It is important to note that the projections above are applicable additional households or businesses projected to enter the community. It is important to note that future growth boundaries should be larger than the 122.6 acres projected, as portions of land in the growth boundaries are already developed with rural residential subdivisions or contain wetlands or creeks. In addition land will be required for public and semi-public uses as well such as the proposed Chisago County jail. With US Highway 8 passing through the City there is also a possibility that additional commercial or industrial opportunities may arise over and above the current projections. The larger future growth boundary should be provided so artificial inflation of property values does not occur by certain property owners holding out for a higher price or property owners who do not want to sell. If a larger growth boundary is provided it an more properties are available, it allows more options and better planning for the future.

The following Table 5-5 represents projected net acreage, which is projected to be used for residential, commercial and industrial land uses through the year 2035. One item to note that there is currently vacant acreage in the City in the form of nine (9) vacant residential lots and up to another nineteen (19) possible residential lots as well as land known as the Chisago County site which could contain up to forty-seven (47) acres and twenty-one (21) lots for commercial development. This land, in addition to future land to be annexed could help satisfy the future land use needs of Center City.

TABLE 5-5 ACREAGE FORECASTS: RESIDENTIAL, COMMERCIAL AND INDUSTRIAL LAND USES

Land Use	Additional Required Acres	Current Acres- 2009	Total Acres 2035
Residential Acreage Forecast	39.6	137.2	176.8
Commercial Acreage Forecast	21.1	12.2	33.3
Industrial Acreage Forecast	61.9	0.0	61.9
Total Net Forecast	122.6	149.4	272.0

According to Table 5-5, an additional 122.6 acres are needed to accommodate projected growth. The City is currently 399 acres including approximately 94 acres of right-of-way and water leaving approximately 304 acres of future land uses in the City limits. Of that remaining 304 acres, 47 acres are vacant future highway commercial, 7.5 acres are vacant future industrial and 2.5 acres are vacant future residential. This means 37.1 acres of residential, 0.0 acres of commercial and 54.4 acres of industrial land will need to be added to the City in the future.

The future land use area inside the 2035 growth boundary, but outside of the city limits is 3,657.8 acres, which does not include the existing US Highway 8 right-of-way and water. Of this area the Hazelden Special Use area contains 464.7 acres leaving a total of 3,193.1 gross acres for future land use in the future growth area. As noted in Table 5-6 on the next page, 2,531.1 net non-constrained acres are proposed in the future growth area excluding the Hazelden Special Use Area, providing a 2,064.5% land overage.

TABLE 5-6 LAND IN PROPOSED FUTURE LAND USE BOUNDARY

Future Land Use	City Limits Gross Acres	City Limits Net Non- Constrained Acres	Future Growth Area Gross Acres	Future Growth Area Net Non- Constrained Acres
Low Density Residential	176.0	164.5	2,120.8	1,912.7
Medium & High Density Residential	8.7	8.4	512.2	427.8
Downtown Commercial	19.8	19.8	0.0	0.0
Highway Commercial	59.1	54.8	405.6	396.6
Light Industrial/Business Park	32.3	30.2	154.5	177.6
Park and Open Space	8.1	0.0	0.0*	0.0
Hazelden Special Use Area	0.0	0.0	464.7	383.6
Total Acres	304.0	277.7	3,657.8	2,914.7

Source: MDG, Inc. Calculations

* Parks and open space locations discussed in the detail in the Parks, Trails and Recreation Chapter

VI. FUTURE LAND USE POLICIES

Map 5-3 illustrates the proposed future land use map for the City and the 2035 growth boundary and urban reserve while Map 5-4 includes the NWI overlays. It is noted projected land uses depicted on Map 5-3 may be adjusted in location, if the location of collector streets that are planned are slightly adjusted. This plan and subsequent documentation takes into consideration the land uses that have previously been approved by the City, and the land uses encourage compact, contiguous development. The plan suggests the efficient use of existing and proposed infrastructure and capital investment.

The future land use growth boundaries also coincide with sanitary sewer service areas and projected capital infrastructure such as lift stations and force mains, topography and the transportation system.

A. Overall Land Use Concepts

Participants in the comprehensive planning process have expressed a desire to retain the “small town”, quiet and safe atmosphere while expanding the current mix of commercial offerings, addressing limited parks and recreation amenities and addressing future transportation needs. The following guiding principals have also been considered:

- *Retain the spirit of a small town* – The goal of retaining the small town atmosphere is included through a logical pattern of future land use in an organized fashion, along with a transportation system to support the various land uses and parks and recreation to offer quality of life amenities.
- *A place for people to gather* – Downtown Center City and the Summit Avenue Historic district, which includes the Chisago Lake Evangelical Lutheran Church, historically served as the center or focus of the community. Public participants in the process have expressed a desire to enact stronger aesthetic or building requirements and preserve the downtown for pedestrian traffic oriented businesses versus vehicular traffic oriented businesses. Identifying locations for future highway commercial nodes and adoption of policies relating to the downtown will assist in accomplishing this goal.
- *A well-balanced tax base* – In order to assist with the fiscal health of the city and discourage the future development of a bedroom community for other suburbs with employment offerings, a range of land uses including commercial and industrial have been planned for.

- *A proactive position on future growth* – The future land use plan includes projections and growth boundaries intended to serve the City to the year 2035. As market demands change the plan may need periodic review and updates. The future land use plan has included recommendations to complete comprehensive water, sanitary sewer and storm water management plans and identify future transportation or collector street locations to encourage proactive planning of land uses with infrastructure and the funding of the infrastructure.

B. Residential Land Uses.

The City currently has one residential zoning district the R-1 Residential District. This district allows for 12,000 square foot lots with large setbacks which clash with the existing pattern of development throughout most of the City. Since a large portion of the City was developed with smaller lots the current zoning creates numerous non-conformities that need to be addressed. There area also a few multiple-family residential developments that are non-conforming under this zoning as well.

As noted within this chapter, it is anticipated an additional 36.0 acres are anticipated to be required to serve single-family detached residential growth and 3.6 acres for multiple-family residential growth. Policies and objectives for existing, as well as future residential areas, have been developed to protect the integrity of residential neighborhoods and the character of Center City.

Existing Residential Neighborhood Objectives

1. Encourage the continued maintenance and quality of existing neighborhoods.
 - Implementation: Planning Commission and City Council.
2. Minimize the number of non-conforming residential lots, setbacks and uses.
 - Implementation: Planning Commission and City Council.
3. Minimize the development of incompatible land uses adjacent to and traffic through residential neighborhoods.
 - Implementation: Planning Commission and City Council.

Existing Residential Neighborhood Policies

1. Monitor the quality of housing stock and develop and enforce codes and ordinances relating to outdoor storage, etc. as well as research the desirability of applying for Small Cities Development funds for housing rehabilitation as a means of encouraging on-going maintenance of older housing stock.
2. Discourage through traffic on local residential streets, while preserving emergency access by following a transportation plan which includes a recommended collector street system. Work with Chisago County to identify the future design for the reconstruction of CSAH 9 along North Center Lake.
3. Prohibit non-residential land use intrusions into residential neighborhoods and require appropriate buffering and/or screening between non-compatible land uses.
4. Require infill residential units to be compatible in use and scale with the surrounding neighborhood especially in the Historic District.
5. Continue to upgrade infrastructure such as streets (including curb and gutter), water and sewer in existing neighborhoods as needed.

6. Restrict home occupations to businesses customarily found in homes which employ only household residents and that do not sell products or services to customers at the premises.
7. Develop new residential zoning districts to include a district for multiple family housing, and a district that is specially designed for the historic district and older areas of the City where the lots were platted as smaller lots.

New Residential Neighborhood Objectives

1. Plan residential areas to encourage neighborhood unity and cohesiveness while protecting the integrity of the natural environment and providing access to other community amenities.
 - Implementation: Park Board, Planning Commission and City Council.
2. Provide a variety of life-cycle housing for the diverse needs of the community.
 - Implementation: Planning Commission, City Council and Chisago County HRA-EDA.

New Residential Neighborhood Policies

1. Incorporate natural features into new residential neighborhoods while protecting the features through ordinances.
2. Limit access points directly onto arterial streets or collector streets by requiring driveway accesses and lots to front local streets within the subdivision.
3. Require the development of parks, trails and/or sidewalks along collector streets to service neighborhoods and provide access to other community amenities such as places of commerce, educational facilities and larger community parks.
4. Plan residential subdivisions while following the comprehensive transportation plan which includes a recommended collector street system, to encourage connection of neighborhoods to commercial areas and arterial streets.
5. Consider the changing housing needs of the growing community and review residential housing land areas to accommodate the changing needs and demands.
6. Specific sites for high density residential uses have not been specified on the future land use map. The Planning Commission and Council should consider high density residential land uses in areas designated for medium density residential if they are adjacent to major collector streets, arterials or major arterials, are near community services and/or provide tiered land uses (higher intensity to lower intensity). The City should avoid locating all multiple-family housing in one concentrated area.

C. Commercial Land Uses

Currently the City has 2.2 acres or 0.6 percent of the City's land inventory as downtown commercial and 10.0 acres or 2.5 percent of the City's land inventory as highway commercial. The City's Zoning Ordinance was recently amended to include two commercial zoning districts, the B-1 Downtown Business District and the B-2 Highway Business District. It is projected an additional 21.1 acres would be needed for highway commercial expansion as most of the new commercial development will be oriented towards US Highway 8. The downtown commercial development will be more focused on redevelopment rather than new development so additional acreage will not be required. The future land use map illustrates over 400 additional highway commercial acres, with most of that being planned in a corridor along US Highway 8 east of the current City.

Center City's downtown business district has historically served as the heart of the community. Public input relating to the desire to protect and maintain this central focus village like atmosphere occurred during the planning process. Redevelopment of the downtown and planning new commercial areas that provide links and continuity to the downtown were discussed. Due to limited sites available in the downtown for larger uses and those requiring off-street parking, highway commercial areas along US Highway 8 have been discussed in recent years including the annexation of the Chisago County site which proposed 20 commercial lots on the north side of US Highway 8 at the intersection of CR 82. The expansion of commercial areas outside of the downtown is expected to continue as the city grows. The following objectives and policies have been prepared for each unique commercial area.

Downtown Commercial Objectives

1. Continue downtown Center City as an important retail center as well as maintain the current Chisago County government facilities in the Upper town area as downtown commercial as well.
 - Implementation: Chisago Lakes Area Chamber of Commerce, Business Community, Planning Commission and City Council.
2. Promote the expansion of the downtown on sites identified for potential redevelopment.
 - Implementation: Chisago Lakes Area Chamber of Commerce, Business Community, Planning Commission and City Council.
3. Continue to promote downtown as the center of the community, as a focal point for government, community social activities and commerce.
 - Implementation: Chisago Lakes Area Chamber of Commerce, Business Community, Planning Commission, City Council and Chisago County.
4. Develop a downtown redevelopment plan and coordinate potential funding sources to encourage participation such as a Small Cities Development Grant, low interest loan program and tax incentives.
 - Implementation: Chisago Lakes Area Chamber of Commerce, Planning Commission and City Council.
5. Provide and enhance convenient and aesthetically pleasing parking areas for customers and employees.
 - Implementation: Business Community, Planning Commission and City Council.
6. Promote land uses that will reinforce business synergy.
 - Implementation: Planning Commission and City Council.

Downtown Commercial Policies

1. Continue to encourage private sector rehabilitation and renovation of existing buildings in the downtown.
2. Encourage the use of upper levels of commercial buildings for office and/or residential uses.

3. Continue, through the Chisago Lakes Area Chamber of Commerce and business organizations, to promote unified commercial and service promotional events to attract customers to the downtown.
4. Monitor traffic and provide safe and convenient access to businesses for vehicular and pedestrian traffic.
5. Continue, through the Zoning Ordinance, to require design standards for new and remodeled buildings to ensure the building mass, scale and facades are compatible with existing buildings.
6. Continue to offer and develop on-street parking for business patrons, as well as municipal parking lots to accommodate overflow and employee parking. Develop a landscape plan to make the parking lot in the general business district more aesthetically pleasing while allowing it to remain user friendly and provide an efficient flow of traffic.

Highway Commercial Objectives

1. Provide commercial areas for businesses which are more vehicle oriented, versus pedestrian traffic oriented, and which require larger sites.
 - Implementation: Planning Commission and City Council.
2. Minimize traffic conflicts within commercial areas.
 - Implementation: Chisago County Public Works, MN/DOT, Planning Commission and City Council.
3. Provide pedestrian linkages between highway commercial areas and the downtown or Downtown Business District and residential areas.
 - Implementation: Chisago County Public Works, MN/DOT, Planning Commission and City Council.

Highway Commercial Policies

1. Minimize direct access from commercial areas onto US Highway 8.
2. Link the existing downtown or general business district and highway commercial district with unique design features including ornamental streetlights, pavers, signage and similar design patterns.
3. Plan future commercial areas with frontage or backage roads that allow access to future areas.
4. Encourage pedestrian connections between commercial areas to allow customers to walk between business areas.

D. Industrial Land Uses

Currently no industrial land uses are located within Center City. It is projected that 61.9 acres will be required for industrial development in the future. The ratio to determine the amount of industrial land needed was based on sixty-five (65) percent industrial to thirty-five (35) percent commercial. The future land use map illustrates 186.8 acres of industrial land are planned for, a 201.8% overage for the projected industrial amount needed by 2035. This land includes the current Chisago County Public works facilities

which is approximately 15 acres and wetlands that area located on the future industrial land so the actual overage is quite a bit less. The actual amount of industrial land required will depend upon the size of the industrial user, whether or not land is available at a competitive cost when compared to neighboring communities and other economic factors.

Industrial Development Objectives

1. Continue, through the City, Chisago County HRA-EDA and Chisago Lakes Area Chamber of Commerce, to take a proactive approach to business retention and expansion.
 - Implementation: Chisago County HRA-EDA, Chisago Lakes Area Chamber of Commerce and City Council.
2. Promote light industrial development that is compatible with the environment and more compatible with adjacent land uses and which do not negatively impact the city's infrastructure system.
 - Implementation: Chisago County HRA-EDA, Chisago Lakes Area Chamber of Commerce and City Council.
3. Promote industrial development that pays employees a livable wage.
 - Implementation: Chisago County HRA-EDA, Chisago Lakes Area Chamber of Commerce and City Council.

Industrial Development Policies

1. Consider economic incentives for industries that will contribute substantially to the City's tax and employment bases without substantial negative impacts on the city's infrastructure system.
2. Design new industrial park areas to minimize impact on environmental features such as wetlands and creeks.
3. Design new industrial park areas to discourage industrial traffic from traversing through residential neighborhoods.
4. Minimize the impact of industrial properties on adjacent land uses by continuing to require additional setbacks, open space buffers, screening and/or fencing and landscaping.
5. Consider requiring landscaping within industrial parks, as a part of the Zoning Ordinance, to improve the aesthetic appeal of the district.

E. Public Land Uses

As of 2009, the City's zoning map identified areas of the City as County use. This includes the Chisago County Public Works facility, the Chisago County jail and the Chisago County Administrative offices and courts. The public and semi-public land uses will continue to exist into the foreseeable future and is a big identity of the City. Recently Chisago County annexed property into the City to be used as a new County jail. If this were to happen, the acreage of public uses would increase substantially. City Hall and church property also constitute public land uses currently in the City. This use constitutes 18.8% of the total land uses existing as of the drafting of this Plan. The public and semi-public land uses will be guided under the future land use map as classifications other than public and semi-public with the public or semi-public use being allowed either by permitted or conditional uses under the zoning district for which it is located.

Public Land Use Objectives

1. Provide needed public facilities to support current and future growth.
 - Implementation: Chisago Lakes Area Sewer District and City Council.
2. Provide for the use by permitted or conditional use in the zoning district for which the use is located in.
 - Implementation: Planning Commission and City Council.

Public Land Use Policies

1. Begin planning for future public facilities including the Chisago County jail and new infrastructure upgrades such as wells or water towers as the City continues to grow.
2. Work in cooperation with other public agencies to coordinate rather than duplicate public space such as meeting rooms, etc.
3. Provide sufficient land for future public facilities including utility sites and buildings.
4. Retain City governmental administrative offices in the downtown business district to support the downtown as a focal point for services.
5. Update the Zoning Ordinance to allow for public and semi-public uses in the appropriate zoning districts.

F. Parks and Open Space.

Park and Open Space land uses include local parks and DNR owned property. The Subdivision Ordinance, at the time of the Comprehensive Plan update, requires seven (7) percent of the gross area being subdivided of all new subdivisions to be dedicated for public recreation space, school sites, or other public use. As an alternative, when in the judgement of the City Council the subdivision is too small for practical dedication of public land, or if no land in the subdivision is suitable for such use, the subdivider may be required to pay a sum of seven (7) percent of the entire parcel at a time of plat or a combination of land and money. The money is to be deposited in a fund dedicated to the Park and Recreation Program of the City. It is projected that approximately 2.8 additional acres of park and open space are anticipated to be needed to support the additional 39.6 acres of land projected for future uses until 2035 based on the City's current park dedication policy. It is recommended the City plan for a higher ratio of park space to other land uses as parks have been identified as an area to expand and develop to give the current residential populace a better park system.

Park and Recreation Objectives

1. Expand the quality of life offered by parks and recreational amenities in the City of Center City as it continues to grow.
 - Implementation: Park Board, DNR, Planning Commission and City Council.
2. Improve the quality of Center City's existing parks.
 - Implementation: Park Board, Planning Commission and City Council.
3. Take better advantage of the lakes with the addition of parks and the better development of parks on the lakes.
 - Implementation: Park Board, DNR, Planning Commission and City Council.

4. Provide park and recreation opportunities for all ages of the population.

➤ Implementation: Implementation: Park Board, Planning Commission and City Council.

Park and Recreation Policies

1. Continue to require park land dedication and fees to add parks and recreational amenities in new growth areas.
2. Plan for trail and/or sidewalk connections from neighborhoods to parks and linkages between parks including better vehicular access to the parks.
3. Develop a capital improvement plan and work with local organizations to upgrade existing parks.
4. Offer park activities that take advantage of the lake such as a fishing pier and picnic areas.
5. Offer park and recreational amenities for all age groups such as playground equipment for children, athletic fields for adults, and passive recreation for seniors.

G. Hazelden Special Use Area

The Hazelden Special Use Area is an area that is specifically set aside for a unique use which will require further study to determine more specific land uses within the area. This special use area consists of approximately 465 acres or 13.1% of the future land use area outside of the city limits.

Hazelden Special Use Area Objectives

1. Plan for the future land use and plans for the Hazelden Special Use Area through joint meetings between the Township, City and Hazelden representatives.
- Implementation: Chisago Lake Township, Franconia Township, Hazelden Representatives, Planning Commission and City Council.

Hazelden Special Use Area Policies

1. Develop a joint Land Use Plan for the area.
2. Plan for future services to the area such as water and sewer.
3. Plan for eventual annexation of the Hazelden Special Use area as the facility continues to use City services through a joint annexation agreement between the City and Townships.

H. Urban Reserve

The urban reserve is an area for long term growth of Center City (post 2035). At this time this area contains approximately 2,024 acres is mostly rural in nature. As part of this plan it is suggested that this land is left as is for the time being with no objectives and policies to be included since it will be well into the future before the property is projected to be annexed or served by City services such as sewer and water.

VII. FUTURE LAND USE AND ANNEXATION

A. Future Land Use

The City of Center City has experienced very little growth over the years but with the recent annexation of the Chisago County site by Chisago County and the extension of utilities to the property, new opportunities have arose in the development and expansion of the City. There are currently 399 acres of land within the city limits. This includes all land uses. As of May, 2009 it was estimated that 5 platted lots remained available with a few additional properties that could be platted into possibly another 19 single family lot. Within the growth boundary identified in this 2009 Comprehensive Plan, an additional 1,089.15 acres of non-constrained land are proposed to support future growth to 2035.

The future land use map has been developed based on:

1. Ability to serve areas with municipal sanitary sewer.
2. Projected land uses for each category are to retain a similar ratio of residential to commercial land as exists in 2009, with an addition of industrial acreage with a ratio of sixty-five (65) percent industrial to thirty-five (35) percent commercial. Additional commercial acreage is proposed because the highway commercial opportunities along US Highway 8.
3. Tiered land uses with more intense land uses adjacent to arterials and collector streets and more compatible land uses adjacent to each other, as identified as a preferred method versus mixed land uses.
4. Land topography and natural resources and
5. Community input in the process through surveys, community input meeting and monthly Planning Commission meetings.

The 2035 growth area on the future land use map identifies 1,912.7 net additional acres (without wetlands) for low density residential growth, 427.8 net acres for medium to high density residential growth, 396.8 net acres for highway commercial growth and 177.6 net acres for industrial growth. Land to support this growth will need to be annexed from Chisago Lake Township and Franconia Township. The 2009 ratios of residential to commercial to industrial land were used as a basis for future land use needs. Additional residential acres are included in the future land use map, as some property owners will probably not plan to sell or develop their properties in the foreseeable future.

B. Annexation

The City of Center City currently does not have joint annexation agreements in place with Chisago Lake Township or Franconia Township. Annexations typically have occurred following a petition by a land owner to be annexed into the City of Center City.

State Statutes 462.358, Subd. 1 states, "A municipality may by resolution extend the application of its subdivision regulations to unincorporated territory located within two miles of its limits in any direction but not in a town which has adopted subdivision regulations; provided that where two or more noncontiguous municipalities have boundaries less than four miles apart, each is authorized to control the subdivision of land equal distance from its boundaries within this area." This would require subdivisions within two miles of the city to require compliance with the City's subdivision ordinance including design standards for streets, storm water drainage, etc. This may cause some rural developments to be financially not feasible or minimize development within the two-mile radius. The City of Center City would like to comment on projects proposed within the township in order to protect roadway corridors and ensure the proposed use is consistent with the proposed future land use map. They do not wish to impose all city subdivision ordinance requirements on developments in the townships.

At the time of this comprehensive plan update, Chisago County has adopted their updated comprehensive plan in 2007 and as a county government developed intergovernmental coordination goals and policies. One goal was: *“Coordinate efforts between the county, municipalities, townships, state and federal agencies to assure wise land use, effective and efficient infrastructure, appropriate economic development and the protection of natural resources.”* Two policies of this goal were:

1. Chisago County will work with townships and municipalities to encourage them to work together to construct urban growth areas and orderly annexation agreements
2. Chisago County will coordinate joint meetings with City and township officials on land use and other planning issues.

C. Municipal Boundary Expansion Policies

1. Land immediately adjacent to the City limits shall be annexed into the corporate limits prior to development. Annex land as the area is about to become urban or suburban in nature or if surrounded by city limits.
2. The City will allow residential, commercial and industrial growth consistent with the land use designations and transportation plan identified in the future land use and transportation plans.
3. Residential growth, consistent with practices that preserve natural resources, will be allowed.
4. Work in cooperation with Chisago Lake Township and Franconia Township to develop joint annexation agreements.

CHAPTER 6 – TRANSPORTATION

I. INTRODUCTION

This Chapter of the Comprehensive Plan includes an overview of various transportation system components within the City of Center City. The principal components of this section include:

- Functional Classification System of Roadways
- Analysis of Existing Transportation System
- Land Use Impact on Future Volumes
- Local, Regional and State Transportation Plans
- Transportation Recommendations

This element of the Comprehensive Plan is intended to provide guidance for the development of a transportation system that serves the access and mobility needs of the City in a safe, efficient and cost-effective manner. It is important the local transportation system is coordinated with respect to county, regional and state plans and that the system enhances quality economic and residential development within the City.

II. FUNCTIONAL CLASSIFICATION SYSTEM OF ROADWAYS.

Roadways are classified based on the type of function they are performing or intended to perform, within and through the City. The purpose of classifying roadways is to ensure they provide access in a safe and efficient manner. The classification assists in designing the appropriate roadway widths, speed limits, intersection control, design features, accessibility and maintenance priorities. Land use and development should be taken into account when planning functional classifications and roadway design. The ideal system is not always possible due to existing conditions, topography or other natural features. The classification system is intended to be used as a guideline and may need to be adapted as actual roadways are developed.

Access and mobility are the two of six key elements in transportation planning. Mobility is more important on arterials, which requires limited access points onto the arterial roadway. Access is more important on local roadways, which results in more limited mobility. As noted in the Chisago County Transportation Plan, completed by Bonestroo, Rosene, Anderlik & Associates in February, 2005, functional design stages include:

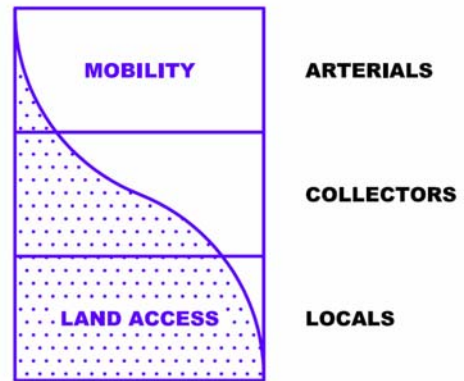
- Main movement
- Transition
- Distribution
- Collection
- Access; and
- Termination

This hierarchy of movement using a hypothetical trip starts with using a freeway, which comprises the main movement. When a vehicle leaves the freeway, the transition is the use of the freeway ramp at a reduced speed. The vehicle then enters the moderate speed arterial, the distribution function, to travel toward a neighborhood. From the arterial the vehicle enters a collection road. Then a local access road that provides direct approach to the residence or termination point. Each of the six stages of the trip is handled by a facility designed specifically for that function. Speeds and volumes normally decrease as one travels through the six stages of movement.

