



Planning and Zoning Commission Meeting

November 10, 2020

7:00 p.m. – City Hall and Via Videoconference

NOTICE: *Due to the Health Officer's orders for safety, public meetings and public comment during public meetings will require modification. The City of Smithville is committed to transparent public meetings and will continue this commitment during the COVID-19 crisis. 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.

- 1. Call to Order**
- 2. Approve the October 13, 2020 Planning Commission Minutes**
- 3. Staff Report**
- 4. Public Hearing – 2030 Comprehensive Plan**
- 5. Resolution 2020-1 – Adopting the City of Smithville Comprehensive Plan 2030**
- 6. Site Plan Review**

CDL School – Lots 10 and 11 of First Park (future Park Dr. address)

- 7. Adjourn**



SMITHVILLE PLANNING COMMISSION

REGULAR SESSION

October 13, 2020

7:00 P.M.

Council Chambers

Due to the COVID-19 pandemic this meeting was held via the Zoom meeting app. City staff were at City Hall for the meeting.

Planning and Zoning Commission members attended via the Zoom meeting app. The meeting was streamed live on the city's YouTube page through YouTube Live.

Those attending the meeting: Deb Dotson, Alderman Melissa Wilson, Dennis Kathcart, Carmen Xavier, Vice Chairman Connor Samenus, Mayor Damien Boley and Development Director Jack Hendrix. Chairman Rand Smith was absent.

1. CALL TO ORDER

Vice Chairman Connor Samenus called the meeting to order at 7:01 p.m.

2. MINUTES

The September 8, 2020 Meeting Minutes were moved for approval by DOTSON, Seconded by XAVIER.

Ayes 4, Noes 0. Kathcart, Mayor Boley and Smith were not present for this vote. Motion carried.

3. STAFF REPORT

HENDRIX reported:

At the Marketplace: Porter's Ace Hardware is now open. Price Chopper will open Wednesday, October 14. There will be a 7:30 a.m. ribbon cutting ceremony. We have received the initial application for a new restaurant at the Marketplace. Once the contingencies for it close they will release the

name. The 8,400 square foot strip mall is under construction now. They started footings today.

Permits have been issued for the new Shamrock gas station and convenience store. They will start by building a much bigger store behind the existing one and then tear down the existing store once the new one is completed, and they build the rest of the structures.

The Herzog Foundation building is going out for bid at the end of the week.

The second building at the KCI RV Center is under construction.

White Iron Ridge event center is still under construction.

We have issued 35 single family home permits issued so far this year. Considering that we have a massive shortage of lots that number is not too bad. The developer of the Greyhawke subdivision is getting ready to open a new phase and will be recording that plat soon. The developer indicated that once that is done, they will be applying for eight single family building permits before the end of the year. The Eagle Ridge subdivision behind the high school is back under construction as well.

The Main Street trail project is under construction.

HENDRIX said he has heard that the vacant property across from the Marketplace (north of the old Lowman's Café building and south of Hillside Plaza) is under contract for development.

The Hershewe strip mall at the intersection of Commercial St and 169 Hwy has begun its demolition. We have not heard that anything is planned to be built there yet.

ALDERMAN WILSON asked if we know when the new Humphrey's restaurant will open?

HENDRIX stated that he heard it will open in possibly 2 ½ weeks. They are getting close.

DOTSON said that someone told her that they heard that it's possible that Dairy Queen might be coming to Smithville. Is this true?

HENDRIX stated that he has heard the rumors as well. He knows they were interested in coming here back in 2017. He believes they are looking but just haven't found the right property yet.

XAVIER asked for an update on the marijuana dispensary.

HENDRIX stated that they are remodeling the inside on the building currently. That should be ready in another week or two for inspections. What he doesn't know is if they have any product to allow them to open yet.

4. DISCUSSION OF PARK FEES FOR NEW SUBDIVISIONS, DEFINITIONS, AND PAST PRACTICES

HENDRIX stated that an email was sent out to the commission this afternoon with a sheet on the 2 relevant code provisions. The first one is the subdivision code related to parkland and parkland dedication. There is another provision later in the ordinance that gives you an understanding of how we got to the interpretation. The term "residential" in our subdivision code is an undefined term. In the subdivision code for Smithville the word residential has been limited to the districts with an "R" in the front. For example: R-1, R-2, R-3, etc. That is the only interpretation that was in effect and has been this way since he started working for the City. When you have an agricultural development that someone splits up into several different lots zoned A-1 or A-R, there is no parkland dedication requirement because of the past interpretation. Past practice is easier to change than it is an ordinance. We don't have to change an ordinance but it would mean that by providing notice to the general public that any application after this date will be treated as though "residential" in development doesn't mean the zoning but if it has a residential use or a dwelling unit on it they would be subject to the provisions of the parkland dedication and if they don't have land they can pay the fee in lieu of dedication. The folks that live in subdivisions with lots that are 3 to 10 acres in size like the Estates at the Ranch, Estates at Wilkerson Creek, etc., also use our parks but did not dedicate land under the dedication requirement. So, in other words, by making a slight definitional change so that "residential" means any place a person lives versus the dwelling zoned district it makes it easier and fair for everyone on how we do this.

ALDERMAN WILSON stated that she thinks this is a really good move with what we are looking at with the Comprehensive Plan to roll that out with the expectations that the community shares with Parks and Recreation.

HENDRIX stated that we are working with our city attorney to clarify a better way to handle it other than in just new developments. There may be alternative methods for us to address the park impact of new residential uses. Anything he suggests will obviously end up back here in front of the Planning Commission. Seeing that no one has objections to this concept he will proceed with getting that paperwork ready to get the notice out to the public.

5. COMPREHENSIVE PLAN UPDATE---PRESENTATION OF DRAFT COMPREHENSIVE PLAN AND DISCUSSION

HENDRIX stated that the Commission was given a draft of the Comprehensive Plan for them to take a look at. He requested that if any of the commission members have suggested edits to send those to him in a detailed email and he will get those to the consultants. We will also be talking through editorial concerns tonight. He introduced Leslie Deacon with John Stover and Associates and Heather Branigin with Future IQ. They are here to roll out the draft of the Comprehensive plan. They will take questions from the commission and may have questions of their own for the members of the commission.

MS. DEACON stated that they are excited to share this draft of the Comprehensive Plan with the Commission and start getting some input. This has been a work in progress for the better part of 6 months. We think that the next 10 years in Smithville are going to be very exciting. In this plan you are going to see is 7 distinct sections. The first section provides the background concepts of the Comprehensive Plan and really sets the stage. The second section provides the existing conditions of the city in terms of population, demographics, and characteristics. We also include the projections for 2030 for what we expect to see as far as growth, change, employment, and population. The third section picks up where the strategic visioning work from the previous report ended. We take the 5 pillars and go into more detail with the big ideas that came out of the visioning work. The fourth section brings those pillars back together and sets the stage for the idea of a modern community oasis for 2030 which was the end result of the strategic plan. The fifth section goes into more of the planning side of the

Comprehensive Plan. You will see the existing conditions from a land use perspective in the city. You will also see the future land use map. The sixth section is what we call the road map section. This is where we look at where we live, work, and play which is where our character areas and the schematic ideas of these distinct areas throughout the city come in to the Comprehensive Plan. We also provide the ideas of how we move through the city for transportation planning and infrastructure as well as some city policy and master planning efforts that are anticipated in the coming years. All of this ties into the seventh section with our implementation matrix. This is really the "meat" of most Comprehensive Plans. This will have our strategic action items oriented under a series of goals that came out during our visioning work, actions that were derived at the task force level, conversations that we all have had as a group in August and September. Within that implementation matrix we identify the goals that are associated through each of the pillars and provide a series of action steps to help achieve those goals within the next 10 years as well as time frame and priority. This draft will be polished up and formatted for public viewing. She asked the Planning Commission if they had some verbal comments or reactions to the Comprehensive Plan document.

ALDERMAN WILSON said that she thought that this was very well put together. She attended a lot of the task force virtual meetings in July and August and could really relate to how it was presented here. All of the information was put together in an easy to read and understand document. She had a question about page 68 which is showing the major trail networks. There is a little bit of a trail up at Diamond Crest and hopefully being able to connect that down to Wildflower at the school. She asked why this is not reflected on this map?

HENDRIX stated it is not showing because we don't have the easements yet for a lot of it. If you would like to see the map tweaked a bit he will discuss that with Ms. Deacon.

ALDERMAN WILSON stated that since this map is showing current and proposed trails we should have it added.

SAMENUS stated he agrees that they have done an amazing job on this. Towards the end of the document where it ranks action items by time and priority he asked if those were sorted any sort of way or is it just go by how they were mentioned in the document?

MS. DEACON stated that their major framework for organizing the implementation matrix was primarily under the strategic pillars. We thought that this was a really unique opportunity to ensure that the strategic pillars which we know are important to the community remain important over the next 10 years and also give the city the ability to be able to tangibly say this is what we are doing to try and achieve that vision. It was then organized by goals. If there are any specific ordering comments or certain areas that you think should be upfront or listed first we can take another look at the ordering of the goals. Something that is not in the draft supplied tonight but will be in the final version is also providing in the appendix a secondary list of the same action steps but organized by character area.

ALDERMAN WILSON asked the commission if it would make more sense to have these listed in the priority order?

SAMENUS stated that was kind of where he was going when he asked his question. He thinks that priority would be helpful.

DOTSON stated that she agrees that ordering by priority would be good and maybe even take it one step further and for each pillar take everything that applies to that pillar and have it by priority under the pillar.

ALDERMAN WILSON agreed with Dotson.

MAYOR BOLEY asked if we could put that in as a supplemental at the end? So that we have it presented both ways.

MS. DEACON stated that this could be done. Is it still important to sort this by each pillar and then list the priorities under each pillar or is it more helpful to remove the pillar elements and then just list everything that is a high priority, moderate priority, and then low priority?

DOTSON stated that she thinks the pillars should still be listed.

ALDERMAN WILSON suggested still separating by pillars but grouping all of the high priority together.

MS. BRANIGIN stated that another way to do this would be by timeline.

HENDRIX stated that he was thinking this as well. Sorted by each pillar, sorted by priority, and sorted by timeline. This would give us 3 options each sorted differently.

MAYOR BOLEY and DOTSON both agreed that was a good idea.

XAVIER asked if the term "small town feel" has been defined and clarified in the document? She is concerned that future developers coming in. Can you have development at this kind of scale in the next 10 years and still maintain a small town period let alone a small town feel?

HENDRIX stated that this question was asked a bunch during the task force meetings. I don't know that there is a specific definition because it means a lot of different things to different people. What we have done in the small town feel portion is placed the priorities and actions items in there. So, it doesn't define it but it says this is what the citizens of Smithville have said are their priorities and the timing of their priorities to maintain that feeling.

MS. DEACON stated that in the third section where we introduced these pillars the small town feel pillar has a dedicated area at the beginning of the comprehensive plan that does bring in some of those attributes of what we heard small town feel means. She made a note to herself to take another look at this and make sure this is still clear.

MS. BRANIGIN also stated that section 3.3.0 is really important to read. You will see a lot of what people hope for and aspire with that feel.

WAGNER stated that the small town feel has been discussed and vetted over the past 18 months starting with the Strategic Planning process that was done by Future IQ as well. Small town feel is really well defined in that Strategic Planning document. It might be helpful to go back and read through that as well.

MS. DEACON asked the commission if there was anything that was missing from the document and were curious about why it wasn't included?

No comments from the commission were provided.

MS. DEACON stated that the starting early to mid-next week they plan on publishing the draft on the portal so that the public has an opportunity to see this Comprehensive plan. If there are areas of concern or key points

that would be important to discuss before that gets published it would be helpful to have all the feedback by the end of this week.

