

# Centertown Comprehensive Plan 2020

Prepared by Mid-Missouri Regional Planning Commission



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# Introduction



## Introduction

In 2019 The Village of Centertown contracted with the Mid-Missouri Regional Planning Commission for technical assistance in developing their Comprehensive Plan. The Mid-Missouri Regional Planning Commission provides 6 counties in central Missouri with technical assistance and planning. The Centertown Comprehensive Planning process was largely Village staff driven with opportunity for public input and participation along the way.

The comprehensive plan is meant to serve as a guide for future growth, land use and development, and to establish a vision on which village staff, elected officials, and citizens can build and mold policies in a long range coordinated effort to promote progress toward community goals set forth in the plan.

In accordance with Section 89.040 RSMo of Missouri Statute the plan also serves as a basis for establishing zoning ordinances that will uphold the ultimate vision of the community. Decisions made by the Planning and Zoning Commission pertaining to zoning ordinances and development should be consistent with the adopted plan. With the adoption of the plan, zoning can be created and implemented.

The plan is meant to be a living document and should be updated as goals and needs are met, but also as the vision and needs of the community change.

## Strengths. Weaknesses. Opportunities. Challenges.

In a public meeting at the start of the Comprehensive planning process the community was asked to go through a SWOC exercise. They stated and discussed aspects of their community that were Strengths and Weaknesses, and what were some Opportunities they were in a position to take advantage of, as well as some challenges to taking advantage of those opportunities. From this exercise a series of goals were set to help the village overcome and address some of the things listed as challenges or weakness.

### S.W.O.C.

<p><b>Strengths</b></p> <p>4-lane Highway access (US 50)                  Local Reputable Businesses                  Baseball Field                  Good amenities                  Active Church                  Active Business Involvement</p>	<p><b>Weaknesses</b></p> <p>Derelict properties needing cleaned                  No code enforcement                  Don't utilize county resources enough                  Weak codes                  Poor Public Perception                  Low Public Participation                  Lack of sidewalk/walkability                  Lack ADA housing                  Lack Funding</p>
<p><b>Opportunities</b></p> <p>Add event/hosting space                  Expand sidewalk network                  Expand existing park                  Co-op with other communities</p>	<p><b>Challenges</b></p> <p>Older/Aging Population                  Low income</p>

From the initial SWOC meeting came the community goals that have been discussed throughout the plan. The following is a summary of those goals. Current progress and background of those goals will be discussed in further detail throughout the document.

### Goals

- Create a backup water source and replace the existing manual water meters with auto readers. They are moving forward with replacement of the auto readers at a rate of 10% a year until completely replaced
- Add wastewater. This is defined as a need for future growth and development for the Village.

- There is a current stormwater project in the works.
- Utilize grant money to expand the park and trail system to be more inclusive and a greater asset for the community. Add walking paths, a playground, and shelter to host community wide events.
- Expand Village limits down U Hwy to Hwy 50 to pick up valuable freeway frontage for businesses and visual draw of travelers into town.
- Convert more land to residential, ensuring a variety of single-family as well as multi-family duplexes and apartments. Low-income and ADA housing availability and need.
- Partner with Cole County on code enforcement and regulations.
- Change the section of road in front of Tammy's Diner to a one-way street.
- Finish stormwater improvements throughout Main St. corridor.
- Lookout Trail is currently a Village street, but would like to return the village segment to the County.
- Research a crossing device for the Oak St. RR crossing.
- Apply for grant funding to assist in fixing Main St. sidewalks. Add sidewalks connecting in-village park to ballfield. Fix remaining sidewalks



## Community Profile

### History

The Village of Centertown was first established in 1867 and started with its post office, which at the time was called Lookout. Later the community was renamed Centertown because of its geographic location near the center point of the state. In its early years

the village hosted a number of businesses ranging from a hotel, general store, blacksmith shop, and livestock dealers, to flour and saw mills that were present to take advantage of the railroad depot in town and coal mines located nearby. Present day businesses include a variety of small shops, a diner, gas station, and a Garden Nursery. For a number of years Centertown had its own school, but the school was closed and then sold in 1984 to the Missouri National Guard and has more recently been turned into a screen-printing business.



### Location

Centertown is located 14 miles northwest of Jefferson City, toward the west side of Cole County. The Village spans between US Route 50 and a stretch of the Union Pacific Railroad, offering multiple options for travel and freight, and a convenient commute to Jefferson City or California for employment and grocery opportunities.

Centertown's political boundary profile includes being located in the Marion Township and is part of the 6<sup>th</sup> State Senate District, the 59<sup>th</sup> State House of Representatives District, and the 3<sup>rd</sup> US House of Representatives District. On a more local level they resides within the Western Commission District of Cole County.

### Government

There are 5 positions to the Board of Trustees. Along with the Chairman, the positions include Chair-Protem and Clerk. Chair and Chair-Protem are appointed annual. The Board meets the last Tuesday of the month for regular meetings to direct business. Other meeting times are scheduled as needed. It is the Board's responsibility to oversee financials and adopt Plans and Resolutions that enact and enforce the vision of the community they represent.