As a part of the transportation plan analysis, an inventory of the roadway system is necessary in order to

view certain characteristics. A key transportation goal for road authorities is to attempt to balance mobility (through traffic need) and access (abutting property owner need) functions of roadways. The concept of functionally classifying a road system provides some guidance and suggests that a complete system should consist of a mix of various types of roads to best address the needs of a variety of users. Therefore, an ideal system includes major arterials (strictly emphasize mobility), minor arterials (emphasize mobility), collectors (address mobility and limited access) and local (focus on access) streets. Functional classes of the same roadways may vary in different areas and access management guidelines and roadway characteristics differ depending on the nature of the surrounding land use (i.e. urban, urbanizing or about to become urban and/or rural).

**FIGURE 6-1
PROPORTION OF SERVICE**



Source: Chisago County
Transportation Department

All street classifications within the City of Center City are defined as being within an urban boundary except for TH 8 which MnDOT classifies as Rural under the access management subcategories. Chisago County's existing functional classifications of roadways within the City of Center City and surrounding area are illustrated on Map 6-1. Chisago County classifies the roads as Federal Interstate, Principal Arterial, Minor Arterial, Major Collector, Minor Collector and Local Roadway. The Center City area only contains Principal Arterials, Major Collectors, Minor Collectors and Local Roadways.

A. Federal Interstate

Interstate 35 is the only roadway classified by Chisago County as a Federal Interstate is Interstate 35 and that is not located in the Center City area.

B. Principal Arterials

Trunk Highway (TH) 8 is classified as a Principal Arterial within Center City. Principal arterials connect communities with other areas in the state and other states. Emphasis is placed on mobility rather than land access. Intersections with principal arterials are usually limited and controlled. Direct access to principal arterials from local or residential streets is generally not allowed and should be discouraged. The nature of land uses adjacent to principal arterials is typically of a higher intensity. Principal arterials as described by the Chisago County Transportation Plan are typically spaced every 2 to 3 miles for a fully developed area and 4-6 miles for developing areas and allow 40 miles per hour average speeds during peak traffic periods. Also, little or no direct land access should be allowed with an urban area.

C. Minor Arterials

There are no minor arterials located within Center City. Like principal arterials, minor arterials emphasize mobility as opposed to land access. Minor arterials generally connect urban service areas in developed communities to areas outside. They typically provide access for medium to short trips. Minor Arterials are generally spaced every $\frac{1}{4}$ to $\frac{3}{4}$ miles apart in metropolitan areas and 1 to 2 miles apart in developing areas. Minor Arterials are designed to allow traffic to flow at an average speed of 20 miles per hour in fully developed areas and 30 miles per hour in developing areas during peak traffic times.

D. Major Collector Streets

The major collector street system facilitates movement from minor arterials and serves shorter trips within the County. Per the Chisago County Transportation Plan definition, collector streets have equal emphasis on both access and mobility. Major collector roads are typically spaced every $\frac{1}{4}$ to $\frac{3}{4}$ mile in a fully developed areas and $\frac{1}{2}$ to 1 mile in developing areas. Major collector streets within the City of Center City and future growth boundary include CSAH 12, CSAH 20, CSAH 9 and CSAH 37. CSAH 25

south of TH 8 in Lindstrom is also classified as a major collector.

E. Minor Collector Streets

Minor collector streets within the Center City area include CSAH 26 and CSAH 20 north of TH 8 in Lindstrom. Minor collectors provide connections between neighborhoods and commercial/industrial areas and the major collector/minor arterial system. Access is slightly emphasized over mobility in minor collectors and they are typically spaced every ¼ to ¾ mile in fully developed areas and ½ to 1 mile in developing areas.

F. Local Streets

Local streets connect blocks and land parcels. The primary emphasis is on land access. In most cases, local streets will connect to other local streets and collector streets. In some cases, they will connect to minor arterials. Local streets serve short trips at low speeds and generally occur at every block. Due to the number of local streets, a listing of street names is not included.

III. ANALYSIS OF EXISTING TRANSPORTATION SYSTEM

The existing conditions of the transportation systems are an important consideration in the determination of future needs. Discussion of certain existing elements of the roadway, air and transit systems in Center City follows.

A. Existing Traffic Counts

The Minnesota Department of Transportation and Chisago County has documented existing daily traffic volume information for major roadways within Chisago County, including those within the Center City area. Daily volumes, as of selected years are illustrated in Table 6-1 and on Map 6-2.

TABLE 6-1 HISTORIC AVERAGE DAILY TRAFFIC COUNTS

Roadway	Location	ADT 2000	ADT 2001	ADT 2003	ADT 2005	ADT 2006	% Change 2001 to 2005
TH 8	East of CSAH 9 to CR 82	12,200	12,200	12,750	11,500	10,800	-6.1%
TH 8	East of CR 82 to Shafer	9,400	9,400	9,800	9,400	9,000	0.0%
TH 8	West of CSAH 9 to Norman Lane	16,800	15,500	16,150	15,100	14,800	-2.6%
TH 8	West of Norman Lane to CSAH 25 in Lindstrom	16,800	16,800	17,500	17,300	19,200	2.9%
TH 8	West of CSAH 25 in Lindstrom to CSAH 14	17,000	17,000	17,750	18,500	17,700	8.1%
CSAH 20	From TH 8 north to CSAH 9	NA	2,850	3,000	2,500	NA	-14.0%
CSAH 26	From TH 8 to CSAH 21	NA	2,900	3,050	3,400	NA	14.7%
CSAH 25	From TH 8 in Lindstrom south to Morgan Avenue	NA	5,500	5,750	6,900	NA	20.3%
CSAH 37	From CSAH 9 east to CSAH 21 in Shafer	NA	800	840	1,200	NA	33.3%
CR 82	From CSAH 37 to TH 8	NA	165	180	215	NA	23.3%
CSAH 9	From CSAH 12 north to CSAH 20	NA	1,200	1,250	1,600	NA	25.0%
CSAH 12	From CSAH 9 north to CSAH 20	NA	750	790	550	NA	-36.4%
CSAH 20	From CSAH 9 east to CSAH 21	NA	980	1,030	1,100	NA	10.9%

Source: MnDOT (2006, 2005, 2001 & 2000) & 2005 Chisago County Transportation Plan (2003)

B. Community Survey Results

Community survey participants were asked to rank from low to high if improving traffic routes within Center City was a priority. There were 25 responses received the highest response was for medium to high priority to improve traffic routes.

Which of these Issues should be a priority in the City?					
Policy Area	Low	Low-Medium	Medium	Medium-High	High
Improving Traffic Routes	1 (4.0%)	4 (16.0%)	6 (24.0%)	8 (32.0%)	6 (24.0%)

The community survey also asked to rank the current situation and future outlook of traffic flow in Center City. The rankings were very poor, poor, average, good and excellent. The responses are as follows:

Current Situation					
Policy Area	Very Poor	Poor	Average	Good	Excellent
Neighborhood Quality	2 (7.1%)	8 (28.6%)	10 (35.7%)	7 (25.0%)	1 (3.6%)

Future Outlook					
Policy Area	Very Poor	Poor	Average	Good	Excellent
Neighborhood Quality	2 (8.0%)	3 (12.0%)	9 (36.0%)	6 (24.0%)	5 (20.0%)

Residents as part of the community survey identified existing transportation issues in the community. Responses included the following.

- CSAH 9 (Summit Avenue) needs curb and gutter or to be redesigned because of instability through the city;
- Parking at courthouse needs improving due to bad intersection;
- Additional pedestrian crosswalks for safety purposes;
- Too much traffic and too high rate of speed on CSAH 9;
- Walkability within city is poor;
- Improve lighting on Highway 8; and,
- Intersection of Highway 8 and CR 82 (Pleasant Valley Road) needs improving.

Survey participants were also asked to identify specific future concerns or recommendations for the transportation within the community.

- Include sidewalks on both sides of Summit Avenue by the lake;
- Improve access to Highway 8;
- Add stop signs to both ends of CSAH 9 in historic district;
- Bus or light rail from Taylors Falls to Forest Lake or the need for mass transportation;
- Add a stop light to Highway 8 and CR 82 intersection;
- Redesign streets around City Hall and the Swedish Mall;
- Safe walking paths are needed from the courthouse to the downtown;
- Limit the traffic on CSAH 9 (2);
- Summit Avenue redevelopment; and
- Upgrade Main Street to Highway 8;
- A bike trail from Taylors Falls to Forest Lake;
- Preserve Pleasant Valley Road; and,
- Avoid runoff to the lakes by installing rain water gardens.

C. Railroad System

At this time no rail lines pass through Center City. Rail was first constructed in 1880 just north of the existing TH 8 running east to west. It was the St. Paul/Duluth line of the Northern Pacific. The railroad tracks were removed in 1946 and no new lines have been located in the Center City area since that time.

There is currently one commercial rail company operating on rail lines in Chisago County. The St. Croix Valley Railroad Company operates a 37 mile line, 16 miles in Chisago County, from North Branch to Hinckley along Interstate 35.

D. Transit Service

The Chisago-Isanti County Heartland Express currently provides transit bus service within the City of Center City as well as Chisago and Isanti Counties. Curb to curb service is provided from 6:00 a.m. to 6:00 p.m. Monday through Friday, for anyone in the county who requests the service as well as some deviated fixed routes. Vehicles are ADA accessible and passengers must register before using the service.

E. Air Service

The Rush City Regional Airport is the only public use airport in Chisago County and is located about 25 miles north of Center City. According the Chisago County Transportation plan 21 aircraft were based on this field which amounted to approximately 21 flights per day. The airport is most commonly used by General Aviation traffic.

F. Sidewalks and Trails

There are a number of sidewalks within the older sections of Center City, and very few existing trails. An existing sidewalk and trail map is included as Map 6-3 which shows all existing sidewalks and trails within the City of Center City.

On a regional basis, the Sunrise Prairie Trail, an off-road, bituminous paved trail serves as a regional trail from North Branch to the Washington County border. There is also an unpaved trail which runs parallel and is used for horse back riding and snowmobiling. There are twenty DNR trails throughout Chisago County, which are generally less than ½ mile in length. Chisago County adopted a Parks and Trail Comprehensive Plan in 2002. Proposed trails which impact the Center City area include the Swedish Immigrant Trail, a proposed connection from Taylors Falls to Wyoming will connect numerous cities along US Highway 8 including Center City.

G. Other Transportation Services

During the community survey process comments regarding adding light rail from Taylors Falls to Forest Lake or the need for mass transportation were common. At this time there are no plans for any additional mass transportation to serve Center City.

IV. LAND USE IMPACT ON FUTURE TRAFFIC VOLUMES

The analysis of the transportation system of Center City is primarily concerned with the roadway system since that is the principal element through which people and goods are transported. The preparation of a thoroughfare plan considers many factors including, but not limited to; existing roadways, regional transportation plans (state and county) and future volume projections.

A. Projected Traffic Volumes

The projection of traffic volumes to a future year is highly dependent upon expected development within

the City of Center City and the growth area. Another factor, particularly as it relates to arterial roadways, is the expected increase in through traffic volumes on those facilities. Those volumes, which may or may not have destination within the city, are dependent upon regional and state growth. Table 6-2 illustrates projected traffic (average trips/day) based upon land use calculations (acreages needed to support growth versus actual acreages included in the growth boundaries) established in Chapter 5 of the Comprehensive Plan.

TABLE 6-2 VEHICULAR TRIPS GENERATED BY NEW DEVELOPMENT

Land Use	Assumed Density for Volume Projections	Total Units/Ares Assumed	Daily Trip Rate per Unit/Acre	Estimated Daily Trips
Residential - Low Density (single family)	2.0 units per acre	266 units	9.57/DU	2,546
Residential - High Density (multiple family)	6.0 units per acre	75 units	7.0/DU	525
Highway Commercial	-	21.1 acres	55/acre	1,161
Industrial	-	61.9 acres	55/acre	3,405
Sub Total Additional Trips				7,637
Assume 50 percent of the Highway Commercial Trips are Pass-By or Dual Purpose Trip Types				-580
Total Net Additional Trips				7,057

* The assumed land use traffic generation is developed by application of trip generation rates in the Institute of Transportation Engineers (ITE) report title Trip Generation, 7th Edition, 2003.

The calculations for the new development assumptions indicate just over 7,000 additional daily vehicle trips could be generated by projected land uses within the City by the year 2035. Although these trips will be spread out across the entire roadway system, roadways primarily being impacted are expected to include TH 8, CR 82, CSAH 26, CSAH 9, CSAH 12 and CSAH 37.

Table 6-3 on the next page and Map 6-4 illustrate projected traffic counts in the year 2030 for specified roadways within the Center City area.

TABLE 6-3 2030 PROJECTED TRAFFIC VOLUMES

Roadway	Location	ADT 2005	Projected ADT 2030	Percent Change 2005 to 2030
TH 8	East of CSAH 9 to CR 82	11,500	25,100	118.3%
TH 8	East of CR 82 to Shafer	9,400	19,100	103.2%
TH 8	West of CSAH 9 to Norman Lane	15,100	32,300	113.9%
TH 8	West of Norman Lane to CSAH 25 in Lindstrom	17,300	35,900	107.5%
TH 8	West of CSAH 25 in Lindstrom to CSAH 14	18,500	37,300	101.6%
CSAH 20	From TH 8 north to CSAH 9	2,500	5,700	128.0%
CSAH 26	From TH 8 to CSAH 21	3,400	5,650	66.2%
CSAH 25	From TH 8 in Lindstrom south to Morgan Avenue	6,900	10,400	50.7%

CSAH 37	From CSAH 9 east to CSAH 21 in Shafer	1,200	1,950	62.5%
CR 82	From CSAH 37 to TH 8	215	400	86.0%
CSAH 9	From CSAH 12 north to CSAH 20	1,600	2,300	43.8%
CSAH 12	From CSAH 9 north to CSAH 20	550	1,400	154.5%
CSAH 20	From CSAH 9 east to CSAH 21	1,100	1,850	68.2%
Source: MnDOT (2005 traffic count and 2030 projections). Projections were based on existing traffic volumes, existing land uses, census information and the Technical Advisory Committee (TAC) input. Volumes may be higher based on proposed new land uses in this Comprehensive Plan.				

B. Access Management

Managing access points along roadways is important in order to maximize the capacity of the roadway and provide safe routes. Access management is increasingly important along collector streets and arterials. Access management is controlled by the city (local collector streets) the County (county roads) and MnDOT (adjacent to state highways). Land use decisions have an impact on the efficiency of the transportation system.

MnDOT has classified TH 8 through Chisago County as a Medium Priority Interregional Corridor (IRCS). Under that primary management category, sub-categories exist and MnDOT has different designations along the corridor. These designations include Interstate Freeway, Rural, Urban/Urbanizing and Urban Core. Within Center City and surrounding growth area, MnDOT uses the Rural and Urban Core designations. TH 8 from the Western city boundary to the CSAH 9 is designated Urban Core. This designation extends west through Lindstrom to Chisago City. East of CSAH 9, TH 8 is designated Rural all the way to Shafer where the designation changes to Urban/Urbanizing. Map 6-5 illustrates the access management classifications for both MnDOT and Chisago County's classifications for the County Roads. Due to recent annexations east of the traditional core of Center City and proposed commercial and institutional development by Chisago County in this area, a change in designation of TH 8 from Rural to Urban/Urbanizing east of CSAH 9 to Shafer is recommended. By making the change to Urban/Urbanizing from Rural primary full movement intersection spacing goes from 1 mile to a half a mile and conditional secondary movement spacing goes from one half mile to one quarter mile. This will allow for better access along TH 8 as additional commercial property develops along the corridor in the future growth area. In Table 6-4 on the next page, MnDOT has recommended the following access spacing for US Highway 8.

TABLE 6-4 MNDOT RECOMMENDED ACCESS SPACING FOR MEDIUM PRIORITY INTERREGIONAL CORRIDORS

Area or Facility Type	Typical Functional Classification	Intersection Spacing		Signal Spacing	Private Access
		Primary Full Movement Intersection	Conditional Secondary Movement		
Full Grade Separation	Principal Arterial (TH 8 in Center City)	Interchange Access Only		Not Allowed	Not Allowed
Rural, Ex-Urban & Bypass		1 mile	1/2 mile	Strongly Discouraged By Deviation Only	By Exception or Deviation Only
Urban & Urbanizing		1/2 mile	1/4 mile		
Urban Core		300 - 600 Feet Dependent Upon Block Length		1/4 mile	Permitted Subject to Conditions
Source: Chisago County Transportation Plan, February, 2005					

Chisago County has prepared access spacing guidelines for roadways throughout the county. In Table 6-5 are the recommended spacing guidelines and typical posted speeds.

TABLE 6-5 CHISAGO COUNTY ACCESS SPACING GUIDELINES

Functional Class/ Roadways in Center City Area	Median Treatment	Existing & Proposed Land Use	Typical Posted Speed (MPH)	Full Median Opening Spacing (Miles)	Minimum Signal Spacing (Miles)	Spacing Between Connections (Feet)**
Minor Arterial (None)	Divided	Rural	55	1/2	1/2	820
		Urban	≥40	1/2	1/2	490
		Urban Core	<40	1/4	1/4	275
	Undivided	Rural	55	NA	1/2	820
Collectors (CSAH 9, CSAH 12, CSAH 37, CSAH 26, CSAH 20)	Divided	Urban	≥40	1/4	1/4	435
		Urban Core	<40	1/8	1/8	275
	Undivided	Rural	55	NA	1/2	585
		Urban	≥40	NA	1/4	435
Other County Roads (CR 82)	Undivided	Urban Core	<40	NA	1/8	310
		Urban	≥40	NA	1/2	550
		Urban Core	<40	NA	1/4	400

Source: Chisago County Transportation Plan, February, 2005 **Distances are based upon spacing between connections (major roads, local public streets and private driveways. Distances are minimum and greater spacing is beneficial.

C. Traffic Calming

During the past few years, traffic calming in residential areas has been a hot topic. In the very near future, it is expected that calming may be a technique that could spread to collectors and arterials and in some areas of the country, traffic calming of collectors is being pursued.

Traffic calming is a popular way of addressing various traffic aspects on residential streets. It allows interested citizens to voice their opinions on what they don't like, and to suggest improvements. Traffic calming can be a viable approach to decreasing volume and speed problems on residential streets.

Residential traffic calming and traditional neighborhood designs are tools that can be used to help address the complex demands for more livable communities. The goal of moving traffic efficiently and safely and, at the same time, providing more “comfort” in our communities is bringing together the many various elements used when analyzing roadways. This concept of bringing together various transportation planning and design features is called harmonization.

There are many residential street traffic-calming techniques being used throughout the United States. Some are successful and some are not. A wide range of traffic calming techniques has been used over the years. They range from physical changes to the roadway system to traffic control techniques that use signing and/or pavement markings. It may be beneficial for the City to research the integration of traffic calming techniques into the residential areas as a means of promoting safe and efficient traffic movement. The street arrangement along CSAH 9 or Summit Avenue that is being discussed for redevelopment is an area where traffic calming techniques could alleviate commercial traffic from entering residential areas.

V. TRANSPORTATION PLANS

The thoroughfare plan for the City in conjunction with the land use plan and other infrastructure plans, provides a guideline for which growth can be accommodated in a reasonable fashion and existing issues regarding transportation can be addressed. Overviews of the local, regional and state transportation plans follow.

A. City Transportation Plans

Center City does not have a transportation plan or any Capital Improvement Plan (CIP) in place. The public works employees do survey the conditions of the City transportation infrastructure once every year and present the findings to the City Council for review. The City should look at developing a CIP which identifies proposed street projects within a 5-year plan. This can include everything from reconstruction to seal coating to intersection studies. Potential local street projects which have been identified residents as a part of the community survey, include:

1. Summit Avenue (CSAH 9) needs curb and gutter and sidewalks or to be redesigned because of instability through the city;
2. Additional pedestrian crosswalks for safety purposes;
3. Improve lighting on Highway 8;
4. Intersection of Highway 8 and CR 82 (Pleasant Valley Road) needs improving;
5. Redesign streets around City Hall and the Swedish Mall;
6. Upgrade Main Street to Highway 8; and
7. Avoid runoff to the lakes by installing rain water gardens.

Future collector streets have been identified and proposed on Map 6-6. The location of these collector streets has been based on recommended spacing of collector streets, land uses, topography and existing roadways. It is important to note the attached Map 6-6 is for illustrative purposes only and not intended to constitute an official transportation map. One important item to note is the reclassification of CR 82 from a local street to a major collector and proposing a connecting roadway from CR 82 at CSAH 37 north to CSAH 12 to create a north/south major collector roadway.

B. County Transportation Plans

The Chisago County Transportation Plan identifies transportation issues on a county wide basis to be addressed. Included are 29 “Hot Spot Crash Locations” located throughout Chisago County. Within the Center City area only one hot spot crash location was identified, the intersection of TH 8 and CR 82/CSAH 26. The crash rate, which is the number of crashes per million vehicles, was 0.93, the severity rate, which is the weighted number of crashes per million vehicles, was 1.77 and the crash density, which is the number of crashes per year, was 3.33. The metro average for a rural thru-stop un-signalized

intersection is a 0.3 for the crash rate and 0.4 for the severity rate. Based upon the crash and severity rates, this intersection is more dangerous than the average.

The County's Transportation Plan calls for the reclassification of roadways as well as addition of roadways throughout the county including within Center City and the proposed growth boundary. A summary of these proposed changes are as follows, and are depicted on the attached Map 6-7.

- Reclassification of CSAH 37 from a major collector to a minor collector.
- Reclassification of CSAH 26 from a minor collector to a major collector.

C. State Transportation Plans

MnDOT has studied TH 8 in great detail and is currently working on the TH 8 20 year corridor plan. This plan will identify deficiencies along TH 8 including safety, mobility, access and capacity issues, recommend short term and mid-term capacity improvements and identify projects and studies. Currently MnDOT has listed six projects as prioritized for TH 8 as of July 23, 2008. These projects include the Hazelden Intersection Project which includes intersection reconstruction and signalization at TH 8 and CR 82/CSAH26, the Safety improvements by addition of left turn lanes at TH 8 and local road connections from Center City to the west junction of TH 8/95 and the Capacity Improvements Study from Center City to Taylors Falls, all three in the Center City area. The other three projects are as follows:

1. Lindstrom Project from Shoquist to Chisago Lakes Middle School. Provide additional capacity to accommodate traffic. Address access, safety and operational problems in Lindstrom as identified by partner ship and Scoping Study.
2. Capacity expansion project, including right-of-way and final design. Greenway Avenue in Wyoming to CSAH 80 in Chisago County.
3. Shafer access management project. Access management with backage roads.

Table 6-6 below shows the six prioritized projects details as to distance and costs.

TABLE 6-6 PRIORITIZED TH 8 PROJECTS

Project	Distance Miles	Cost in Millions				Funding Needs
		Construction	R-O-W	Design	Total	
Lindstrom Project from Shoquist Ave. to Chisago Lakes Middle School	2.8	11.8	2.0	2.4	16.2	7.5
Hazelden Intersection Project – TH 8 at CSAH 26/CR 82	0.3	1.6	0.3	0.3	2.2	2.2
Greenway Ave in Wyoming to CSAH 80 in Chisago City	6.4	32.4	1.5	6.5	40.3	40.3
Shafer Access Management Project	0.7	4.8	3.2	1.0	9.0	9.0
Center City to the west junction of TH 8/95	5.7	0.6	0.1	0.1	0.8	0.8
Center City to Taylors Falls Study for Capacity Improvements	9	0.0	0.0	0.0	1.1	1.1

Source: MnDOT, Highway 8 Corridor

D. Transportation Funding

There are a number of various funding mechanisms available to support transportation projects these include the following:

1. **MnDOT Cooperative Funds.** The State of Minnesota has funds available to assist with cooperative projects which increase safety and mobility. Improvements to TH 8 may be eligible for this type of funding.
2. **MN Department of Natural Resources Grants.** Various federal and state grants are available for the development or reconstruction of trails. Typically grants require a 50% match and illustration that the trail is not only of local importance but also of regional significance. Grant programs through the DNR for trail projects include the Federal Recreational Trail Grant Program, Regional Trail Grant Program, Outdoor Recreation Grant Program, and Local Trail Connections Program.
3. **Collector and Local Streets.** Developers may be required to fund the entire cost of minor and major collector streets, as well as local streets as a part of their development fees.

