



City of Smithville, Missouri

Board of Aldermen - Work Session Agenda

May 3, 2022

6:00 p.m. – City Hall Council Chambers and Via Videoconference

Anyone who wishes to view the meeting may do so in real time as it will be streamed live on the city's FaceBook page through FaceBook Live.

For Public Comment via Zoom, please email your request to the City Clerk at ldrummond@smithvillemo.org prior to the meeting to be sent the meeting Zoom link.

1. Call to Order
2. Comprehensive Plan Implementation Progress Update
3. Transportation Master Plan Update
4. Animal Control – Friends of Megan's Paws and Claws
5. Adjourn

Join Zoom Meeting
<https://us02web.zoom.us/j/82708806487>
ID: 827 0880 6487
Passcode: 926287



Date: April 27, 2022
Prepared By: Jack Hendrix
Subject: Comprehensive Plan Implementation Update Q2-Y2

The City of Smithville adopted zoning ordinances in the 1960's, and state law set out the requirements of adopting the first Comprehensive Plan. Comprehensive plans are updated every 10-15 years to account for growth and changes to the community. The 2006 plan was ready for an update in 2019. To gauge the community and citizens' priorities, the Board started a public engagement process to create a Strategic Plan. That process resulted in the 2019 Strategic Plan, which was formally adopted by the Board of Aldermen in November 2019.

<https://lab.future-iq.com/wp-content/uploads/2019/11/Smithville-Vision-Report.pdf>

This plan created five strategic Pillars for the City to use as a basis for its' decisions about the future of Smithville. One of the first tasks identified in this Strategic Plan was to Update the 2006 Comprehensive Plan using these five Pillars.

The City began the Comprehensive Plan update process with a kick-off meeting in January of 2020. For the next 10 months, the City's consultant coordinated numerous public meetings with stakeholders. Each of the five Pillars were used to create separate Task Forces that included Aldermen, Planning Commissioners, interested citizens, stakeholders from other city committees and commissions, school district representatives, as well as city staff. Using the work from these task forces, the consultant consolidated their recommendations into a draft plan and then began the final public input process, including public hearings before the Planning Commission. In October 2020, the Planning Commission adopted the Smithville "Comprehensive Plan 2030" and sent it to the Board of Aldermen to formally adopt the plan as their Policy. This adoption occurred in November 2020.

<https://www.smithvillemo.org/files/documents/2030ComprehensivePlan1313123356102021PM.pdf>

This plan includes a comprehensive Implementation Matrix for each of the five pillar format, and this memo is to update the Board of Aldermen on the progress of those actions in the matrix. Staff reviews the progress of this plan quarterly and created the attached dashboard document for easier reference. This report is to update the progress on the actions taken on the listed implementation actions from the Comprehensive Plan.

The complete implementation Matrix is at Page 72 of the Comprehensive Plan (available in the link above)

Each implementation action was designed to support one or more focus areas from the five pillars from the 2019 Strategic Plan and are abbreviated here as follows:

HN – Diverse Housing and Neighborhood Options

BE – Strengthened Business and Economic Development

ST- Small-Town Feel and Sense of Community

RC- Enhanced Recreation and Connectivity

ED – Continued Commitment to Education

Each pillar has either 4 or 5 focus areas. Each area includes one to seven implementation actions. In addition to the implementation action hierarchy, there exists an additional priority hierarchy (high 1, moderate 2 and low 3) and timeframe hierarchy (Near 0-3 years, Mid 3-7 years, Long 7-10 years and Ongoing 0-10 years) for each item as well.

To provide an update on the progress of the Implementation of the Comprehensive Plan, we are providing a partial list of the actions in Appendix B.3 Implementation Actions by Time Frame from the Comprehensive Plan. The full appendix can be found at Page 102 of the Comprehensive Plan 2030 linked above.

For this update, you will see the Near Term (0-3 Years) actions in the plan first, followed by the Ongoing (0-10 Years) actions in the plan. Each goal is identified in **Bold letters**, followed by the listed Action for that goal.

Near Term (0-3 Years) Actions – All Priorities:

HN.1 Continue to Increase the Supply of Housing Units to Meet Growing Residential Demand

HN.1.1 Support providing additional housing stock throughout the city of Smithville to meet current and future residents' needs by encouraging new residential development in areas identified in the Future Land Use Map. **Moderate Priority**. *Discussion with developers are ongoing. Currently 47 residential permits have been issued in 2022.*

HN.1.2 Revise and update local ordinances to mandate park impact fees for all residential unit types to support the growing demand on parks and recreation spaces as the residential population increases. Evaluate increasing the impact fees. **High priority**. *The Board of Aldermen adopted Ordinance 3115-21 on September 7, 2021 that included R-3 land into the Site Plan Review process. These changes require any new*

construction to meet the parkland dedication provisions of the subdivision ordinance, which includes park fees.