MS. BRANIGIN stated that if we could have all input by October 27th that would be great. However, if you would like your input to be put into the design version that we will have for next week it would be great to have by this Friday.

DOTSON stated that she really liked the inclusion of the public comments off to the side. She was concerned that some citizens names were listed with their comments and wanted to make sure we had their permission to do so. Is there an expectation of privacy?

HENDRIX stated no, if they made the comment directly on the portal and they signed their name off on it then that is why we listed their name. If they provided their comment through a survey or part of the task force process and their name was not specifically attributed, then we just listed it as a comment.

MS. DEACON thanked everyone who participated in this process and provided feedback.

DOTSON stated that they did a fantastic job putting this together and is so pleased with the collaboration of everyone involved. For her, looking back at what Smithville used to be and what it is becoming and its possibility for potential in the future it is very gratifying.

MS. DEACON and MS. BRANIGIN both thanked the Commission as well.

6. ADJOURN

XAVIOR made a motion to adjourn. ALDERMAN WILSON seconded the motion.

VOICE VOTE: UNANIMOUS

SAMENUS declared the session adjourned at 7:52 p.m.

COMMISSION RESOLUTION 2020-1

**A RESOLUTION ADOPTING THE CITY OF SMITHVILLE
COMPREHENSIVE PLAN 2030**

WHEREAS the City of Smithville adopted its' first Comprehensive plan in 1966, with updates in 1978, 1992 and 2005, and;

WHEREAS the Board of Aldermen entered a contract with Future iQ in November 2019 to provide consulting services to develop an update to the 2005 Comprehensive Plan and;

WHEREAS Future iQ kicked off the process in an official launch meeting in January 2020, and;

WHEREAS, the COVID-19 virus changed the anticipated public input process, but the consultant, Planning Commission and the Public ALL came together to provide a robust and informative public process, and:

NOW THEREFORE BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF SMITHVILLE, MISSOURI, AS FOLLOWS:

THAT THE CITY OF SMITHVILLE COMPRHENSIVE PLAN 2030, A COPY OF WHICH IS ATTACHED HERETO, AND SPECIFICALLY, ALL OF THE MAPS, PLANS AND RECOMMENDATIONS CONTAINED THEREIN IS HEREBY THE OFFICAL COMPREHENSIVE PLAN OF THE CITY OF SMITHVILLE.

PASSED, ADOPTED AND CERTIFIED TO THE BOARD OF ALDERMEN AND CITY CLERK by the Planning and Zoning Commission of the City of Smithville, Missouri, the 10th day of November 2020.

Rand Smith, Chairman

ATTEST:

Carmen Xavier, Secretary of the Commission



CITY OF SMITHVILLE
COMPREHENSIVE PLAN 2030

PREPARED OCTOBER 2020



CITY OF SMITHVILLE, MISSOURI

COMPREHENSIVE PLAN 2030

This report presents the City of Smithville's comprehensive planning process that took place from January to October 2020.

October 2020

REPORT PREPARED BY:

future→iQ[®]
Create **Future Intelligence**[®]

www.future-iq.com

JS&A Economic
Development
Consulting

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ACKNOWLEDGEMENTS

"I would like to thank the community of Smithville for your assistance in building this plan. Your continued commitment to this process has helped us communicate your vision for our community through this document. The plan and this document assist us in showcasing the future vision for Smithville. Our community reaches far beyond our City boundaries and this plan acknowledges that. In addition to our citizens, I would like to extend thanks to our dedicated City staff and the efforts of the combined consulting team from Future iQ and JS&A, who have all spent hundreds of hours helping to capture the 2030 vision of Smithville."

- Mayor Damien Boley, City of Smithville

THE MAYOR AND CITY COUNCIL

Mayor Damien Boley*
 Alderman Marvin Atkins
 Alderman Jeff Bloemker
 Alderman John Chevalier

Alderman Steve Sarver*
 Alderman Dan Ulledahl
 Alderwoman Melissa Wilson*



COMPREHENSIVE PLAN TASK FORCE MEMBERS

The Planning Commission

Deb Dotson	Rand Smith
Dennis Kathcart	Carmen Xavier
Connor Samenus	

City Staff

Cynthia Wagner, *City Administrator*
 Jack Hendrix, *Development Director*
 Nickie Lee, *Assistant City Administrator*

CONSULTANT TEAMS

Future iQ

David Beurle
 Heather Branigin
 Celine Beurle

Jon Stover and Associates

Jon Stover
 Leslie Deacon, AICP

**Mayor Damien Boley and Alderwoman Melissa Wilson are also Planning Commission Members. Alderman Steve Sarver was a Planning Commission Member through April 2020.*





1.0 BACKGROUND: SETTING THE CONTEXT

1.1 WHY PLAN? – THE IMPORTANCE OF COMPREHENSIVE PLANNING

The comprehensive planning process is an important step in envisioning and preparing for the future of Smithville. Comprehensive plans are the backbone of planning efforts that help local governments plan for the years to come. These plans illustrate a shared vision for a community’s growth and development by outlining challenges facing the community, identifying and analyzing solutions, and providing guidance to local officials as they make decisions.

According to the American Planning Association, the comprehensive planning process should “engage all members of the community to create a more prosperous, convenient, equitable, healthy, and attractive place for present and future generations.” Smithville’s comprehensive planning process has sought out the support of the broader community. This plan is intended to be a living document that will grow and develop with Smithville’s community.

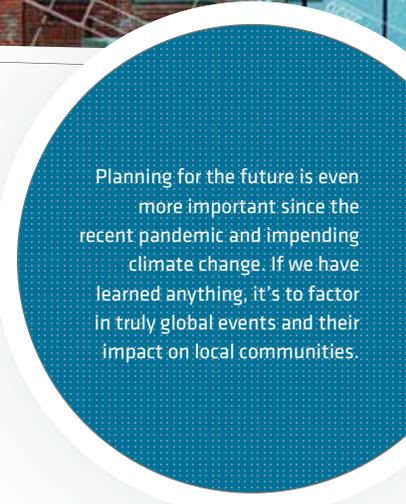
Smithville’s comprehensive planning process considers how to build the City’s future by implementing practical planning initiatives to meet shared goals and aspirations. These efforts aim to increase the likelihood that this plan will be implemented, as well as promote economic and community development to create a better, more resilient future for the City.

The 2030 Comprehensive Plan for Smithville:

- Provides a roadmap to develop Smithville’s future over the next 10 years by helping the community to understand how changes might occur in Smithville and what can be done to plan and preserve the community.
- Articulates community-driven goals, objectives, policies, actions, and standards that are intended to guide the day-to-day decisions of Smithville’s elected officials and local government staff over the next 10 years.
- Serves as a resource for all community stakeholders to better understand and prepare for the next decade of the City of Smithville with the intention that this plan will grow and develop alongside the community.

Sources:

- <https://www.planning.org/sustainingplaces/complanstandards/>
- http://www.crcog.net/vertical/Sites/%7B6AD7E2DC-ECE4-41CD-B8E1-BAC6A6336348%7D/uploads/Introduction_to_the_Comprehensive_Plan.pdf
- <http://mrsc.org/getdoc/d7964de5-4821-4c4d-8284-488ec30f8605/Comprehensive-Planning.aspx>
- <http://www.sehinc.com/news/4-components-your-comprehensive-plan-needs-be-successful>



Planning for the future is even more important since the recent pandemic and impending climate change. If we have learned anything, it’s to factor in truly global events and their impact on local communities.





1.2 VISION, STRATEGIC PILLARS AND GOALS

Smithville's 2030 Community Vision and Strategic Action Plan were developed based on a scenario-planning methodology involving extensive community engagement from April to November 2019. The process allowed community members to explore the future evolution of the community around the two main themes of 'Community Evolution' and 'Infrastructure Trajectory'. The resulting vision or 'preferred future' combined language reflecting the two preferred scenarios 'Your evolving oasis' and 'All that and a lake' into a single statement representing an updated vision for the community: 'Smithville - A modern community oasis designed for 2030'.

The City of Smithville's 2030 Comprehensive Plan is built upon the community's 2019 visioning and strategic planning process and is intended to guide decision-making looking out to 2030.

Strategic Pillars and Goals

The strategic pillars of Smithville's Vision and Strategic Action Plan were developed at the reconvening of the Smithville Think-Tank in November 2019. The pillars provide a framework to apply best practices to key areas of focus and represent the major theme or topic areas that underpin the preferred future for the community. The strategic goals are structured around these five key strategic pillars and are the fundamental building blocks for future actions that support the vision.

Diverse Housing and Neighborhood Options

- Initiate the Comprehensive Planning process
- Facilitate the availability of more diverse housing options
- Define and develop neighborhood nodes
- Preserve green space and rural feel

Strengthened Business and Economic Development

- Focus on technology and bioscience companies
- Leverage off airport redevelopment
- Pursue tourism related business potential
- Create dedicated industrial zones

Retention of Small-Town Feel and Sense of Community:

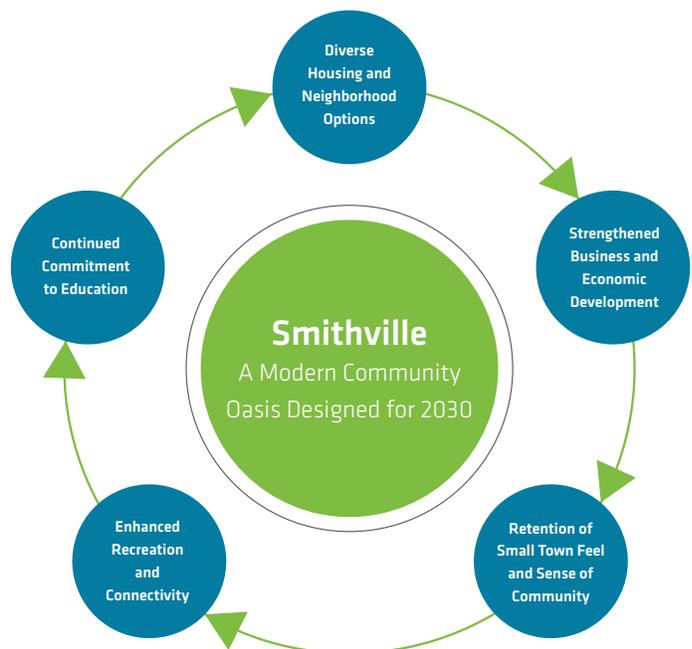
- Create "Smithville Community Oasis" area
- Utilize unique signage and promotion
- Apply design that fosters a small-town feel
- Embrace environmental practices

Continued Commitment to Education

- Create educational cluster
- Forge strong partnership between School and City
- Create industry responsive educational pathways
- Build a lifelong learning culture

Enhanced Recreation and Connectivity

- Create a recreation and connectivity masterplan
- Study community desires for recreation facilities
- Build recreation as an economic driver
- Build regional trail connectivity





1.3 SMITHVILLE'S 2030 COMPREHENSIVE PLANNING PROCESS

Smithville's comprehensive planning process began in January 2020, building upon the vigorous visioning and strategic planning process in 2019. The strategic pillars and goals of the Vision and Strategic Action Plan serve as the foundational elements of the comprehensive plan and represent the voice of Smithville community stakeholders. The comprehensive planning process incorporates those voices into solid recommendations for land use and development and lays out a ten-year implementation strategy that aims to evolve Smithville into its vision of being a modern community oasis designed for 2030.

Smithville's comprehensive planning process gives voice to its community stakeholders and lays out a ten-year implementation strategy to make vision a reality.