VI. TRANSPORTATION RECOMMENDATIONS

A number of recommendations for transportation planning are noted throughout this Chapter. Following is a summary of key items:

A. Trunk Highway 8

- To protect the integrity of the TH 8 corridor and the safety of the public, the City should consider implementing a frontage road system in areas adjacent to TH 8 in areas guided toward commercial development or industrial development.
- The City should apply to MnDOT to re-designate TH 8 from Rural to Urban/Urbanizing as a sub-category for access management through Center City from CSAH 9 east to the CR 82/CSAH 26.
- The City should coordinate utility improvements with any county or state planned roadway improvements. This may be an opportunity to investigate decorative lighting, walkways and other improvements to promote the downtown business district.
- The City should promote TH 8 as entrances to Center City as a high-quality, aesthetically pleasing corridor which creates a distinctive impression of the City. Quality building materials, limited outdoor storage, preservation of existing environmental features, working with utility service providers to place utilities underground and landscaping should be emphasized.
- The City should promote safe pedestrian crossings of TH 8.

B. County State Aid Highways and County Road Corridors

- The City should continue to work with the County on the reconstruction of CSAH 9 through Center City to ensure the historical and aesthetic aspects of the roadway are included in the plan.
- The City should continue to work with the County to identify a possible extension for CR 82 north of CSAH 37 to CSAH 12. This extension would create a north/south major collector through the Center City area.

C. Collector Streets

The location of collector streets promotes orderly development. As development plans are presented to the City, future collector streets should be designed to provide continuity and prudent access to other collector streets and arterials and adhere to the recommended access management guidelines. In the context of regional transportation planning and to most efficiently provide for the development of future

roadways, the City should develop an official future transportation plan and map examining:

- The capacity of existing streets and the timing of improvements/reconstruction based on threshold increases in vehicle trips;
- The projected costs of said improvements/reconstruction;
- Depicting future collector street corridors which reflect spacing guidelines consistent with urbanizing and rural development factors;
- Projected municipal costs associated with the identification of collector street corridors, right of way acquisition, etc.

D. Local Streets

- Local streets primarily function to serve residential neighborhoods and other areas of lesser daily traffic volumes. The extension and/or spacing of future local streets should promote excellent access to lower intensity land uses and discourage excessive vehicle speeds. Local streets should not be used for on-site traffic circulation which should be accommodated off the right-of-way.
- Local streets should be laid out to permit efficient plat layout while being compatible with the area's topography, adjacent roadways, municipal utility plans and environmental constraints.
- As the street system continues to expand, street maintenance such as snowplowing, grading rural roadways, dust coating, routine maintenance, etc. will become increasingly important issues. Additional street construction will either increase contracted labor expenses or necessitate an expansion of the City's services provided by the municipal public works department. Prior to approving proposed subdivisions, consideration should be given to the City's ability to provide municipal services, facilities and equipment for snowplowing, street grading, minor street repair, dust-coating, etc. on either a contracted or staff basis.
- Additional vehicle trips generated by proposed development and dispersed over the existing roadway system shall be examined relative to the capacity of existing roadways to accommodate increased traffic.
- The city should develop a Capital Improvement Plan (CIP) which contains budgets for new construction, reconstruction and scheduled upgrading of the street system, with scheduled maintenance seal coating and storm sewer cleaning. The City should implement a schedule for roadway maintenance and reconstruction (e.g. seal coating every 4-5 years; complete reconstruction or mill/overlay every 15-20 years; re-grading/conversion of gravel roads; etc.).
- To avoid duplicate costs the City should correlate future road construction/reconstruction with municipal utility construction and reconstruction. In addition, the City should advise private utility service providers of proposed urban subdivisions and/or construction/reconstruction project to ensure efficient construction/repair/replacement of services including natural gas, electrical and telephone facilities.

E. Mass Transportation/Alternate Modes of Transportation

- To diminish/prevent congestion, the City should encourage alternate and/or integrated transportation methods which are less dependent on motor vehicles. The City could promote and encourage walking and biking as alternate transportation methods. The City should strive to provide or coordinate with the neighboring communities a park and ride facility near the TH Highway 8 corridor as a means of encouraging car-pooling and ride sharing. As the population

ages and diversifies, bus service or mass transportation will become an important amenity in the community and should be promoted or expanded through the Chisago-Isanti Heartland Express. Special attention should be given to improving pedestrian access, movement and crossings to provide both convenience and safety.

CHAPTER 7 – PARKS, TRAILS AND RECREATION

I. INTRODUCTION

Park and recreational land uses within Center City include three city owned parks, DNR owned open space and a DNR public boat landing on North Center Lake. These land uses account for approximately 7.9 acres or two (2) percent of the City's total acreage. Another unique recreation feature in and around Center City is the number of lakes that are present. These lakes, which include North Center Lake, South Center Lake, Pioneer Lake, Little Lake, Ogrens Lake and Peterson Lake, can be used in conjunction with the parks and open space within the City. The City's residents identify parks, trails and recreational facilities as an important part of the quality of life in Center City. Recreation is viewed as an integral part of life, providing a necessary and satisfying change from the things we usually do and the places where we spend most of our time.

A community survey, comments from City staff and the Park Board as well as comments at public meetings underscore the importance of creating and sustaining parks, trails and recreational facilities. These comments are included within this chapter.

Providing quality recreational opportunities begins with proper planning. To assure adequacy and maximum usability, recreation areas and facilities shall be developed with regard for the needs of the people and the area they serve. Proper planning must take into consideration a number of factors, including but not limited to, location of existing recreational areas (i.e. proximity to the area served, separation from incompatible land uses), adequacy of existing facilities, site planning for the location of future facilities, access to current and future facilities, provisions for recreation programs, and financing, maintenance and management of existing and proposed parks, trails and recreational facilities.

This section shall:

1. Provide Park Classification;
2. Inventory Existing Park Facilities;
3. Discuss Trails and Pedestrian Ways;
4. Discuss Recreational Opportunities in the City;
5. Examine Existing and Future Park Facility Needs;
6. Review Community Input; and
7. Establish tangible recommended goals and policies for future park, trail and recreation facilities and programs.

II. PARK CLASSIFICATIONS

Planners used to and occasionally still do evaluate adequacy of parks on an acreage-to-population ratio or scale (e.g. 10 acres of parkland for each 1000 residents). The ratio or scale is still a valuable measure and will be used here; however, since parkland needs can vary greatly and change over time, every city needs to choose what system best works for them when it comes to comparing the supply of park and recreation facilities with the demand for these facilities on the part of residents and other users.

Park classifications provide a systematic way of categorizing park land so decisions regarding design, capital improvements, and maintenance/operation are based on the types and functions of parks. This classification system allows the level of service for each park type to be determined by analyzing the service area and identifying any gaps or duplications throughout the City. The following terms and descriptions shall be used to classify existing and future park and recreational facilities within the City of Center City.

A. Mini Park (a.k.a. urban/pocket)

Examples of this type of park include town squares, urban plazas, landscaped courtyards, promenades, and village greens. Mini parks address limited, isolated, or unique needs within a limited and concentrated service area. Mini parks may be used for active, passive, or a combination of active and passive purposes. These types of parks sometimes meet the neighborhood park needs of surrounding residents. They can also provide opportunities for community events and enhance the identity of urban core and mixed-use districts.

Mini parks may be located in a variety of areas depending on the specific recreational need or the type of opportunity present. These parks are very small in geographic size typically ranging from 2,500 square feet to one acre. Site selection criteria should include access from the surrounding area and linkage to community pathways. There are no specific criteria for the development of mini-park facilities. Parking is typically not required, however, site lighting for safety/security should be investigated.

B. Neighborhood Park

Neighborhood parks are the basic unit of the park system providing informal activity or passive recreation for an adjacent neighborhood. This type of park serves as the focal point for recreational and social needs of a neighborhood. Neighborhood parks should be developed to service the active and passive recreational activities of the area it serves, including different age and income levels.

Neighborhood parks are usually designed primarily for spontaneous, non-organized recreation activities and/or to enhance neighborhood identity or preserve open space. Generally speaking, programmed activities usually do not take place in neighborhood parks and site development typically includes sidewalk, benches, landscaping, and play features for preschoolers. Neighborhood parks/playgrounds should connect with trails, which connect to other parks and neighborhoods.

The service area for neighborhood parks is generally one quarter to one half ($\frac{1}{4}$ to $\frac{1}{2}$) mile with the park located in the center of the area intended to be served. Since the primary means of getting to a neighborhood park is walking or biking, ease of access (interconnected trail, sidewalk, low volume local streets) and walking distance are priority factors in determining location. Neighborhood parks generally range from five to ten acres in size with the population density and demographic characteristics of the neighborhood it serves being important considerations. A balance of passive recreational opportunities (ornamentation, conservation, passive activities) and active recreational facilities (fields, courts, skating, splash pool, etc. primarily used informally in an unstructured manner) is needed. In addition, a pleasant outdoor environment will enhance use and draw residents to the park and, therefore, is an important design element.

Limited off-street parking (e.g. seven to ten spaces) is needed for those who must drive to the site. Park lighting should be used for security and safety with limited lighting on recreational facilities.

C. Community Park

Community parks are larger in size and serve more wide-ranging purposes than neighborhood parks. Community parks focus on group activities and meeting community-wide recreation needs, retaining open space, and/or preserving unique landscapes.

Like neighborhood parks, community parks should strive to balance active and passive recreational opportunities. Community parks should serve more than one neighborhood with a service area of generally a third of a mile to three miles. Since most people arrive at community parks by automobile or bicycle, the site should be serviced by arterial and collector streets and be easily accessible from throughout the service area by trail or sidewalk.

The size of a community park is usually 20 to 50 acres, but can vary if open space or landscape preservation is the purpose of the park. Actual size of community parks should be based on

neighborhood demographics, population density, resource availability, and recreation demand.

The NRPA suggests site selection guidelines include the site's natural area, preserving unique landscapes within the community, and/or providing recreational opportunities not otherwise available. When possible, community parks should be adjacent to natural resource areas and greenways.

Potential active recreational opportunities include large play structures, game courts, informal ballfields, tennis courts, volleyball courts, horseshoe areas, skating areas, swimming pools, archery ranges, and disc golf areas. Active recreational facilities may be used for programmed activities on an occasional basis with most facilities used in an informal, unstructured manner. Potential passive recreational opportunities include internal trails, individual/group picnic and sitting areas, nature study areas, bandshells, and ornamental gardens.

Off-street parking is essential; lighting for security, safety and facilities should be as appropriate.

D. Natural Resource Areas

Natural areas have a great deal in common with natural greenways in that they are land set aside for preservation of significant natural resources, remnant landscapes, open space, and visual aesthetics/buffering. As defined within the National Recreation and Park Association (NRPA) system, natural areas usually consist of individual sites exhibiting natural resources, protected lands (wetlands, public waters, shoreland), or lands unsuitable for development (steep slopes, ravines, ponding areas, utility easements, etc). Specific LOS standards do not apply to natural areas.

The employment of this type of park facility is based on availability of areas and need for preservation, so size is highly variable. Location considerations are primarily limited to sites that exhibit unique natural resources or remnant landscapes of the region. Undevelopable/protected lands are usually selected on the basis of enhancing the character of the community, buffering, and providing linkages with other park components. Natural resource areas are resource based as opposed to user based but can provide some passive recreational opportunities providing such use does not negatively impact the resource to be preserved.

E. Greenway

Greenways are lineal park system components that serve several functions under NRPA guidelines: tie park components together to form a continuous park environment; emphasize harmony with the natural environment; allow for safe and uninterrupted pedestrian movement between parks and throughout the community; provide people with a resource-based outdoor recreation opportunity and experience; and, they can increase property value. Greenways emphasize park use/trails more than natural resource areas.

Criteria for locating greenways are primarily land availability and opportunity to secure right-of-way. Greenways may follow suitable natural resource areas (preferred) or, if designed properly, revitalized riverfronts, abandoned railroad beds, boulevards, etc. In addition, proximity to parks and connector trails are important considerations.

Potential recreation activities within greenways include hiking, walking, jogging, bicycling, in-line skating, cross-country skiing, horseback riding, etc. Greenway width is highly variable and per NRPA standards can be as little as 25 to 50 feet with widths greater than 200 feet being considered best.

F. Special Use Park

Special use parks cover a broad range of park and recreation facilities oriented toward a single purpose. NRPA classifies special use parks as one of three types: historic/cultural/social sites, recreation facilities, and outdoor recreation facilities. Historic/cultural/social sites showcase unique resources and may include historic downtown areas, performing arts parks, arboretums, ornamental gardens, performing arts

facilities, indoor theaters, churches, public buildings, and amphitheaters. Recreation facilities may include community centers, senior centers, hockey arenas, marinas, boat landings, golf courses, and aquatic parks. Outdoor recreation facilities include tennis centers, softball complexes, and sports stadiums.

NRPA suggests special use parks be strategically located in a community-wide context and conveniently accessible from arterial and collector streets along with pathways. Other primary location considerations are: recreation need, community interests, the type of facility, and land availability. Special use park acreage needs vary widely with facility space being the primary determinant. Since there are a variety of potential special use parks, specific standards for site selection and development parameters are not defined. Most specialized recreation areas have limited active recreation value, are not developed as multi-purpose recreation areas, or are not always available for use by the public. Specialized areas are an important adjunct to a community and its park and open space program.

G. Regional Park

Regional parks may include but are not limited to conservancy areas, trails, floodplains, hiking and riding trails, recreational fields, spectator sports, and fishing. Regional parks serve people of all ages and serve a regional population and are typically maintained by Counties or States. Typically regional parks are natural resource based that include features such as bodies of water, fauna, woodlands, rivers/streams and topography. Regional parks are large parks and draw people from farther distances.

H. Private Park

These are park and recreation facilities that are privately owned yet contribute to the public park and recreation system. The location, size and type of park can vary depending upon the specific type of use. These types of parks can consist of a neighborhood swimming pool maintained by a homeowners association, facilities owned by a church, playground equipment and fields located on school property or private facilities at a housing complex.

III. EXISTING PARK AND RECREATION INVENTORY

There are three (3) City parks, Veterans Memorial Triangle, the monument by the Swedish Mall, John Moody baseball field, the DNR owned public boat access on North Center Lake, the DNR fishing pier and public boat dock all in the City of Center City. Following is a listing of these parks and recreational areas. Map 7-1 illustrates the location of said facilities and Map 7-2 shows the park service areas based on the park classification for the three City parks.

Table 7-1 and Table 7-2 on the following pages, is a park inventory and park assessment of the three (3) City parks located in Center City, completed by Municipal Development Group, Inc. staff on June 25, 2009. The rankings for the assessment follow Table 7-2 on the following page. A detailed description of each park is also included.

A summary of maintenance items that were discovered on the park assessment is as follows:

- Volleyball Court at Water Tower Park needs maintenance.
- Sand for playground equipment for both Water Tower Park and I. G. Long Park is full of weeds.
- Entrance to Loren's Park and a major drainage issue with a wash out along the entrance road.
- Parking lot at Loren's Park is gravel and will need routine maintenance.
- Swimming beach at Loren's Park need grooming to clean the sand.

TABLE 7-1 CENTER CITY PARK INVENTORY

Center City Park Inventory	Park Classification	Trail Areas	Baseball/Softball	Nature Areas	Horseshoe Pits	Tennis Courts	Soccer Fields	Basketball Courts	Football Field(s)	Volleyball Courts	Playground	Swimming	Pleasure Skating Rink	Hockey Rink	Warming House	Archery Range	Skateboarding	Restroom Facilities	Handicap Access	Picnic Area	Parking (off- Street)
Loren’s Park	CP	Yes	No	Yes	No	No	No	No	No	No	No	Yes	No	No	No	No	No	Yes, PR	No	Yes	Yes
I. G. Long Park	NP	No	No	No	No	No	No	No	No	No	Yes	No	No	No	No	No	No	Yes, PR	No	Yes	No
Water Tower Park	NP	No	No	No	No	No	No	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes, PR	No	Yes	No
MP = Mini Park			NP = Neighborhood Park					CP = Community Park					RP = Regional Park				BB = Baseball Field				
NR = Natural Resource Area			G = Greenway					SUP = Special Use Park					PP = Private Park				SB = Softball Field				
IND = Indoor Restroom			PR = Portable Restroom					SW = Sidewalk					PT = Picnic Tables Only				LL = Little League Field				

Source: MDG, Inc. Inventory of Parks 6-25-09

TABLE 7-2 CENTER CITY PARK ASSESSMENT

Park Name	Turf	Irrigation	Plantings/Trees	Drainage System	Handicapped Accessible	Parking Availability	Parking	Sidewalks/Trails	Playground Equipment
Loren's Park	2	NA	0	1	2	1	3	4	NA
I. G. Long Park	1	NA	2	2	2	2	NA	NA	1
Water Tower Park	1	NA	2	1	2	2	NA	NA	1

Source: MDG, Inc. Inventory of Parks 6-25-09

Ranking Key

1. Turf Condition

- NA Not Applicable
0 No Problems.
- 1 Turf is in good conditions with some bare areas.
- 2 Turf has a few problems that need some work (aeration and over-seeding).
- 3 Turf is in poor condition and needs renovation.
- 4 Turf is in very poor condition and should be completely redone.

4. Drainage System

- 0 No Problems
- 1 Some saturation/standing water-minor improvements needed.
- 2 Very poor drainage-system needs renovation.
- 3 Dangerous system/conditions exist.

7. Parking

- NA Not Applicable
0 No problems.
- 1 Good condition – needs regular routine maintenance.
- 2 Surface in fair condition- spot repairs are necessary.
- 3 Surface in poor condition, several areas need major repairs.
- 4 Very poor condition, parking area needs complete renovation.
- 5 Dangerous conditions exist.

2. Irrigation System

- NA Not Applicable
0 No Problems.
- 1 System is in good condition with minor adjustment problems.
- 2 System is in fair condition, needs frequent work.
- 3 System doesn't do the job and needs to be expanded (poor coverage).
- 4 System is in very poor condition or no system at all.

5. Handicapped Accessible

- 0 Entire park is accessible to handicapped
- 1 Portions of the park are accessible to handicapped individuals.
- 2 None of the park is accessible to handicapped individuals.

8. Sidewalks/Trails

- NA Not Applicable.
0 No Problems.
- 1 Sidewalks/trails are in fair condition and require minor repairs.
- 2 Sidewalks/trails are in poor condition and require extensive repair or renovation.
- 3 Dangerous conditions exist.

3. Plantings/Trees

- 0 No Problems
- 1 Plantings/trees are in good condition with few minor problems.
- 2 Some bare areas that need additional plant materials.
- 3 Several areas have problems that need work.
- 4 Plantings/trees in very poor condition & should be completely removed.
- 5 Condition of trees present dangerous safety situation.

6. Parking Availability

- NA Not Applicable.
0 No Problems.
- 1 Not enough parking mainly during peak-use periods or only occasionally.
- 2 Not enough parking most of the time.

9. Playground Equipment

- NA Not Applicable.
0 No Problems.
- 1 Equipment is old but can still be used.
- 2 Equipment requires regular routine maintenance.
- 3 Equipment is in poor condition and requires major repair or renovation.
- 4 Equipment is in very poor condition and should be replaced.
- 5 Dangerous conditions exist.

A. Loren's Park

Located on the south end of Grand Avenue at the end of a peninsula in South Center Lake, this park contains approximately 3.2 acres and consists of mostly wooded property with lakeshore on South Center Lake. The park would be classified as a community park and the park amenities include four picnic tables, 3 benches, unpaved walking/hiking path, one portable toilet, swimming beach and fishing. The entrance is gated and a gravel road leads to an unpaved parking lot that contains room for approximately 10 cars.

B. Water Tower Park

This neighborhood park is located in the heart of Center City on Busch Avenue. The park totals a little over a half acre in size and contains playground equipment with multiple slides and a swing set, one volleyball court and 2 picnic tables. There is not off-street parking so parking is an issue if small events are held at the park. The Center City water tower is also located at the park therefore the name Water Tower Park.

C. I.G. Long Park

This three quarter of an acre park is located in the Pioneer Estates development in the north part of the City between Nelson Court and Nelson Lane. It would be classified as a neighborhood park and includes an ice hockey rink with boards, playground equipment, a swing set, one portable toilet and a picnic table. There is only parking on the street for this park. A well house is also located at this park.



CITY PARKS

D. Veteran's Memorial Triangle

Located near downtown Center City this memorial park is located along the right-of-way and is not meant to be an active park. The park contains one flag pole, a monument and landscaping around the flag pole and monument. This memorial is approximately 1,500 square feet in size.

E. DNR Boat Access

Located north of TH 8 has access to North Center Lake and a two public docks to help launch your boat. There is room for two boats to be launched at the same time for the busy weekend. There is a paved parking lot for up to 29 vehicles and boat trailers with two being handicapped spaces. The site also contains two portable toilet with one being handicapped. A paved trail also accesses this site with access to the downtown Center City area along TH 8.

F. DNR Fishing Pier

This public fishing pier is located on North Center Lake just west of Downtown. It is a DNR owned fishing pier and can be used for fishing and boat landing. A paved trail begins at this location and heads west along TH 8 to the western boundary of the City and to the DNR boat access. There is also a bench and a picnic table along the trail area.

G. Public Dock

This publicly used dock is owned and operated by My Burger restaurant and is located on South Center Lake just south of TH 8. The dock is located on City property who leases the site to My Burger. The intent is to allow boat traffic to access the businesses in Center City along TH 8 and the Downtown.

H. Monument by Swedish Mall

Located in front of the Swedish Mall, the monument contains 2 flag poles, monument under a permanent gazebo, and landscaping which includes flowers. This is not meant to be an active park and is completely surrounded by parking lot.

I. John Moody Field

This baseball diamond is owned by the Chisago Area Lutheran Church and is located just south of CSAH 37 east of the cemetery. The field has a fenced backstop but no fences on the foul lines or outfield. The parking area is grass with two access points located off of CSAH 37.

IV. OTHER REGIONAL/COUNTY PARKS AND RECREATIONAL AREAS

There are a number of regional parks or county parks and recreational areas near and adjacent to the City of Center City.

A. Ki-Chi Saga Park

This county park is located south of Lindstrom at 29061 Glader Boulevard and consists of 98 acres and lakeshore on South Center Lake and Linn Lake. The centerpiece of this park is the Karl Oskar House, an original 19th Century Swedish immigrant house recently restored by the Chisago County Historical Society. Interpretive tours of Karl Oskar House are available some weekends and holidays. There are two (2) picnic shelters available at this park and each shelter seats approximately 75 people. Electrical power is available at the shelter adjacent to the play structure. Modern restroom facilities are available with arrangements made. There is also a softball complex, children's play structure, picnic shelter, volleyball courts, horseshoe pits, nature hiking and a winter ski trail. The park is adjacent to a game refuge and birds and waterfowl grace the area in abundance.



Restored Karl Oskar House

B. Kost Dam Park

This county park located at 11535 Kost Dam Road in Sunrise South Township about 5-6 miles northwest of Center City is a 28 acre park on the South Branch of the Sunrise River. You can watch the sunset over the reservoir as the water flows over the spillway in this quiet, secluded area. A carry in canoe access is available and fishing, picnicking and socializing are favorite activities here. You can also reserve picnic shelters by contacting the Chisago County Parks Department.



Kost Dam Park



Checkerboard Park

C. Checkerboard Park

Located on the east side of North Branch, this county park is about 9 miles northwest of Center City. The park consists of 79 acres and located at 39000 Keystone Avenue. Checkerboard park is an excellent site for nature viewing, swimming, picnicking, hiking, volleyball and horseshoes. A playground is also found at this out-of-the-way park as well as the hiking trail, which is approximately one (1) mile in length, that winds around the swimming ponds.

D. Upper and Lower St. Croix National Scenic Riverway

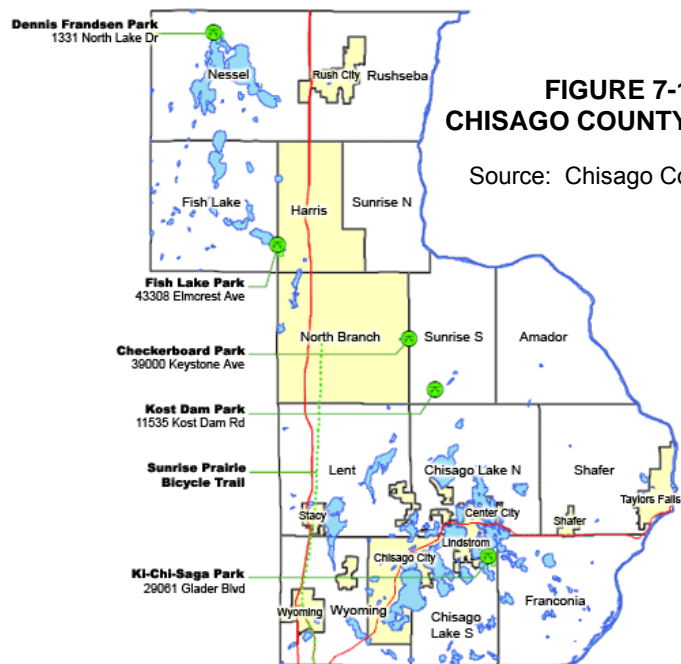
In 1968 the St. Croix River north of Taylors Falls was designated as a National Wild and Scenic River. In 1972 the same designation was given to the St. Croix River south of Taylors Falls. This area offers numerous scenic and recreational opportunities and is managed by the National Park Service and the Minnesota Department of natural Resources.