### Community Cooperation

The Village of Centertown is blessed with active involvement from community businesses and the local churches both with the village corporate limits and just outside of it. The Baptist Church regularly holds music jam sessions and other family friendly events. The local garden center, Longfellows, often draws people from all over Mid-Missouri to gardening and plant workshops, and also co-ops with Tammy's



Diner to host Lunch-n-Learns. Through cooperation with businesses and Village leaders, Centertown is in a good position to expand on events and resources already in place to make the Village a destination for all. Their location in relation to other communities offer the opportunity to cooperate with other religious denominations and local businesses and groups on regional activities and events.

## Community Facilities and Services

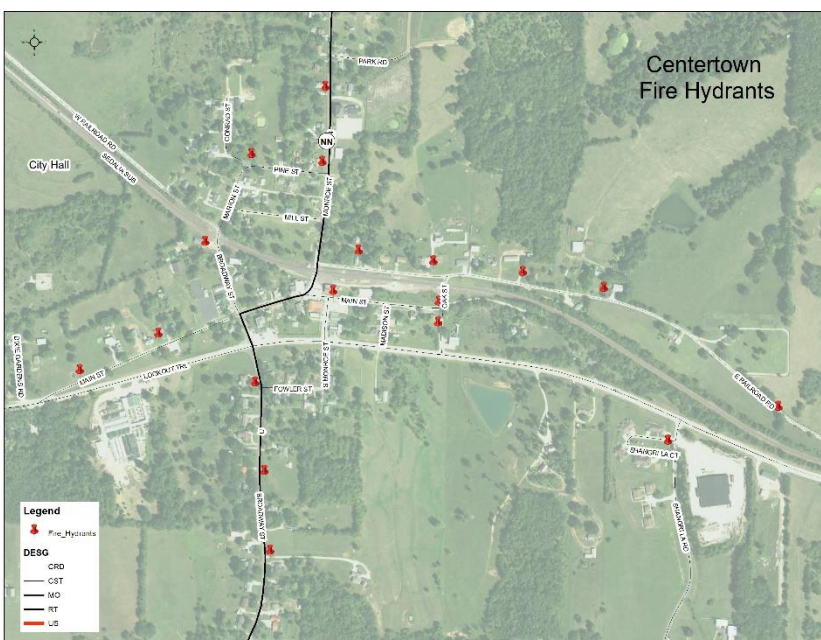
### Water

Municipal water distribution services were first constructed in 1960 and consists of a deep water well and a 50,000-gallon water tower. In 2018 the Village of Centertown contracted with Bartlett & West to evaluate deficiencies in the system that were pointed out by a previous 2016 DNR inspection report, and to look into possible solutions to current shortcomings, but also future growth impacts. Current plans include constructing a new, taller, 60,000 gallon tank to meet fire flow and capacity for growth

**Goal: Create a backup water source and replace the existing manual water meters with auto readers. They are moving forward with replacement of the auto readers at a rate of 10% a year until completely replaced.**

### Wastewater

Currently there is no central wastewater system in Centertown. During a public meeting adding wastewater as a municipal amenity was shown to be of interest and a necessity for growth, property values, and as a draw for future development in the village. Currently each home and business inside city limits is responsible for putting in and maintaining their own system, but many systems are failing or undersized. In 2008 there was a feasibility review performed to look at the cost of constructing a centralized wastewater collection system, but cost estimates came in too high to more forward with at the time. In 2018 Bartlett & West was contracted in a continuation effort to revisit the addition of a central wastewater system for the Village and any alternatives.



**Goal: Add wastewater. This is defined as a need for future growth and development for the Village.**

**There is a current stormwater project in the works.**

**Emergency Response and Resiliency**

**The Village of Centertown does not have its own fire, police, or ambulance services. The Cole County Sherriff Department provides law**

enforcement and dispatch services to the Village of Centertown, and Regional West Fire Protection District responds to fire and first responder situations as they arise. The Village does have fire hydrants positioned across town, but the Village does not guarantee fire flow.

The town is currently seeking to install a storm siren within city limits to better alert their citizens of incoming storms.

There is also a Helipad located at what used to be the American Legion building along Route U just beyond village limits.

The Baptist Church is the designated safe spot for the community in case of a severe storm, but it is not a FEMA rated shelter.

### Community Park

Through a Land Water Conservation Fund grant the Village has a park that boasts a lighted baseball diamond and shelter house.

[Goal: Utilize grant money to expand the park and trail system to be more inclusive and a greater asset for the community. Add walking paths, a playground, and shelter to host community wide events.](#)

### Post Office



Centertown has had a continually functioning post office since 1867 when the town was established. The post office has standard Monday through Saturday office hours and serves residents and businesses in both Cole and Moniteau county.

### Broadband

Centertown has two internet providers.

CenturyLink offers 25 mbps internet speeds, which conforms with the state standard of internet desired speeds. Sudden Link offers 5 mbps. Overall, the level of Broadband connectivity offered to the town is presently considered enough to run a household and business on successfully.