Section 1: Background: Setting the Context

- Vision, strategic pillars and goals
- About the comprehensive planning process
- Key strategies for innovation
- Public engagement process

Section 2: The People of Smithville – Current and Future

- Current snapshot
- 2030 projections

Section 3: Leveraging the Strategic Pillars

- Diverse housing and neighborhood options
- Strengthened business and economic development
- Retention of small-town feel and sense of community
- Enhanced recreation and connectivity
- Continued commitment to education

Section 4: Smithville 2030 – Creating a modern community oasis

- Translating vision to planning
- Creating a community oasis
- Connecting the community-social infrastructure
- Building resilience and adaptability

Section 5: Planning for Future Land Use – shaping the community fabric

- Existing Land Use Patterns
- 2030 Future Land Uses

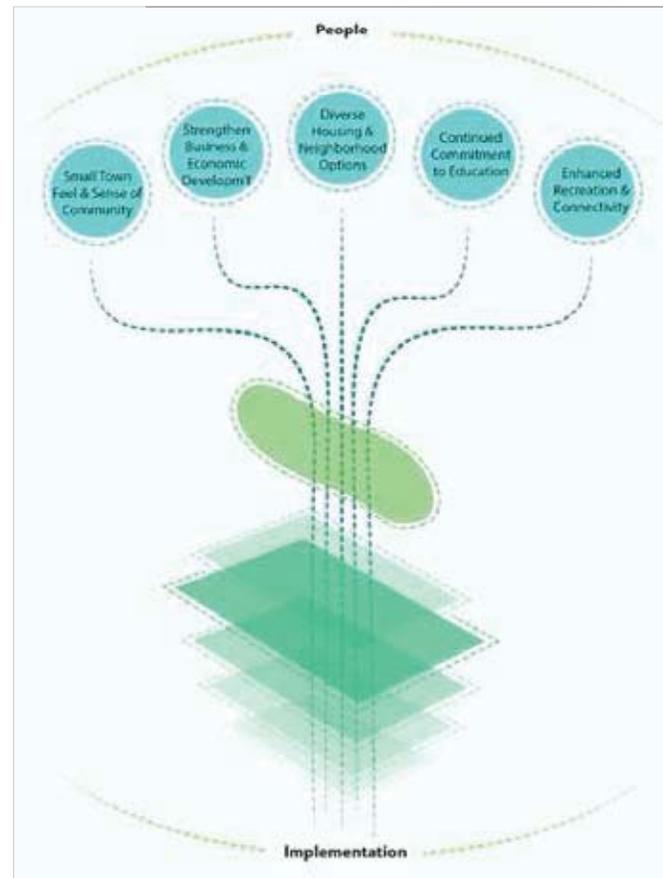
Section 6: Roadmap to the Future

- Where we live, work, and play
- How we move-connectivity and multimodal transportation
- How we manage our resources: Sustainability and resource management
- Potential future policy developments

Section 7: Implementation Matrix and Summary

Section 8: Appendix A: Future Land Use Map

Section 9: Appendix B: Implementation action steps by Character Area





1.4 KEY STRATEGIES FOR INNOVATION

At the outset of the comprehensive planning process, Planning Commission members expressed a desire for a process that was very engaging with the community, and that would help the community think big and explore bold steps and ideas.

Key Strategies for innovation for the comprehensive planning process included:

- Building the strategies from the Strategic Pillars identified in the visioning and strategic planning work.
- Prioritizing visual communication and strategy in both process and planning documents to increase community engagement and understanding.
- Leveraging both best practices from other communities and their planning processes.
- Establishing Task Forces to work on defining and prioritizing actions. These were adapted to an online virtual format due to the COVID-19 Pandemic, allowing engagement to progress.
- Focusing on testing bold steps and ideas to explore areas of significant appetite for change.

Smithville's 2030 Comprehensive Plan employed innovative strategies to maximize effective community engagement and produce a plan that is anchored in the vision, while being practical and implementable.

Task Force results to date

The Project Portal allowed stakeholders to easily participate and contribute ideas and input into the planning process.



DATA INSIGHTS:

- 361 people took the detailed online survey as part of the comprehensive planning work.
- Social media posts and the project portal allowed stakeholders to actively follow the community discussions.
- Over 100 people participated in the four Task Force groups that helped to identify and prioritize actions.

DataInsight

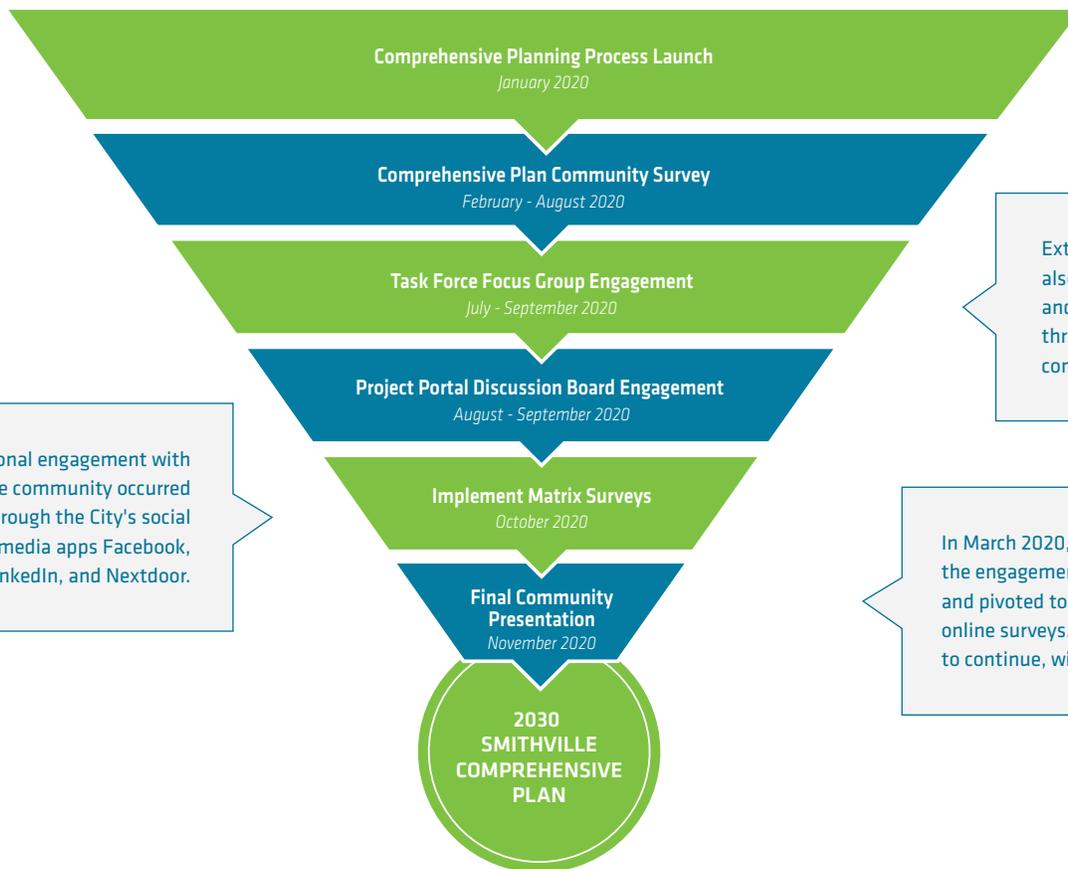


1.5 PUBLIC ENGAGEMENT PROCESS

A key element of the comprehensive planning process was its transparent and inclusive community engagement. Built on the extensive community engagement of the 2019 visioning and strategic planning process, the public engagement of the comprehensive plan originated with a project launch in January 2020. Approximately 30 people attended the launch held at Smithville High School. Participants broke into five discussion groups around the Strategic Action Plan's strategic pillars and reported out how they thought strategic actions should be applied to the comprehensive planning process. At the end of the launch, participants were encouraged to sign up for strategic pillar Task Forces that would help to guide the upcoming comprehensive planning process with citizen input.

To broaden the input on the comprehensive plan, a community survey was administered from February through August 2020. The survey was responded to by 361 community members, and the results are highlighted throughout this comprehensive plan document. Task Force members met virtually in July and August to work on specific topics related to their strategic pillar. Additional input on community topics was collected through Project Portal Discussion Boards and an Implementation Matrix survey.

Smithville's open and transparent approach to the comprehensive planning process has built a high level of community trust in the authenticity and relevance of the final plan.



Additional engagement with the community occurred through the City's social media apps Facebook, LinkedIn, and Nextdoor.

Extensive community engagement also occurred during the visioning and strategic planning process throughout 2019 which created the context for the comprehensive planning.

In March 2020, due to the COVID-19 pandemic, the engagement process was redesigned and pivoted to virtual Task Forces and online surveys. This allowed the planning to continue, with robust public input.





2.0 THE PEOPLE OF SMITHVILLE – CURRENT AND FUTURE

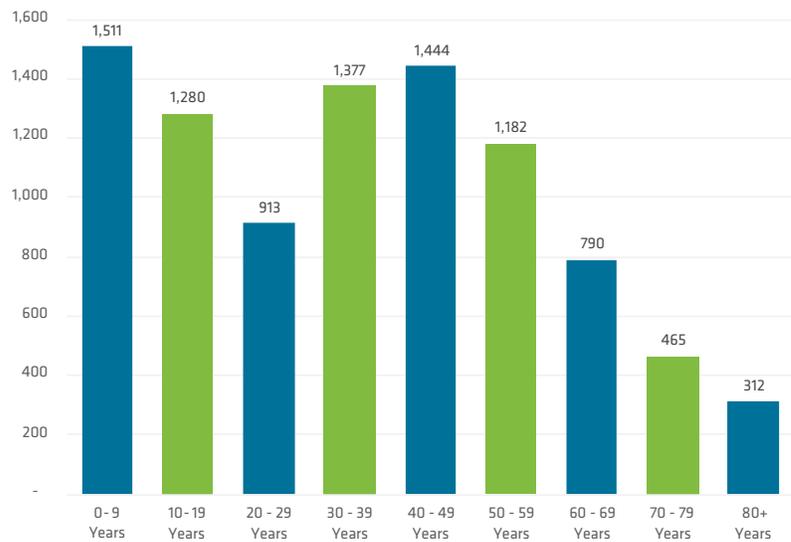
The purpose of Section 2.0 is to highlight the community and population of Smithville and to suggest how the population and employment base may change in the next ten years. This section will explore key demographic considerations, population projections, employment projections, and growth/change drivers that may impact the range of people expected to live and work in Smithville in 2030.

In 2016, Smithville was rated the sixth fastest growing city in the State by the Kansas City Business Journal. This growth will result in changed land use and/or increased density to accommodate needs on many levels.

2.1 CURRENT SNAPSHOT – A SCHOOL-AGED FAMILY RESIDENTIAL COMMUNITY

The City of Smithville is experiencing growth and investment with top-rated schools, friendly neighborhoods, and many opportunities for entertainment and relaxation. Located near Smithville Lake and along the Little Platte River, Smithville is a desired destination for those who long to live quietly with quick access to Kansas City and convenient amenities.

Residents age profile for Smithville, 2017



“A community with growing spaces, that is going places, the City of Smithville, Missouri is comfortably uncomplicated. It is a desired destination for those who long to live quietly with quick access to convenient amenities. While it is closely connected to the Kansas City metropolitan area, Smithville is serene and far from routine. Unassuming with abundant areas of natural beauty, you can leave your mark here. Spread out and stretch your spaces in Smithville.”

- City of Smithville



DATA INSIGHTS:

- 54% of Comprehensive Plan Community Survey respondents said they moved to Smithville because of the good school districts and 52% because of the size of Smithville.
- 74% of Comprehensive Plan Community Survey respondents anticipate living or working in Smithville for the next ten years.

DataInsight



2.1.1 SMITHVILLE'S REGIONAL CONTEXT

The City of Smithville, Missouri, is part of the Clay and Platte counties located on the Kansas City Metropolitan Area's northern edge. Smithville represents 4.4% of the Clay County population and 0.5% of the total Kansas City MSA. Household incomes and home values in Smithville are higher than the county and region. Smithville's average household size is slightly larger than regional and national averages, likely due to the family-oriented community and high performing school district.