HN.5 Provide Housing Options for All

HN.5.4 Adjust, and consider removing, maximum floor area requirements in the R-3 Zoning District to allow a market-driven variety of unit sizes, particularly in new multi-family development. **High Priority.** *The Board adopted these changes with amendments to the zoning code on June 1, 2021 by passing Ord. 3108-21.*

BE.2 Leverage Smithville Lake as a Tourism Asset and Economic Driver

BE.2.1 Explore measures to expand municipal boundaries closer to Smithville Lake via strategic annexation of Smith's Fork Park. **High Priority.** *Legal has worked out a final process with USACE attorneys and the final process of annexation should be completed in Summer 2022.*

BE.3 Target and Attract Key Industry Niches

BE.3.1 Identify appropriate industry types and priorities/metrics (such as jobs, tax revenue, etc.) for utilizing economic development incentives to attract key industry niches. **High Priority.** *Initial discussions of economic incentives have occurred over the last year with the EDC. The EDC will complete its recommendation process next month, with a Board work session scheduled in late summer*

BE.3.2 Establish a Zoning Overlay in the 169 South Character Area on the west side of Hwy 169 for which commercial uses are allowed if they meet the key priority industry criteria or metrics. **Moderate Priority.** *To create a zoning overlay district, surveyors, architects, engineers, or other consultants will be necessary. As a result, this item is recommended to be included in the discussion on budgetary priorities for the coming budget.*

BE.4 Promote and Allow for Industrial Growth within a Dedicated Industrial Zone

BE.4.1 Increase the acreage of industrial zoned land in and near the 169 Industrial Character Area to ensure adequate land supply for Smithville's additional industrial development. **Moderate Priority.** *Staff is in regular discussion with potential developers and stakeholders to address this need.*

ST.1 Establish Intentional Gateways and Buffers at Key Locations in Smithville

ST.1.1 Consider creating a Gateway Strategy to establish similar initiatives and visuals, synergizing the city's various gateways and Highway 169 experience. **High Priority.**

The draft Transportation Master Plan was presented to the Board in February and includes discussion on gateway locations. This plan will be presented to the Board on May 17, 2022 for final review and approval. This item is recommended to be included in the discussion on budgetary priorities for the coming budget.

ST.1.3 Establish a visual landscape buffer at the southern municipal boundary along Highway 169 to preserve and introduce the character of Smithville while transitioning between Kansas City and Smithville. **High Priority.** *This item is recommended to be included in the discussion on budgetary priorities for the coming budget.*

ST.4 Foster Enhanced Social Infrastructure and Community Connections in Smithville

ST.4.3 Foster the development of quality-of-life amenities that bring community members together. **High Priority.** *Continue progress with Missouri Main Street and implementation of the Parks Master Plan.*

In addition to several parks upgrades in 2021, more upgrades are set to be completed in the coming months. The Parks Masterplan includes a large list of items to complete so staff is working with the Parks Legacy Fund to assist in fundraising for these amenities.

RC.1 Create a Unified Approach for Parks and Trails in Smithville

RC.1.1 Develop a Parks, Recreation, and Trails Master Plan. **High Priority.** *A Parks and Recreation Master Plan was approved by the Board on July 19, 2021. The proposed Transportation Master Plan incorporates a significant Trails portion and is set for Board approval on May 17, 2022.*

RC.1.2 Develop a Transportation Master Plan emphasizing multimodal transportation opportunities and connections. **High Priority.** *The proposed Transportation Master Plan incorporates a significant Trails portion and is set for Board approval on May 17, 2022.*

RC.4 Continue to Leverage Smithville Lake as a Recreational Asset for Residents and Visitors, and as an Economic Driver to the local Economy

RC.4.1 Annex Smith's Fork Park into Smithville's municipal boundaries. Create a new Zoning District specifically for Smith's Fork Park. **High Priority.** *Legal has worked out a final process with USACE attorneys and the final process of annexation should be completed in Summer 2022.*

ED.1 Work with College system to bring higher education opportunity to Smithville

ED.1.1 Work with Metropolitan Community College (MCC) to initiate study of their capacity to provide services meeting Smithville community needs. **High Priority.** *While*

some initial discussion occurred with MCC prior to its' ballot measure, more in-depth discussion must occur to better coordinate priorities and measures on the ballot.

Additional Ongoing Items

The following 19 **High Priority** items are a part of the Ongoing (0-10 years) Category which contains 53 total items in all priorities:

HN.2 Celebrate and Preserve Existing Housing and Neighborhoods

HN.2.3 Maintain existing quality vegetative buffers and minimize disturbances of ecological features in new residential developments. *Since the adoption of the Comprehensive Plan in 2020, the first new residential developments to go through the subdivision process have completed their initial meetings with staff and are under design at this time. This item will be a priority when these items come for review and approval in late spring.*

HN.3 Strengthen Neighborhoods Across the City

HN.3.1 Encourage additional residential units near existing residential uses to strengthen the neighborhoods of Smithville. *Currently two subdivisions are under construction adjacent to existing subdivisions (Eagle Ridge, Diamond Creek), with two more anticipated shortly (west of downtown, Lakeside Farms).*

HN.4 Encourage Walkability and Connectivity in and Near Residential Areas

HN.4.2 Mandate pedestrian connections in new residential developments to adjacent existing or prospective neighborhoods to further strengthen Smithville's pedestrian network.