## Demographics

At the time of the 2010 census the Village of Centertown’s population was 278, which was an increase from the 2000 census that showed only 257 residents. The median age in Centertown is significantly higher than the County, State, or National average at 45.1 years old. For comparison, Cole County’s median age is 37.7. Missouri’s median age is 37.9, and the national median age is 37.2.

Of the 278 residents 97.1% were counted as white, 0.7 were counted as black, 0.7 were Hispanic or Latino, 0.4 were Asian, and 0.4 listed themselves as other.

<b>Centertown Population Growth (1910 - 2010)</b>		
Year	Population	Average Annual Increase for Preceding Decade
1910	285	–
1920	243	-1.47%
1930	259	0.66%
1940	271	0.46%
1950	248	-0.85%
1960	190	-2.34%
1970	277	4.58%
1980	304	0.97%
1990	356	1.71%
2000	257	-2.78%
2010	278	0.82%

Source: Missouri Census Data Center

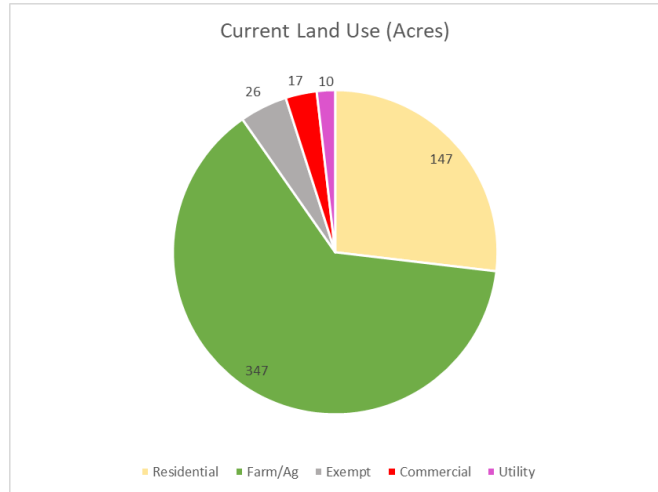
		Centertown	+/-	Cole County	+/-	Missouri	+/-	United States	+/-
	Median Age	44.4	7.2	38.2	0.4	38.4	0.1	37.8	0.1
	Old-age dependency ratio	21.9	11.2	23.6	0.2	25.6	0.1	23.9	0.1
	Child dependency ratio	31.9	17.8	36.5	0.2	37.3	0.1	36.9	0.1
	65 and over %	14.2	6.9	14.7	0.1	15.7	0.1	14.9	0.1
2017 ACS	Median Age	44.4	7.2	38.2	0.4	38.4	0.1	37.8	0.1
	65 and over %	14.2%	6.9%	14.7%	0.1%	15.7%	0.1%	14.9%	0.1%
2010 Census	Median age	45.1	–	37.7	–	37.9	–	37.2	–
	65 and over %	20.5%	–	12.3%	–	14.0%	–	13.0%	–

# Land Use & Development



## Current Land Use

The current boundary of the Village of Centertown encompasses approximately 547 acres of land that are broken down into 5 use types. Those use types include Residential, Farm/Agricultural, Exempt, Commercial, and Utility. These types are assigned by the Cole County Assessor’s office. The following graphic is a breakdown of each use in comparison of the total acreage within city limits. The purpose of establishing the existing land use of properties is to gain an understanding of the distribution of various uses throughout the community, and set the basis for future land use decisions.



### Farm/Agriculture

To be deemed Farm/Ag a property must sustain some kind of farming use. This can include but is not limited to using forested land to harvest trees for fire wood, the keeping of livestock, and the growing of crops for commercial farming practices.

### Residential

Residential land use can span a variety of living types and situations. While only one category of residential is defined by the County within the city limits of Centertown there are single-family residential dwellings, as well as multi-family duplexes and apartments. Centertown Leisure Village is an apartment complex for low-income seniors and disabled persons.

### Exempt

Exempt is a general land designation for tax exempt properties that are retained by Federal, State, and Local Government entities. Religious institutions and various other tax-exempt land holders will also be listed under this land use.