Smithville's geographic proximity to Kansas City, the metropolitan airport, Smithville Lake and agricultural lands provide the City with unique combination of opportunities for growth and development.

	Smithville	Clay County	MSA
Population	10,795	249,948	2,157,990
Households	3,773	99,524	863,629
Average Household Size	2.69	2.51	2.51
Median Age	40	38	38
% of population that are children	23.3%	23.9%	23.6%
% of population that are 65+	14.2%	14.9%	15.5%
Median Household Income	\$87,826	\$70,404	\$66,447
Median Home Value	\$222,510	\$184,538	\$196,166
Educational Attainment (Associate Degree or Higher)	44%	43%	46%

Based on the 2020 available data. Source: MARC, ESRI, US Census (2019)

Regional Statistics

One of the most significant regional economic drivers is the Kansas City International Airport (MCI) located 15 miles northwest of downtown Kansas City in Platte County. On November 7, 2017, Kansas City residents voted in favor of building a new single terminal at MCI, with the new terminal opening by early 2023. It is anticipated that this will lead to significant growth in airport traffic thereby creating many new jobs and resulting in potentially significant regional population growth.





2.1.2 POPULATION AND KEY DEMOGRAPHIC INDICATORS

Smithville has seen significant demographic shifts since its 2005 Comprehensive Plan. Over the past 15 years, Smithville's population grew 78% across the city, with a population surpassing 10,000 residents. Smithville residents continue to become more educated, with an increase of 13% of the adult population having some post-high school education. The median household income in Smithville has grown by nearly \$18,500 after adjusting for inflation. In fact, the median household income in Smithville is almost \$88,000 while the median household income in the Kansas City metropolitan area is less than \$65,000. These higher income levels help support a healthy local housing market and provide stable disposable incomes for consumer spending.

With consistent population growth comes demand for housing and new infrastructure. Decisions about housing stock, density as well as physical infrastructure will directly impact quality of life for community stakeholders

Smithville's Population and Key Demographic Indicators



Smithville's Population by Generation



Based on the 2020 available data. Source: ESRI Community Analyst (2019)



DATA INSIGHTS:

DataInsight

- Since the previous 2005 Comprehensive Plan, the median housing value in Smithville continues to be higher than Clay County and the MSA. Smithville's median housing value has increased nearly \$72,000 when adjusting for inflation.
- Since the previous 2005 Comprehensive Plan, Clay County and the State of Missouri have both seen an increase in median housing value of approximately \$50,000.



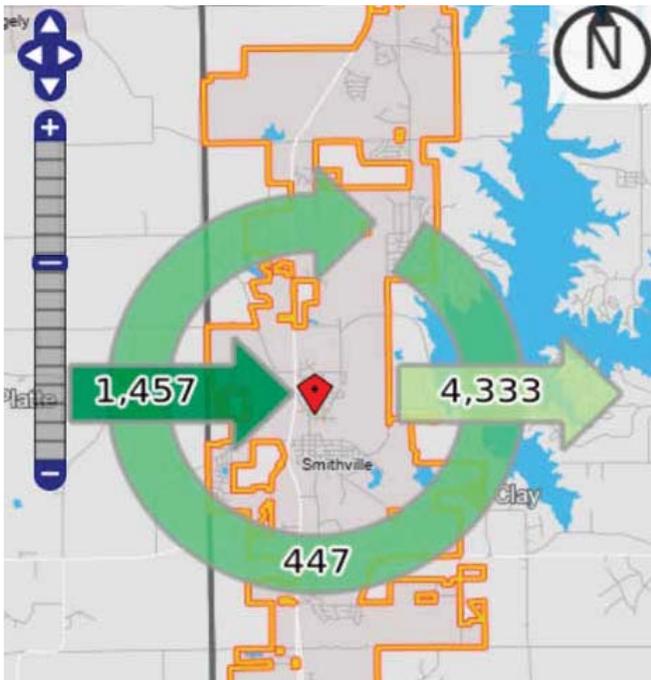


2.1.3 CURRENT COMMUTING PATTERNS

Commuting patterns are an important factor in understanding how the local economy interfaces with the local population. From 2015 to 2017, there was an increase both in people living and working in Smithville, as well as in people leaving Smithville to work elsewhere. 43% of Community Comprehensive Plan Survey respondents cited convenience to Kansas City as why they live or work in the Smithville area. At the same time, there were fewer people commuting into Smithville and this suggests an appetite for creating more live and work opportunities in the City.

Commuting patterns provide insight into the needs of community stakeholders and assists local government with decisions around resource allocation in the areas of transportation and infrastructure.

Commuter Inflow/Outflow Analysis



“Smithville is a great place to work and I have enjoyed watching the progress on Main Street.”

– Comprehensive Plan
Community Survey Respondent



Source: 2017 Inflow/Outflow Analysis: <https://onthemap.ces.census.gov>



DataInsight

DATA INSIGHTS:

- In 2017, approximately 1,904 people worked within the city limits of Smithville. Of this population, 1,457 (77%) lived outside the city and 447 (23%) were residents of the City.
- 33% of the Comprehensive Plan Community Survey respondents work in Smithville, 29% work in Kansas City, and 12% work in another Town.



2.1.4 COMMUNITY HOUSING PROFILE

Smithville celebrates the different types of homes and neighborhoods located throughout the city. Housing types range from farmhouses on large parcels of land rooted in the agricultural character of much of the area, to homes adjacent to Smithville’s historic downtown, to new subdivisions scattered throughout the community. Notably, over 75% of Smithville’s housing supply consists of single-family detached homes. Approximately 17% of Smithville homes are attached single-family units or have fewer than five units within the structure. Currently, Smithville has a limited supply of multifamily housing, including both condominiums and apartments.

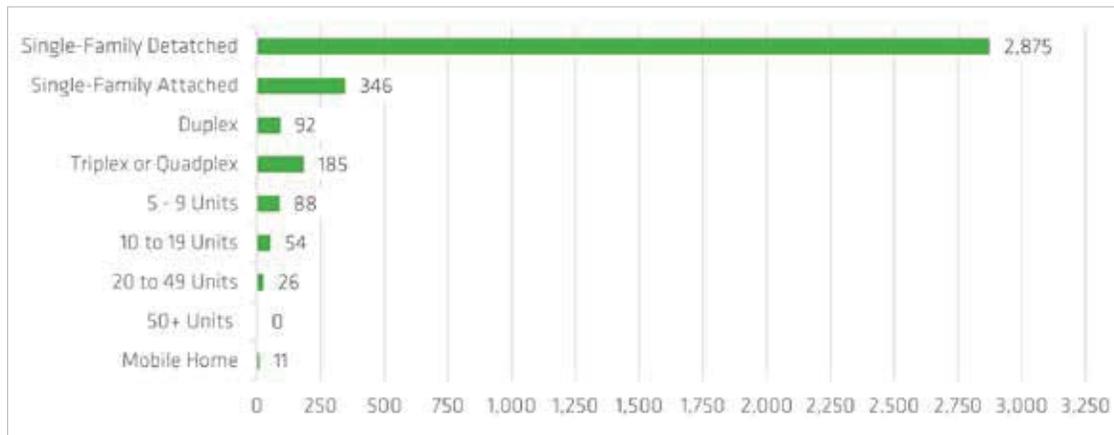
If Smithville is to support the changing and expanding needs of its community members, the City will be required to increase both capacity and types of housing available to its residents.

Smithville's Current Housing Supply	
Current Total Housing Supply (2019)	3,677 Units
Average Residential Density of Recent Developments	2.7 Units per Acre
Overall Population Density	4.3 Units per Acre

Note: Total housing supply represents housing units in the city rather than demographic households. The overall citywide residential density is based on Smithville’s 15,677 acres in the municipality.

Source: U.S. Census Bureau, 2014-2018 American Community Survey (Based on 2020 available data)

Existing Housing Typologies and Number of Units in Structure



Source: 2013-2017 American Community Survey Estimates



DATA INSIGHTS:

- 76% of Comprehensive Plan Community Survey respondents currently live in a single-family home.
- 59% of Comprehensive Plan Community Survey respondents indicated they would stay in their current home or move to a similar home in the next ten years. 41% of survey respondents anticipate downsizing or moving into a different type of housing within the next ten years.

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2.1.5 SMITHVILLE’S CURRENT EMPLOYMENT BASE

Approximately 2,448 people work within the city limits of Smithville. The largest industries in the city include Retail Trade, Construction, and Health Care & Social Assistance. An estimated 8% of the city’s workforce both live and work in Smithville. Currently, Smithville is home to 350 businesses that generated a cumulative revenue of approximately \$341,614,000 in 2019. Smithville’s local economy consists of 4% of Clay County businesses and contributes 1% of business revenue. The city’s employment base makes up approximately 2% of Clay County’s employees.

2019 Key Economic Indicators of Smithville

Industry	Employment	Businesses	Revenue
Retail Trade	410	44	\$132,645,000
Construction	125	19	\$21,261,000
Health Care and Social Assistance	423	27	\$56,076,000
Manufacturing and Wholesale Trade	90	13	\$65,134,000
Finance and Insurance	64	18	\$15,568,000
Education and Public Administration	449	18	\$461,000
Accommodation and Food Services	209	15	\$10,324,000
Professional, Scientific, and Technical Services	108	13	\$11,871,000
Real Estate Rental and Leasing	48	13	\$4,981,000
Transportation, Warehousing, and Information	58	7	\$7,524,000
Arts, Entertainment, and Recreation	40	9	\$2,021,000
Remediation Services and Waste Management	29	8	\$2,328,000
Utilities	13	1	\$2,737,000
Other Services, Unclassified	382	45	\$8,683,000
Total Jobs	2,448 Employees	250 Businesses	\$341,614,000 Revenue

Source: ESRI, InfoGroup (Based on 2020 available data)



DataInsight

DATA INSIGHTS:

- 44% of Community Comprehensive Plan Survey respondents indicated they wanted to see a significant increase in restaurants and dining in Smithville, and 41% would like to see a significant increase in shopping places.



2.2 2030 PROJECTIONS

Smithville's population will continue to grow, and employment opportunities will likely increase over the next ten years.

2.2.1 POPULATION PROJECTIONS

Population projections provide the city with a baseline picture of growth that the city can leverage in various ways, including assessing implications on future land use planning, projected infrastructure needs and facilities, and the character of Smithville. Smithville's population may increase by approximately 2,700 to 4,200 new residents over the next ten years⁽¹⁾. The Comprehensive Plan anticipates the baseline projected population of Smithville to range from approximately 13,500 to 15,000 residents in 2030. This assumes an annual growth rate of 2.2% to 3.3% with a total population growth of 25% to 38% between 2020 and 2030.

Smithville's 2030 Population Projections explore how Smithville may grow in the next ten years based on past trends. Factors such as the housing market, economy and development trends will all play a role in the reality of the City's growth.

Anticipated Population and Employment Projections

Smithville, MO	Anticipated Population Projections	Anticipated Employment Projections
Current Base	10,795 Residents	2,448 Employees
Anticipated Change	2,700 - 4,200 New Residents	420 - 930 New Employees
Projected 2030 Base	13,500 - 15,000 Total Residents	2,870 - 3,380 Total Employees

Population projections based on ESRI's Population Forecast, previous ACS population change growth rates, and Smithville building permit data. Employment projections derived from Clay County and Kansas City MSA employment growth rates (2010-2018) based on MARC employment estimates.