HN.4.4 Continue to require sidewalks in all new residential developments to create and strengthen existing pedestrian networks.

HN.5 Provide Housing Options for All

HN.5.1 Encourage housing options that promote a range of aging-in-place opportunities, including smaller units, accessory dwelling units (ADUs), shared housing arrangements, and independent or active adult communities. *Lot and dwelling unit sizes were reviewed and the Board approved Ord. 3108-21. Which incorporated those changes in June, 2021. The remaining items will be presented to Planning Commission for discussion in the near future.*

BE.1 Prioritize a Vibrant Downtown.

BE.1.4 Continue to annually dedicate city funds to support Smithville's Main Street program. Consider earmarking designated funds to enable sustained administration and operations. Consider earmarking additional funds for programmatic activities such as business assistance, events, and placemaking. *The City continues to dedicate funds for Smithville Main Street, which hired a full time director in 2021.*

BE.1.5 Continue to provide Small Business Resources, such as the city's Business Startup Checklist, the Smithville Area Chamber of Commerce, and Main Street programming and assistance.

BE.1.7 Encourage and attract commercial establishments that foster a vibrant Main Street to locate in Smithville's Downtown. *Significant private rehabilitation is completed or underway in 10 locations downtown.*

BE.3 Target and Attract Key Industry Niches

BE.3.3 Determine criteria for using available incentives to attract key priority industries for the options detailed in Smithville's Economic Development Programs Incentive Policy. *The EDC reviewed the available economic development incentives throughout 2021. The EDC will complete its recommendation process next month, with a Board work session scheduled in late summer.*

BE.4 Promote and Allow for Industrial Growth within a Dedicated Industrial Zone.

BE.4.4 Ensure industrial uses are well buffered through vegetation and visual barriers, particularly between industrial and non-industrial uses.

BE.4.5 Continue to require traffic impact assessments for development proposals of significant scale, particularly with industrial uses, to ensure appropriate infrastructure capacity and mitigate negative traffic impacts. *Staff continues to require impact assessments, and the proposed Transportation Master Plan includes provisions to assist in this process.*

BE.5 Continue To Strengthen Partnerships

BE.5.1 Leverage partnerships with Smithville Main Street, the Chamber of Commerce, and the KC Area Development Council to create impactful and collaborative efforts pertaining to business attraction, retention, and technical assistance.

ST.4 Foster Enhanced Social Infrastructure and Community Connections

ST.4.1 Encourage walkable and multimodal connections to and between social institutions in Smithville. *The Main Street Trail was completed last year, and Streetscape Phase II is now complete. Streetscape Phase III is in design now for the north extension of Bridge Street and a new Commercial Street Sidewalk from the School District property to downtown for next year.*

RC.1 Create a Unified Approach for Parks and Trails

RC.1.3 Continue collaboration between Smithville's Public Works and Parks and Recreation Departments to ensure recreational assets, residential areas, and employment centers are well-connected through multimodal paths and trail networks. *The Parks Master Plan and the Transportation Master Plan have collaborated on trails network discussions.*

RC.2 Strengthen Smithville's Trail Network as the City Continues to Grow

RC.2.2 Encourage new developments to provide access and pathways to existing and proposed trail networks.

RC.3 Distribute Recreation Opportunities and Amenities Across the City

RC.3.4 Establish a committee/working group of private, public, and nonprofit sector stakeholders to identify and implement innovative solutions to meet recreational needs in the community. *The Parks Legacy fund has engaged in a fundraising process to meet the community's recreational needs.*

RC.4 Continue to Leverage Smithville Lake as a Recreational Asset for Residents and Visitors, and as an Economic Driver to the local economy

RC.4.3 Support promoting Smithville businesses and marketing efforts at Smith's Fork Park to strengthen local businesses' customer base, particularly downtown establishments.

ED.1 Work with College system to bring higher education opportunity to Smithville

ED.1.2 Once capacity is identified, leverage community need with school personnel as well as MCC resources.

ED.2 Coordinate funding and planning activities between School and City

ED.2.1 Smaller action group of both Boards work to identify guiding principles that both entities agree upon, and work toward achievement of mutual plans and goals.