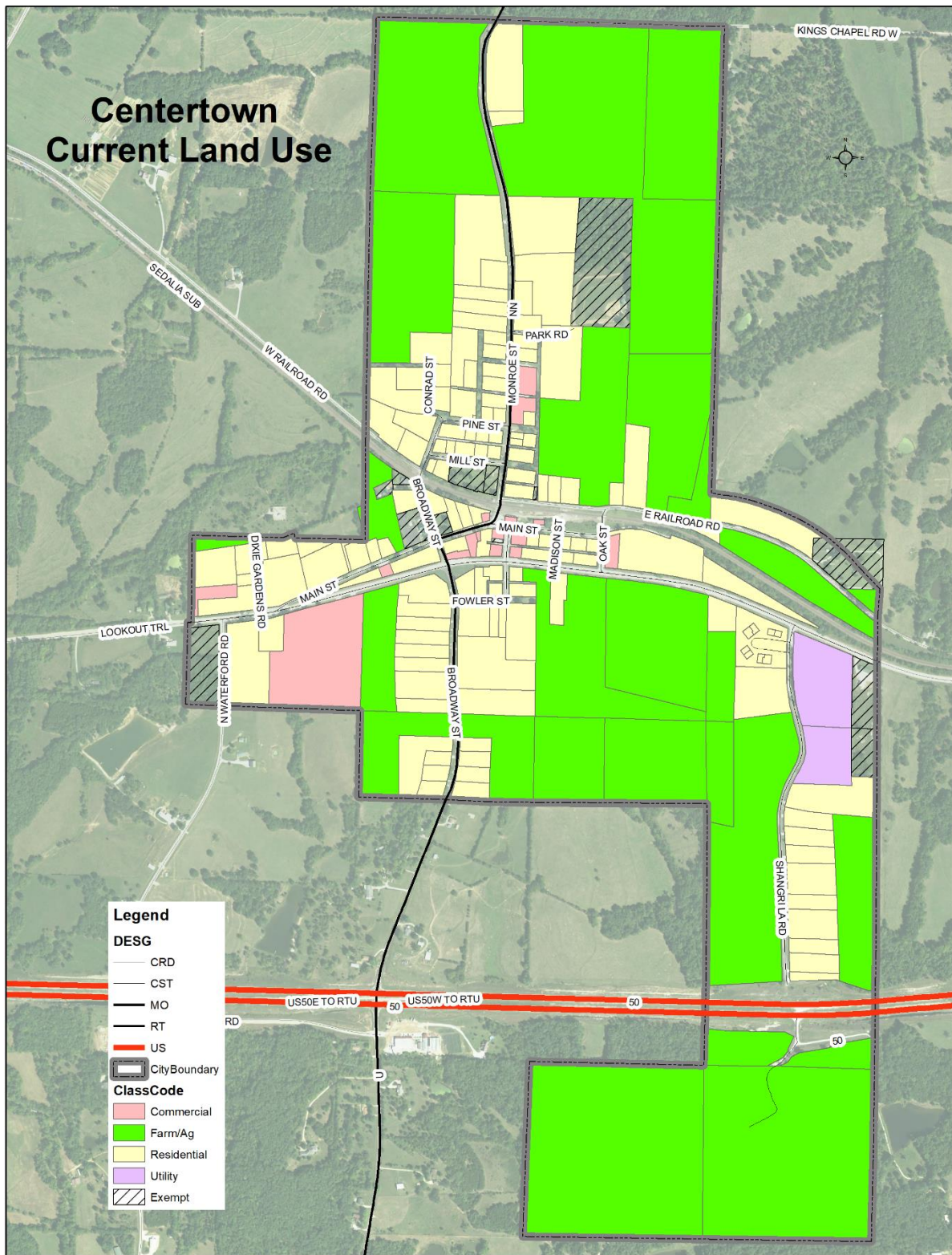
### Commercial

Any parcel of land whose primary use is as a business will receive this designation. Commercial use can range in size from small mom and pop shops to large industrialized manufacturing facilities. Centertown does not have any large industrial facilities. Commercial sites within the city range from small specialty shops, a general store, and a diner, to a large lawn and garden facility.

### Utility

While not tax exempt, Utilities and the properties they own and use may have special tax codes and requirements so they receive their own land use listing.

\*Below is a map of the distribution of current land use designations within the Village of Centertown.



## Future Land Use

Planning for the future can be a difficult task. Trying to predict growth and business needs before any businesses decide to come is a challenge and there's never any guarantees that the predicted and desired growth will occur when and how a community wishes. Having a vision in mind to help steer future Planning and Zoning efforts in the best direction as growth happens is vital. Current desires for future land use allot for growth in both commercial and residential uses, as well as expansion of Village-owned property for parks and town amenities.

Creating a commercial corridor along the town's center affords businesses calling Centertown home the best road visibility and access, and creates a community "heart" where events held will better benefit business owners. Creating partnerships with current active businesses to draw future commercial operations is vital in keeping an enthusiastic and involved.

The Village of Centertown's proximity to major employers make it a veritable hotspot for residential expansion. There is a high need for affordable housing and a craving by homebuyers to escape the big city for smaller more intimate hometowns, like Centertown. Converting portions of greenspace into single-family homes, and expanding already existing medium and higher density housing in the form of apartments and duplexes has been identified as a need, not just for the Village, but for the region. With an older than average population, it is important for housing inventory to offer options that are accessible to an aging population with health issues and a fixed income.