¹Considering the significant number of factors that impact future population growth and the unlikelihood for any source to predict the exact population in the next ten years, these population projection figures are based on the comparison of four different methodologies for conducting these projections. Models include ESRI's Population Forecasts for a five-year annual growth rate, calculating ACS estimated population change between 2010 and 2018 and projecting the average annual growth rate, leveraging forecasts provided by MARC, and lastly, averaging annual housing permit data and assuming housing supply trends will continue.



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DATA INSIGHTS:

- Task Force members thought that population growth might exceed the forecasts, based on accelerating appeal and interest in Smithville as a business and family location.
- 56% of Comprehensive Plan Community Survey respondents indicated they would like to see a moderate increase in density in the downtown area.





2.2.2 LOCAL EMPLOYMENT PROJECTIONS

The projected population growth in Smithville will bring more residents to the City. The corresponding increase in disposable income and purchasing power will support new and existing businesses and increase the city's tax base. At the same time, population growth will necessitate additional City services, new housing construction, and a variety of other changes that may impact Smithville's physical character and economic conditions.

Smithville's employment base will likely increase between 420 and 930 employees, creating a total employment base between 2,870 and 3,380 employees in Smithville by 2030. These projection estimates are based on past employment growth trends in Clay County and the Kansas City MSA and assume that the average growth rates will continue for the next ten years.

Smithville has the ability to drive its employment base by leveraging its many assets and by developing a workforce pipeline with area schools.

Anticipated Local Employment Projections

	Annual Growth Rate	Total Growth Rate	Estimated Annual Employment Growth	Anticipated Change in Employment (Between 2020 and 2030)	Total 2030 Projected Employment
Employment Projections	2.4%	28%	42 - 93 Employees	420 - 930 New Employees	2,870 - 3,380 Total Employees

Employment projections derived from Clay County and Kansas City MSA employment growth rates (2010-2018) based on MARC employment estimates.



DATA INSIGHTS:

- Smithville can drive these employment projections through targeted change interventions, capitalizing on the City's close proximity to the Kansas City Airport, Smithville Lake and its regional tourism draw, a rise in biotechnology and agricultural industries in the region, and the City's historic downtown.

DataInsight





3.0 LEVERAGING THE STRATEGIC PILLARS

This section of the Comprehensive Plan will leverage the Strategic Pillars that support the community's vision out to 2030 and explore trends, challenges, and opportunities within each of the five pillars. Each pillar was assessed as it relates to the comprehensive planning process and the analysis includes community aspirations that emerged from the visioning process for each pillar topic. This section also highlights planning and goals implications that the Smithville community and leadership may need to address over the coming ten years.

Each strategic pillar subsection includes the following outline:

- Importance of the pillar
- Community aspirations
- Emerging trends, challenges and opportunities
- Planning goals and implications

The Strategic Pillars are one of the foundational building blocks of the Comprehensive Plan. The Pillars framework helps create innovative strategies that use community aspirations, vision and macro trends to guide practical implementation of the Comprehensive Plan.

Using the pillars framework to develop the comprehensive plan provides a unique way to connect the visioning to the planning process.





3.1 PILLAR: DIVERSE HOUSING AND NEIGHBORHOOD OPTIONS

3.1.1 IMPORTANCE OF DIVERSE HOUSING AND NEIGHBORHOOD OPTIONS

Most current residents of Smithville moved into the community because of the quality of life and school amenities offered to school-aged families. Smithville anticipates a more diverse population over the next ten years, attracting more young professionals and young families as well as the current aging population.

During the Comprehensive Plan Community Survey, Smithville area residents were also asked about their anticipated housing needs over the next 10 years. While 60% indicated they planned to stay in their current home or move to a similar home, 40% indicated a change in housing needs. A wider range of housing and neighborhood options in Smithville will ensure opportunities for both the current and future community. To accommodate the anticipated population growth of Smithville over the next ten years, the City will need approximately 1,500 additional residential units.

Smithville is attractive to residents for many reasons, the top of which are good schools and its proximity to Kansas City. A significant number of Smithville residents commute to work in Kansas City each day.

	Anticipated Range <i>(Based on Population Projections)</i>	Average of Range
Anticipated Population Growth (2020 – 30)	2,700 – 4,200 People	3,450 People
Projected Demand for Housing Units by 2030*	1,000 – 1,700 Units	1,350 Units
Projected Annual Unit Demand**	100 – 170 Units	135 Units

* The anticipated demand for new housing units assumes that the current household family size of 2.7 in Smithville remains constant in the next ten years.
 **This annual demand projection assumes constant demand over the ten-year period.

“Mixed use apartment/retail, truly nice apartment communities would create density, tax base and housing for a lot of people who don’t want to buy a house. That could be considered work force housing as well.”

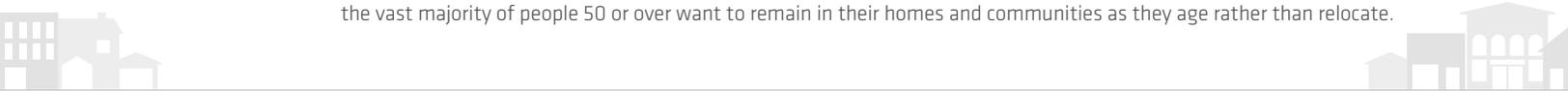
- Comprehensive Plan Community Survey Respondent



DATA INSIGHTS:

- In the United States, renter households over 60 were up by 43% between 2007 and 2017 as retiring Baby Boomers chose to rent rather than buy when downsizing. <https://www.governing.com/topics/finance/gov-seniors-housing-cities-rent-cafe-older.html>
- According to a recent Morgan Stanley report (Aug 2019), millennials and gen z combined will drive demand for housing, particularly rentals. <https://www.morganstanley.com/ideas/millennials-generation-z-housing>
- Smithville’s Comprehensive Plan Community Survey results are supported by AARP surveys that consistently show that the vast majority of people 50 or over want to remain in their homes and communities as they age rather than relocate.

DataInsight





A bold idea from the visioning process was to leverage the Main Street redevelopment to spark downtown revitalization that could include higher density live/work options.

3.1.2 COMMUNITY ASPIRATIONS

During the visioning process, Smithville community stakeholders identified the following key strategic aspirational goals:

- Facilitate the availability of more diverse housing options
- Define and develop neighborhood nodes
- Allow for continued planned growth
- Preserve green space and rural feel

There is a clear need for new types of housing options such as condos, senior living and live / work / play options. These options make sense in several locations in the City, with the most obvious being around the downtown, school, retail areas and perhaps senior facilities near the lake. Community stakeholders also identified the need to define and develop neighborhood nodes while at the same time preserving green space and the rural feel of Smithville. The underlying challenge is how to create more housing, without losing the sense of space and small-town feel. This requires understanding the impact of housing density.

Density Scenarios and Acreage Needed to Accommodate 1,500 Residential Units

Conservation (Lowest Density)	Status Quo (Continued Density)	Moderate Density	Medium Density	High Density
Single Family Detached Developments with Rural Character	Single-Family Detached Developments with Some Townhomes	Mostly Single-Family Detached Developments with Some Townhomes and Apartments	Equal mix of Townhomes and Apartment Buildings and Single-Family Detached Develop.	Mostly Apartment Buildings and Townhomes with Some Single-Family Detached Develop.
2,015 acres	734 acres	471 acres	315 acres	255 acres
36% of Total Developable Area	13% of Total Developable Area	8% of Total Developable Area	6% of Total Developable Area	5% of Total Developable Area
20% of Smithville's Total Land	7% of Smithville's Total Land	5% of Smithville's Total land	3% of Smithville's Total Land	3% of Smithville's Total Land

*du/ac = Dwelling Units per Acre **Note:** The model assumes that the total developable area of Smithville is 5,642 acres and the total acreage of Smithville is 9,999 acres per the area of the municipal boundary provided by GIS/Mapping Division of the Clay County Assessor's Office.

"Smithville desperately needs more affordable living, especially for people who work in the community but have to commute from Kansas City because of living affordability. We desperately need multi-family living such as townhomes, fourplexes, etc."

- Comprehensive Plan Community Survey Respondent



DataInsight

DATA INSIGHTS:

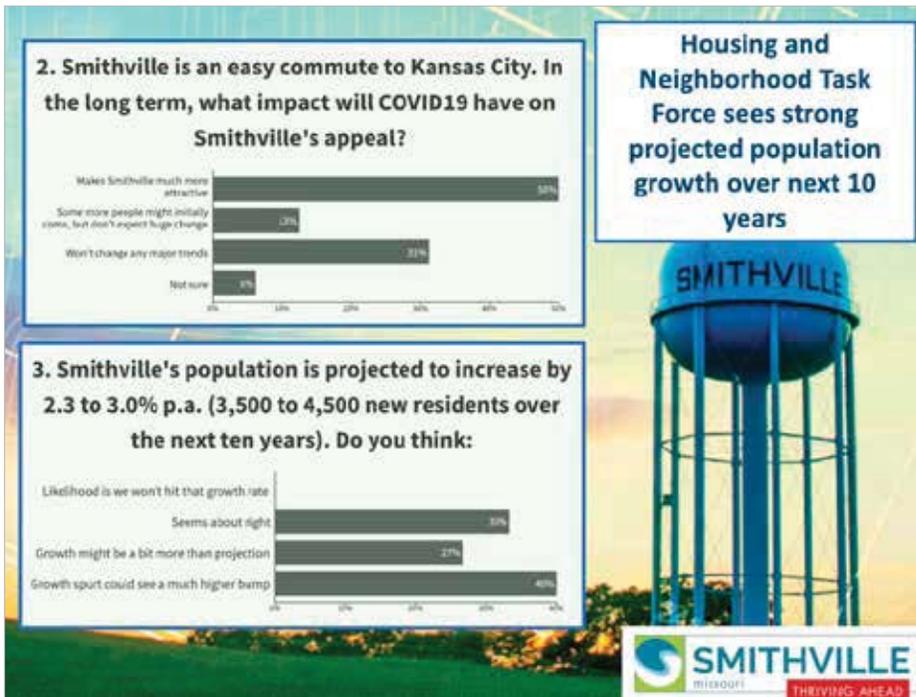
- After removing land located in the floodplain, commercial properties, and residential subdivisions, Smithville has approximately 5,640 acres of land that could potentially be redeveloped or subdivided into residential neighborhoods.
- If current residential development patterns continue into the future, the City of Smithville can mathematically accommodate over 12,717 homes at a density of 2.3 units per acre. If an average of 150 homes are built each year at this density pattern, it would take Smithville nearly 85 years for the land to be completely developed to full capacity.



3.1.3 EMERGING TRENDS, CHALLENGES AND OPPORTUNITIES

With the population of Smithville both growing and aging, there is an increased need for the community to expand its housing stock to accommodate new demand. The availability of affordable diverse housing, across a range of housing types, is an important challenge for the community to address over the next ten years. New housing trends provide opportunities for residents to age in place, build sense of community and combat societal issues such as lack of access to amenities and growing social isolation. Community hubs and housing developments that utilize infrastructure, green spaces and programming provide greater access and connectivity to community members, in part by focusing on the key elements of walkability, services and multimodal transit options that both younger and older generations are seeking in greater numbers.

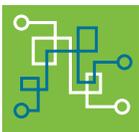
New housing development in Smithville provides exciting opportunities to both maintain what is special about Smithville and to shape how it will look and feel in the future for its residents.



"I would LOVE to live in Smithville forever! It's my home. However, there is no housing suitable at this time for seniors....We need maintenance provided active adult community homes in order to stay in Smithville."

- Comprehensive Plan Community Survey Respondent

The population projections are based on historical trends. The Task Force groups believe the population may grow faster.



FUTURE INSIGHTS:

- Cluster development and mixed-use development that bring people together to share common spaces and amenities, as well as new zoning ordinances that allow for increased units on single plots of land are new measures that build social bonds and create a strong sense of place and community.
- Smithville's access to agricultural lands provides an opportunity to maintain a more rural feel by exploring housing centered around environmental values such as Agri-communities and community gardens.