2030 Comprehensive Plan: Implementation		% Planning Goal Complete	% Pillar Complete
Diverse Housing and Neighborhood Options			26%
HN.1	Continue to Increase the Supply of Housing Units to Meet Growing Residential Demand.	22%	
HN.2	Celebrate and Preserve Existing Housing and Neighborhoods.	15%	
HN.3	Strengthen Neighborhoods Across the City.	9%	
HN.4	Encourage Walkability and Connectivity in and Near Residential Areas.	54%	
HN.5	Provide Housing Options for All.	29%	
Strengthened Business and Economic Development			22%
BE.1	Prioritize a Vibrant Downtown.	44%	
BE.2	Leverage Smithville Lake as a Tourism Asset and Economic Driver.	21%	
BE.3	Target and Attract Key Industry Niches.	10%	
BE.4	Promote and Allow for Industrial Growth within a Dedicated Industrial Zone.	25%	
BE.5	Continue To Strengthen Partnerships.	11%	
Small Town Feel and Sense of Community			8%
ST.1	Establish Intentional Gateways and Buffers at Key Locations in Smithville.	0%	
ST.2	Foster an Engaging Hwy 169 Corridor Experience.	2%	
ST.3	Enhance the Vibrancy and Classical Character of Downtown Smithville.	14%	
ST.4	Foster Enhanced Social Infrastructure and Community Connections in Smithville.	18%	
Enhanced Recreation and Connectivity			28%
RC.1	Create a Unified Approach for Parks and Trails in Smithville.	72%	
RC.2	Strengthen Smithville's Trail Network as the City Continues to Grow.	2%	
RC.3	Distribute Recreation Opportunities and Amenities Across the City.	4%	
RC.4	Continue to Leverage Smithville Lake as a Recreational Asset for Residents and Visitors, and as an Economic Driver to the local Economy.	36%	
Continued Commitment to Education			0%
ED.1	Work with College system to bring higher education opportunity to Smithville	0%	
ED.2	Co-ordinate funding and planning activities between School and City	0%	
ED.3	Development strong connection between employers and educational institutions	0%	
ED.4	Enhance community spaces as adult learning hubs	0%	

Overall Comp Plan Completion 2022 Q1	17%
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	STAFF REPORT
Date:	May 3, 2022
Prepared By:	Charles F. Soules, PE – Director of Public Works
Subject:	Transportation Master Plan

With Smithville’s significant growth over the past 15 years has come the need for greater strategic planning across all areas, including transportation and mobility, to ensure that city infrastructure and services can meet the demands of population and economic growth. The purpose of The Smithville Transportation Master Plan (TMP) is to help Smithville make decisions, implement policies, and develop programs that will improve mobility for residents and visitors of all ages, abilities and backgrounds. It addresses the needs of the transportation system’s multiple user groups including walkers, bicyclists, transit users, freight, and motor vehicles.

The TMP sets the course for transportation in Smithville for the next 10 to 20 years. It outlines a future vision for community mobility and infrastructure, establishes guiding principles for network planning and investment and provides recommendations for achieving this vision. This plan builds on the work of recent planning efforts including the Strategic Vision, Comprehensive Plan and Parks and Recreation Master Plan. It is the result of collaboration and input from staff, elected officials and citizens.

The project scope included developing guidelines for complete streets, Safe Routes to Schools corridors, functional classification, North/South and East/ West connectivity, access management, connectivity with trails and a prioritized project list.

A Steering Committee consisting of Mayor Boley, Alderman Kobylski, Alderman Chevalier, Carol Noecker former Smithville Chamber of Commerce Director, Robert Hedgecorth from the School District, Charlene Bruce, Planning Director Jack Hendrix, Public Works Director Charles Soules and City Administrator Cynthia met a several times from March to September, 2021 to provide guidance and feedback.

Mark Fischer, MoDOT Area Engineer and Martin Rivarola, MARC Transportation Planner were also kept abreast of progress.

The project proceeded along the timeline outlined below:

- December 29, 2020: RFQ 21 -03 Qualification statements for professional services for a Transportation Master Plan were received

- March 2, 2021: The Board approved Resolution 889 authorizing the contract and establishing a Steering Committee
- March 30, 2021: Steering Committee Kick Off Meeting
- June 22, 2021: Steering Committee Meeting
- June 26, 2021: Pop-Up Event at Price Chopper to obtain public input
- June – September, 2021: online survey
 - 401 surveys collected
 - promoted on Facebook and Nextdoor
 - 3,108 people reached
- September 9, 2021: Steering Committee Meeting
- September 2021 – February 2022: final plan development by consultant
- March 3, 2022 Draft Plan presented to Board of Aldermen
- March 4 – 31, 2022: website live for residents to access the plan and provide feedback

During the comment period from March 4th to 31st, 2022, 23 comments were received. A spreadsheet summarizing those comments and responses is included with agenda materials.

In summary, comments fell into the following categories:

- Concerns regarding Highway169 (5 comments)
 - Concerns related to speeding, signalization and need for a bypass
- Comments expressing satisfaction with plan (5 comments)
- Comments noting the plan was missing an element (9 comments)
 - Meals on wheels not included
 - Fix existing streets / remove downtown bulb-outs
 - Signal at Highway 169 and 144th
 - Remove Metro Green Trail
 - 3 comments about a N/S collector street East of Hills of Shannon
 - 2 comments that indicated something was missing however those items were included within the plan (sidewalks on Second Creek and on HWY 92 and Liberty)
- General comments indication that the respondent does not like the plan (4 comments)
 - Bikes not important
 - Does not want a Mega City

The current version of the TMP has been modified slightly to reflect comments and may can be found at: [Transportation Master Plan](#)

Staff plans to bring the Plan forward for Board adoption at the May 17 meeting unless otherwise directed.