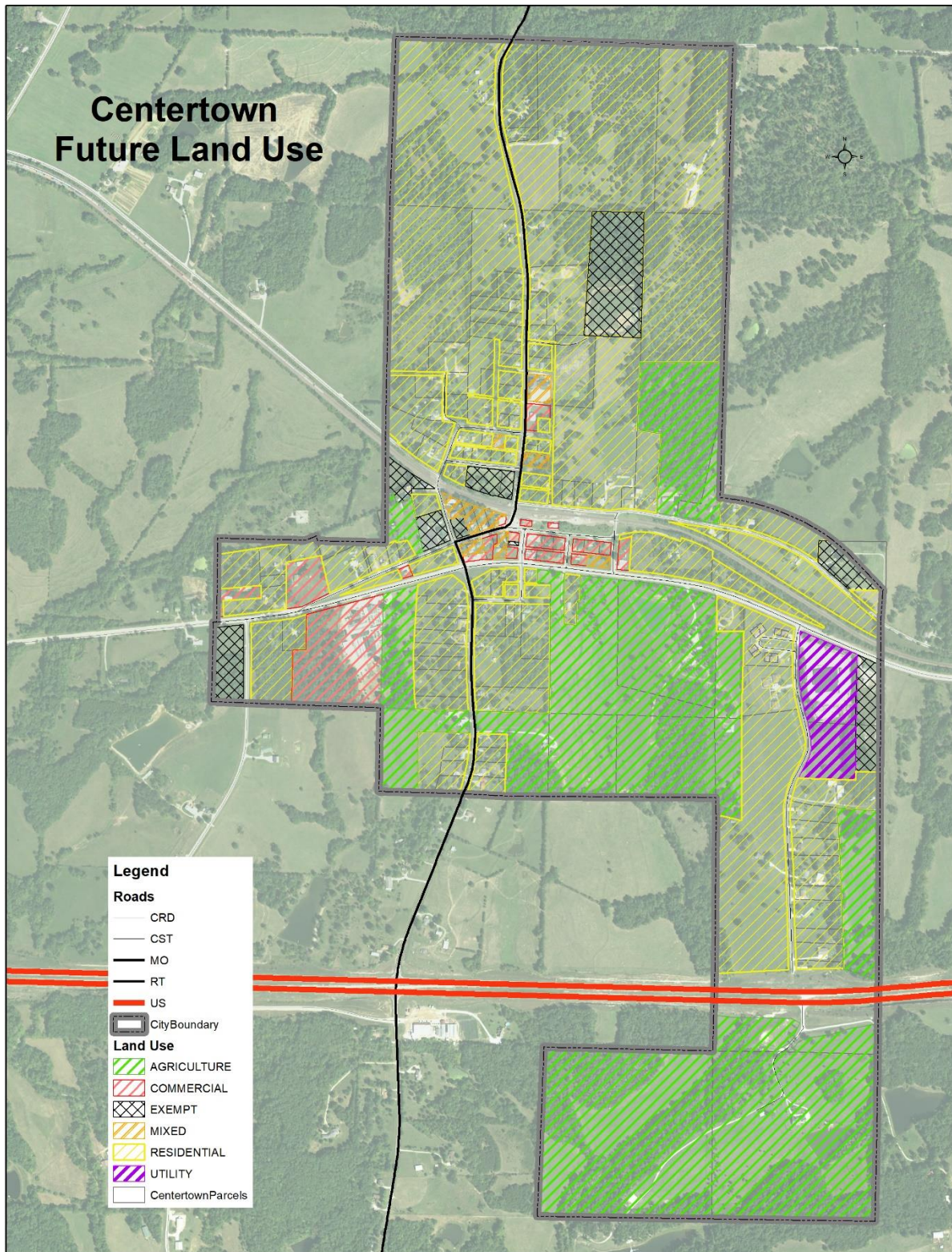
Long-term growth goals include annexation down Route U toward US 50. Taking in more US 50 highway frontage would allow for the Village to take advantage of traffic traveling this major route for economic retention and bring this prime real estate into the vision and management of Centertown. A bigger presence along the major thoroughfare is viewed to also help draw travelers off US 50 and into the heart of the Village business district.

[Goal: Expand city limits down Route U to Hwy 50 to pick up valuable freeway frontage for businesses and visual draw of travelers into town.](#)

[Possible expansion up to Route T to a proposed subdivision.](#)

[Convert more land to residential, ensuring a variety of single-family as well as multi-family duplexes and apartments. Low-income and ADA housing availability and need.](#)