FutureInsight



3.1.4 PLANNING GOALS AND IMPLICATIONS

With current housing, as Smithville’s older population cohort ages, these residents will likely have to move outside of the City. For residents to age in place, the City needs more ranch or single-story homes with higher levels of accessibility. Age-restricted communities as well as communities with lower yard maintenance and more homeowner association-style (HOA) amenities may be attractive to these cohorts as they age.

Younger, Gen Z population groups gravitate towards mixed-use, walkable communities rather than the single-family detached homes. Amenity-rich multifamily developments with smaller unit sizes, but more shared social spaces, attract these young demographic segments who may not be interested, nor can afford to purchase, single-family detached homes.

In expanding the diversity of housing options in Smithville, it will be important to seek out and work with developers who understand the community vision and respect the desire for the ‘small-town feel’.

Recommended Planning Goals for the next 10 years



“With the right housing development, Smithville would attract a much higher demographic and economic development would follow. Maintenance provided communities attract young professionals as well as active adults.”

- Comprehensive Plan Community Survey Respondent



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PLANNING IMPLICATIONS AND NEEDS:

- Update zoning to allow for product types that increase the number of dwelling units per acre at key areas, enhancing walkability and vibrancy downtown and in the 169 South Area.
- Encourage development oriented for active retirees.
- Identify ideal locations for infill and greenfield development while protecting green space in the existing northern residential areas.
- Establish strong focus on preservation of open spaces and green corridors, especially north along Hwy 169, and south between Smithville and broader metropolis.



3.2 PILLAR: STRENGTHENED BUSINESS AND ECONOMIC DEVELOPMENT

3.2.1 IMPORTANCE OF STRENGTHENED BUSINESS AND ECONOMIC DEVELOPMENT

A strong local economy with a mix of commercial uses provides a range of important amenities to Smithville’s residents: nearby jobs; easy access to shopping, dining, and entertainment; and retaining wages and spending in the local community. Importantly, Smithville’s fiscal tax base is highly dependent on residential tax revenues. Enhancing commercial tax revenues will allow for more City services that support residents.

The community has vocalized that it envisions economic growth along with its residential growth, ensuring a self-sustaining city that caters to a mix of visitors, workers, and residents who may work in town or commute elsewhere. The addition of more quality jobs will increase the number of higher paying employment opportunities in Smithville and continue to attract further investment and business growth.

Key economic development action areas and goals from the 2030 Community Vision stressed a focus on technology and bioscience companies, leveraging airport redevelopment, enhancing tourism, creating dedicated industrial zones.



DATA INSIGHTS:

- The community of Smithville sees an opportunity to expand its commercial and business base, which helps deliver new revenue streams to the City.
- Future commercial land use will be driven by the growing population and inbound investment.



3.2.2 COMMUNITY ASPIRATIONS

During the visioning process, Smithville community stakeholders identified the following key strategic aspirational goals:

- Focus on technology and growth sectors to enhance local employment
- Leverage off airport redevelopment
- Pursue tourism related business potential
- Identify appropriate areas for industrial activity

Key economic development action areas and goals from the 2030 Community Vision stressed a focus on technology and bioscience companies, leveraging airport redevelopment, enhancing tourism, and creating dedicated industrial zones.

If local and regional trends continue, Smithville is expected to gain between 400 and 1,000 jobs by 2030. This is a relatively small increase of about 2.4% per year, and not enough to change the economic dynamics of the City in a significant way. There are some opportunities to change the status quo and implement targeted interventions – or “demand drivers” – designed to increase economic investment and business growth. The comprehensive planning process has identified five business and employment demand drivers.

Key identified economic demand drivers

Enhance Tourism	<ul style="list-style-type: none"> • The opportunity exists to leverage assets such as Smithville Lake and other recreational assets to increase visitorship and tourism spending and tax revenue. • Enhanced tourism infrastructure could include a new hotel and/or conference center, and enhancing recreational opportunities and connectivity to Smithville Lake.
Leverage Airport Redevelopment	<ul style="list-style-type: none"> • The airport redevelopment may ignite greater office demand in the 'North of the River' submarket. • Smithville can help capitalize that by strengthening access to and from the airport, encourages hotel uses, and providing incentives to attract larger-scale employers.
Target and Attract Key Industry Niches	<ul style="list-style-type: none"> • Industry sectors such as bioscience, tech, and animal health are poised for growth in the Kansas City region. • Attraction strategies could include business outreach and liaisonship, tax incentives, desirable zoning, supporting industry-specific clustering, and workforce training support.
Enhance Education and Workforce Preparedness	<ul style="list-style-type: none"> • The community has emphasized a need for better partnerships with regional institutions and job training programs to help align skills with job market needs. • Smithville could be an ideal location for a new higher education campus or institution.
Prioritize a Vibrant Downtown Main Street	<ul style="list-style-type: none"> • Downtown Smithville has seen recent investment including new streetscaping and the establishment of a new Main Street program to coordinate and support business activity. • The Main Street program can help create a vibrant, safe, and desirable downtown that attracts visitors and generates additional business and real estate investment.



DATA INSIGHTS:

- Smithville’s employment base may grow over the next ten years between approximately 420 and 930 employees. This projected employment increase would likely support an additional 10 to 25 acres of commercial development in the City of Smithville.

DataInsight

- Higher land use densities of commercial development, including infill development in Smithville’s downtown area may reduce the acreage necessary to support this growth, preserving more land to retain the rural, small-town aesthetic important in Smithville, and protecting land for development to occur in future years.

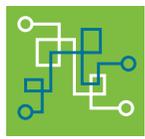
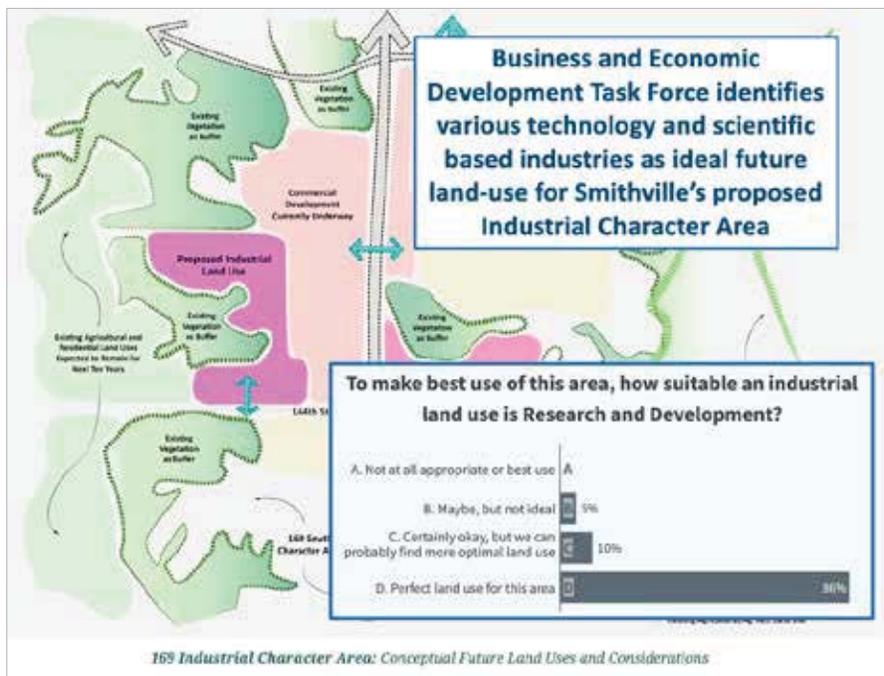


3.2.3 EMERGING TRENDS, CHALLENGES AND OPPORTUNITIES

Smithville sits within the peri-urban 'Arc of innovation' that surrounds Kansas City. This makes it attractive for many technology and bioscience industries. Smithville should pursue such businesses, and actively participate in the regional Biosciences Corridor initiative. However, the "north of the river" office submarket has not seen the same amount of office, tech, and industrial investment as areas in Kansas City and to the south of Kansas City.

The future impact of the airport redevelopment might help Smithville capture these types of industries, as well as support people working in the 'gig' economy and those who travel frequently. Smithville also has large areas of land off Highway 169 with strong regional connectivity that could be ideal for office, flex, research, and industrial development. Downtown provides an opportunity for mixed-use mid-rise infill development with an increased concentration of residential, retail, and office users. Uses along Highway 169 will remain largely auto oriented but can support some infill development and greenfield development for a range of potential office or industrial uses to the south. The opportunity exists to allow for a large-scale office park or complex should an applicable business or cluster of businesses be interested. Targeted interventions and guiding principles for development could encourage high quality development patterns.

The community would like to see retail growth downtown while retaining the area's character. For many there is a desire to enhance the downtown's Main Street feel and add moderately more density to support additional vibrancy and activity.



FUTURE INSIGHTS:

- The Kansas City region has the world's largest concentration of animal health industry activity, and accounts for 56 percent of total worldwide animal health, diagnostics, and pet food sales.
- More than 300 companies within the animal health industry are located in the "KC Animal Health Corridor." (Source: kcanimalhealth.com) In addition to animal health companies, the region is a leader in other bioscience companies such as drug development, diagnostics, and clinical research.

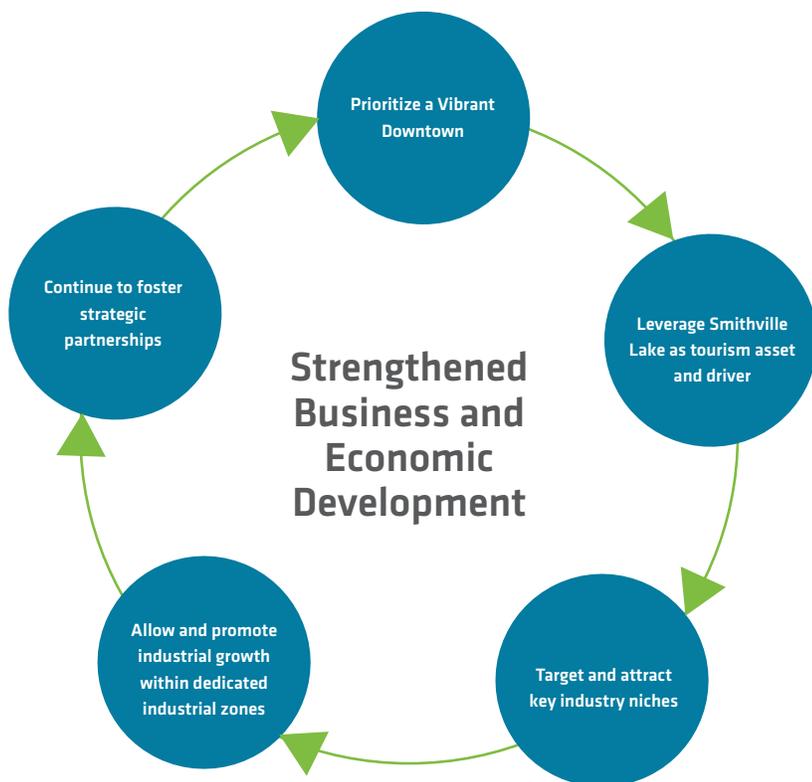


3.2.4 PLANNING GOALS AND IMPLICATIONS

While near-term economic growth is expected to be relatively slow, Smithville should lay the groundwork and infrastructure to support each of these potential growth drivers. By taking an incremental approach, the City does not risk wasting significant resources if a particular demand driver does not gain traction. The strategies that do generate a return for the City should draw enhanced municipal investment and attention.

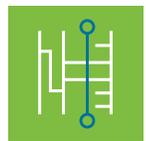
Smithville’s economic development opportunities provide the city with a range of strategies for spurring enhanced economic growth and expanding the local employment base over the next ten years.