Post engagements
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Transportation Master Plan Feedback			
Comment	Platform	Survey response (if city website form)	City Response
<p>I look forward to the improvements from 180th to Eagle Heights in regards to sidewalks and having roundabouts at the three curves into town along F and Old Jefferson will be a great improvement and help with the lake traffic in the summer as non-citizens tend to be very confused with who has the right away. It is a little disappointing to see that there is no improvement suggested for 180th and 169, as this can be dangerous during high traffic times. I do look forward to seeing changes along 169 as speed limits are typically not obeyed.</p> <p>1 Not sure how we feel but concerned as there is 3 new proposed roads that cut through our property. Please put us on your email list. Thanks</p>	City Website Form	I'm satisfied with this plan	<p>The City of Smithville does not have jurisdiction over US-169, however we will continue to work with MoDOT to improve safety for all users along this roadway and have stated in the plan that one of the city's goals is for this roadway to serve as less of a barrier to the community.</p> <p>The Transportation Master Plan is a 10-20 year plan to accommodate future growth as laid out in the Smithville Comprehensive Plan, however this is contingent upon the market and future development opportunities arising. This plan identifies where future roadways will be needed to make connections based on predicted development patterns, however the primary way right-of-way for these roadways will be acquired will be through land dedication if and when adjacent property owners decide to sell/subdivide their properties.</p>
<p>2 Make a bypass for 169 that goes around Smithville. Stop being a speed bump, bet it would increase commerce actually.</p>	City Website Form	I think this plan is missing something	<p>An overarching goal of the Transportation Master Plan is to provide alternative north south roadways to better connect the City and decrease reliance on US-169.</p>
<p>3 I am so glad to hear this is happening! I am always especially concerned for our disabled Citizens getting around, other than in their wheelchairs in bad weather.</p> <p>4 I'm glad this is being made public. The traffic flow downtown for our citizens and tourists makes it challenging to visit. We need clean easy flow and an invitation to those campers and boaters to visit our downtown. Today our downtown resembles a flyover city for tourists. Downtown businesses are missing out on a valuable income and the city on tax revenue.</p> <p>5</p>	<p>Facebook comment</p> <p>Facebook comment (on shared post)</p> <p>Facebook comment (on shared post)</p>		<p>The Plan addresses communitywide connectivity with a focus on attracting more visitors to the downtown area. The new traffic calming and bump-outs in the downtown areas have made it safer for visitors to walk through downtown and visit shops and restaurants. Future wayfinding efforts could help improve visitors awareness of what downtown has to offer.</p> <p>Please make sure to join the city's mailing list for regular updates.</p>
<p>6 A lot of information shared in the plan. It takes a little while to review and digest the information, especially for those not as involved in the previous meetings or surveys. It looks like a lot of feedback from the various surveys, with most being sharing valid concern's and input. It would help to make this information more readily available for review, and advertise for more input in meetings and planning if possible.</p>	City Website Form	I think this plan is great	

Post engagements

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Transportation Master Plan Feedback

Remove recommendation to move the driveway at Eagle Heights Elementary further east b/c of the elevation, lift station, utilities, and other reasons that MoDOT had recommended it be located at the current location in the first place. The following recommendations are ok: 1) marking the sidewalk/driveway crossings on the school site w/crosswalk markings to bring more attention to pedestrians, 2) exploring the idea of adding a walkway on the east side of Eagle Parkway to bring pedestrians north of the school parking lot and down to campus so they are not crossing in front of circulating vehicles, 3) creating a small traffic circle or other method of facilitating U-turns on 188th so that drivers can comply with the school rule to pass the school, turn around, and queue on the north side of 188th.

7

Called Tammy

Recommendation to move driveway at Eagle Heights was removed from plan.

I am commenting on the proposed potential new minor collector, number 5, on page 31 (Map 7. Functional Class and Potential Roadways). When we chose to build in Smithville, we specifically looked for a lot that was attached to a neighborhood but provided privacy on the back side. I do not want any roadway running along the back of my property. In addition, the proposed route is in a floodplain, and runs through neighboring houses (directly to the north). There would not be any access to the proposed road from the Hills of Shannon subdivision unless it ran through one of the newly built homes on the Estates of Shannon lots. I would like to request to be kept informed of any potential activity near my property.

8

City Website Form

I do not like this plan

The Transportation Master Plan is a 10-20 year plan to accommodate future growth as laid out in the Smithville Comprehensive Plan, however this is contingent upon the market and future development opportunities arising. This plan identifies where future roadways will be needed to make connections based on predicted development patterns however the primary way right-of-way for these roadways will be acquired will be through land dedication if and when adjacent property owners decide to sell/subdivide their properties.

It may be important to include a meals-on-wheels component/discussion as part of the Transportation plan. 7% disabled under 65 & 12%+ over 65 population represent approx. 20% of the population. It would also be a service that may attract retired age people to settle in Smithville.

9

City Website Form

I think this plan is missing something

This plan does not address outside non-profits ability to support seniors needs, however the City of Smithville is supportive of these activities.

The family who owns the farm just lost a family member to covid. This road would destroy a working farm. This road and bike path is not worth the negative impact it would bring to this family.