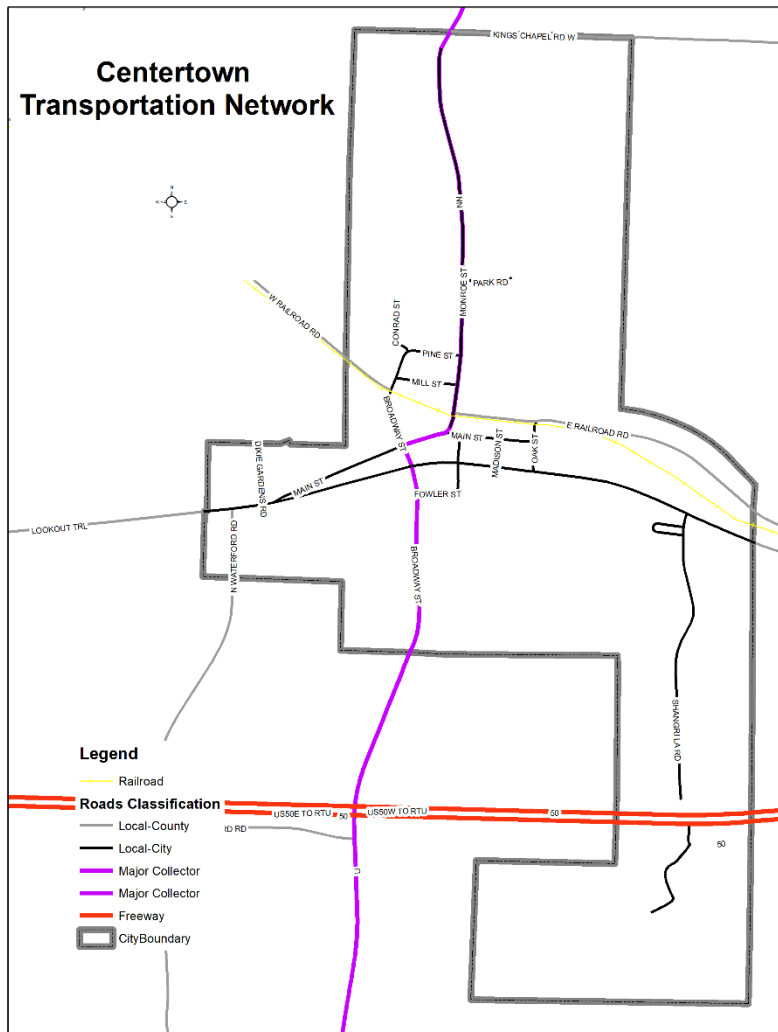
[Partner with Cole County on code enforcement and regulations.](#)





# Transportation





## Transportation

Centertown is 14 miles from Jefferson City, the state capital of Missouri, where several major producers of jobs in Central Missouri are located. The average commute time for the state of Missouri according to American Community Survey is 22.5 minutes. With direct access to a major US route, the estimated commute time for Centertown residents working in Jefferson City is less than the state average at only 17 minutes.

### Roads

The Village of Centertown has 13 lane miles of roads within its corporate limits. These roads are mostly paved with minimal being gravel. MoDOT road classifications through town include a Freeway, Major Collector, and Local roads. The

Federal Highway definition of those classifications are as follows:

- **Freeway**-“... for the purpose of functional classification the roads in this classification have directional travel lanes are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections.”
- **Major Collector**-These are the roads that collect all the traffic from local roads such as lettered routes. “Collectors generally serve primarily intra-county travel (rather than statewide) and constitute those routes on which (independent of traffic volume) predominant travel distances are shorter than on Arterial routes.” In the case of Centertown their major collectors are lettered state roads that feed through the center of town.
- **Local roads**-These roads are listed as either county owned and maintained, or city owned and maintained.

Goal: Change the section of road in front of Tammy’s Diner to a one-way street.

Finish stormwater improvements throughout Main St. corridor.

Lookout Trail is currently a Village street, but would like to return the village segment to the County.

### Railroad

There are 2 tracks and a small passing pull-off track that run through Centertown for the Union Pacific Railroad. These tracks equate to 2.8 track miles and 3 railroad crossings. Monroe St. and Broadway crossings are signalized with flashing warning lights and large arms that drop when a train is approaching. The crossing at Oak St. is unsignalized. The village has been approached about closing the Oak St. crossing on multiple occasions but has chosen not to. As often as twice a week the train will park and block the Monroe St. and Broadway crossings leaving the Oak St. crossing the only access point for homeowners and emergency personnel to travel to or from the north side of Centertown. There is no implemented quiet zone; as each train approaches the crossings they are required to blast their whistle both day and night. This is a freight-only line and does not offer passenger services. AmTrak passes through but does not stop.

Goal: Research a crossing device for the Oak St. RR crossing.

### Sidewalks

Alternative modes of transportation such as sidewalks and bike routes are important factors in economic growth as well as a cultural draw for future homeowners. Sidewalk condition and routes should be taken into consideration when designing community plans and events for safety and quality of experience. Existing sidewalks should be brought up to ADA (Americans with Disabilities Act) standards and all new sidewalks that go in are required to meet ADA to create an inclusive community