E. Interstate State Park

This state park along the St. Croix River is 293 acres in size and was established in 1895. Wisconsin established their own park across the river in 1900. Rock climbing is a favorite of this park along with camping and canoeing. At least ten different lava flows exist in the park as well as fossil remains and tracks of ancient creatures and ripple marks left in stone by now vanished seas.

F. Wild River State Park

Wild River State Park was established in 1978 and contains 1,008 acres. Nearly 5,000 acres of the park were donated by Northern States Power Company. There are a variety of activities at the park including camping, hiking and cross country skiing. Like other parks in the County, this was a popular logging area years ago.



**FIGURE 7-1
CHISAGO COUNTY PARKS**

Source: Chisago County

G. Carlos Avery Wildlife Management Area

The DNR manages this 23,000 acre area of upland forests, grasslands, fields and wetland marshes lying on the Anoka Sand Plain in Northeastern Anoka County and Western Chisago County. The area contains 57 miles of roads and more than 23 miles of trails and fire breaks. The area is a haven of rare animal species, including wolves, eagles and sandhill cranes. The primary recreational use is hunting and trapping.

V. PATHWAYS

Pathways within communities and connections to larger regional pathways are often classified by their purpose, type of improvement and location. The following Table 7-3 includes a description of six types of pathways and identification of the pathways within Center City which are included in each category. An existing sidewalks and trails map was included in the previous Chapter 6 as Map 6-3.

TABLE 7-3 PATHWAY CLASSIFICATIONS

Classification	General Description	Description of Each Type	Existing Facilities
Park Trail	Multi-purpose trails located within greenways, parks and natural resource areas. Focus in on recreational value and harmony with the natural environment.	Type I: Separate/single purpose hard surfaced trails for pedestrians or bicyclists/in-line skaters. Type II: Multi-purpose hard-surfaced trails for pedestrians and bicyclists/in-line skaters. Type III: Nature trails for pedestrians. May be hard or soft surfaced.	Type I: None Type II: None Type III: Loren's Park
Connector Trails	Multi-purpose trails that emphasize safe travel for pedestrians to and from parks and around the community. Focus is as much on transportation as it is on recreation.	Type I: Separate/single-purpose hard-surfaced trails for pedestrians or bicyclists/in-line skaters located in independent R.O.W (e.g. old railroad R.O.W). Type II: Separate/single-purpose hard-surfaced trails for pedestrian or bicyclists/in-line skaters. Typically located within road R.O.W.	Type I: None Type II: From DNR boat access to DNR fishing pier. (Swedish Immigrant Trail)
On-Street Bikeways	Paved segments of roadways that serve as a means to safely separate bicyclists from vehicular traffic.	Bike Route: Designated portions of the roadway for the preferential or exclusive use of bicyclists. Bike Lane: Shared portions of the roadway that provide separation between motor vehicles and bicyclists, such as paved shoulders.	Bike Route: None Bike Lane: None
All-Terrain Bike Trail	Off-road trail for all-terrain (mountain) bikes	Single-purpose loop trails usually located in larger parks and natural resource areas.	None
Cross Country Ski Trail	Trails developed for traditional and skate-style cross-country skiing.	Loop trails usually located in larger parks and natural resource areas.	None
Equestrian Trail	Trails developed for horseback riding.	Loop trails usually located in larger parks and natural resource areas. Sometimes developed as multi-purpose with hiking and all-terrain biking. These trails are developed so conflict can be controlled.	None

A. Pathway Design

Trails or pathways should be designed with the following goals in mind (1) Safety – protect non-motorized and motorized users (depending on the type of trail) from adjacent or crossing vehicular traffic, (2) Linkages – provide links between local parks and recreational areas and regional trail systems, (3) Natural Environment – when designing the trail system protect the natural environment and natural features, and (4) Continuity – provide continuous trail systems with as few interruptions in user movement as possible.

Following are design guidelines suggested by the National Recreation and Park Association for the various types of pathways:

1. Park Trails

Type I: These separate or single purpose trails are typically ten feet wide and hard surfaced for pedestrians, bicyclists and/or in-line skaters.

Type II: These multi-purpose trails typically include a natural buffer; such as shrubs, trees or changes in topography, from adjacent uses on either side of the trail. A 50-foot right-of-way to accommodate the buffers is common with a ten foot paved surface.

Type III: Nature trails are generally six to eight feet wide and are soft surfaced. Trail grades vary depending on the topography of the area in which they are located. Interpretive signage is common along nature trails.

2. Connector Trails

Type I and III: These separate or single-purpose hard surfaced trails are designed for pedestrians or bicyclists/in line skaters. If designed for pedestrians only, a six to eight foot width is common. If designed for bicyclists/in-line skaters, a ten foot paved surface is recommended. The trails may be developed on one or both sides of the roadway and may include one or two-way traffic. The trail is typically separated from the roadway with a boulevard, grass and/or plantings.



Paved Bike Trail

3. On-Street Bikeways

On-Street Bike Lane: Bike Lanes are typically designed as a five-foot lane adjacent to the driving lane. On-street parking may occur between the on-street bike lane and the curb or edge of the road. In essence each side of the roadway is divided into three sections (1) driving lane, (2) on-street bikeway and (3) on-street parking.

On-Street Bike Route: This bicycle route is typically designated so with signage. On-Street Bike Routes are typically paved shoulders along roadways.

4. All Terrain Bike Trails: Design and length vary depending on the topography in the area. These trails are generally a part of a larger regional park or natural resource area.

5. Cross Country Ski Trails: The design of the cross-country ski trail is dependent upon its intended use. The traditional diagonal skiing typically includes a packed groomed trail with set tracks. Skate-skiing designs include a wider packed and groomed surface. The length of the trails may vary. Cross-country ski trails may be designed to be used as equestrian trails during summer months.

- 6. Equestrian Trails:** These trails, designed for horseback riding, typically are designed with woodchips or grass as a surface. They are located in larger parks and natural resource areas where conflict with other trail users may be avoided. The length of an equestrian trail varies but is generally looped.

B. Trails and Pedestrian Ways

The City's Subdivision Ordinance contains language that states the following:

"Sidewalks and walking paths. New subdivisions are required to have either sidewalk or walking paths to be approved by the City Council."

The current language is very subjective and needs to be expanded upon with additional language as to exactly where the sidewalks and trails should be located, the design of the sidewalks and trails, whether the sidewalk or trail is to be dedicated to the public in an easement or if it is going to be located in right-of-way and who is responsible for maintenance of the sidewalk and trail system. The following requirements should be reviewed and adopted by the City and added to the subdivision ordinance regarding the installation of sidewalks and trails.

- **Commercial Areas:** Five (5) foot wide concrete sidewalks shall be located on at least one side of all local streets with additional requirements for collector streets in commercial areas. In the historic areas of Center City (Upper Town and Lower Town) sidewalks on both sides of the local streets is recommended.
- **Industrial Areas:** Five (5) foot wide concrete sidewalks shall be located on at least one side of all local streets with additional requirements for collector streets in industrial areas.
- **Residential Areas:** Five (5) foot wide concrete sidewalks shall be located on at least one side of all local streets, except cul-de-sacs., with additional requirements for collector street in residential areas. In the historic areas of Center City (Upper Town and Lower Town) sidewalks on both sides of the local streets is recommended.
- **Collector Streets:** Five (5) foot wide concrete sidewalks shall be located on one side of all collector streets and a ten (10) foot wide bituminous trails shall be located on one side opposite of the concrete sidewalk on all collector streets is recommended.

The only existing trail located within Center City along US Highway 8 is currently being maintained by the DNR and is located within right-of-way. This trail does satisfy the requirement of connecting recreational areas by connecting the DNR boat access with the DNR fishing pier.

Existing and proposed trails are shown on Map 7-3, which is attached, and should be used as a guide to the future locations of trails within the City and future growth areas. As mentioned above, trails are recommended along collector and arterial streets, as shown in red on Map 7-3. It is also recommended that the City consider trails that create a circle or loop around natural resource areas, link City parks, and take advantage of scenic areas such as the lakes, wetlands and streams. These trails are shown as blue on Map 7-3 and can be considered greenway trails and should be developed with standards that allow for at least a 50 foot buffer from adjacent developed uses. The Trail Plan allows for the future connection to the City of Lindstrom's proposed trail system and the proposed regional Swedish Immigrant Trail, which is shown as pink on Map 7-3. Sidewalks that are installed on local streets will also act as connecting points to some parks and neighborhoods from the trail system.

VI. RECREATION AND FITNESS

There are a number of coordinated recreational opportunities in and around Center City. The Lakes Area

Recreation Association (LARA) provides the opportunity for school-age Chisago Lakes-Area children to experience affordable, supervised sports activities. LARA is a volunteer, nonprofit organization and is not formally affiliated with the Chisago Lakes School District, but cooperates with and encourages participation by the District. All LARA coaches are volunteers and LARA provides administrative support, including game scheduling. More than 1,800 lakes-area youth participate in LARA sports every year. Beginning in late spring, LARA baseball and softball programs get underway and are active through mid-summer. LARA soccer kicks off in mid-summer and ends in early September; flag football and volleyball, for grades 3-6, takes place in the fall and basketball, for grades K-6, runs during the winter months.

VII. EXAMINATION OF FUTURE PARK FACILITIES

The City's combination of city parks and recreational areas, which include the lakes and open space, provide residents and visitors with a variety of recreational opportunities. As mentioned earlier, Map 7-2 illustrates areas currently served by existing recreational parks and facilities. As indicated, parks are located so as to serve the needs of most residential areas of the City, however additional neighborhood facilities would benefit residents within the City. At this time no additional parkland or facilities are planned to be added to the City's park system through acquisition or purchase.

A. Search Areas

Map 7-4 indicates park search areas by park classification. As noted in the park classifications, depending on the type of park the service area will vary and do not indicate a specific parcel of land but rather a general area to plan for a future park whether it is a neighborhood park, community park, etc. These park search areas were determined by using the input received from the July 9, 2009 parks visioning meeting and a need for different types of parks throughout the community as well as park spacing to service all areas of the City. In the current City boundary four park search areas were included. A neighborhood park in the west portion of the City along US Highway 8 and in the neighborhood known as Upper Town along Main Street, a special use park or trail head along US Highway 8 near the downtown area for the proposed Swedish Immigrant Trail and a greenway for the Swedish Immigrant Trail in the area of the development proposed by Chisago County.

The results of the parks visioning meeting showed a desire for a larger community or regional park that focus on natural resources and open space to be located in the future growth areas along Little Lake, along the portion of South Center Lake north of US Highway 8 east of the of the City, in the Ogrens Lake area south of CSAH 26, and along the inlet to North Center Lake from Little Lake. Map 7-5 illustrates both the existing park service areas and the proposed park search areas in the future growth areas of the City.

B. Natural Resource Areas and Greenways

When looking at the park search areas, it should be noted that a lot of the search areas will more than likely include natural resource areas and greenways that will be in addition to or connect the neighborhood and community parks being planned. Features to protect as natural resource areas include wetlands, shoreland, stands of trees, unique natural features, open water, creeks and streams, etc. If done right, these natural resources can be used as a passive viewing feature in a neighborhood or community park in addition to the features and amenities in the park such as a playground or picnic area. Park trails can be included in the park which will allow park visitors access to the natural resource areas in the park for viewing. These park trails can then be connected to the connector trails that link one park to another park to provide for greenways throughout the City. Map 7-6 illustrates potential greenway corridors and natural resource areas within the Center City ultimate growth area. These greenway corridors and natural resource areas are not all intended to be all dedicated as City parkland but rather created through multiple ways such as conservation easements, publicly owned land, private land trusts and trail corridors to connect the existing and future parks of the City.

C. Accessibility

¹The American with Disability Act (ADA) was signed into law on July 26, 1990. The law requires local and state governments, places of public accommodation and commercial facilities to be readily accessible to persons with disabilities. ADA statutes affect the City of Center City and other local and state park and recreation facilities in the following ways:

- Newly constructed buildings (after January 26, 1993) must be constructed to be readily accessible.
- Renovations or alterations occurring after January 26, 1992 to existing facilities must be readily accessible.
- Barriers to accessibility in existing buildings and facilities must be removed when it is “readily accessible”. This includes the location and accessibility to restrooms, drinking fountains and telephones.

Other requirements include but are not limited to:

- One accessible route from site access point, such as a parking lot to the primary accessible entrance must be provided. A ramp with a slope of no greater than 1:6 for a length of no greater than two feet may be used as a part of the route. Otherwise a slope of maximum 1:12 is allowed.
- One accessible public entrance must be provided.
- If restrooms are provided, then one accessible unisex toilet facility must be provided along an accessible route.
- Only the publicly used spaces on the level of the accessible entrance must be made accessible.
- Any display and written information should be located where it can be seen by a seated individual and should provide information accessible to the blind.

Parks which are developed with items such as parking lots, swimming pools, tennis courts and basketball courts should have routes which are accessible. Nature parks or areas with limited development should have the minimum of accessible routes to the site. The National Park Service provides design guidelines for accessible outdoor recreation.

As the City redevelops city parks it will be important to include ADA standards in the design. Installation of curb cuts and pathways within the park, designation of handicap parking in the parking lots, remodeling of restroom facilities to provide a handicap accessible stall in each of the men's and women's facilities and pathways to shelters and recreational amenities has been recommended as a method to achieve accessibility goals.



HANDICAPPED ACCESSIBLE OBSERVATION DECK

D. Park Land Dedication Ordinance

¹Source: Park, Recreation, Open Space and Greenway Guidelines, James D. Meres, Ph.D., CLP and James R. Hall, CLP. © 1996, National Recreation and Park Association

The City has adopted parkland dedication requirements within the Subdivision Ordinance. Proposed standards pertaining to subdivisions require seven (7) percent of the gross area subdivided to be dedicated for public recreation space, school sites, or other public use with such seven (7) percent being in addition to property dedicated for streets, alleys, easements, or other public ways. No areas may be dedicated for public use until such areas have been approved as being suitable and needed for the public health, safety, convenience and/or general welfare. When in the judgment of the Council the subdivision is too small for practical dedication of public land, or if no land in the subdivision is suitable for such use, the sub-divider may be required to pay a sum of seven (7) percent of the entire parcel at a time of plat or a combination of land/money thereof, the sum to be deposited in a fund dedicated to the park and recreation program of the City.

It is recommended that the park land dedication requirements are revisited and clarified as to the amount of land to be dedicated and the fee in lieu of land required.

VIII. RECREATIONAL FACILITY STANDARDS

As parkland is acquired either through dedications or purchase, it is important to plan space according to the desired recreational contents. In existing parks, it is important for the Planning Commission and City Council to be aware of space requirements and orientation recommendations to determine if it is feasible to include the item(s) within the park. In Table 7-4 the facility standards for a number of recreational activities are listed

TABLE 7-4 FACILITY STANDARDS

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population (National standards)	Service Area	Existing Facilities	Surplus/ Deficit / Standard (Local Standards)
Baseball Diamond	3 to 3.85 acres	1. Official: Baselines-90' Pitching dist-60.5' Foul lines-min 320' Center field-400'+ 2. Little League: Baselines-60' Pitching Dist.-46' Foul lines-200' Center field-200'-250'	Locate home plate so the pitcher is not throwing across the sun, and batter is not facing sun. Line from home plate through pitchers mound to run east-northeast.	1/6,000	Approximately ¼ to ½ mile radius Part of neighborhood complex. Lighted fields part of a community complex	One – John Moody Field (owned by church)	Ok to population of 6,000, then a need for additional one or two diamonds.
Softball/ Youth Diamond	1.5 to 2 acres	Baselines 60' Pitching dist- 45' men, women- 40', Fast pitch field radius from plate – 225' Slow pitch 275' men, 250' women	Locate home plate so the pitcher is not throwing across the sun, and the batter is not facing sun. Line from home plate through pitchers mound to run E/NE	1/ 1,500	Approximately ¼ to ½ mile radius	None	As population grows a diamond should be added.
Tennis Court	7,200 sq. ft. / court. 2 acres/ complex	36' x 78' with 12' clearance on both ends	Long axis north-south	1/2000	¼ to ½ mile radius. Best in batteries of 2 to 4. Located in neighborhood/ community parks or near a school	None	As population grows, a tennis court should be added.

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population (National standards)	Service Area	Existing Facilities	Surplus/ Deficit / Standard (Local Standards)
Basketball	0.25 to 0.59 acre Youth: 2400 to 3036 sq. ft High School: 5040 to 7280 sq. ft.	Youth: 46' to 50' x 84' High School 50' x 84'	Long axis north-south	1/2000	¼ to ½ mile radius Outdoor courts in neighborhood & Community parks. Indoor as part of schools	None	As population grows a basketball court should be added.
Volleyball	4,000 sq. ft	30' x 60' with a minimum clearance of 6' on all sides	Long axis north-south (outdoor)	1/2000	½ to 1 mile	One – Grass court at Water Tower Park	Ok to a population of 2,000, then a need for additional courts.
Football Field	1.5 acres	160' x 300' with a minimum of 10' clearance on all sides	Long axis northwest or southeast	1/3000	Approx. 2 mile radius	None	As population grows a field should be added. Open grassy areas may serve neighborhood needs.
Soccer Field	1.7 to 2.1 acres	195 to 225' x 330' to 360' with 10' clearance on all sides	Long axis northwest or southeast	1/3000	Approx. 1 to 2 mile radius	None	As population grows a field should be added. Open grassy areas may serve neighborhood needs.
Ice Arena	2 acres	Rink 85' x 200' (min. 85' 185') Addt. 5000. 22,000 sq. ft to include support area	Long axis is north-south (outdoors)	1/20,000	15 to 30 minute travel	None	Ok to population of 20,000.
Warming House	Variable	Variable	Variable	1/rink area	1 hocking rink/skating indoor 2 outdoor rinks & house outdoor	None	One could be added at I.G.Long Park.
Picnic Area	Variable	Variable	Variable	1/5000	2 mile radius	Picnic tables at all parks	Ok at this time.
Play Equipment	0.5 acre	Variable	Variable	1 acre/park	2 to 3 mile radius	Three – At all parks	Need to add to future neighborhood & community parks.

Unit	Land Required	Recommended Size & Dimensions	Recommended Orientation	No. Units Per Population (National standards)	Service Area	Existing Facilities	Surplus/ Deficit / Standard (Local Standards)
Sliding Hill	2-4 acres	Variable	Variable	1/7,500	1 mile radius	None	There is a need at this time.
Archery Range	0.65 acre	300' length x min. 10' between targets. Roped, clear area on side of range min. 30'. Clear space behind targets min. 90' x 45' with bunker	Archer facing north + or – 45 degrees	1/7,500	30 minute travel time. Part of a regional complex	None	Need at population of 7,500.
Community Center	15-25 acres	Varies	Varies	1/20,000		None	As population grows the need should be reviewed.
Horseshoe courts	0.1 acre			1/2000		None	There is a need at this time.
Swimming Pool	1 to 2 acres	Teaching- min. 25 yards x 45' even depth of 3-4 ft. Competitive- min. 25 m x 16m. Min. of 25 sq. ft water surface per swimmer. Ratio of 2 to 1 deck to water	No recommended pool orientation but care must be taken in locating life stations in relation to afternoon sun	1/10,000	150 person capacity 15 minute travel	None	As population grows the need should be reviewed.
Off-Street Parking	300 S.F Per Car	Typically 9' x 20 with a 20' driving lane	Variable	NP: 8-12 cars CWR: 25100 cars SR: 25-100 cars	NA	Gravel lot located at Loren's Park.	Needed at current and future parks.
Toilet Facilities	Varies	Per building code	Variable	1 double unit per park	1 park	All city parks provide portable restroom facilities	At this time portable facilities satisfy the need.

Source: Derived from the National Recreation and Park Association and the American Academy for Park and Recreation Administration Standards with local standards applied.

IX. COMMUNITY INPUT IN PARKS AND RECREATION

A. Parks and Trails Visioning Meeting (July 9, 2009)

At this meeting, in which 16 people attended and participated, individual responses and group discussions took place. As part of the group discussion there were four questions to be answered as small groups. The following responses to the questions were received.

- The following are great things about Center City's parks and recreation offerings...
 - The neighborhood parks and the great start on the park amenities.
 - The planning that the park committee is doing.
 - The lakes and lake access.
 - The community interest in the park system and the vision to move forward with the parks.

2. The following are things we need to work on to make Center City's park and recreation offerings better . . .
 - More and better beaches.
 - More trails and parks.
 - Prepare a parks budget.
 - Continue the Swedish Immigrant Trail through Center City.
 - New playground equipment.
 - More parks amenities like benches, picnic tables resting areas.
 - Underpass on US Highway 8 for trail.
 - More money dedicated towards maintenance of the parks.
3. In 2035 I want people to say those who participated in this visioning effort for parks and recreation offerings. . .
 - They looked forward and planned.
 - We had good vision of what the future citizens would want and need to preserve the area.
4. In 2035 I want to describe Center City's park and recreation offerings to my friends as . . .
 - We wanted the citizens to enjoy the beautiful surroundings.
 - One of the top tourist areas for Swedish visitors and many more amenities.
 - Well planned and maintained and totally well preserved open space.

Individual responses were given as to whether Center City has and needs the eight different types of parks, the four different types of trails and whether multiple park amenities and features were suitable for Center City and where they are or should be located. The following responses were received:

Mini Park:

- *Does Center City have this type of park?* Yes (13) No (1) No response (1)
- *Where?* Veterans Memorial Triangle (10), Water Tower Park (2), Near the Porter House, Lakeshore
- *Does Center City need this type of park?* Yes (11) No (1) No Response (3)
- *Where?* By the church where CSAH 9 turns east (2), Downtown (2), Behind Bayview, by the public dock on North Center Lake
- *Why need them?* Because they are resting spots, It is additional green space, Need a town square, Lot by Printing Express
- *Why not need them?* Do not need them at this time

Neighborhood Park:

- *Does Center City have this type of park?* Yes (14) No (0) No response (1)
- *Where?* I.G. Long (10), Water Tower (11), Loren's (4)
- *Does Center City need this type of park?* Yes (8) No (3) No response (4)
- *Where?* In neighborhoods (2), by the courthouse, east shore of North Center Lake, In future neighborhoods
- *Why need them?* So kids have a safe route, it is a good gathering or meeting place (3), east of town
- *Why not need them?* No space, not used so much, Existing parks just need to be maintained and improved

Community Park:

- *Does Center City have this type of park?* Yes (11) No (3) No response (1)
- *Where?* John Moody Field (5), Water Tower Park (2), Loren's Park (3), I.G. Long Park
- *Does Center City need this type of park?* Yes (9) No (0) No response (6)
- *Where?* On a lake, By the DNR fishing pier,
- *Why need them?* Only if growth occurs, For larger community events (4), For sports (3), So kids

can run and play (2), The settings are beautiful, So you can incorporate wetlands into them, for recreation on the lakes

- *Why not need them?* None

Natural Resource Area:

- *Does Center City have this type of park?* Yes (6) No (5) No response (4)
- *Where?* Wetlands east of City (4), Wetlands (2), Loren's Park
- *Does Center City need this type of park?* Yes (8) No (1) No response (6)
- *Where?* Wetlands east of City (8), Trail land connecting green space,
- *Why need them?* I would love to see them, Only if City boundaries expand
- *Why not need them?* None

Greenway:

- *Does Center City have this type of park?* Yes (5) No (8) No response (2)
- *Where?* Trail to Lindstrom (5), Wetland east of City, Summit Avenue
- *Does Center City need this type of park?* Yes (12) No (0) No response (3)
- *Where?* Along Summit Avenue (3) The Swedish Immigrant Trail (3), Center City Loop (2), From Church to John Moody Field, Trails to connect all the parks, Grand Avenue right-of-way
- *Why need them?* Trail land connecting green space
- *Why not need them?* None

Special Use Park:

- *Does Center City have this type of park?* Yes (7) No (3) No response (5)
- *Where?* John Moody Field (6), Ice rink at I. G. Long Park (2)
- *Does Center City need this type of park?* Yes (6) No (1) No response (8)
- *Where?* By the DNR fishing pier, around the wetlands east of City
- *Why need them?* For beaches, For natural resources, For a ball field
- *Why not need them?* If should not be a top priority of the City

Regional Park:

- *Does Center City have this type of park?* Yes (9) No (4) No response (2)
- *Where?* Wild River State Park (4), Ki-Chi-Saga County Park, Interstate State Park (2), Chisago City Lions Park, DNR boat access
- *Does Center City need this type of park?* Yes (5) No (2) No response (8)
- *Where?* Wetlands east of City, John Moody Field
- *Why need them?* To bring people to the area for camping, for events and education
- *Why not need them?* Just enough now (2), Already have these types of parks, Preserve what is already there

Private Park:

- *Does Center City have this type of park?* Yes (9) No (3) No response (3)
- *Where?* John Moody Field (6), Water ski slalom course on Pioneer Lake, Westman Walkway
- *Does Center City need this type of park?* Yes (2) No (1) No response (12)
- *Where?* Church lot across from Church
- *Why need them?* Depends on what type of development would occur, Only if wanted by neighbors
- *Why not need them?* The City does not have the tax base for these

Park Trails:

- *Does Center City have this type of trails?* Yes (9) No (3) No response (3)
- *Where?* From Center City to Lindstrom, Wild River State Park (2), Loren's Park (5)
- *Does Center City need this type of trails?* Yes (13) No (0) No response (2)
- *Where?* Around the wetlands east of the City (8), Around Pioneer Lake Connection to Lindstrom, Around the whole City

- *Why need them?* They are currently very broken up nothing connects (2), community is into biking and walking, Current parks are too small
- *Why not need them?* None

Connector Trails:

- *Does Center City have this type of trails?* Yes (11) No (3) No response (1)
- *Where?* Trail to Lindstrom (5), Swedish Immigrant Trail
- *Does Center City need this type of trails?* Yes (10) No (0) No response (5)
- *Where?* Turn Summit Avenue into a trail, Swedish Immigrant Trail (4), Along Summit Avenue, Water Trail
- *Why need them?* The type of trail Center City needs most, Need a safe and continuous trail to get around City and between City (4), To improve the quality of life, Helpful for transportation needs
- *Why not need them?*

On-street Bikeway Trails:

- *Does Center City have this type of trails?* Yes (1) No (7) No response (7)
- *Where?* Streets and sidewalks are unofficial trails
- *Does Center City need this type of trails?* Yes (5) No (4) No response (6)
- *Where?* Summit Avenue (4), In parks
- *Why need them?* None
- *Why not need them?* Do not develop them on streets, most back street are quiet enough without them, They are not safe, Better to have trail separate from streets (3)

Special Use Trails:

- *Does Center City have this type of trails?* Yes (3) No (5) No response (7)
- *Where?* Snowmobile trail (4)
- *Does Center City need this type of trails?* Yes (6) No (0) No response (9)
- *Where?* Water trail for canoes (3), a cross country ski trail (3), snowshoe trail, snowmobile trails (2)
- *Why need them?* Only in regional parks
- *Why not need them?* None

Top Five Park Amenities/Features Needed:

1. Biking/Walking trails
2. Beaches
3. Playgrounds
4. Hiking opportunities
5. Skateboard Park

B. Land Use Visioning Meeting (February 4, 2009)

During the land use visioning meeting in February, a number of questions were asked in relation to parks and recreation. The first item was to mark with a red dot on a map, areas of significant environmental importance. The answers were as follows:

- The lakes and wetlands throughout the city.
- The downtown area.
- The open space and farmland along Pleasant Valley Road.
- Local truck farming within the township areas surrounding the city.
- The wooded and wetland areas around Little Lake in Chisago Lake Township.
- The property west of the Chisago County property along US Highway 8.
- A beach along South Center Lake.
- Loren's Park.