10

City Website Form

I do not like this plan

The Transportation Master Plan is a 10-20 year plan to accommodate future growth as laid out in the Smithville Comprehensive Plan, however this is contingent upon the market and future development opportunities arising. This plan identifies where future roadways will be needed to make connections based on predicted development patterns however the primary way right-of-way for these roadways will be acquired will be through land dedication if and when adjacent property owners decide to sell/subdivide their properties.

I think infrastructure needs to be improved for the increasing traffic prior to adding. Bike trails can be on hold until this is complete. Priorities first with taxpayers money.

11

City Website Form

I think this plan is missing something

The Transportation Master Plan recommends annual street maintenance including mill and overlay be completed where needed. The City's website's finance page contains city budget documents which describe how the City plans to fund roadway maintenance.

Post engagements

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Transportation Master Plan Feedback

<p>12 Would like to see MoDot Draft of future projects for 169 & 92 identified on the TMP, include area 5 to 10 miles past city limits.</p>	<p>City Website Form</p>	<p>I'm satisfied with this plan & I think this plan is missing something</p>	<p>MoDOT is planning to widen the shoulders on Route 92 and implement turn lanes at major intersections between Carney and Smithville.</p>
<p>13 I understand the desire to add roads and streets, however, where in the plan does it address fixing the streets in the old part of town? The city has a lot of focus on sub division enhancements but nothing for the non HOA existing homes. The islands on the street scape need to be sawed off and give us normal down town streets again.</p>	<p>City Website Form</p>	<p>I think this plan is missing something</p>	<p>The Transportation Master Plan recommends annual street maintenance including mill and overlay be completed where needed. The City's website's finance page contains city budget documents which describe how the City plans to fund roadway maintenance.</p>
<p>14 Nearly 75% of respondents did not think bicycle concerns were important or were neutral. But this entire report seems to be obsessed with bicycling and bike paths. LISTEN TO YOUR CONSTITUENTS.</p>	<p>City Website Form</p>	<p>I do not like this plan</p>	<p>The public engagement summary within the Transportation Master Plan (beginning on page 7 of the plan) summarizes key findings for community engagement conducted both in-person and virtually. The Second Creek sidewalk is depicted on page 34, and the City submitted a grant application with the Mid America Regional Council (MARC). The City will be notified if the sidewalk project is awarded funding in October 2022.</p>
<p>15 Love all the changes here in Smithville. I wish the plan included access for those that live west of 169 and Second Creek. So many residents in Cedar Lake and surrounding areas that do not have a sidewalk on Second Creek to access the city. People still walk, run and bicycle on the narrow road which is dangerous. High School track have used it in the past as well. Second creek is much too narrow along with the curve makes it unsafe. We would love to safely be connected to the city.</p>	<p>City Website Form</p>	<p>I think this plan is missing something</p>	<p>Sidewalks/sidepaths are recommended for 92 and Liberty. Please refer to recommendations number 3 and 5 on the new sidewalk/sidepath map.</p>
<p>16 Would love to see a trail to connect White Iron Ridge to 92 and Liberty. Could definitely see a lot of opportunities for the community !</p>	<p>City Website Form</p>	<p>I think this plan is great I think this plan is missing something </p>	<p>The City of Smithville does not have jurisdiction over US-169, however we will continue to work with MoDOT to improve safety for all users along this roadway and have stated in the plan that one of the city's goals is for this roadway to serve as less of a barrier to the community.</p>
<p>17 Would like to see a traffic lights at US-169 and Amory both North and South bound. But more ideal on the North bound as cars enter city limit need to start slow down, and people live and shop there have pieces of mind to enter and exit. Plan appears well thought out. I support the multi use trail expansion. This is critical to connect different parts of Smithville together and promote healthy connected communities. The Riverwalk park is good but might be a little too pricey.</p>	<p>City Website Form</p>	<p>I think this plan is missing something</p>	<p>The stated purpose of the Transportation Master Plan is to prepare the City of Smithville for future growth while ensuring that the small town culture and feel is retained. The Metro Green Trail System is a recommendation for a regional trail system</p>
<p>18 As a resident for over 35 years, I do not want to see this town turn into a mega city. If you want all the amenities of a big town THEN MOVE THERE!!</p>	<p>City Website Form</p>	<p>I think this plan is great</p>	<p>The stated purpose of the Transportation Master Plan is to prepare the City of Smithville for future growth while ensuring that the small town culture and feel is retained. The Metro Green Trail System is a recommendation for a regional trail system</p>
<p>19 Keep this town small and unincorporated!!! I have received concerns over the expansion of the Metro Green Trail System, item B on Map 8. Private property rights along Rocky Branch must be respected and I would ask the city to remove this aspect of the Transportation Master Plan.</p>	<p>City Website Form</p>	<p>I do not like this plan</p>	<p>The stated purpose of the Transportation Master Plan is to prepare the City of Smithville for future growth while ensuring that the small town culture and feel is retained. The Metro Green Trail System is a recommendation for a regional trail system</p>
<p>20</p>	<p>City Website Form</p>	<p>I think this plan is missing something</p>	<p>The stated purpose of the Transportation Master Plan is to prepare the City of Smithville for future growth while ensuring that the small town culture and feel is retained. The Metro Green Trail System is a recommendation for a regional trail system</p>