Recommended Planning Goals for the next 10 years



“The charm of Smithville has a lot to do with the locally sourced businesses that exist nowhere else and that should be the elements that I feel should be promoted the most.”

-Comprehensive Plan Survey Respondent



Planning**Insight**

PLANNING IMPLICATIONS AND NEEDS:

- Create expanded industrial area, built west and east from core of 169 Industrial Character Area.
- Create an overlay zone that allows for industrial, flex, or office uses with significant employment and tax base advantages to locate in the 169 South Area. Consider providing incentives to help attract key industries that provide strong benefits.
- Adjust zoning or create an overlay that enables tourism, recreation, and hospitality development near the lake.
- Focus retail and commercial activity in the Downtown and Hospital Bluff areas, with suitable expansion, infill and clustering.



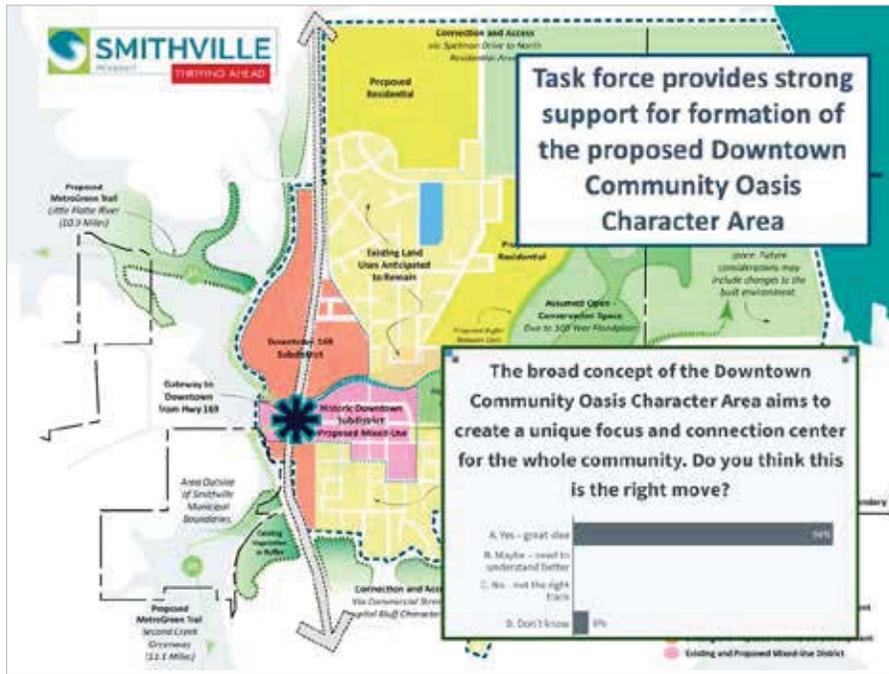
3.3 PILLAR: RETENTION OF SMALL-TOWN FEEL AND SENSE OF COMMUNITY

3.3.1 IMPORTANCE OF SMALL-TOWN FEEL

Throughout the visioning and comprehensive planning process, the community has repeatedly highlighted the importance of the “small-town feel” for its residents. As identified during the visioning process, people clearly recognize that Smithville has grown and is no longer actually a small town, and there is a deep desire for a more familiar intimate community feel and connection.

In exploring the preferred future, a significant number of people gravitated to the concept of a small-town oasis. During the visioning process, the concept of a community oasis also emerged, and was named as one of the scenarios of the future. This oasis concept has been further developed in the comprehensive planning process, to create a defined Character Area built around the Downtown area.

During the visioning process, a bold idea emerged to develop an identifiable community oasis between the downtown and the lake. This could include trails, river-walk, gardens and environmental habitat, and would be a fantastic initiative for Smithville. This would create a unique experience that ties together many community priorities.



“We moved to Smithville within the last few years. We love the small-town feel, just wish for a few more amenities, but in no means want to lose that small-town feel.”

- Comprehensive Plan Community Survey Respondent



DataInsight

DATA INSIGHTS:

- The Small-Town Feel and Sense of Community Task Force members overwhelmingly supported the concept of a defined Downtown Community Oasis Character Area.
- Task Force members highlighted the need to focus on key gateways into Smithville, including the Southern entrance to the community and the intersection with the Downtown and Hwy 169.



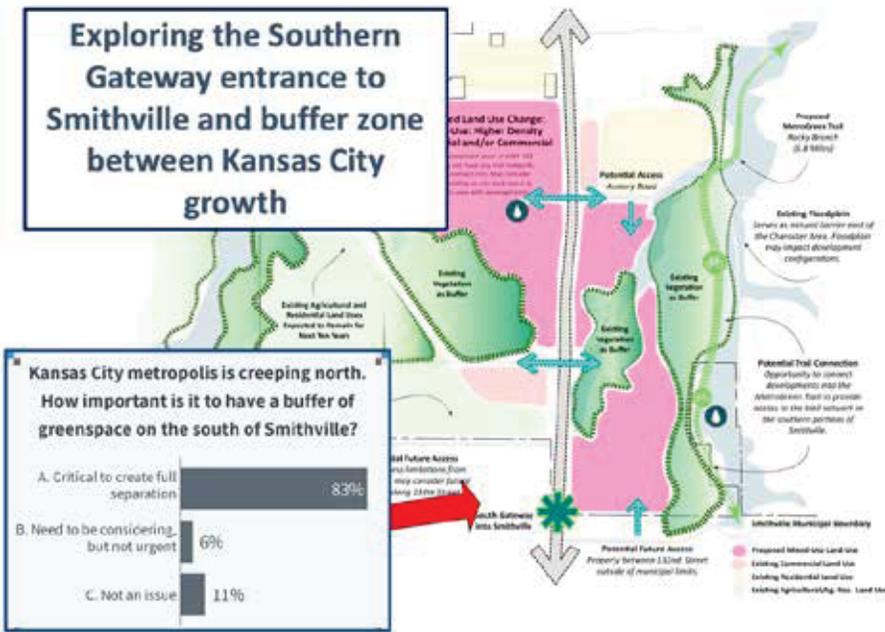
3.3.2 COMMUNITY ASPIRATIONS

During the visioning process, Smithville community stakeholders identified the following key strategic aspirational goals:

- Create “Smithville Community Oasis” area
- Utilize unique signage and promotion
- Apply design that fosters a small-town feel
- Embrace environmental practices

These goals were further explored during the Comprehensive Planning process. As highlighted during the comprehensive planning Task Force sessions, Smithville still retains enough geographic separation from the Kansas City sprawl to be able to create a unique small-town feel, while still being a significant sized city. However, this geographic separation could be challenged by growth coming from the southern end of the City. In addition, the whole Highway 169 corridor experience is critical to the future experience of Smithville.

The Downtown is seen as a critical anchor for the Smithville sense of community. This is an important community connection and gathering location.



DATA INSIGHTS:

- 42% of Americans live in or near the community where they grew up. (Source: Pew Charitable Trust)
- 77% of Task Force members felt that environmental considerations such as green space in new housing developments were critical or important to maintaining Smithville’s sense of place.

DataInsight



3.3.3 EMERGING TRENDS, CHALLENGES AND OPPORTUNITIES

Urban design and lifestyles are evolving as people seek more intimate neighborhoods with greater walkability and multi-modal connectivity. Smithville has the opportunity to position itself at the forefront of these trends as it seeks to incorporate the broad concept of creating an environmental and recreational community oasis for residents, workers and visitors alike. The primary challenge to this concept will be urban sprawl from Kansas City and uncontrolled growth.

By deliberately placing an emphasis on building opportunities for social connections, easy mobility and defined neighborhood nodes, Smithville will retain the small-town feel that so many people love, and develop itself into a vibrant, engaged community. Use of design elements such as gateway signage, more gathering spaces, a fully developed trail system and the purposeful placement of eco zones will help shape and sustain the sense of community that represents Smithville.

Purposeful definition of connected neighborhoods and specific environmentally protected green spaces will create the “Smithville Community Oasis” area that will help to retain the community’s small-town feel.



“Keeping the small town feel through different ‘hubs’ like downtown, the new Taco Bell area, the lake, etc., and progressing the walkable aspect of downtown to the lake is important.”

– Comprehensive Plan Community Survey Respondent



FutureInsight

FUTURE INSIGHTS:

- Aligning the implementation of Smithville’s Comprehensive Plan with the outcomes of its Main Street program will be critical for the development of a sustainable Downtown Community Oasis.
- Incorporating Eco Districts into Smithville’s future development are new sustainable community design elements that build resiliency by emphasizing neighborhood connectivity, multi-modality, green spaces, water conservation and alternative energy.



3.3.4 PLANNING GOALS AND IMPLICATIONS

The planning goals to help enable this pillar are focused on the physical layout and structure of the community, as well as the important locations for social interaction. A key aspect of these goals is developing overarching approaches to key community gateway locations and ensuring vegetation buffers help retain the semi-rural feel of the community.

In addition, the goals focus on building the atmosphere and character of the Downtown area. Community members are enthusiastic about the developments that are occurring there and recognize this is a key asset in retaining a unique community feel.

Social Infrastructure is a term that refers to the key civic buildings and areas that help create community connectivity and sense of community. This includes features such as libraries, parks, community centers, restaurants and schools.

Recommended Planning Goals for the next 10 years



"I think we are definitely on the upswing in Smithville. I am starting to see a lot of improvement to various things around Smithville and I am very pleased with that, and I know my peers think the same."

- Comprehensive Plan Community Survey Respondent



PlanningInsight

PLANNING IMPLICATIONS AND NEEDS:

- Designate a Community Oasis area that encompasses the area between the Downtown and Smithville Lake, and create a protected environmental and community education zone.
- Develop clear entrance areas and signage for the main character areas, especially for an expanded historic Downtown area.
- Include community recreation areas and gathering locations in a Parks plan – creating entertainment and festival / events areas, especially within new residential developments.
- Deliberately develop the social infrastructure and local connection points within the community.



3.4 PILLAR: ENHANCED RECREATION AND CONNECTIVITY

3.4.1 IMPORTANCE OF ENHANCED RECREATION AND CONNECTIVITY

The comprehensive planning process has explored the recreation and community connectivity theme. Smithville is blessed with some outstanding recreation amenities, including Smithville Lake and the associated trail system. In a family and active retiree community like Smithville, recreation also provides important connectivity issues, both in the sense of being able to move but also in human interaction. As a community, Smithville is at a size where more amenities become both viable and desirable.

In survey responses, community members have identified festivals, events and community gatherings as key methods to build connectivity. In addition, people have identified the potential of local foods to help create more community events and destinations that could be valuable experiences for locals and visitors. This is particularly relevant to the concept of the Smithville Downtown being a destination for the emerging regional trail network.

Smithville Lake provides a significant regional recreation and tourism draw. Connecting the Lake to the downtown with the new trail is a significant step in building an integrated trail system.

Recreation and Connectivity

"Small town atmosphere and abundant opportunities to use outdoor recreation, I can be on a trail in the woods in ten minutes."

People in Smithville say they want trails for:

- **Recreation (59%)**
- **Connectivity (35%)**
- **Safety (6%)**

"A trail from downtown to the lake is an excellent ideal"

"Sidewalks for neighborhoods and streets where they don't currently exist."



DATA INSIGHTS:

- 91% of Task Force members thought that local foods and dining options are very important and could create a great new niche for the community.
- 56% of Task Force members want a complete separation of trails from the road network.