The participants were also asked to mark with a green dot the areas for investment in Parks: Positive attribute of Center City's park and recreation in the community listed as follows:

- There are five parks and improvements have been made over the years.
- Potential future recreation spots within the community including wetland preservation areas.
- The parks are located in accessible spots and well distributed throughout the neighborhoods in the community.
- An active Park Board with a lot of citizen involvement.
- Two parks have water access with the Loren's Park location having great potential for further improvements.
- Playground equipment at Tower Park is excellent.

Participants also suggested park and recreation improvements in the community as follows:

- Limited access to Loren's Park which also needs supervision or security due to the location.
- Need to acquire a swimming beach and athletic fields.
- Tower Park needs some type of picnic shelter or gazebo.
- Need to find new and better ways to raise money for park improvements.
- Need to replace playground equipments in some of the parks.
- Maintenance, landscaping and up keep of parks needs to be a priority.
- Improve water quality throughout the city.
- More trails need to be installed throughout the community.
- Find a location for a dog park.

C. Community Survey

A community survey was distributed in 2008 and one specific question asked if the resident agreed with new recreational areas and facilities and tourism. There were fifty-five (55) responses with thirteen (13) or 23.6% strongly agreeing, nineteen (19) or 34.5 % agreeing, seventeen (17) or 30.9% being neutral, three (3) or 5.5% disagreeing and three (3) or 5.5% strongly disagreeing. The residents were also asked if they agree what types should be added. The following list was the responses:

- Bike and walking trails (16)
- Spruce up fishing pier (4)
- Safe sliding hill (2)
- Indoor space for kids to play
- Summer youth programs
- Community Center (2)
- County Park
- Parks and recreation (4)
- Pool (3)
- Better advantage of Lake shore (2)
- Town Festival
- Public boat dock (4)
- Finish the Swedish Heritage trail
- Make islands public parks
- Larger park not just playground (5)
- Clean up lakes (3)
- Community College someday (2)
- Boat rental (3)
- Public beach (1)
- Bike trail
- Improve downtown restaurants (2)

- Downtown Heritage
- Fix park by water tower
- Skate park
- Beautify store fronts
- Encourage Bed and Breakfasts
- Wayside rest

D. Park and Recreation Commission

The City has Park Committee in place that meets monthly to plan for the development and redevelopment of Center City's park and trail system. The Park Committee is a not an official board or recommending body to the City Council that provides on-going public input on the system. The committee has the ability to spend up to two hundred and fifty dollars per day for improvements and maintenance items. Currently there are nine (9) members on the committee and it is suggested that the City Council takes action to establish an official Park Board with recommending authority with member terms and limits.

X. MAINTENANCE AND OPERATIONS

The proper care and management of park and trail facilities will encourage park/pathway use, improve the quality of life in Center City and enhance the visual quality of neighborhoods and the City as a whole. Maintenance of the park system is currently coordinated through the City's Public Works Department. Park maintenance tasks may occur on a daily, weekly, monthly, seasonal and/or weather related basis. These jobs include but are not limited to litter and garbage clean-up, mowing and trimming, preventive equipment maintenance and repair, facility repair and maintenance, painting, snow removal, trail maintenance, ice rink flooding and special event preparation among other items.

XI. FINANCIAL RESOURCES

Several resources are available to assist the City of Center City in providing adequate parks, trails and facilities for residents. Following is a list of typical sources.

1. Park Dedication/Fee In-Lieu of Parkland Dedication Requirements for land acquisition).
2. User Fees (rental of park facilities, etc).
3. Volunteer hours/labor.
4. Donations by private individuals, civic organizations, organized groups, etc.
5. Grants available through the Minnesota Department of Natural Resources.
6. Property taxes.

The City budgets for operational expenses through its annual budget process. The City currently utilizes user fees, donations from organizations and individuals, grant programs, park dedication land and fees and the general tax levy to cover expenses relating to parks. The City does not have a specific capital improvement plan for long-range capital improvements to the park system. Maintenance of parks is included in the general fund budget, while park dedication fees are tracked in a park dedication fund. The City should consider developing a capital improvement plan for future park development/updates and trail extensions.

XII. RECOMMENDED GOALS AND POLICIES FOR PARKS, TRAILS AND RECREATION

This chapter has classified and inventoried all the existing park and recreation facilities, located and labeled the existing and future trails and sidewalks, examined existing and future park facility needs, analyzed the community input and reviewed the existing park dedication ordinances and policies currently in place at the City. At this time an overall park plan map, show as Map 7-7, can be included. Map 7-7 brings together all the other maps in this Chapter into one map plan which shows existing park and

recreational facilities, future park search areas and existing, potential greenway corridors through the natural resource areas and proposed sidewalks and trails all overlaid on an recent aerial photo.

With Map 7-7 in place policy statements and recommendations for future park, trail and recreation facilities and programs need to be established. The following lists contain the policy statements and recommendations for this Chapter.

A. Parks, Trails and Recreation Policy Statements.

The following Parks, Trails and Recreation Policy Statements have been developed, through this Comprehensive Planning process.

1. The City of Center City will enhance its park and recreation system through natural resource protection and management. To accomplish this updates to the City's zoning and subdivision ordinance are required.
2. The City of Center City will continue to cooperate with the other governments, agencies, and communities to encourage a regional park and trail system, with Center City serving as a connection point on the proposed Swedish Immigrant Trail.
3. The City of Center City will carefully and efficiently expand its park and open space system to meet the needs of the City as the population grows.
4. The City of Center City will maintain its parks, trails, open space areas well into the future.
5. The City of Center City will provide its residents and visitors with a range of passive and active recreational facilities.
6. The City of Center City recognizes the importance of private property rights and synergy between park and trail infrastructure and property values.
7. The City will promote natural resource areas within new commercial or industrial developments or connectivity to adjacent recreation areas.

B. Recommendations

The following recommendations for this chapter have been developed, through this Comprehensive Planning process.

1. **Maintain and Improve the Existing Park and Recreation System.** The City of Center City contains approximately 8 acres of property in the parks and open space category of land use. This parks contained within this 8 acres should be maintained and improved by the development of a five (5) year Capital Improvement Plan (CIP) for the existing and future park and recreation system. The Capital Improvement Program should continue to be updated identifying the types of equipment and other amenities necessary to the park and recreation system, the cost of such items, and the year in which the City is projecting to fund such improvements. This CIP should continue to be a part of the overall Capital Improvement Program for the City.
2. **Maintain Quality Park Dedication Standards through the Subdivision Ordinance.** The City currently has park dedication standards as part of the subdivision ordinance and should continue to evaluate these standards to assure that they are adequately addressing the needs of the park system through developer dedication. The City currently requires seven (7) percent of the gross area subdivided to be dedicated for public recreation space, school sites, or other public use with such seven (7) percent being in addition to property dedicated for streets, alleys, easements, or other public ways. When in the judgment of the Council the subdivision is too small for practical dedication of public land, or if no land in the subdivision is suitable for such use, the sub-divider

may be required to pay a sum of seven (7) percent of the entire parcel at a time of plat or a combination of land/money thereof, the sum to be deposited in a fund dedicated to the park and recreation program of the City. It is recommended that the City evaluate its park and recreational needs including land and fees and amend its park dedication policy to satisfy the current demand on the park system. The City upon evaluating its recreational needs and projecting its future park land dedications or fees-in-lieu of land should evaluate the rates and method of collection (e.g. fee per lot vs. percent of total land being platted). The fee structure should be based on identified capital park and recreational needs and expenditures.

3. **Acquire Park Land in the Following Areas of the City.** The following areas have been identified as future park search areas City parks (see map 7-4):
 1. A Neighborhood Park in the west part of the City.
 2. A Neighborhood Park in the Upper Town area of the City.
 3. A Special Use Park which is a trail Head south of the downtown area along US Highway 8 for the proposed Swedish Immigrant Trail.
 4. A Greenway in the proposed Chisago County development for the proposed Swedish Immigrant Trail.
4. **Continue to Add Segments to the City and Regional Trail System.** Efforts should be made to continue to add segments to the trail system either directly or via a secondary sidewalk system so that City parks are linked together and a secondary means of transportation other than the automobile is provided. The attached Map 7-3 shows the concept for projected trail areas. Coordination with Chisago County and the neighboring cities and townships should occur to ensure linkages are planned developing Center City as an important link for the regional trails system.
5. **Plan for Future Management and Maintenance of Park and Recreation System.** Along with capital improvement planning, the Park Committee and City should plan for the on-going maintenance and management of the Park and Recreation System. Currently the Public Works Department maintains the system. As new parks are added and existing parks expanded additional employees may be required.
6. **Establish a Park Board with recommending authority and member terms and limits.** At this time a Park Committee exists with up to nine (9) current members. It is recommended that a Park Board is established in an official capacity to allow for the review of proposed park acquisition and upgrades as well as planning for future parks and facilities.

CHAPTER 8 – COMMUNITY FACILITIES & PUBLIC SERVICES

I. INTRODUCTION

The City of Center City, a Plan A Statutory City, currently operates with a Council/Administrator form of government. As of the date of this plan there is no current administrator, however the position of city clerk, treasurer and zoning administrator has been combined into one position and is filled. Public Works and fire are the only departments in the City and report to the City Council. In addition, the city contracts professional services for legal, engineering, building inspection and planning consulting services. As of August, 2009, the City of Center City employed 2 full-time employees and 1 part-time employee. In addition 24 volunteer fire fighters, which includes a fire chief and 2 assistant fire chiefs, are also employed by the City. Twelve of the fire fighters are also first responders.

The City also draws on the expertise of various boards and commissions including the City Council, Planning Commission, Park Committee, Historic Preservation Committee and an Economic Development Authority. A description of the make-up and duties of these commissions and committees is included within this chapter along with the following:

Contents of this chapter include:

- An overview of existing municipal facilities.
- An overview of other community facilities.
- A description of municipal boards and commissions.
- A summary of public input relating to municipal facilities and services.
- A summary of projected municipal staffing and facility needs.
- Objectives and Policies for Community Facilities and Public Services.

II. EXISTING COMMUNITY FACILITIES

Locations of existing municipal and community facilities are identified on Map 8-1. A brief description of these facilities follows:

A. Government Center (City Hall)

City hall administrative offices are located in a one-story pole barn structure building, owned by the city located near the downtown at 335 Burns Avenue and was constructed in 1978. The facility, which also contains the fire hall and public works, is approximately 5,880 square feet, of which 1,440 is used by the City administrative offices. The City holds its City Council meetings in a room that doubles as office space on the main level.

Staff members housed in the City Hall portion of the building includes the combined position of city clerk/treasurer/zoning administrator. The City currently contracts building inspection, legal, planning and engineering services with private firms.

B. Fire Hall

The fire hall facility located at 335 Burns Avenue uses approximately 2,760 of the 5,880 total square feet in the building. Within the fire hall there is a small kitchen (128 square feet), two bathrooms (30 square feet), an apparatus bay and a 360 square foot meeting room which doubles as office space. Fire department equipment includes eight (8) vehicles and apparatus and the facility has been maintained and is in good condition; however, additional space is needed for the 24 member volunteer department. Recently a grant was applied for to construct new fire hall facilities through the U.S. Department of Homeland Security.

The Center City Fire Department serves the entire City of Center City, its residents and commercial/industrial facilities in the area as well as rural areas in Chisago County including portions of Chisago Lake and Franconia s for a total service area of approximately 51 square miles. A map of the Fire Department service area is included as Map 8-2.

C. Public Works/Streets/Park Maintenance

The Center City Public Works Building is located at 335 Burns Avenue along with the City Hall and Fire Hall. The public works portion of the building is used for the public works office/administration and storage of street maintenance vehicles and equipment.

The Center City Public Works Department includes one full time employee with an additional part-time maintenance worker. The Public Works Department oversees the city's water, sanitary sewer, storm sewer, streets and park and trail systems. As the City grows and additional streets are added, additional employees will be needed to assist with street maintenance.

D. Water Storage Facility and Wells

The city has one elevated water storage facilities or water tower. The elevated storage facility is located at 150 Busch Avenue at Water Tower Park. The water tower was constructed in 1965 and has a storage volume of 55,000 gallons. Center City presently obtains its raw water supply from one well, a 620 foot deep well that draws its water from the Franconia-Mt. Simon aquifer which is also located at Water Tower Park. The City also owns a second well at I.G. Long Park that is currently not in use.

Additional information on the municipal water system may be found in Chapter 9 of this Comprehensive Plan.

III. OTHER COMMUNITY FACILITIES

A. Education

Chisago Lakes School District #2144 serves the of Center City, Chisago City, Lindstrom, Shafer, Taylors Falls, Wyoming as well as the adjacent townships in Chisago County and portions of Scandia Township in Washington County. The 165 square-mile district is home to nearly 3,600 Pre-K through twelfth grade students. There are three elementary schools, one middle school, and one high school as well as Pathway to Change and a charter school. The district has a tradition of excellence in academics, fine arts, community education and extracurricular activities. All of the schools offer a full range of services for students with special needs with access to highly qualified specialists through the St. Croix River Education District (SCRED). This collaborative allows a smaller district such as Chisago Lakes School District to offer high-level services to special learners.

1. Chisago Lakes High School: (29400 Olinda Trail, Lindstrom) Chisago Lakes High School serves more than 1,100 students. Our school has earned North Central Accreditation, a national measure of excellence since 1981. We provide comprehensive curriculum for the college-bound student, the tech-prep student and everyone in between. In addition to our award-winning fine arts programs, we offer 24 athletic activities and 20 co-curricular activities. The facility is located on 96 acres and has athletic fields, tennis courts, a community swimming pool, five computer labs, weight room, fitness center, ice arena, and a beautiful 600-seat performing arts center.
2. Chisago Lakes Middle School: (13750 Lake Boulevard, Lindstrom) Chisago Lakes Middle School is made up of well over 800 students who are divided into six core groups. Core groups provide opportunities for increased academic contact between teachers and students and better communication to parents. All core teams meet regularly to discuss student needs and progress, goals for units, interdisciplinary planning and special events. Enrichment programs are offered throughout the year along with field trips and athletic opportunities.

and arithmetic, our students are given the opportunity to expand their knowledge in art, music, the computer lab, the library, and in physical education. At Taylors Falls Elementary, everyone is important. Everyone is concerned not only about the academic progress, but also of the social growth of each student. In order for students to learn, they need to feel safe, and at Taylors Falls Elementary, safety and caring go hand in hand. A dedicated staff and a safe environment allow us to build a better world one student at a time.

5. Chisago Lakes Primary School: (11009 284th Street, Chisago City) The Primary School is nestled between two picturesque lakes and welcomes 610 Kindergarten through 3rd grade students to a safe, friendly, nurturing and academically excellent environment. Primary uses nationally recognized methods to monitor student progress and provides immediate assistance when needed. Primary promotes a Good Citizenship and Courtesy Program that builds on values of kindness, consideration, politeness, respect, and a sense of personal responsibility.
6. Pathway to Change: Pathway to Change (PTC) is a separate public day school for students in grades 1-12 with behavioral and sometimes academic needs. PTC bases its social behavior instruction and intervention on the Boystown Education Model, and its academic instruction and intervention on highly researched programs such as Direct Instruction. Recovery Pathway is a recovery or sober school for students in grades 9-12 who have successfully completed chemical dependency treatment and want to transition back slowly to their mainstream school.
7. TRIO Wolf Creek Distance Learning Charter School #4095: (13750 Lake Boulevard, Lindstrom) TRIO Wolf Creek is a tuition-free public charter school sponsored by Chisago Lakes School District #2144. Instruction is technology based and the majority of work can be completed at home or other off campus location. TRIO Wolf Creek is a hybrid school offering online learning and a school lab. It is recommended that students spend a minimum 25 hours a week on class assignments with 5 hours per week in our lab setting. This lab time will include individual and group projects, technology workshops, testing, concurrent class time, and goal planning sessions. Some students will choose to come to lab, while other students are successful completing all coursework via "distance learning".

None of the educational facilities are currently located within the City of Center City corporate limits. School District #2144 has purchased eighty acres of land in Chisago City along Karmel Avenue for a future facility but at this time does not have a long range plan in place as to the type of school that would be located there. The district has indicated they are tight for space for additional students but enrollment has been flat and more students would be needed before any facilities would be planned for.

Other educational programs offered in Center City include programs offered through the Chisago Lakes Community Education, which is housed at the Scottsdale Center at 13185 St. Croix Avenue North in Lindstrom.

B. Post Office

The Center City Post Office is located at 280 Andrews Avenue in a multi-tenant commercial building in Center City's downtown area. The Postal Service serves the city of Center City and adjacent townships. The Center City Post Office is not on a list of post offices to be expanded in the future.

C. Chisago Lakes Area Chamber of Commerce

The Chisago Lakes Area Chamber of Commerce located at 30525 Linden Street in Lindstrom was created for the benefit of four communities, Center City, Lindstrom, Shafer and Chisago City. The Chisago Lakes Chamber of Commerce has worked to promote the region as a tourist destination as well as the businesses located within the area. Membership benefits include the monthly Chamber newsletter, the bulk mailing program, relocation packets, informative speakers, monthly luncheon meetings, website, community guide, newspaper articles, chamber committees and information center.

D. Chisago County Government Center

This facility at 313 North Main Street contains all the Chisago County administrative offices. The county courthouse and jail area also located at this site along with the Sheriffs department. At this time a new county jail site is being discussed and possibly relocated to the proposed Jail House Rock site just off US Highway 8 in the east part of the City.

E. Chisago County Public Works

These county facilities are also located in Center City at 31325 Oasis Road. The Chisago County Public Works Department maintains, reconstructs, and manages the County highway systems from this 14 acre site. It provides engineering management for lakes, drainways and other public works facilities under County jurisdiction. It also provides engineering assistance to cities and townships of Chisago County.

IV. MUNICIPAL BOARDS, COMMISSIONS AND COMMITTEES

The City of Center City has a number of boards, commissions and committees that shape the policies and decisions of City government. The City encourages citizens to volunteer to serve on these entities and provide their input. A brief description of each entity and its duties follows:

1. **City Council.** The City Council of Center City consists of a mayor, who serves a -year term, and four council members who serve four-year terms. The City Council meets regularly once per month. The City Clerk is chief administrative officer of the City and is responsible to the City Council for the administration of all affairs of the City.
2. **Planning Commission.** The Planning Commission consists of not less than five, nor more than seven members appointed by the City Council. The City council shall appoint one member of the City Council to the Planning Commission each year. The Commissioners serve staggered three year terms and act as an advisory body to the City Council in matters of directing the future physical development of the City. The Commission, upon request of the Council, makes studies, investigations, and recommendations to the Council regarding matters affecting zoning, platting and public improvements. The Planning Commission also serves as the Board of Adjustment whose duties include action on questions that arise in the administration of the Zoning Ordinance, granting of variances and review of zoning appeals
3. **Economic Development Authority (EDA).** The City of Center City Economic Development Authority (EDA) was established in 2007 and is comprised of seven (7) members. The Commission coordinates economic development projects at a local level for the community and meets on a monthly basis.
4. **Park Committee.** The City has a Park Committee in place that meets monthly to plan for the development and redevelopment of Center City's park and trail system. The Park Committee is not an official board or recommending body to the City Council but does provide on-going public input on the parks and trails system. The committee has the ability to spend up to two hundred and fifty dollars per day for improvements and maintenance items. As of the date of this plan there are nine (9) members on the committee, however this number does fluctuate.
5. **Heritage Preservation Commission.** The purpose of the Heritage Preservation Commission (HPC) is to safeguard the heritage of the city by preserving sites and structures which reflect elements of the city's cultural, social, economic, political, visual or architectural history; protect and enhance the City so as to appeal to residents, visitors and tourists and serve as a support and stimulus to business and industry; promote civic pride in the beautiful and unique structural accomplishments of the past; and promote the preservation and continued use of historic sites and structures for the education and general welfare of the people of the city. The HPC meets once a month and consists of a five (5) member committee. Currently this committee only has four (4) members. Due to the many historic

properties and the historic district within the City, this commission should serve as an important part of the governmental functions of Center City.

V. PROJECTED GROWTH AND FACILITY NEEDS

The population is forecasted to increase from an estimated 660 people in 2007 to 939 people by the year 2035, a 42.3% increase. The projected growth will reasonably require the expansion of existing administrative and protection services. Such services will not only result in a demand for increased public employees, but also increased facility space and increased capital equipment costs. The expansion of administrative facilities and capital equipment purchases should be considered in future capital improvement/equipment program.

City Facility

At the time of this comprehensive plan, the City of Center City has begun to look at the construction of a new fire hall. The proposed location of the new fire was suggested to be located in the proposed Jail House Rock site owned by Chisago County on the east side of the City. If the new fire hall is constructed, additional space would be available at the current government center where the administrative and public works is located. This space should be sufficient for the foreseeable future until additional growth within the community requires additional employees.

VI. COMMUNITY FACILITIES AND PUBLIC SERVICES OBJECTIVES & RECOMMENDATIONS

In order to meet the projected growth and accomplish identified objectives a number of policies have been outlined below.

Objectives:

1. To provide for adequate facilities and staff to operate and maintain the essential services for current and future residents and businesses in the community.
2. To continue to serve the citizens of Center City in an efficient, friendly, and cost effective manner.
3. To continue to update and maintain facilities and operations.
4. To continue to evaluate technology and the need to incorporate technology in carrying out the functions of the city (e.g. public access television, web page development).
5. To provide citizens the opportunity to participate in local government as well as inform citizens of municipal activities.
1. :Work in cooperation with other public agencies, such as the Chisago Lakes School District to coordinate rather than duplicate public space such as auditoriums, meeting rooms, etc. when feasible.
2. Work with the Chisago Lakes School District to provide data for a long range facility plan and encourage the completion of this planning tool.
3. Plan and budget for additional land for future public facilities including municipal buildings and utility sites (wells, watertowers, etc).
4. Plan and budget for additional municipal employees to efficiently serve the citizens of Center City, as the community grows.

5. Retain governmental administrative offices in the downtown business district to support the downtown as a focal point for services and create a destination.
6. Upon receiving concept plans for new subdivisions, review impacts on public administration and public protection services such as police and fire service to ensure said services which are reasonably necessitated by the proposed subdivisions and must be provided at public expense, can be reasonably provided within two (2) fiscal years of approval of the proposed subdivision. If said services cannot be reasonably provided, the subdivision may be deemed premature.
7. The City should plan for public facility maintenance and expansions within a Capital Improvement Plan.
8. City should continue working with Chisago County, Chisago Lake and Franconia Townships, Lindstrom, Shafer, MNDOT, the DNR, etc. to ensure coordinated growth of land uses, transportation systems and regional recreational areas and trails.
9. The City should evaluate technology needs and continue to update its web site as a means of informing and updating community members.