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343 clicks on link

Transportation Master Plan Feedback

<p>We need to connect the newly proposed sidewalk on F and the main st. trail across the dam. It would make a perfect loop and allow several neighborhoods to connect, especially with the parks master plan of putting all the ball fields in at smith's fork. If there was a sidewalk across the dam most northern neighbors could walk to smith's fork. I also would like a better marked cross walk crossing 1st street at Maple lane. My kiddo rides his bike to school and that is one of the most worrisome areas. Cars travel too fast right there and there is not a good cross walk. I like the way future IQ has done these master plans, but I feel like on this one, we need someone who has knowledge of smithville to really make sense of where new sidewalks are actually needed and damaged or nonexistent ones need to be repaired or placed. When they were explaining this master plan during the meeting they stated I'm not from around here. I feel like us, who live here, should really take a closer look at this.</p>	<p>City Website Form</p>	<p>I think this plan is missing something</p>	<p>The Transportation Master Planning team will add the sidewalk recommendation to the plan. A marked crosswalk is proposed at 1st St. and Maple Ln, school staff at Maple Elementary have made the planning team aware of this issue.</p>
<p>I see some great things, but I want to share my concerns. 1. Map # 7-- NE 144th Street--a rural road with a limited number of families. These are hardworking people who have done so to acquire a rural, quiet type of living. (Many people have left Kansas City and moved to Smithville just for this!) This road holds 6 homes on acreages (north side) and 2 homes and rural land housing hay fields and livestock-i.e., cows, horses, donkeys, chickens... A creek cuts through the land and is at times challenging to work with. This map suggests that NE 144th Street is a "Potential new MAJOR collector". Turning this quiet dead-end road into a MAJOR collector would bring about a loss of the quality of living these families have sought out, made, and enjoyed and create an unsafe situation for families and animals. 2. Also on map # 7, our acreage has a "potential new minor collector" shown. This is pastureland and houses a bull, cows, horses, other wildlife, a challenging creek, farm ou</p>	<p>City Website Form</p>	<p>I think this plan is missing something</p>	<p>The Transportation Master Plan is a 10-20 year plan to accommodate future growth as laid out in the Smithville Comprehensive Plan, however this is contingent upon the market and future development opportunities arising. This plan identifies where future roadways will be needed to make connections based on predicted development patterns, however the primary way right-of-way for these roadways will be acquired will be through land dedication if and when adjacent property owners decide to sell/subdivide their properties.</p>
<p>People are flying southbound on 169! The median years ago was set up for 2 more lanes. This needs to be completed for the interstate! The current southbound lanes can be the frontage road that was promised. The frontage road was to extend to 134th street so all the houses that were impacted would have safer roads and could go north without having to always drive south to a cross over to get into Smithville. There was also suppose to be a northbound frontage from Amory Road. OR We would need several more traffic lights down 169. 1 at Martin Road. 1 at Amory. 1 at 134th. In the mornings it is like a Nascar Race from the light by McDonalds southbound. They are hitting speeds up to 75 by the time they are at my street. We have been lucky that no one hasn't been killed here.</p>	<p>City Website Form</p>	<p>I think this plan is missing something</p>	<p>The City of Smithville does not have jurisdiction over US-169, however we will continue to work with MoDOT to improve safety for all users along this roadway and have stated in the plan that one of the city's goals is for this roadway to serve as less of a barrier to the community.</p>

Post engagements

343 clicks on link

Transportation Master Plan Feedback

This plan needs more work and more time. I just learned of the TMP in late February. I am a landowner whose property would be impacted by the plan. None of our surrounding neighbors knew about this plan. We were not aware of the online survey mentioned nor of the pop-up meeting. I would expect that something as major as this, something that would directly affect land and homeowners, would be communicated more formally and directly by the City. There are several non-residents of Smithville whose property will also be affected. How was this plan communicated to them? Those I contacted knew nothing of the plan. I have lived in Smithville for almost 35 years. I have seen changes that have improved our community and can appreciate the need for improvement, but this plan is too aggressive for Smithville's small town feel that everyone moved here for. I understand that with growth and development comes the need for change, but I'm asking that the City act responsibly and cons

City Website Form

I do not like this plan

Please refer to the public engagement summary provided within the Plan beginning on page 7. Along with the engagement tools mentioned in this section, notices for the pop-up meeting and the online survey were provided in the municipal water bill sent out to Smithville residents. The Transportation Master Plan is a 10-20 year plan to accommodate future growth as laid out in the Smithville Comprehensive Plan. This plan was developed in part to help preserve the small town feel of Smithville with a walkable community and roadways that fit the scale of a small town, not a large suburb. Recommendations for new development areas are contingent upon the market and future development opportunities arising. This plan identifies where future roadways will be needed to make connections based on predicted development patterns however the primary way right-of-way for these roadways will be acquired will be through land dedication if and when adjacent property owners decide to sell/subdivide their

	STAFF REPORT
Date:	May 3, 2022
Prepared By:	Cynthia Wagner, City Administrator
Subject:	Animal Control – Friends of Megan’s Paws and Claws

Representatives of the Friends of Megan’s Paws and Claws have requested time to present information on their current activities and goals. Dawn Adams will be at the Work Session to provide an overview of the group and their activities. This presentation is informational in nature and does not require Board action at this time.