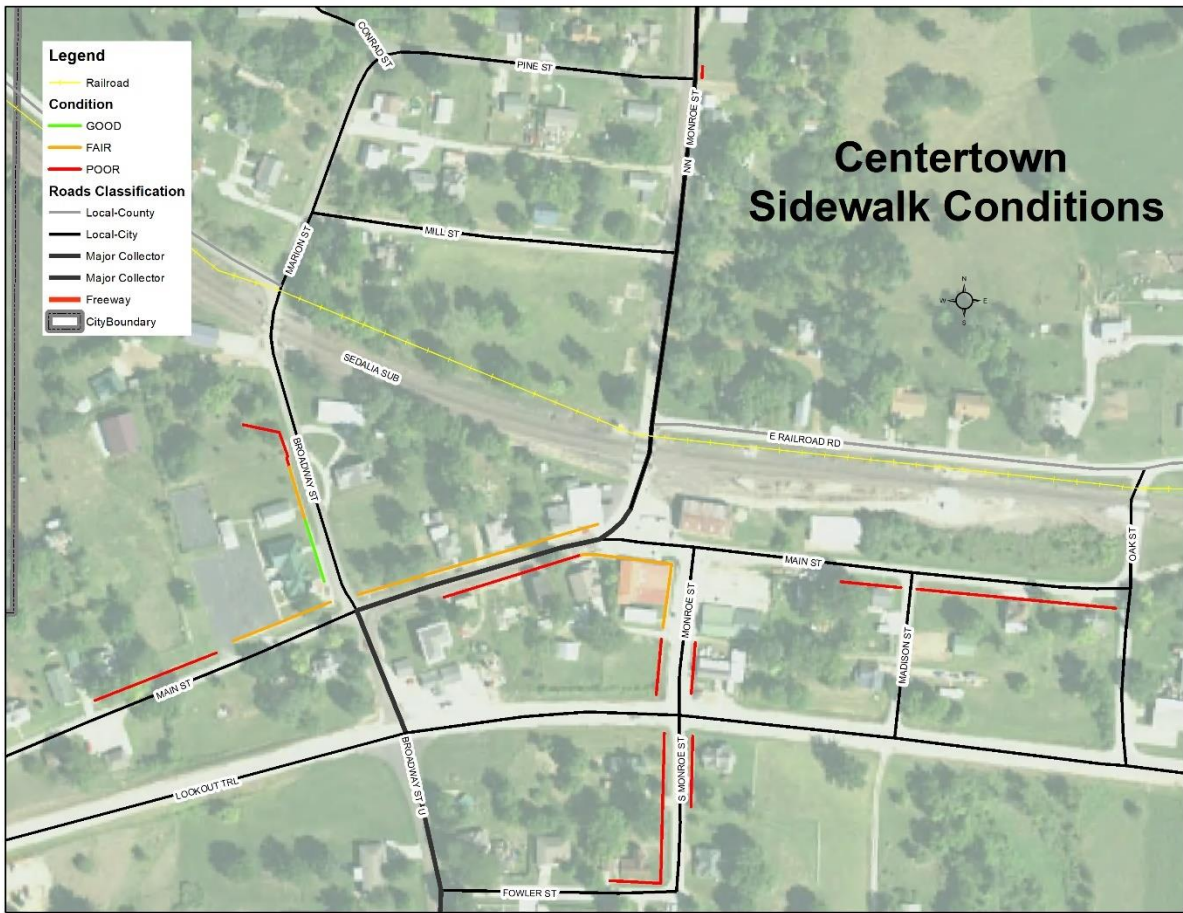


Mid-MO RPC staff conducted a sidewalk inventory of Centertown's existing sidewalks during the Comprehensive planning process rating each stretch of sidewalk as Good, Fair, or Poor.

- Good-The sidewalk is unlikely to hinder mobility of the average pedestrian.
- Fair-Uneven and distressed surface that hinders mobility of the average pedestrian.
- Poor-Impassable to mobility impaired pedestrian; hinders mobility of average pedestrian.

The majority of sidewalks in Centertown were rated Fair or Poor. A map of sidewalk locations and conditions can be viewed on the following page.