CHAPTER 9 – PUBLIC UTILITIES

I. INTRODUCTION

This portion of the Comprehensive Plan includes a planning-level review of the:

- Municipal Sanitary Sewer System
- Municipal Water System
- Municipal Storm Water System
- Municipal Utilities Objectives and Recommendations

II. SANITARY SEWER SYSTEM

A. Existing Sanitary Sewer System

Center City's sanitary sewer system is part of a region wide system which consists of a mechanical wastewater treatment plant that is located at 31501 Lofton Avenue just north of Chisago City and Lindstrom in Chisago Lake Township. The original plant was placed into service in 1965 with an for the use of Chisago City and Lindstrom and as time passed Center City, Stacy, Wyoming and the South Center City South Lindstrom Sanitary Sewer District, which includes areas within Chisago Lake Township and Franconia Township in the Hazelden area, were added to the system. The most recent expansion took place in 2005 and in order to operate this system the communities involved formed a joint powers agreement called the Chisago Lakes Joint Sewage Treatment Commission. This commission consists of nine elected members, two each from Chisago City, Lindstrom and Wyoming and one each from Center City, Stacy and the South Center City South Lindstrom Sanitary Sewer District.

As of September, 2009, the City of Center City provided sanitary sewer service to 288 accounts. These accounts include residential, commercial and governmental facilities.

The wastewater treatment plant has a wet weather capacity of 2.45 million gallons per day. During the late summer of 2009, approximately 1.0 gpd was being treated. Center City is allocated 125,000 gallons per day and as of August, 2009 Center City's flow averaged approximately 34,300 gpd.

The existing sanitary sewer facilities can be divided into two distinct components: the sewage collection system and the wastewater treatment plant. The mechanical treatment facility removes solids, organic compounds, nutrients and pathogens that have a degrading effect on natural water systems. The wastewater, after treatment, is discharged into the Sunrise River. The collection system extends throughout the majority of the city's corporate limits and is owned and maintained by Center City, unlike the wastewater treatment plant which is owned and operated by the Chisago Lakes Joint Sewage Treatment Commission.

Planning for lateral sewer (i.e. collection system) is ultimately the responsibility of city government although the extension of lateral sewer may be precipitated by proposed urban development. As of September 2009 the City has not opted to create an itemized inventory of the value of each individual collection main and when each main was placed into service for the purposes of itemizing asset depreciation in conjunction with Government Accounting Standards Board (GASB) 34 directive.

The sanitary sewer collection system includes a network of collection pipes of various sizes with lift stations dispersed throughout the City. Currently there are nine lift stations in operation within the City. Design standards for new collection system placement are not currently included in the City's subdivision ordinance. Design standards for new collection system lines are reviewed by the City Engineer

B. Future Sanitary Sewer Projections

According to the State Demographers estimate for 2007, Center City consisted of 660 people. As of August, 2009 the average gpd was 34,400 which means each person contributes approximately 52 gpd on average or 138 gallons per household based on the average 2.65 persons per household as described in Chapter 2 (Demographic Trends & Projections). Using those assumptions and the capacity allocated to Center City of 125,000 gpd, the available treatment capacity (90,600) should be expected to serve approximately an additional 656 households or 1,738 additional residents. This is well above the State Demographers projections. These numbers do not take into account any additional business or industrial users or that the current household average does not factor in the existing businesses.

At this time it is estimated that the overall plant capacity as well as the capacity allocated for Center City should last for many years at the current and projected rates of growth. Within Center City, a new industry or business that uses high levels of water could consume the majority of the City's existing sanitary sewer treatment capacity. For planning purposes, commercial/industrial properties may contribute 2,000 gallons or more per acre per day. Commercial and industrial growth, as well as actual population growth, should be monitored and sewer capacity allotted to new proposed developments accordingly.

C. Sanitary Sewer Plans

A Comprehensive Sewer Plan has not been developed for the City. A Comprehensive Sewer Plan could assist the City in proactively determining sanitary sewer collection and treatment system issues and needs as the City grows as well as assist in planning for future capital expenditures. The design standards for new sanitary sewer system improvements within the City's subdivision ordinance are very vague and need to be expanded upon.

D. Maintenance of the Sanitary Sewer System

Generally improvements have been done on an as needed basis to maintain the system. Problem areas within the system are addressed annually with maintenance completed by the Public Works Department. Replacement of mains and lines are coordinated with street and other utility projects. It has also been noted that there are very few if any infiltration problems within the system.

E. Sanitary Sewer Rates and Fees

Sewer rates effective in 2009 are \$2.25 for every 1,000 gallons of usage along with a \$36.00 base fee per quarter. The City also charges a \$3,000 connection charge at the time of sanitary sewer hookup upon building permit issuance. The City of Center City does not currently charge sewer trunk charges with new development.

Capital expenses should be included in a capital improvement fund and paid for through an Enterprise Operating Fund or through the issuance of bonds and repayment from connection fees.

F. Proposed Sewer Facilities

The City has not adopted a capital improvement plan (CIP) for future sewer projects and there are no sanitary sewer related capital expenditures planned. The City may wish to consider the completion of a Comprehensive Sewer Plan which would not only assist the City in determining sanitary sewer collection and treatment system issues but provide recommendations for future facilities to handle the projected growth. The Plan will establish: priority replacements for mains/services; methods of financing (i.e. SAC charges, assessments, user charges) and capacity requirements and orderly improvements.

G. Individual Sewage Treatment Systems (ISTS's)

As of September, 2009 there was one residential unit and no businesses in the city limits serviced by individual sewage treatment systems (ISTS). Minnesota Rules Chapter 7080 governs construction and abandonment of ISTS's. The City has contracted with Chisago County to implement MN Rules 7080 locally. ISTS's should be pumped every three years by a licensed company. A list of sites with ISTS's follows:

31279 Oasis Road

III. WATER SYSTEM

A. Existing Water System

The Center City municipal water system serves all but a few residential units within Center City. The few units that are not served use private wells and are located along CSAH 9 near the Chisago County Public Works facilities. The majority of the current supply and distribution system was put into place in 1965.

The City's water system includes two municipal wells and an above ground storage tank or water tower. The water tower is located at 150 Busch Avenue at Water Tower Park along with a 620 foot deep well that draws its water from the Franconia-Mt. Simon aquifer. The pumping capacity of this well (well #2) is 500 gallons per minute while the storage capacity of the water tower is 55,000 gallons. The second well is located at I. G. Long Park and in order to operate this well as part of the City water system an iron and manganese filter would need to be installed. The pumping capacity for the well at I. G. Long Park (well #1) is 300 gallons per minute. The City Engineer have determined that existing elevated storage wells appear to be sufficient for current demand and forecasted growth.

B. Water Utility Plans

A Comprehensive Water Study has not been completed for the City. A Water Study would evaluate the existing municipal drinking water system and areas proposed to be serviced by municipal drinking water, include an evaluation of the existing system, identify proposed routes of water utility extension to future areas and recommend new construction routes and improvements to the existing water system to accommodate anticipated growth.

The City of Center City has recently completed a Wellhead Protection Plan in 2007. The purpose of a Wellhead Protection Plan is to ensure the current and future safety of the City's drinking water supply and includes the following elements:

1. Data Elements and Assessment.
2. Impact of Changes on Public Water Supply.
3. Issues, Problems and Opportunities.
4. Wellhead Protection Goals.
5. Objectives and Plans of Action.
6. Program Evaluation.
7. Water Supply Contingency Plan.

G. Water Utility Maintenance

The City has implemented a water utility maintenance schedule that includes flushing of hydrants multiple times throughout the year. Additional flushing is required since the water system is not chlorinated and the additional flushing helps clean the mains. Recently the City has chlorinated in August or September, the most effective time to chlorinate due the ground temperature being the warmest during this time which heightens the risk of bacteria growth. Additionally various water mains and service line replacement is coordinated with street and other utility projects.

H. Water Rates and Fees.

Water rates effective in 2009 were \$20.00 per quarter up to 8,000 gallons and \$1.25 for each additional 1000 gallons thereafter. In addition, the City charges a \$2,000 connection charge to new water users. The City does not charge any trunk charges for new development.

I. Proposed Water Facilities

The City has not adopted a capital improvement plan (CIP) for future water projects. There are no water related capital expenditures planned in the next five year period. Based upon the population projections, the capacity of the current system may be adequate to accommodate the forecasted growth. The City may also wish to consider the completion of a Comprehensive Water Plan which would assist the City in determining improvements to the existing water system to accommodate anticipated growth and aid in capital expense planning.

IV. STORM WATER SYSTEM

A. Existing Storm Water Facilities

Center City's Storm Water facilities include a combination of storm sewer trunk lines, pipes, channels, manholes, overland drainage ways, catch basins, rain water gardens and ponds. In general the majority of the storm water runoff is not captured before it enters the lakes and wetlands.

B. Storm Water Plans

At this time there is not a comprehensive Storm Water Management Plan in place. Upgrading or installation of storm water systems is typically coordinated with other improvement projects within the City. Currently with the proposed reconstruction of CSAH 9 through the City, some storm water upgrades are being planned. If a plan was to be developed the plan should include assessment of the current system; the identification of an ultimate storm drainage system for the entire City and future growth areas; reduction of public expenditures necessary to control excessive volumes and rates of runoff; identification of current and future drainage patterns; protection and enhancement of the areas natural habitat; promotion of ground water recharge and definition of all drainage outlets and reduction in erosion from surface flows.

The City has adopted regulations relating to erosion and sediment control, although the City should look at updating these standards. It is recommended the City also update zoning and subdivision ordinances to include standards pertaining to on-site storm water management and erosion control plan approval processes for all commercial/industrial land disturbing activities and new residential subdivisions.

C. Maintenance of the Storm Water System

Storm water pipes are currently replaced in coordination with other street and utility projects. Storm water ponds, their inlets and outlets are maintained by Public Works staff. Rain water gardens that have been recently installed by Chisago County will be maintained privately through a maintenance agreement with the City.

D. Storm Water Fees

The City recently enacted a storm water utility fee to be billed on a quarterly basis at \$1.00 per month. This fee was charged for the first time during the third quarter of 2009.

V. MUNICIPAL UTILITIES OBJECTIVES AND RECOMMENDATIONS

A. Municipal Utility Objectives

1. Continue to provide quality utility services to Center City residents and businesses at cost effective rates.
2. Continue to plan for future utility needs and structure rates and fees to ensure future development pays for infrastructure costs needed to support the growth, focusing on connection fees and the possibility of adding trunk area charges (SAC and WAC).
3. Continue to upgrade existing utility infrastructure as well as plan for future extensions and improvements.
4. Manage and collect storm water to prevent flooding, erosion and contamination/destruction of water bodies, wetlands and native/aquatic species.

B. Municipal Utility Recommendations

1. The City should review and calculate the impact of all proposed development and land subdivision in and adjacent to city limits on the capacity of the existing sanitary sewer system to determine whether the City can provide services requested within a timely manner.
2. The City should emphasize redevelopment/infill in existing developed areas to maximize existing municipal utilities.
3. The City should continually review the appropriateness and establishment of: utility rates, sewer and water connection charges and the appropriateness of adding trunk area charges to determine whether or not said fees are sufficient to provide for future reconstruction and expansion of the system.
4. To avoid duplicate costs the City should continue to coordinate future street construction and reconstruction with needed municipal utility construction and reconstruction.
5. Standard review procedures should be established to ensure all (re) development within the City is in compliance with the grading and storm water management controls of the City.
6. The Subdivision Ordinance for the City should be updated to include a "Premature Subdivision" section, which addresses infill policies, adequacy of roads or highways servicing the development, adequacy of storm water management, safe water supply, sewage disposal, support facilities (i.e. police, fire, schools, parks, etc.). In addition, the Subdivision Ordinance should be updated to address design standards for utilities.
7. With the completion of a Wellhead Protection Plan, development proposals shall be reviewed in accordance with the Plan with any potentially contaminating land uses sited outside the wellhead protection area.
8. The City shall coordinate extension of municipal sanitary sewer service to areas about to become urban in nature with the extension of municipal sewer service. In addition, the City should plan for the future servicing of parcels currently surrounded by City limits which are currently in the township and served with Individual Sewer Treatment Systems.
9. As new industrial developments are submitted for review, "wet industries" or manufacturers which use high levels of water should be encouraged to recycle water, as the allotted capacity for Center City from the Chisago Lakes Joint Sewage Treatment Commission may not be able to service the community or the user may consume a large portion of the city's remaining capacity.

10. The City may wish to consider a policy to reserve a portion of sewer system capacity specifically for the purpose of commercial/industrial development (e.g. 20% of capacity reserved for future commercial/industrial development, based on estimated usage of 2,000 gallons/acre/day).
11. The City should review assessment policies relative to development review and financing, including but not limited to cost-sharing in conjunction with extension of wastewater collection mains/lift stations in newly developing areas (i.e. City responsible only for over-sizing of mains).
12. During preliminary plat review and/or sketch plan review and prior to approval of a preliminary plat, the City should review and calculate the impact of all proposed development and land subdivision on the capacity of the existing water supply and sanitary sewer systems.
13. To plan for future water supply and storage needs the City should consider the completion of a Comprehensive Water Study.
14. To plan for the future sanitary sewer system the City should consider the completion of a Comprehensive Sewer Study to determine the location of trunk mains and limit the need for lift stations by maximizing the use of gravity with new sanitary sewer lines.

CHAPTER 10 – ECONOMIC DEVELOPMENT

I. ECONOMIC DEVELOPMENT OVERVIEW

The City of Center City is situated along US Highway 8 in the Chisago Lakes area along the shores of North Center Lake, South Center Lake and Pioneer Lake in Chisago County. Center City's economy has not changed significantly over the past thirty years. With the high demand of lakeshore many of lakeshore owners have converted the cabins and land into privately owned year round homes demonstrating the importance of the lakes in the community. With the aging of the population and demand to live on or near lakes, Center City can expect similar trends in the future. Center City, along with the entire region needs to capitalize economically on those trends. This chapter will detail the current economic situation in Center City and provide recommendations for the future.

The principal components of this section include:

- An overview of economic trends in Center City.
- An overview of commercial development and goals for future development and redevelopment.
- An overview of policies and goals of future industrial development.

II. ECONOMIC TRENDS

Economic trends can be important indicators as to the economic health of the community. Following is a summary of several economic indicators including income/wages, labor force and commercial and industrial construction.

A. Income

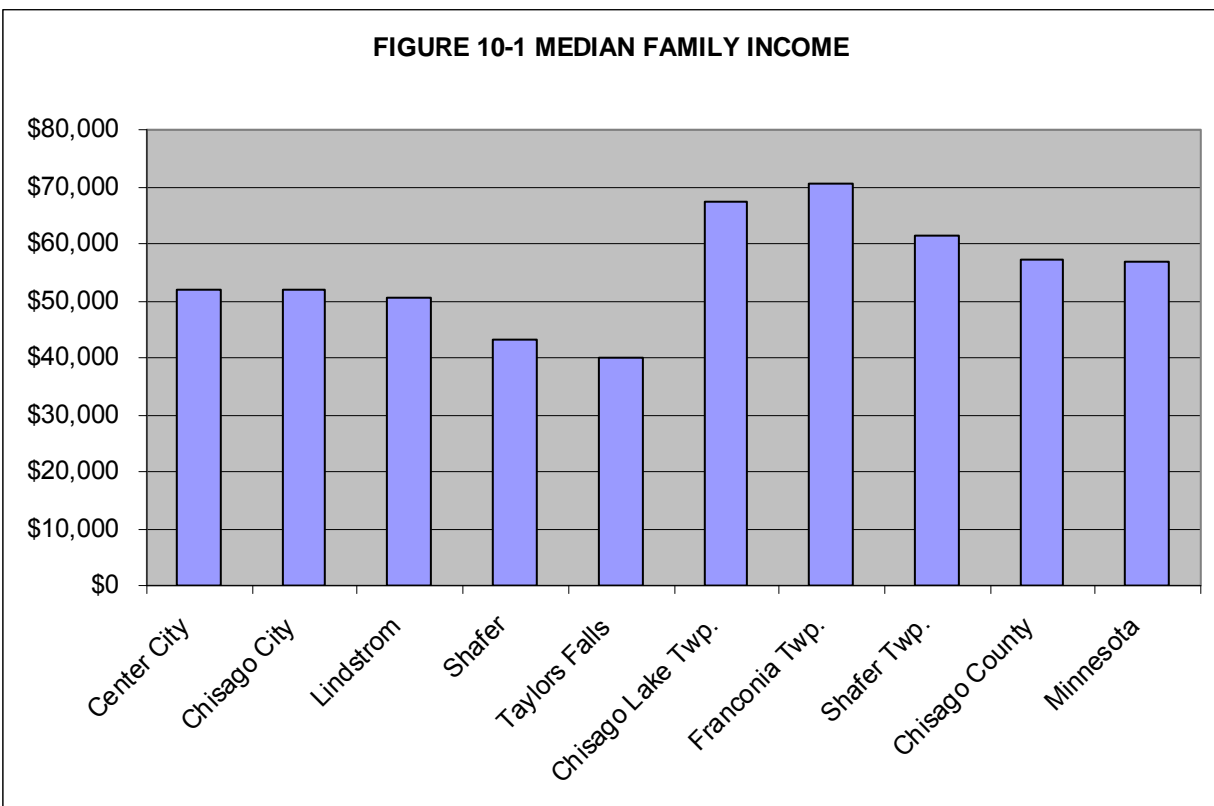
The 2000 Census reports a median family income in Center City of \$51,875, with male full-time year-round workers earning an average of \$39,205 per year while female full-time year-round workers earn an average of \$30,156 per year. The per capita income in Center City, \$17,774, is in the middle of the sampled cities but significantly lower than the neighboring Townships, Chisago County and the State of Minnesota. Figure 10-1 on the following page compares Center City to all neighboring communities in Chisago County as well as Chisago County and the State of Minnesota.

The 2000 Census reports 5.5% of the population in Center City is below the poverty level, with 0.7% of all families in this category. Neighboring communities had a higher percentage of people living in poverty. The neighboring township and Chisago County were lower as shown in Table 10-1 on the next page. According to the 2000 Census, 5.1% of people within Chisago County and 7.9% of people within Minnesota were considered to be at poverty level or below.

**TABLE 10-1 INCOME PROFILES: CENTER CITY AND SURROUNDING JURISDICTIONS
(BASED ON 1999 DOLLARS)**

	Median Household Income	Median Family Income	Per Capita Income	Male full- time year- round income	Female full-time year- round income	Percent People Below Poverty Level
Center City	\$48,594	\$51,875	\$17,774	\$39,205	\$30,156	5.5%
Chisago City	\$38,352	\$51,964	\$22,321	\$38,988	\$27,163	6.0%
Lindstrom	\$44,980	\$50,519	\$21,195	\$42,604	\$28,163	8.0%
Shafer	\$41,667	\$43,000	\$17,561	\$32,656	\$27,250	9.1%
Taylor's Falls	\$35,250	\$39,886	\$17,615	\$40,357	\$24,250	20.0%
Chisago Lake Twp.	\$65,858	\$67,458	\$23,019	\$45,867	\$29,886	1.8%
Franconia Twp.	\$68,125	\$70,521	\$25,233	\$48,333	\$25,714	0.9%
Shafer Twp.	\$59,375	\$61,458	\$20,983	\$41,500	\$22,222	1.9%
Chisago County	\$52,012	\$57,335	\$21,013	\$40,743	\$27,653	5.1%
Minnesota	\$47,111	\$56,874	\$23,198	\$39,364	\$28,708	7.9%

Source: US Census Bureau



Source: US Census Bureau

Household income is defined as total money received in a calendar year by all household members 15 years old and over. Family income is the total income received in a calendar year by family members related by birth, marriage or adoption. Many households are not families, for example single people living alone or with non-related roommates are considered a non-family household. Median household income is often lower than median family income.

B. Commercial/Industrial Construction

The City of Center City has not had much commercial or industrial construction in recent years. Recently Chisago County annexed approximately sixty (60) acres of land along US Highway 8 and County Road 82. This land is to be used for a new Chisago County jail and commercial properties. Twenty-one (21) commercial lots were proposed in the preliminary plat and water and sewer has been installed and the streets have been constructed.

C. Employment and Unemployment Rates

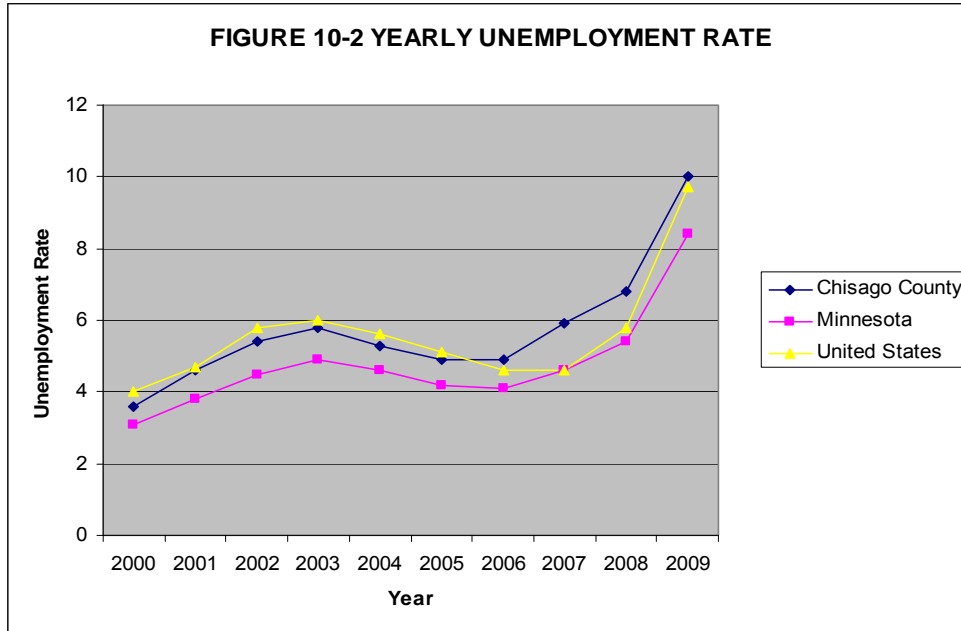
The Minnesota Work Force Center estimates 27,683 people in the labor force in Chisago County in June, 2009 with 24,908 employed, resulting in a 10.0% unemployment rate. This unemployment rate is much higher than the historic Chisago County rate. Typically during the winter months the unemployment rate is much higher due to less seasonal work being available as illustrated in Chapter 2 of this plan. During this same time period Minnesota had an unemployment rate of 8.4% and the United States unemployment rate was 9.7%.

Unemployment rates within Chisago County have historically been lower than the United States unemployment rate but higher than Minnesota's. Starting in 2006 Chisago County's unemployment rate has also exceeded the United States rate as well. As of June, 2009 Chisago County's unemployment rate is 1.3% higher than Minnesota's rate.

TABLE 10-2 CHISAGO COUNTY EMPLOYMENT STATISTICS

Year	Labor Force	Employment	Number Unemployed	Chisago County Unemployment Rate	Minnesota Rate	US Rate
2008	27,594	25,705	1,889	6.8%	5.4%	5.8%
2007	27,392	25,780	1,612	5.9%	4.6%	4.6%
2006	27,461	26,111	1,350	4.9%	4.1%	4.6%
2005	27,050	25,725	1,325	4.9%	4.2%	5.1%
2004	26,620	25,204	1,416	5.3%	4.6%	5.6%
2003	26,050	24,538	1,512	5.8%	4.9%	6.0%
2002	25,069	23,716	1,352	5.4%	4.5%	5.8%
2001	24,275	23,163	1,112	4.6%	3.8%	4.7%
2000	23,204	22,364	840	3.6%	3.1%	4.0%

Source: Minnesota Department of Employment and Economic Development



Source: Minnesota Department of Employment and Economic Development

Table 10-3 summarizes data from the Minnesota Department of Employment and Economic Development, for the fourth quarter of 2008 for all private and government establishments within Center City and its neighboring jurisdictions including Chisago County and the State of Minnesota.

TABLE 10-3 COMPARATIVE EMPLOYMENT DATA – 4TH QUARTER, 2008

Area	Number of Establishments	Number of Employees	Average Number of Employees Per Establishment	Total Annual Payroll In \$1,000
Center City	46	615	13.4	\$5,551
Chisago City	124	2,158	17.4	\$20,821
Lindstrom	133	1,204	9.1	\$9,163
Shafer	28	247	8.8	\$5,147
Taylor's Falls	43	220	5.1	\$1,535
Chisago Lake Twp.	NA	NA	NA	NA
Franconia Twp.	22	61	2.8	\$405
Shafer Twp.	7	6	0.9	\$65
Chisago County	1,264	14,123	11.2	\$122,457
Minnesota	171,217	2,680,951	15.7	\$31,586,146

Source: MN Department of Employment and Economic Development

As illustrated in Table 10-3 above, within Center City, there is an average of 13.4 employees per business establishment, below the state average and average for Chisago City but higher than all other sampled jurisdictions. As of the fourth quarter of 2008, a total of 46 establishments were located within Center City with a total of 615 employees. Center City accounted for 3.6% of the business establishments in Chisago County.