Friends of Megan's Paws and Claws



Board of Directors: Dawn Adams, Lori
Kissinger, Traci Sisco

Founded Feb 2022

Our Mission

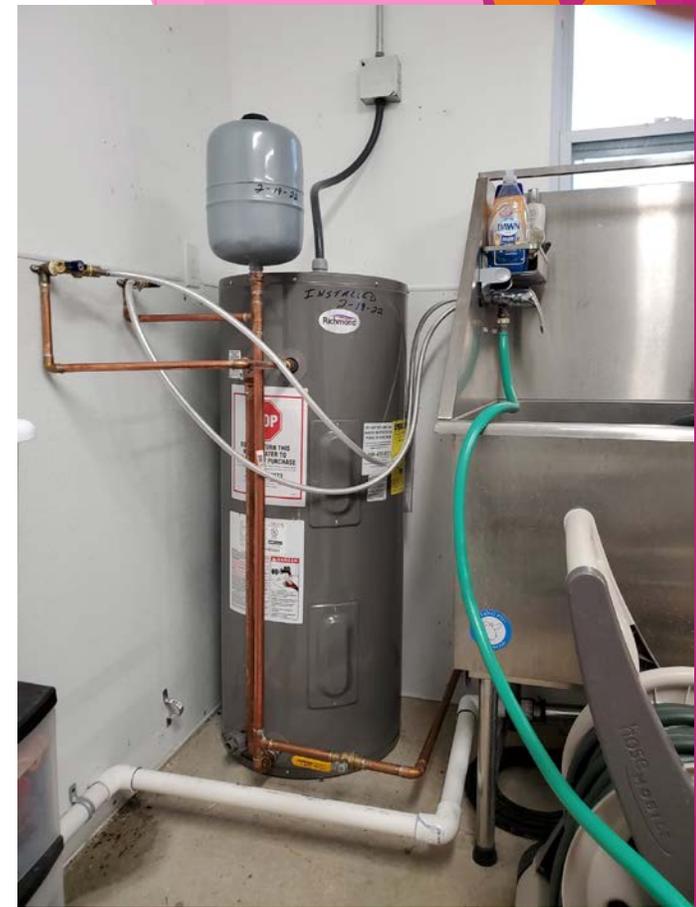
Friends of Megan's Paws and Claws, ("FOMPC"), is a 501(c)(3), not-for-profit organization founded in 2022 and is comprised entirely of volunteers. FOMPC's primary mission is to financially support Megan's Paws and Claws, the dog pound located in Smithville, Missouri, founded in honor of Megan Kitchen, an avid animal lover. In addition to financially supporting the dog pound, FOMPC promotes the adoption of shelter dogs and supports community outreach and education. Financing is provided through donations and fundraising events carried out by volunteers. FOMPC believes that our entire community benefits from compassion and humanity shown in caring for animals who are lost or discarded.



Positive impact in 3 short months.....

Facility improvements and Animal Welfare

- ❖ Replaced 2-gallon Hot Water Heater
 - Included new standard sized hot water heater
 - New plumbing
 - New Electric
 - Overall installation
 - Dogs now get warm baths
- ❖ Organizing Shelter and adding clear, locking storage bins to make room for further improvements such as a future washer/dryer
- ❖ Weekly Pooper Scooper Service
- ❖ Paid for a Vet bill for a Pound dog
- ❖ Recruited Volunteers to walk dogs, clean facility, organize supplies and foster 3 pound pups.





Positive impact in 3 short months

FOMPAC

- ❖ Formed Board of Directors
- ❖ Actively forming Advisory Board, Fundraising Board
- ❖ Seeking a TNR Committee
- ❖ Acquired MO Business
- ❖ Submitted for 501©3
- ❖ Over 340 Face Members
- ❖ Raised over \$5,000 in donation





Our Goals

Long-term Partnership with the City

Consistent year-round fundraising benefiting Megan's Paws and Claws and the animals of Smithville

Advocate to prioritize/expand animal services in Smithville

Recruit Volunteers to fill gaps at the Pound

Partner to sell City Licenses at FOMAC events

Pound Wish List

Irrigational Turf System

Washer/Dryer

Meet and Greet fenced yard

Wood Rot repairs

Security System

Smart Smoke Detectors

Storage/Shelving

Education/Welfare

Host low-cost Vaccine and microchip clinics

Partner w/NAWS to provide discounted Spay/Neuter services

Establish a Medical Fund for Vet needs for Pound animals that fall out of City Budget

Advocating for a TNR Committee to be formed

Establish Volunteer Scanner groups to assist in reuniting found animals



Expansion plans?
Dedicated staff plans?
ACO plans?
Status of Volunteer process?

Together we are better