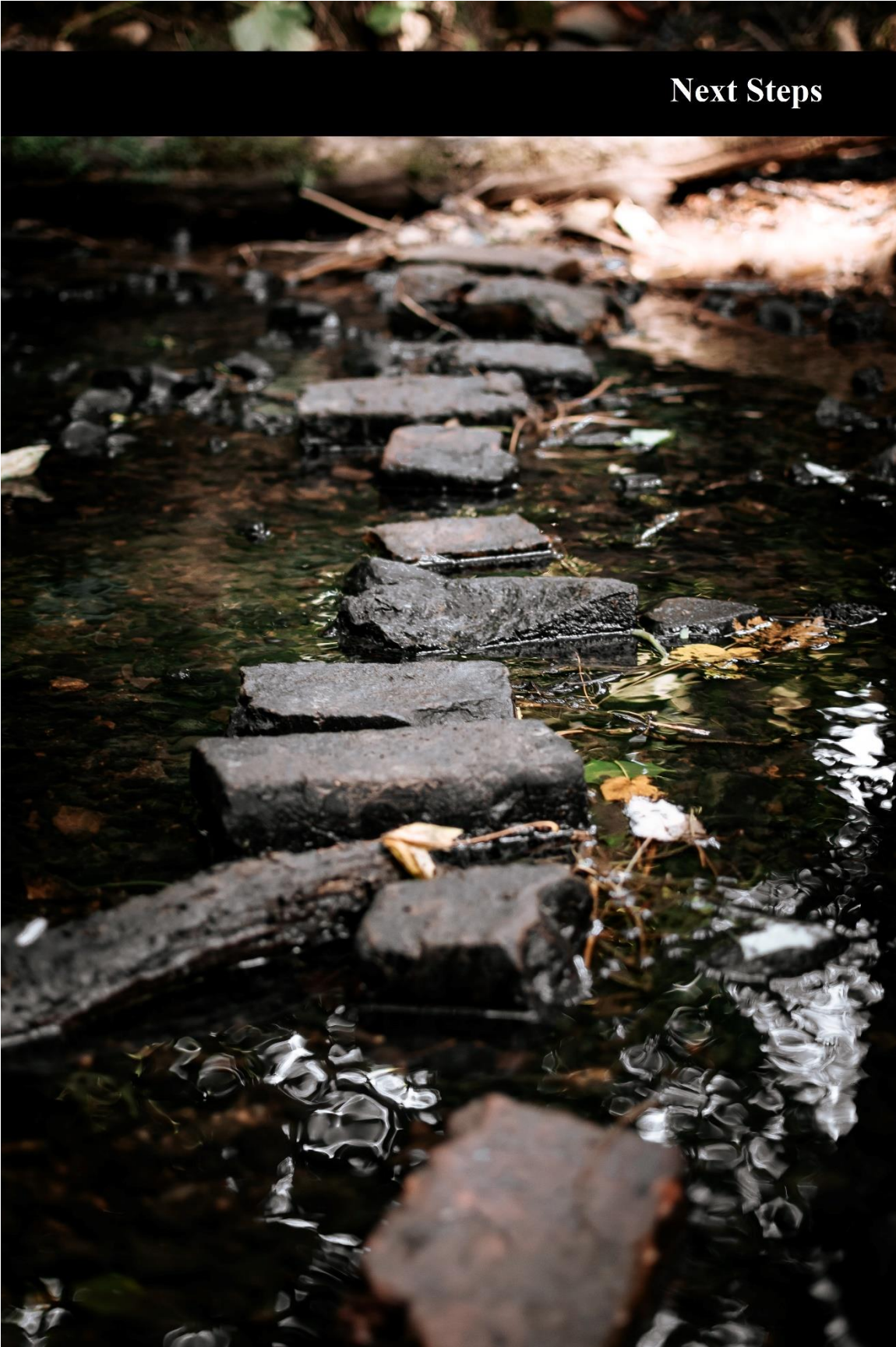
Goal: Apply for grant funding to assist in fixing Main St. sidewalks. Add sidewalks connecting in-community park to ballfield. Fix remaining sidewalks.

### Helipad

Currently there is a helipad located at the old American Legion on Route U. The Helipad is in place for emergency use by local hospitals to air lift injured parties quickly for medical attention. This is an emergency use helipad and not a private use site.

### Public Transit

The Village of Centertown does not manage its own public transit. Oats Transit serves Centertown residents the 1<sup>st</sup> and 3<sup>rd</sup> Wednesday of each month.



## Using The Plan

Comprehensive plans are meant to serve as a guide to assist in project planning and land use policy to direct planners and officials in a direction that creates the amenities and opportunities desired by the residents. While the plan itself is not a policy, it should be used to create policies for a better community and pursue projects that fulfil goals.

### Planning and Zoning

Adoption of a comprehensive plan goes hand in hand with planning and zoning. With the adoption of a comprehensive plan the planning and zoning commission has the tools to create planning and zoning ordinances that will ultimately shape the future vision of the village. This can include setback policy to ensure green space and access to properties, commercial zoning to create business districts, high density zoning to encourage affordable housing, and other policies to protect property values. With the adoption of the comprehensive plan a planning and zoning board can be created, zoning ordinances can be laid out and adopted, and then implementation and enforcement can proceed.

### Grants

Managed planning of land use and community expectations makes going after grants to assist in reaching goals easier. The public solicitation during the comprehensive planning process can be looked to as public involvement when applying for grants. There are a number of grants available for a variety of projects that communities can take advantage of. The following are a few options and what the funds can be utilized for:

- Economic Development Grants (EDA) – Economic Development grants go toward infrastructure and development that helps fill economic development strategies for a community.
- Community Development Block Grants (CDBG) – CDBG assists in various things such as demolition projects and bringing services to general public that are considered Low or Moderate Income (LMI).
- USDA Rural Development (USDA-RD) – USDA has grants and loans that will assist in expanding or providing facilities for public services in rural communities.
- Recreational Trails Program (RTP) – Grant that puts in trails and trail amenities. Trails can be single or multi-use, motorized or non-motorized.
- Land and Water Conservation Fund (LWCF) – Funds for outdoor recreation used to put in ballfields, pools, splash parks, shelter houses, and supporting amenities for outdoor recreation.
- Play Time – Private grant that helps with acquiring playground equipment.
- FEMA Hazard Mitigation – Money used to reduce or eliminate the risk of natural disasters to people and property. There are multiple grants within this category such as Flood Mitigation Assistance (FMA) to help reduce flood risk to properties that are covered by Flood Insurance. Building Resilient Infrastructure and Communities (BRIC) is used to create resiliency in public infrastructure with an emphasis on innovative partnerships and design.
- Transportation Alternative Program (TAP) – This program rebuilds or installs sidewalks in areas that need it. The grant period opens every other year.
- Traffic Engineering Assistance Program (TEAP) – TEAP can be used to study intersections that have safety issues. It can also be used in pursuit of an ADA Transition Plan.