D. Labor Force

Table 10-4 includes a breakdown of the number of establishments for each type of industry or business in Center City, the number of employees, the average weekly wage and the total wages. Public Administration has by far the most employees at 67% or 412 employees out of 615, which reflects Center City being the County seat of Chisago County. Service providing businesses were accounted for 43 of the 46 establishments while goods producing businesses only accounted for 3.

TABLE 10-4 CENTER CITY EMPLOYMENT BY INDUSTRY – 4TH QUARTER, 2008

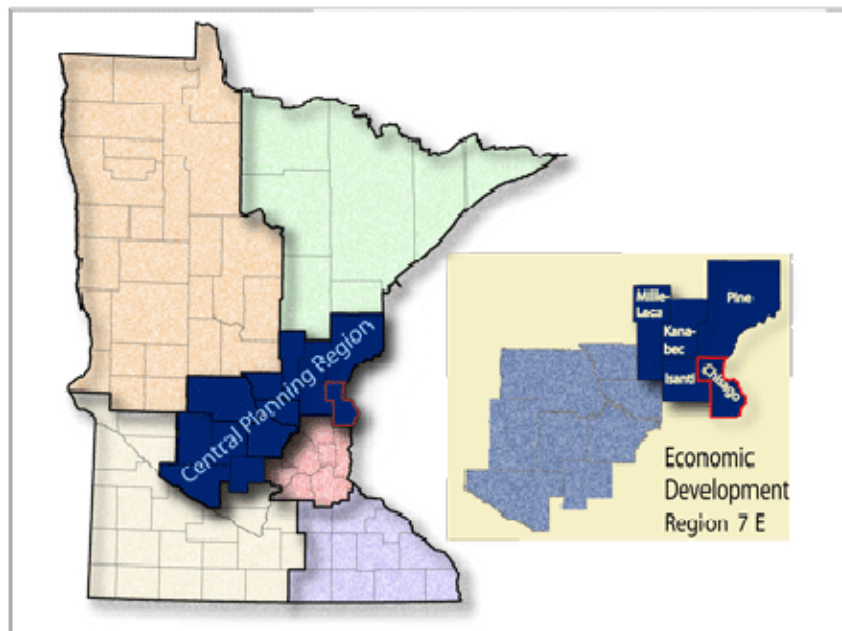
NAICS Code	Industry Description	Number of Establishments	Average Weekly Wage	Total Wages (\$1,000)	Number of Employees
101	Goods-Producing Domain	3	\$441	\$143	25
102	Service-Providing Domain	43	\$705	\$5,408	590
Total		46	\$1,146	\$5,551	615
1021	Trade, Transportation & Utilities	7	\$479	\$211	34
1023	Financial Activities	7	\$421	\$350	64
1024	Professional and Business Services	7	\$1,023	\$279	21
1026	Leisure and Hospitality	4	\$260	\$125	37
1028	Public Administration	13	\$803	\$4,298	412

Source: MN Department of Employment and Economic Development

E. Employment Projections

Chisago County is located within Economic Development Region 7E in the Central Planning Region, where it is estimated there will be 91,735 total openings between 2004 and 2014.

FIGURE 10-3 ECONOMIC DEVELOPMENT REGION 7E



Source: MN Department of Employment and Economic Development

Table 10-5 on the next page illustrates the top ten occupational groups in the Central Planning Region which are projected to have openings by 2016.

TABLE 10-5 TOP TEN OCCUPATIONS WITH JOB OPENINGS IN CENTRAL PLANNING REGION

Occupation	Estimated Employment 2006	Projected Employment 2016	Percent Change 2006 - 2016	2006 - 2016 Replacement Operations	2006 - 2016 Total Openings
Total, All Occupations	297,078	342,597	15.3%	65,501	113,752
Office & Administrative Support Occupations	40,150	45,675	13.8%	8,646	14,555
Sales & Related Occupations	30,358	33,910	11.7%	9,455	13,101
Food Preparation & Serving Related Occupation	24,993	29,411	17.7%	8,143	12,562
Production Occupations	30,584	30,775	0.6%	6,242	7,676
Health Care Practitioners & Technical Occupations	14,084	18,989	34.8%	2,770	7,675
Personal Care & Service Occupations	12,209	16,790	37.5%	2,903	7,497
Transportation & Material Moving Occupations	20,624	22,447	8.8%	4,602	6,613
Education, Training & Library Occupations	16,955	19,433	14.6%	3,528	6,027
Construction & Extraction Operations	18,556	20,586	10.9%	3,337	5,370
Healthcare Support Occupations	10,046	14,291	42.3%	1,033	5,280

Source: MN Department of Employment and Economic Development

F. Market Value

The next table, Table 10-6 on the next page, compares the market values for residential, commercial, industrial, agricultural and other properties within the selected cities and townships in Chisago County near Center City. The tax base mix for Center City at this time is approximately 6.5% commercial, 0.0% industrial, 92.0% residential, 1.5% agricultural and 0.0% other. According to the MN Department of Revenue, 2002, the Statewide Average of commercial/industrial assessed value in 2000 was 15.31% of the tax base. Center City is less than half of that at 6.5% and that is all commercial. Shafer and Taylors Fall are closest to the state wide average of the cities that were sampled at 10.7% and 10.5% respectively. Chisago County's total estimated market value as of the spring of 2009 was \$5,322,428,774 with \$342,438,400 or 6.4% as commercial, \$77,254,500 or 1.5% as industrial, \$3,948,422,173 or 74.2% as residential, \$953,054,901 or 17.9% as agricultural and \$1,258,800 or 0% as other.

TABLE 10-6 MARKET VALUE COMPARISON FOR PROPERTY TAXES PAYABLE SPRING, 2009

	Center City	Chisago City	Lindstrom	Shafer	Taylors Falls	Chisago Lake Twp.	Franconia Twp.	Shafer Twp.
Commercial Market Value	\$4,594,200	\$32,364,300	\$26,589,500	\$5,122,500	\$7,332,300	\$4,184,600	\$1,940,200	\$1,876,000
Percent Commercial	6.5%	6.0%	6.7%	9.5%	10.1%	0.7%	0.8%	1.4%
Industrial Market Value	\$0	\$4,031,100	\$3,848,500	\$656,000	\$258,000	\$0	\$0	\$0
Percent Industrial	0.0%	0.8%	1.0%	1.2%	0.4%	0.0%	0.0%	0.0%
Residential Market Value	\$64,615,900	\$466,854,106	\$363,139,300	\$46,659,900	\$57,680,800	\$486,028,467	\$143,864,100	\$61,278,200
Percent Residential	92.0%	87.2%	91.0%	86.9%	79.7%	77.4%	58.9%	44.4%
Agricultural Market Value	\$1,024,135	\$32,329,555	\$5,372,518	\$1,228,240	\$6,153,646	\$137,644,049	\$98,238,802	\$74,867,125
Percent Agricultural	1.5%	6.0%	1.3%	2.3%	8.5%	21.9%	40.2%	54.2%
Other Market Value	\$0	\$0	\$0	\$0	\$966,300	\$0	\$231,900	\$27,800
Percent Other	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.1%	0.0%
Total Market Value	\$70,234,235	\$535,579,061	\$398,949,818	\$53,666,640	\$72,391,046	\$627,857,116	\$244,275,002	\$138,049,125

Source: Chisago County Assessor's Office (Spring, 2009 Mini Abstract for Chisago County)

G. Local Tax Rates

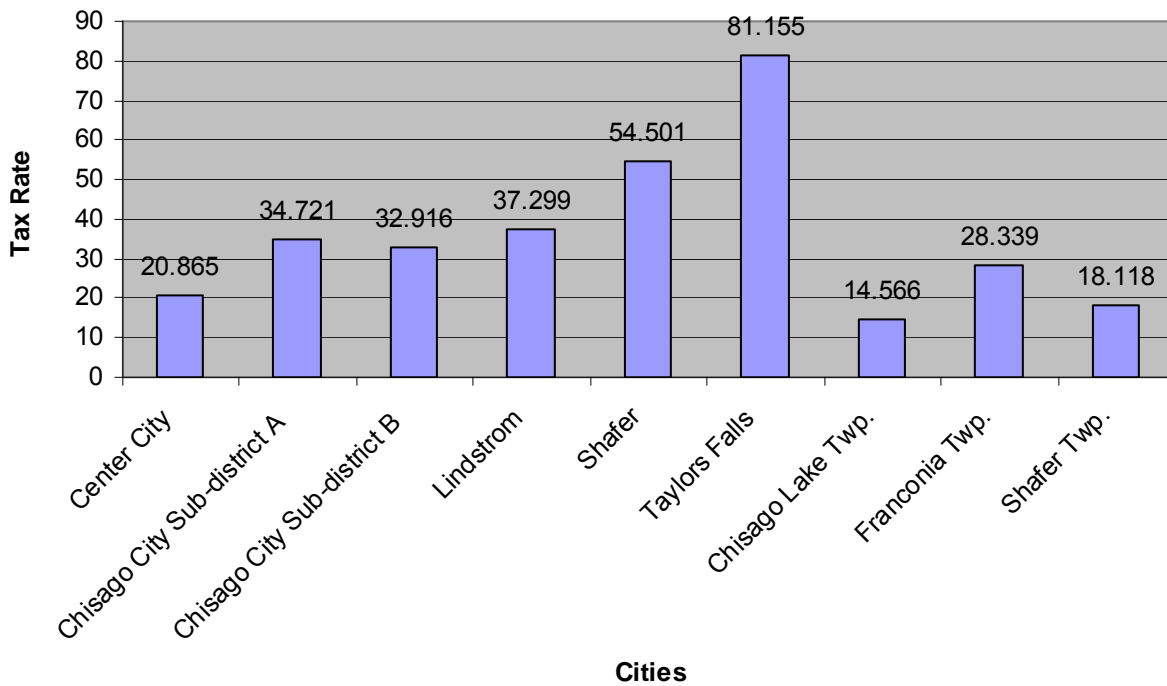
Center City has by far the lowest local tax rates of the other compared cities within Chisago County. Center City was much closer in rates with the neighboring townships. Center City's tax rate did increase in 2009 by 4.83% from 19.904 to 20.865. Table 10-7 and Figure 10-7 on the next page illustrate the local tax rates for the year 2009.

TABLE 10-7 LOCAL TAX RATES FOR 2009

Local Taxing District	2009
Center City	20.865
Chisago City Sub-district A	34.721
Chisago City Sub-district B	32.916
Lindstrom	37.299
Shafer	54.501
Taylor's Falls	81.155
Chisago Lake Twp.	14.566
Franconia Twp.	28.339
Shafer Twp.	18.118

Source: Chisago County Auditors Office

Figure 10-4 LOCAL TAX RATES FOR 2009



H. Commuting

According to the 2000 Census, the mean time traveled to work for residents in Center City was 33.9 minutes compared to Chisago County at 31.9 minutes and the Minnesota mean travel time of 21.9 minutes. Of the 296 workers in Center City in 2000, 236 or 79.7% drove alone, 48 or 16.2% carpooled, 2 or 0.7% walked, 4 or 1.4% used other means and 6 or 2.0% worked at home. Nobody used public

transportation to get to work. Of all families in Center City, 58.9% have children under 6 years of age with both parents in the labor force. This compares to 68.8% on a state level.

TABLE 10-8 PLACE OF WORK FOR RESIDENTS 16 YEARS AND OLDER, 2000

	Center City	Chisago City	Lindstrom	Shafer	Taylors Falls	Chisago Lake Twp.	Franconia Twp.	Shafer Twp.
Total Workers	296	1,148	1,597	190	432	1,647	517	349
Worked in state of residence	280	1,135	1,552	173	355	1,585	492	322
Working out of state	16	13	45	17	77	62	25	27
Number Working in Chisago County	121	165	563	84	203	502	171	174
Percent Working in Chisago County	40.9%	40.5%	35.3%	44.2%	47.0%	30.5%	33.1%	49.9%
Number Working outside Chisago County	159	670	989	89	152	1,083	321	148
Percent Working outside Chisago County	53.7%	58.4%	61.9%	46.8%	35.2%	65.8%	62.1%	42.4%

Source: U.S. Census Bureau, 2000 Census

Table 10-8 illustrates the number of workers and where they worked according to the 2000 Census for Center City and neighboring jurisdictions. A total of 296 workers were reported in Center City and of those 280 worked in Minnesota and 121 or 40.9% worked in Chisago County and 159 or 53.7% worked outside Chisago County. This demonstrates that Center City does act as a bedroom community for many of the residents.

Of the 290 commuters, 49.7% or 144 reported in the 2000 Census, that their commute time was less than 30 minutes. Commuters with travel times of 30 to 59 minutes accounted for 32.8% or 95 commuters and commuters with a travel time 60 minutes or more accounted for 17.6% or 51 commuters. Table 10-9 on the following page illustrates the time in which Center City residents reported leaving for work to commute to work. Of those commuting, 45.5% or 132 commuters reported leaving home between 7:00 a.m. and 8:29 a.m. to travel to their place of employment.

**TABLE 10-9 TIME LEAVING HOME TO GO TO WORK FOR
CENTER CITY WORKERS OVER 16 YEARS OF AGE**

Time Departing Home	Number	Percent of Workers
Total Workers 16 years +	296	100.0%
Worked from home	6	2.05
Did not work at home	290	98.0%
5:00 a.m. to 5:29 a.m.	35	12.1%
6:00 a.m. to 6:29 a.m.	35	12.1%
6:30 a.m. to 6:59 a.m.	19	6.6%
7:00 a.m. to 7:29 a.m.	52	17.9%
7:30 a.m. to 7:59 a.m.	31	10.7%
8:00 a.m. to 8:29 a.m.	49	16.9%
8:30 a.m. to 8:59 a.m.	8	2.8%
9:00 a.m. to 11:59 a.m.	14	4.8%
12:00 p.m. to 3:59 p.m.	25	8.6%
All other times	22	7.6%

Source: US Census Bureau, 2000 Census

III. INFRASTRUCTURE

When planning for future commercial and industrial development a major component of the plan is infrastructure. This includes, water, sanitary sewer, storm sewer, streets, streetscape items, etc. Major items of concern within Center City revolved around a couple of items, the upgrading of Summit Avenue in the downtown area and the storm water conveyance system which ultimately will help the water quality of the lakes. By upgrading the appearance of the streetscape it makes the business areas of Center City more appealing to the customer and visitors to the community.

A. Community Input

Input as it relates to infrastructure was received at the business owners meeting on July 27, 2009 as follows.

1. Transportation: Identify current transportation needs or concerns affecting your business.
 - More parking. (4)
 - Boat Access.
 - Need access to US Highway 8. (2)
 - Need more traffic through downtown.
 - Get the boats, snowmobiles and bicycles to stop.
 - Need signs on US Highway 8. (3)
 - Summit Avenue needs repair.
 - Upgrade the entrances on US Highway 8.
 - Need a one way street to allow for more parking.
 - Each business should have designated parking.
 - Need hotels.
2. Transportation: Identify future transportation needs for your business or future commercial or industrial growth.
 - Need stop lights. (2)

- Need historical street lights.
 - Signs for businesses in uptown.
 - More parking.
 - Need better or better signage. (2)
 - Slower speed on US Highway 8.
 - Need architectural requirements in the downtown.
 - Need Main Street redevelopment.
 - Need CSAH 9 redevelopment.
 - Tying Main Street together with Lower Town.
 - Better boat access.
3. Should the city consider redevelopment of the Downtown including the streetscape with curb and gutter and a storm sewer system?
Yes (7) No (0)
4. Public Utilities: Identify current or future needs or concerns with water, sanitary sewer or storm sewer.
- Storm sewers need upgrading. (5)
 - Bury the power lines.
 - Redevelop Summit Avenue.
 - Sedimentation Ponds need to be added.
 - Rain water gardens need to be added.

B. Goals and Objectives Relating to Infrastructure

1. Develop a storm water conveyance system as part of redevelopment of Summit Avenue through the downtown area.
2. Redevelop Summit Avenue in the downtown area with new curb and gutter, street, as well as landscaping and streetscape items such as benches, planting, streetlights, etc.

IV. BUSINESS CLIMATE

When looking at the business climate in Center City many feel the location along US Highway 8 can be a advantage and a detriment. As far as the traffic on US Highway 8 there was a very positive outlook but when it comes to capturing that traffic into the downtown areas most felt more can be done. The two main entrances to the downtown and the community as a whole are Summit Avenue and CSAH 9. By upgrading these entrances with signage and a common theme that can be followed throughout the downtown and along Summit Avenue to Main Street, Center City can create an identity that is separate from other communities along US Highway 8 but still lets everyone know that Center City is still part of the larger Chisago Lakes area.

A. Community Input

Input as it relates to the business climate was received at the business owners meeting on July 27, 2009 as follows.

What makes Center City a good place to own/operate a business?

- The central location. (2)
- Adjacent to US Highway 8. (4)
- Small town feel. (2)
- Tourist traffic/lakes draw people. (2)
- Low taxes.
- Quaint historic look. (2)

- Building was affordable.
- Everybody knows each other.
- You can get to know customers personally.
- Flexibility.
- People.
- The mayor and council care.

What are the top three challenges to owning/operating a business in Center City?

- Seeing things followed through with.
- Getting everyone to take pride in there buildings.
- Getting people to know we are here.
- There is not enough parking. (4)
- Lack of traffic through downtown.
- The appearance and condition of Streets, walks and lighting, etc. (2)
- Everyone knows each other.
- Explaining where I am located.
- Growth options within the community.
- The downtown is not directly on US Highway 8. (2)
- Aesthetics are not comparable to towns like Taylors Falls, Scandia and Marine on St. Croix.
- No highway signage for many of the businesses.
- Keep customers moving around town when they are here.
- Boat access.

B. Goals and Objectives Relating to Infrastructure

1. Develop a common theme throughout the Center City business area by using streetlights, benches, landscaping and signage to distinguish Center City from other communities.
2. Redevelop the entrances to Center City's downtown area using the common theme and signage. Signage should be readable from traffic on Us Highway 8.

V. TECHNOLOGY

Center City's telecommunication profile includes high-speed internet access services within the city provided by US Cable and Frontier Telephone.

A. Community Input

What technology is available to you in the business community?

- High speed internet. (2)
- Average communications.

What additional technology offerings would benefit you, or assist in attracting additional businesses?

- Wireless internet.
- EDA website with links to businesses.
- Affordable phone service.

B. Goals and Objectives Relating to Technology

1. The City may wish to research state and regional financial resources as a means of supporting commercial technology upgrades.

2. The City may wish to coordinate with the Chisago Lakes Area Chamber of Commerce and EDA on updating websites as it relates to local businesses. The Center City website should be reviewed to see if more information can be available to local businesses.
3. The City should distribute copies of preliminary plats to local telephone and cable providers as a means of encouraging the placement of high-speed data lines and/or conduit when improvements are made.

VI. DOWNTOWN BUSINESS DISTRICT

The B-1 Downtown Business District, according to the current Zoning Ordinance, was established to encourage continuation of a viable downtown by allowing prime retail sales and service uses, office, entertainment facilities, public and semi-public uses, and in special circumstances, residential uses on the second floor above the commercial uses. The permitted and conditional uses authorized by the Zoning Ordinance should be reviewed and updated as a part of the implementation of this Plan to protect the integrity of the Downtown Business District.

Center City's Downtown Business District, is divided into two areas within the City. The main downtown, or traditionally known as Lower Town, is adjacent to US Highway 8 with access coming from Summit Avenue and CSAH 9. The second area is along Main Street in an area traditionally known as Upper Town near the current Chisago County administrative offices. The downtown areas include a mix of retail and service businesses as well as government related offices. The Veterans Memorial Triangle mini park, is located in the Downtown Business District in the Lower Town area and is the only park area or open space in the current downtown areas. This green space adds to the aesthetics of the business area but is too small for community events such as arts in the park, retail promotions, or even for use by residents or visitors to use as a place to rest and relax.

Goals or visions for the Downtown Business District should be established and the following list should be included.

- To provide a variety of goods and services convenient for local residents in our downtown areas while preserving the unique, historical district.
- To offer a unique commercial area focusing on the lakes and serving as a hub to the Swedish Immigrant Trail and US Highway 8 to attract visitors to the downtown area.
- Using resources to cultivate the historic downtown for the convenience of residents and create a place to draw people from out of town.
- To offer a unique blend of retail, restaurants and service businesses.

A. Parking

Parking in the Downtown areas is in short supply. In the Upper Town area where the Chisago County offices dominate the uses, multiple parking areas are provided along with on-street parking. In the Lower Town area there are no public parking lots, however some private parking is provided along with on-street parking. The off-street parking areas that do exist in some cases are not defined by curb and gutter and are haphazardly placed. Following are examples of parking lots with a variety of landscaping. The larger the parking lot, the larger scale landscape material is suggested. Some communities require landscaping for private as well as public parking lots. Center City's Zoning Ordinance currently does not require and parking lot landscaping and it is recommended that landscaping requirements are added to the Zoning Ordinance.

In the photo on the bottom left, no landscaping is included and is similar to what you might find in some areas of Center City. In the center, shrubs and small trees are included to soften the pavement and make the parking lot more aesthetically pleasing. On the bottom right, a large scale parking lot is illustrated with medians which contain larger shade trees.

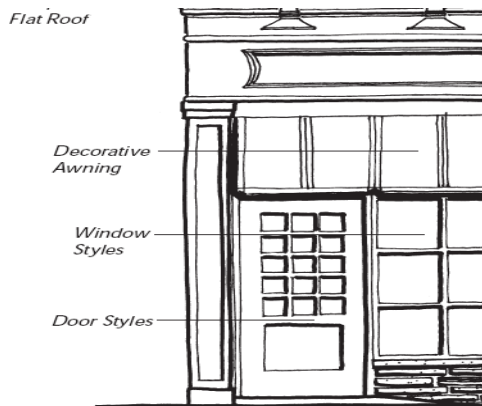


B. Desired Features of Traditional Downtown Buildings

Many buildings in Center City's Downtown Business District are two-story buildings with brick façades and flat roofs, providing the feel of a "downtown". Future buildings in the downtown should be designed to blend in with the existing character. The Zoning Ordinance does not require the submittal of site and building plans with administrative review as well as Planning Commission and City Council review and approval to ensure consistency in design.

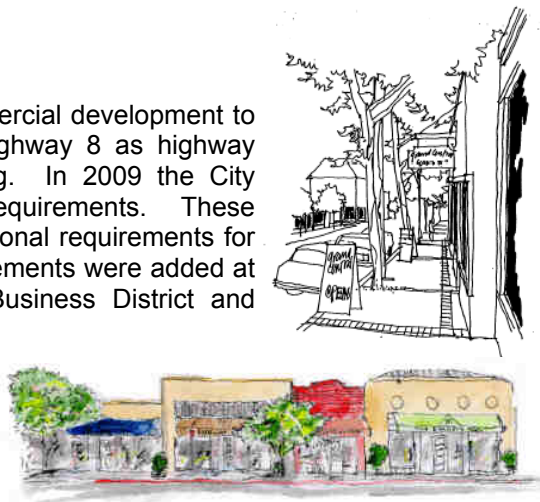
The "Downtown" has been developed over a period of many years and its buildings reflect a variety of architectural styles. While architectural style should not be dictated, they should promote construction that complements a traditional building fabric.

- New buildings need not be historic replicas, but should offer high quality and compatible interpretations of the traditional styles present within historic and traditional Downtowns.
- Regardless of style, new buildings should use traditional masonry materials and should reflect the predominant scale, height, massing, and proportions of traditional downtown buildings.
- Improvements and additions to existing buildings with architectural or historical interest should reinforce and enhance the original characteristics of the building rather than apply new or different stylistic treatments.



C. Landscape Design

As the community expands, there is a tendency for commercial development to locate near the major transportation corridors or US Highway 8 as highway business rather than in the traditional downtown setting. In 2009 the City amended the Zoning Ordinance to add landscaping requirements. These requirements should be re-evaluated to determine if additional requirements for the downtown areas are in order. The landscaping requirements were added at the same time as the creation of the B-2 Highway Business District and therefore the focus was on the Highway Business District. In order to continue to make the Downtown Business District more inviting, the City should continue to update and maintain its landscape design to encourage pedestrian traffic and unique businesses to



locate in the area. Trees can be added to the streetscape as shown in the pictures.

D. Community Input

A business owner meeting was held on Monday, July 27, 2009 and as part of that meeting a survey was completed along with a questionnaire. Results related to the Downtown Business District are as follows.

How would you define your goal or vision for Center City's Downtown Business District?

- A small downtown that has it all.
- Tourism similar to Taylors Falls
- Tying Main Street together with US Highway 8 frontage areas to accommodate a variety of retail and service businesses.
- A shopping Center with Fourth of July celebrations and a carnival.

Locations identified on the map as possible redevelopment sites or expansion areas for the Downtown Business District.

- Buildings on lot connected to Moody building.
- Downtown area by adding more landscaping and less asphalt.
- City land in the downtown area.
- The dock store fronting US Highway 8.
- Office buildings along CSAH 37.
- The current Chisago County jail site. (2)
- Park Island.
- City Hall.

Zoning Ordinance: The City's Zoning Ordinance will need to be updated to be consistent with the Comprehensive Plan's policies and goals for the Downtown Business District – Would you support changes to the following:

- | | |
|---|----------------|
| 1. Allowing residential units on the 1st floor of commercial buildings? | Yes (1) No (6) |
| 2. Requiring the following for the downtown: | |
| a. Streetlights with a historic design: | Yes (6) No (1) |
| b. Benches throughout the downtown: | Yes (5) No (2) |
| c. Trees and landscaping (paver bricks, plantings etc.): | Yes (5) No (0) |
| d. Curb and gutter on all streets: | Yes (6) No (0) |
| e. A common theme throughout the downtown: | Yes (5) No (1) |
| 3. Reducing the parking standards in the Downtown Business District? | Yes (6) No (1) |
| 4. Development of a Historic Preservation Ordinance with architectural requirements for the Downtown? | Yes (2) No (5) |
| or Development of Historic Preservation Guidelines with architectural standards for the Downtown | Yes (6) No (1) |

E. Goals and Objectives for the Downtown Business District

Following are goals and objectives for the future development and redevelopment of the Downtown Business District.

1. **Retain Government Buildings in the Downtown.** Governmental, semi-governmental and institutional services and buildings including City/County offices, post offices and libraries impact the vitality of a Downtown Business District and should be encouraged, retained and expanded.

2. **Landscape Design.** The pedestrian circulation system should be enhanced by improving sidewalks, street furniture, trees, etc. With the existence of US Highway 8 and CSAH 9 adjacent to the downtown the City should coordinate any improvements to the roadway, utilities and adjacent potential streetscape elements with any reconstruction efforts.
3. **Landscaping Treatments.** Landscaping treatments can be used to enhance the pedestrian experience, complement architectural features and/or screen utility areas. The use of flower boxes, planters and hanging flower baskets by individual businesses should be encouraged.



4. **Setbacks.** In order to reinforce the existing building line and to facilitate pedestrian access and circulation, principal buildings within the downtown should be built to the front property line and shall be oriented so that the front of the building faces the public street. New construction and infill buildings should maintain the alignment of facades along the sidewalk edge. Exceptions may be granted if the setback is pedestrian-oriented and contributes to the quality and character of the streetscape. An example would be for outdoor dining.
5. **Building Design.** In order to encourage the continuance of the look of the downtown new construction in the Downtown Business District should be required to include a brick façade or zero line setback, flat roof, or parapet to give the perception of a flat roof.
6. **Redevelopment Areas and/or Future Expansion of the Downtown.** There are a few redevelopment areas within the Downtown Business District, including the following identified by on Map 10-1 at the end of this chapter. Following is an overview of the three redevelopment sites as shown on Map 10-1.
 - Site 1: This area is located in Upper Town and consists of portions of the Chisago County Jail. If a new jail is built in the proposed Chisago County property, this site would need to be redefined and new uses determined.
 - Site 2: This site includes City Hall, the Swedish Mall and other buildings oriented more towards highway business rather than downtown business. Plans for redevelopment of this area were developed in 1997 and should be continued to be used as a guide for future redevelopment. A trail head for the Swedish Immigrant trail has also been discussed for this area.
 - Site 3: This area south of US Highway 8 includes My Burger and the residential hotel units. This area with its direct access to South Center Lake and US Highway 8 can act as an entrance to the Downtown area by both water traffic and automobile traffic.
7. **Preserve the Historical Character of the Downtown.** With Summit Avenue running through the downtown area and the historic district located on Summit Avenue being on the National Register of Historic Places, efforts to protect these and other historic buildings should be made.
8. **Enhance the Entrance to the Downtown From US Highway 8.** With Summit Avenue and CSAH 9 having direct access to US Highway 8 and the downtown area it is suggested that the main access points to the downtown are developed in such a way that it is clear that the downtown is an area that is pedestrian friendly as well as inviting to visitors. Signs, streetlights, plantings, etc. should be consistent not only at the entrances but also in the downtown area itself.

VII. HIGHWAY BUSINESS DISTRICT

With projected growth in the City, an increased traffic forecast for US Highway 8 and the Chisago County site which is currently under construction, the City may reasonably anticipate highway business development within the next several years and beyond. Therefore, Center City should plan to utilize the properties abutting this major transportation corridor to establish attractive commercial areas. Since highway corridors serve as highway commercial districts, the development should be complimentary to the services in the Downtown Business District. These developments should be of a specialized nature exhibiting needs of highway access and visibility.

Due to the current development of highway business sites owned by Chisago County within the City the Zoning Ordinance was amended in 2009 to add a B-2 Highway Business District. The purpose of the Highway Business District is to promote the development of uses which require large concentration of automobile traffic. The district is also designed to accommodate those commercial activities which may be incompatible with the uses permitted in the B-1 Downtown Business District and whose service is not confined to any one (1) neighborhood or community. These areas should reflect a harmonious extension of the image and character of the downtown through the enforcement of design standards.

Center City's Highway Business areas currently include a few service related businesses along US Highway 8. These areas are proposed to be redeveloped as part of the Downtown Business District. Future areas of highway business are planned east of this area along US Highway 8 at the Chisago County site and further east of that as long range planning.

A. Desired Features of Highway Business Buildings

When the B-2 Highway Business District was added to the Zoning Ordinance, building type and construction requirements were also added. These requirements designated the types of materials that were to be used for all buildings as well as what type of building would be allowed. It was discussed that structures of a pole building nature were not to be allowed in the commercial areas of the City. As part of the Zoning Ordinance updates as part of implementing this plan these building type and construction requirements should be reviewed to see if any additional items are needed.

B. Community Input

Locations identified on the map as possible expansion areas for the Highway Business District.

- North side of Highway 8 west of the Chisago County site. (2)
- The corner of CSAH 9 and CSAH 12
- Annex Hazelden and develop office suites around it.
- Along US Highway 8 on both the north and south side. (2)
- Along Pleasant Valley Road.

How much land should the City guide for commercial and industrial development?

- 10 acres per year 260 acres by 2035.
- Use only as needed.

Should the City plan larger commercial parcels (e.g. 20 + acres in size) to accommodate "big box" development (e.g. Target/Wal-Mart and complimenting adjacent strip malls)? Yes (2) No (5)

Zoning Ordinance: The City's Zoning Ordinance will need to be updated to be consistent with the Comprehensive Plan's policies and goals for the Highway Business District – Would you support changes to the following:

1. Requiring the following from the list which may be located within the Highway Business District.

- | | |
|--|----------------|
| a. Architectural Standards: | Yes (3) No (0) |
| b. Landscaping Standards: | Yes (3) No (0) |
| c. Requiring parking lot landscaping: | Yes (2) No (1) |
| d. Requiring curb and gutter on all parking lots and streets: | Yes (2) No (1) |
| e. Requiring sidewalks on both sides of the streets in highway commercial areas: | Yes (2) No (1) |

C. Goals and Objectives for the Highway Business District

Following are goals and objectives for the future development of the Highway Business District.

Types of Commercial Development. Commercial developments along US Highway 8 and should be of a specialized nature exhibiting the unique needs associated with highway access and visibility.

Access to Commercial Developments. In newly developing areas, direct property access to US Highway 8 and other arterial and collector roads should be discouraged and may be accommodated via a frontage road system. Mn/DOT and the Chisago County should be contacted regarding access to their respective roadways.

Financial Assistance. City financial assistance to highway commercial growth should be limited to non-competing commercial activity which is deemed in the best interest of the community and which would not occur without assistance. The City should promote commercial development in designated centers and commercial “nodes” that not only offer higher efficiency in land use and development, but also offer a higher level of aesthetics.

Zoning Regulations. The City’s Zoning Ordinance needs to be updated to accommodate the goals of future commercial development. The ordinance should require the submittal of a site and building plan for administrative review and approval, requirements relating to screening of mechanical devices or refuse containers, landscaping requirements or parking lot screening/landscaping requirements. As the city continues to grow and commercial activity increases, the City may wish to revisit these zoning regulations to ensure visually pleasing commercial areas.

Nodal Commercial Development. Future highway commercial development should be focused around major intersections. Focusing commercial activities around transportation systems is encouraged versus long highway strip developments.

VIII. INDUSTRIAL DEVELOPMENT

Currently there is no industrial activity within Center City. As part of the comprehensive plan process a desire to set aside land for future industrial development was exhibited. As land is set aside for future industrial development, additional zoning regulations will need to be created along with architectural standards so industrial uses are compatible with neighboring uses.

A. Community Input

Locations identified on the map as possible expansion areas for the Industrial development.

- County garage area. (2)
- Property west of Chisago County site but not adjacent to US Highway 8

Zoning Ordinance: The City’s Zoning Ordinance will need to be updated to be consistent with the Comprehensive Plan’s policies and goals for future industrial areas – Would you support changes to the following:

1. Requiring the following from the list which may be located within the Highway Business District.
 - a. Creating a Light Industrial zoning district to separate industrial uses from commercial: Yes (3) No (0)
 - b. Creating architectural building standards for industrial buildings: Yes (3) No (0)
 - c. Adding parking lot landscaping requirements: Yes (3) No (0)

B. Goals and Objectives for Industrial Development

Following are goals and objectives for the future industrial development.

1. **Types of Industrial Development.** Industrial developments should be focused on light industrial type uses rather than heavy industry and manufacturing for compatibility issues with the surrounding areas.
2. **Zoning Regulations.** The City's Zoning Ordinance needs to be updated to accommodate industrial development by the creation of an industrial district. The ordinance should require the submittal of a site and building plan for administrative review and approval, requirements relating to screening of mechanical devices or refuse containers, landscaping requirements or parking lot screening/landscaping requirements.
3. **Work with Neighboring Communities and Chisago County.** Verify that areas designated for future industrial development are compatible with neighboring communities and work with the neighboring communities and Chisago County to jointly market the Chisago Lakes area as a place for industrial development.

CHAPTER 11 – IMPLEMENTATION

I. INTRODUCTION

The Center City Comprehensive Plan components comprise the City's plan for overall growth and redevelopment. This chapter identifies methods the City will employ to implement the Comprehensive Plan and associated goals and objectives identified by the community. Implementation of the Comprehensive Plan begins with its official approval and an understanding of its role as the 'umbrella' document guiding future decisions relating to growth and redevelopment.

Following approval of the comprehensive Plan, the City will utilize many tools to achieve policy plans and goals including:

- Goal Statements
- Zoning Ordinance
- Subdivision Ordinance
- Capital Improvement Plan
- Orderly Annexation Agreement
- Comprehensive Plan Review and Revision

A description, implementation information and recommendations for each of the City's local controls and implementation programs follow a summary of goals included in this plan.

II. COMPREHENSIVE PLAN GOALS

The City of Center City has made a conscious decision to include the following goals in the 2008 Comprehensive Plan. The goals are broad statements without definitive timelines describing steps the City has taken to reach desired conditions in 2035 as mentioned in the vision statement. The goals are further defined through objective and policy statements in each chapter.

A. Vision Statement

The City of Center City is committed to establishing a foundation from which a sense of community and pride is fostered for its citizens so that all families and individuals can experience quality of life, share in our economic prosperity, and participate in building a safe, healthy, educated, just and caring community.

B. Goal Statements

- Preserve and promote the natural resources which make the City of Center City unique, such as the lakes, the topography and wetlands;
- Promote a high quality of life with functioning parks, trails and other recreational opportunities which not only serve a local purpose but serves as a stopping point for regional trails;
- Promote an atmosphere which captures the spirit of a small town;
- Continue to provide and expand a safe and wholesome environment for residents and businesses;
- Portray an attitude that encourages a vibrant business community;
- Preserve and promote the Historic Downtown and Summit Avenue as a place for people to gather; and,
- Establish a sense of community which encompasses the history and character of Center City to promote a strong identity.

III. ZONING ORDINANCE

The current City Zoning Ordinance was adopted by the City Council in 1995 with individual amendments since then. The Zoning Ordinance includes specific regulations governing land use and an official zoning map. The City Council recognizes the Comprehensive Plan as the policy which regulates land use and development in accordance with the policies and purpose set forth within the Zoning Ordinance. The City administers the Zoning Ordinance on an on-going basis.

Purpose: The purpose and intent of the Center City Zoning Ordinance is:

- To protect the public health, safety and general welfare of the community and its people through the establishment of minimum regulations in regard to location, erection, construction alteration and use of structures and land.
- To protect use areas.
- To promote orderly development and redevelopment.
- To provide adequate light, air, and convenience of access to property.
- To prevent congestion in the public right-of-way.
- To prevent overcrowding of land and undue concentration of structures by regulating land, building, yards and density of population.
- To provide for compatibility of different land uses.
- To provide for amendments.
- To prescribe penalties for violation of the Ordinance.
- To define powers and duties of the City staff, the Planning Commission, the Board of Adjustment and Appeals, and the City Council in relation to this Ordinance.

Contents: Local controls provided by the current Zoning Ordinance include, but are not limited to, the following three areas:

1. General Provisions:
 - Definitions
 - Application of the chapter
 - Zoning districts and regulations
 - Performance standards for all districts
 - Signs
 - Off-street parking requirements
 - Off-street loading
 - Drive-in businesses
 - Motor fuels stations
 - Fences
 - Planned Unit Development
 - Public utility services
 - Non-conforming uses
 - Fees
 - Violations
2. Manufactured Home Park
 - Purpose
 - Conditional use permit required
 - Conditional use permit application
 - Occupancy permit required
 - Agreements
 - Inspections
 - Compliance
 - General Provisions

- Design standards
 - Operating conditions
3. Lakeshore Management District
 - Purpose
 - Area governed
 - Existing lake classifications
 - Policies underlying lakeshore regulations
 - Lakeshore management districts
 - Minimum lot size

Implementation: The Zoning Ordinance is reviewed and subsequently administered by City staff, the Planning Commission and the City Council. In addition the Zoning Ordinance is subject to periodic review to ensure consistency with the City's Comprehensive Plan and overall goals and objectives as defined by the City. The City Council may amend the Zoning Ordinance provided the Council adheres to constitutional, statutory, and other lawful procedures. In order to ensure the Zoning Ordinance is consistent with the goals and objectives of the 2009 Comprehensive Plan the Planning Commission and Council may wish to amend the ordinance to address the following recommendations:

Recommendations:

1. The City Council may wish to update the entire zoning ordinance and include new sections to better represent existing conditions within the City.
2. The City Council may wish to expand building design requirements for the B-1 and B-2 business districts to include a list of prohibited exterior building materials to protect the character and integrity of the historical commercial districts.
3. The City Council may want to establish an industrial zoning district to accommodate future industrial development within the City.
4. The City Council may want to establish additional residential districts such as multiple family residential, suburban residential, and historic residential which incorporates the historical areas of Center City.
5. The City Council may want to rezone specific properties within Center City to conform to the future land use recommendations of the Comprehensive Plan.

IV. SUBDIVISION ORDINANCE

The City of Center City Subdivision Ordinance was adopted in 1995. This Ordinance regulates the division or platting of land within the City's corporate limits for the purpose of sale into two or more lots, parcels, or tracts, with minor exceptions.

Purpose: The purpose and intent of the Center City Subdivision Ordinance is:

- To provide for the health, safety and welfare of residents by requiring the necessary services such as properly designed streets and adequate sewage and water service.
- To provide for and guide orderly, economic and safe development of land, urban services and facilities.
- To safeguard the best interests of the City and to assist the subdivider in harmonizing the subdivider's interests with those of the City at large.
- To prevent the piecemeal planning of subdivisions which could result in an undesirable, disconnected patchwork or pattern of development or fiscal inefficiency.

- To encourage well-planned, efficient and attractive subdivisions by establishing adequate and impartial standards for design and construction.
- To place the cost of improvements against those benefitting from their construction.
- The Subdivision Ordinance is interconnected to the City's Comprehensive Plan and is consistent with a goal of promoting unified community interests.

Contents: The Subdivision Ordinance includes, but is not limited to, the following sections:

- General provisions
- Definitions
- Preliminary plan
- Data required for preliminary plan
- Subdivision design features to be shown
- Other information required
- Qualifications governing approval of preliminary plan
- Minimum design standards
- Road System
- Cul-de-sac roads
- Road design
- Water supply
- Sewage disposal
- Drainage
- Street trees
- Block
- Arrangement of lots
- Size of lots
- Public sites and open spaces
- Drainage courses
- Minimum lot standards
- Subdivisions without municipal water and sewer
- Improvements
- Variances
- Re-subdivision
- Final plat
- Appeals

Implementation: The Subdivision Ordinance is subject to periodic review to ensure consistency with the City's Comprehensive Plan and overall goals and objectives as defined by the City. The City Council may amend the Ordinance provided the Council adheres to constitutional, statutory, and other lawful procedures. In order to ensure the Subdivision Ordinance is consistent with the goals and objectives of the Comprehensive Plan, the City Council may wish to amend the ordinance to address the following recommendations:

Recommendations:

1. Update of the overall Subdivision Ordinance is recommended including the specific items mentioned below.
2. Review or consider an update of plat data requirements, submission of a proposed pedestrian/open space/park plan, submission of a phasing plan, submission of a build out or ghost plan for all abutting lands under the ownership or control of the developer, submission of a natural resources inventory, submission of a landscaping plan, submission of a grading plan, submission of a storm water and drainage plan.

3. The City should review its current park dedication fees to ensure sufficient dedication requirements are in place to support the Parks, Trails and Recreation plan which is a part of this Comprehensive Plan.
4. Review or consider an update of design standards.
5. Review or consider a requirement for a Master Development Agreement for phased projects and a standard Development Agreement for individual portions of the plat prior to acceptance of a final plat or portion thereof.
6. Review or consider the updating of plat review standards relative to sidewalk and trail requirements.

V. CAPITAL IMPROVEMENT PLAN

The City of Center City has discussed but has not formally adopted a Capital Improvement Program (CIP) that lists projects, prioritizes expenditures and identifies sources of funding for the scheduled financing of capital expenditures relative to the implementation and maintenance of public facilities and services necessary for the City's growth.

The overall objective of a CIP is to provide for the efficient use of fiscal resources in funding future capital expenses. The CIP should be a flexible, evolving tool the City uses as a guide for the future. The CIP should be updated annually to allow for capital necessity and prioritization changes. Along with anticipated expenditures, the CIP should include proposed sources of funding such as special assessments, enterprise funds (water and sewer), state aid, annual levy, etc. Expenditures such as municipal vehicles (public works), street and utility projects, park improvements and the like should be included. The phasing in of projects which require the same sources of funds can assist in retaining a level annual tax levy.

Recommendations for Implementation:

1. The City should finalize a formal Capital Improvement Plan identifying capital projects, estimated costs, year to be completed, sources of funds and priority ranking.
2. The City should include in its Capital Improvement Plan large projects which have been identified as important to the community as a part of this Comprehensive Plan. These projects may include sewer and water system improvements, the reconstruction of streets with curb and gutter to manage storm water runoff, improvements to existing parks, trail construction and improvements to municipal buildings.
3. The City should consider including update of utility studies as the City grows such as a sanitary sewer or water management plan and storm water management plan.

Sources of Funding:

- Special assessments
- Enterprise funds (water, sanitary sewer, storm sewer revenue funds)
- Funds that are levied annually to establish a capital improvement fund and equipment fund
- State aid funds
- Other sources

VI. GROWTH AREAS AND ANNEXATION

The City of Center City, through its comprehensive planning process, has identified land use needs to accommodate additional residential and commercial and new industrial development both within the existing corporate limits as well as in potential annexation areas. The future land use boundary is anticipated to meet the needs of the city to the year 2035 and beyond, unless market conditions change dramatically. The placement of appropriate land uses, extension of infrastructure; including water, sanitary sewer and streets, should be planned for within the annexation areas before the growth occurs.

The City of Center City does not have Orderly Annexation Agreement with Chisago Lake or Franconia Townships and joint planning boards have not been established between Center City and the adjacent townships. Chisago County completed the update their Comprehensive Plan in 2007 and is encouraging communities and townships to work together to identify future land uses within city growth boundaries.

The City has not adopted a resolution granting authority to the City to review plats within two miles of the city limits; however if the Planning Commission feels a resolution is needed for review of new development or with applicability only for new industrial or commercial facilities, steps should be taken to initiate discussion between all applicable jurisdictions.

Recommendations for Implementation:

1. The City and Townships should work together and strive to develop and adopt Orderly Annexation Agreements.
2. The City should work with the Townships and County to reserve areas within the future annexation areas for future urban expansion with municipal sewer and water as opposed to rural development.
3. Areas within the future annexation areas about to become urban in nature should be annexed to the City and serviced by centralized municipal services when economically and physically feasible to do so within a specified period of time (i.e. two years)
4. The City of Center City should look to incorporate any growth strategies in the Chisago County and Cities of Lindstrom and Shafer Comprehensive Plans as it relates to transportation systems, land uses, and regional trail and park plans, which may impact the City of Center City.
5. The placement of appropriate land uses in the future should be consistent with the Future Land Map (Map 5-3).

VII. COMPREHENSIVE PLAN REVIEW AND REVISION

The Comprehensive Plan is intended to guide the overall growth and redevelopment of the City. As events and circumstances within the community change, the Comprehensive Plan should be reviewed and updated, as appropriate. Amendments to the Comprehensive Plan should not occur without public notice, a public hearing conducted by the Planning Commission and final review and approval by the City Council. Amendments to the Comprehensive Plan should be considered if there have been changes within the community or issues which were not anticipated by the Plan.

The Comprehensive Plan may be amended upon petition from the public, initiation by the Planning Commission, or direction from the City Council. No amendment shall be adopted until a public hearing has been conducted. Two thirds of the City Council or a 4/5 affirmative vote is required to amend the Plan.

Recommendations:

1. It is recommended the Planning Commission and City Council review and update the Comprehensive Plan at five to ten year intervals to ensure it is a current reflection of the city's growth patterns, community goals and land use needs.
2. The Comprehensive Plan may be amended upon petition from the public, initiation by the Planning Commission or direction from the City Council. No amendment shall be adopted until a public hearing has been conducted by the Planning Commission with recommendation to the City Council. A two thirds affirmative vote of the City Council is required to amend the Plan.
3. It is recommended that on an annual basis the City Clerk or designee report to the Planning Commission and City Council (re) development issues which have occurred as they relate to the Comprehensive Plan, proposed projects which have an impact on the accuracy on the Plan projections, and a list of implementation goals identified within the Plan and the status of implementation.

VIII. COMPREHENSIVE PLAN IMPLEMENTATION STRATEGIES

To summarize, the Comprehensive Plan:

- Includes a summary of the city's demographic profile and projects future housing and population trends.
- Identifies natural resources and goals for preserving natural amenities.
- Analyzes the past, current and future housing stock.
- Inventories current land uses and projects future land use needs with the identification of where appropriate land uses should be located.
- Reviews the current transportation system and includes a future transportation map and policies.
- Inventories current park land and recreational amenities and includes recommendation for future park and recreational facilities.
- Summarizes the community facilities and public services with identification of future needs.
- Addresses municipal utilities as they relate to current and future land use needs.
- Looks at the current economic state of the City and recommends future economic development objectives

In order to implement the goals and policies identified in each of these chapters and attempt to retain the positive aspects of the community while addressing the challenges noted, the following implementation strategies have been prepared:

1. **Education.** Continue to support education in the community, meeting periodically with school administration to discuss joint programming of recreational programs and facilities, and timing on municipal and educational capital projects.
2. **Sense of Community.** Continue to focus on the heritage of the community through design elements and celebrations. Continue community events to assist in retaining the small town feel and sense of community as the population continues to grow. Provide opportunities for involvement by new residents and long-term residents to come together.
3. **Park and Recreation.** Obtain land, as a part of the subdivision process, in areas in which community and neighborhood parks have been identified as required to support future growth. Continue to seek donations, grants, and other funding to upgrade existing parks.
4. **Preservation of the Environment.** Demonstrate commitment to maintaining sensitive environmental features and landscapes which traditionally defined Center City.

5. **Housing.** Consider adopting code provisions for the on-going and long-term maintenance of the City's housing stock. Inform builders or housing programs to support the various types of life-cycle housing.
6. **Future Land Use.** Promote infill and redevelopment to maximize return on existing municipal investment. All new development consistent with the Comprehensive Plan's land use plan which emphasizes managed, orderly growth. Work with adjacent townships to develop and implement policies related to when land should become annexed.
7. **Zoning and Subdivision Ordinances:** As the City continues to grow, update the City's Zoning and Subdivision Ordinances to ensure consistency with the Comprehensive plan, as noted within this chapter.
8. **Capital Improvement Plan.** Adopt a capital improvement plan, including major capital expenditures identified in this Plan.
9. **Joint Annexation Agreements.** Work with Chisago Lake Township and Franconia Township to develop orderly annexation agreements.
10. **Transportation.** Continue to work with Chisago County as well as adjacent townships and Mn/DOT to develop a regional transportation plan. Require the platting of collector streets identified on the transportation plan.
11. **Utilities.** Address improvements to the sanitary sewer and water systems and work to implement a storm water management system with the reconstruction of streets. Continue to monitor capacity of utilities as plats are submitted.