DataInsight



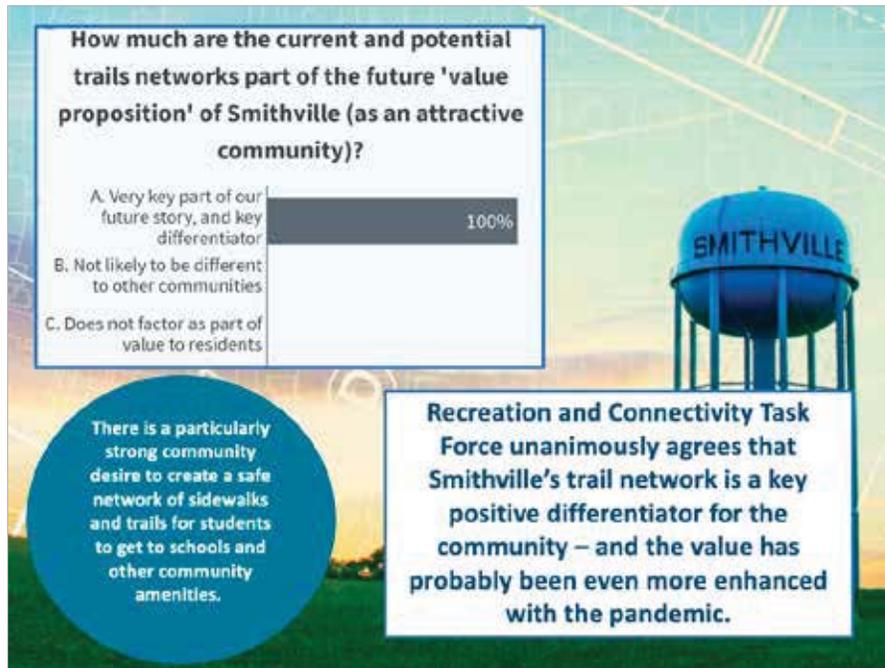
3.4.2 COMMUNITY ASPIRATIONS

During the visioning process, Smithville community stakeholders identified the following key strategic aspirational goals:

- Create a recreation and connectivity masterplan
- Study community desires for recreation facilities
- Build recreation as an economic driver
- Build regional trail connectivity

The community appears to overwhelmingly support the investment in the development of the local trail system. Task Force members see this as a key part of the future value proposition of the community and offering a valuable recreation amenity. In addition, the community has reflected a desire for a greater number and variety of recreational amenities that could be distributed across the community. Suggested amenities include additional parks and parklets, pickle ball courts, community gardens, ski and snowshoe rentals, and combined recreational facilities such as a Chicken N Pickle. Connecting these recreational options to the commercial areas and Downtown was seen as a key part of being an economic driver for the City.

Smithville's geographic spread makes it uniquely positioned to develop a trail system to the east of Hwy 169, that would connect the community north to south.



DATA INSIGHTS:

- 53% of Task Force members thought that when planning for trails and connectivity network, Smithville should be very bold, and thinking big and 'out of the box'. The remaining 47% thought the community should aim for a full trail build out in 10-15 years.

DataInsight • As a general rule, it takes a population of at least 20,000 to support the cost and maintenance of a new community or recreation center. (Smithville's current population is about 10,000 with an expected population increase to around 15,000 by 2030.)



3.4.3 EMERGING TRENDS, CHALLENGES AND OPPORTUNITIES

Trail networks and connectivity have become increasingly important to community placemaking over recent years. With changing work and commuting patterns, people of all ages desire walkability and recreational options that are easily accessible and available 24/7. Cities that incorporate emerging multimodal options, pedestrian zones and enhanced public space models connected by trail networks are magnets for millennials and young professionals.

Some of the challenges to pursuing this added connectivity involve financing, balancing land use needs and resistance to change. Throughout the planning process - from the visioning to comprehensive planning - the community of Smithville has shown a high-level desire to pursue this connectivity as part of its efforts to create a healthy, vibrant community with a strong sense of place. This Comprehensive Plan is the opportunity to decide how to implement that desire and make it a reality.

Developing Smithville's network of trails will provide the basis of a multimodal transportation system that will allow people to move to and from, within and through the City with ease and without a car.



“Keep adding trails and get every neighborhood in the City to connect to another neighborhood via trails vs. streets.”

- Community Comprehensive Plan Survey Respondent



FutureInsight

FUTURE INSIGHTS:

- More than half of all trips in the U.S. are within a 20-minute bike ride or less, and more than one in four trips are within a 20-minute walk or less. (Source: 2017 National Household Travel Survey).
- The five-minute walk is a standard that is best described as the distance that a pedestrian is willing to walk before opting to drive. (EVStudio 2019).
- New forms of micro-mobility such as electric bikes, scooters, skateboards as well as the unique needs of an aging population will accelerate the need for a comprehensive and balanced trail system in Smithville.



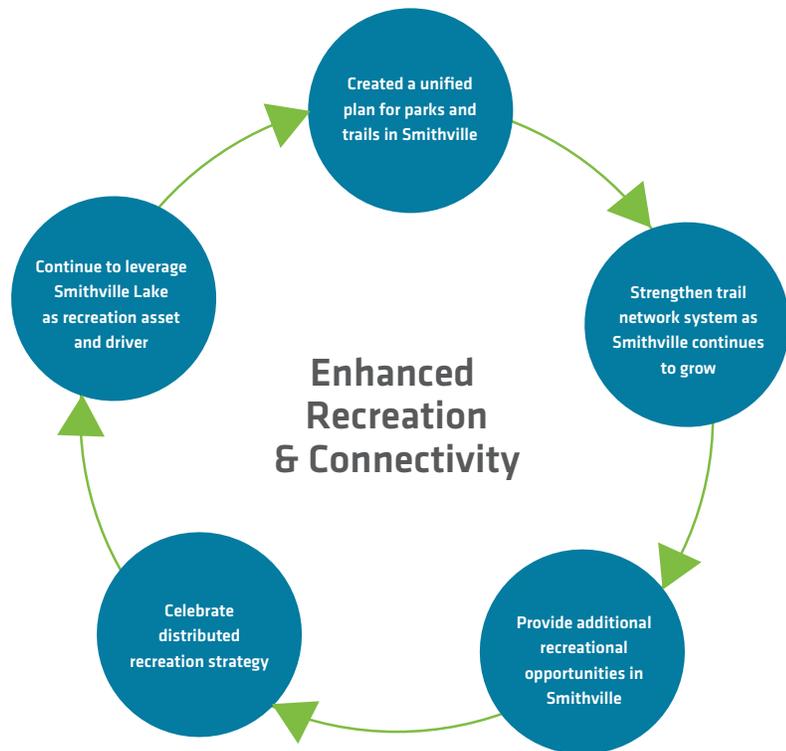
3.4.4 PLANNING GOALS AND IMPLICATIONS

Smithville has grown to a population size and community status where expanded investment in trails and recreation infrastructure is needed and viable. Focusing on connecting existing community nodes and trail segments will help create ‘quick wins’ and improve multimodal connectivity.

A key aspect of the recommended approach to recreation in Smithville has been termed ‘distributed recreation’. As the community has not reached a critical size for a major recreation center or facility, the interim approach is to provide a range of recreation options across the community. These options would expand on the current trail system to include additional parks and gathering places, sport rental options, and combined recreational facilities such as a Chicken N Pickle.

Smithville residents have expressed a clear desire for bold thinking and action in regard to building out a network of recreational opportunities within the community. This is an exciting step for the community and a chance to build on a unique value proposition.

Recommended Planning Goals for the next 10 years



This approach will also involve connecting neighborhoods with trail heads, additional park development and linking recreation at the Lake to downtown and internal trail systems. The concept is to build a system that people can use trails to connect these various recreation locations and amenities.



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PLANNING IMPLICATIONS AND NEEDS:

- Recreation and connectivity master plan to establish key priority of connecting by trails all main community nodes, recreation areas and residential areas over next 10-15 years.
- Future trail system to create clear separation of cars and cyclists / pedestrians, especially on eastern side of Smithville.
- Link local trails system into broader regional trail network and plan for necessary access and easements.
- Require all new developments to accommodate multimodal transportation and trail connection, including potential funding mechanisms.



3.5 PILLAR: CONTINUED COMMITMENT TO EDUCATION

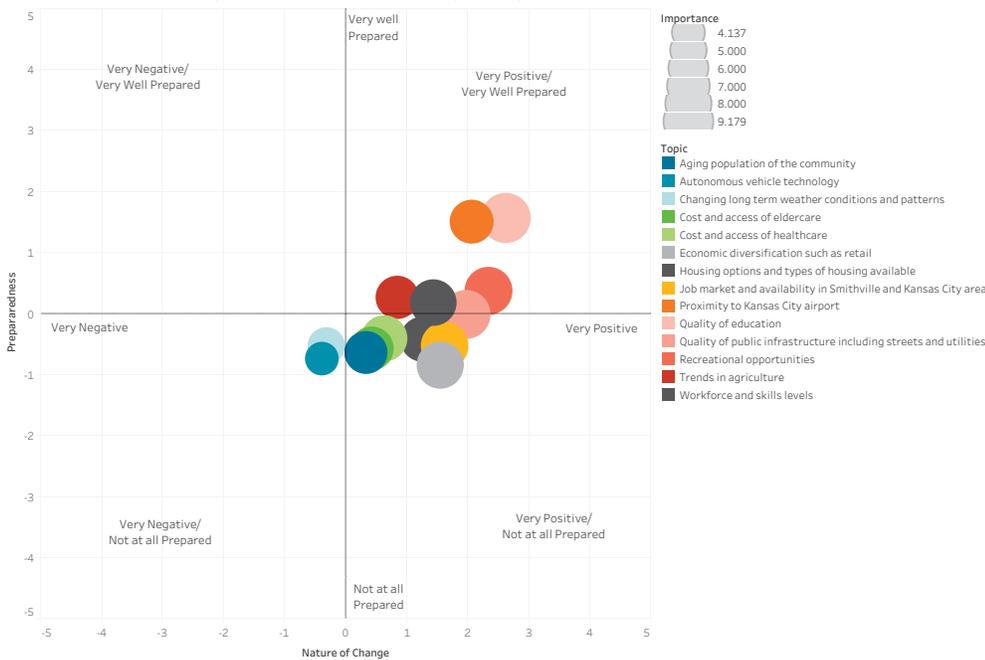
3.5.1 IMPORTANCE OF CONTINUED COMMITMENT TO EDUCATION

The quality of education is a defining feature of Smithville as a destination community. During the visioning process, the Benchmark Study highlighted how Smithville schools outperform on educational quality. Smithville ranks high as the 531st best high school in America among 17,245 high schools. (Source: U.S. News Best High School National Ranking) . Smithville R-II School District also holds the position of the 2nd best high school among others in Missouri. This ranking considers factors such as curriculum, academic proficiency, academic performance, and graduation rate. This is an outstanding performance and is reflected in the priority that residents place on the schools and education. In addition, community residents have repeatedly expressed an appetite for life-long learning and skill building.

Increased early childhood and adult continuing education emerged during the comprehensive planning process as important missing elements in Smithville's educational offerings. This supports the community's desire to become one that supports a life-long learning culture.

Key Factors - Average Data

X-axis - Nature of change (Scale: -5 = Very negative; +5 = Very positive)
Y-axis - Preparedness for change (Scale: -5 = Not at all prepared; +5 = Very well prepared)
Size of circle - Importance in the future (Scale: 1 = Not at all important; 10 = Critically important)



“Taking care of early childhood development centers and educational opportunities are very important. This is because these are the future generations that will be living in Smithville. We need to prioritize them because they will be leading our town and people in the future.”

- Comprehensive Plan Survey Respondent



DATA INSIGHTS:

- Over 80% of community vision survey respondents said that Quality of Education was very or critically important to the future of Smithville.
- The vast majority of survey participants considered that Smithville would benefit from future changes in education and was very well positioned to take advantage of such changes.

DataInsight



3.5.2 COMMUNITY ASPIRATIONS

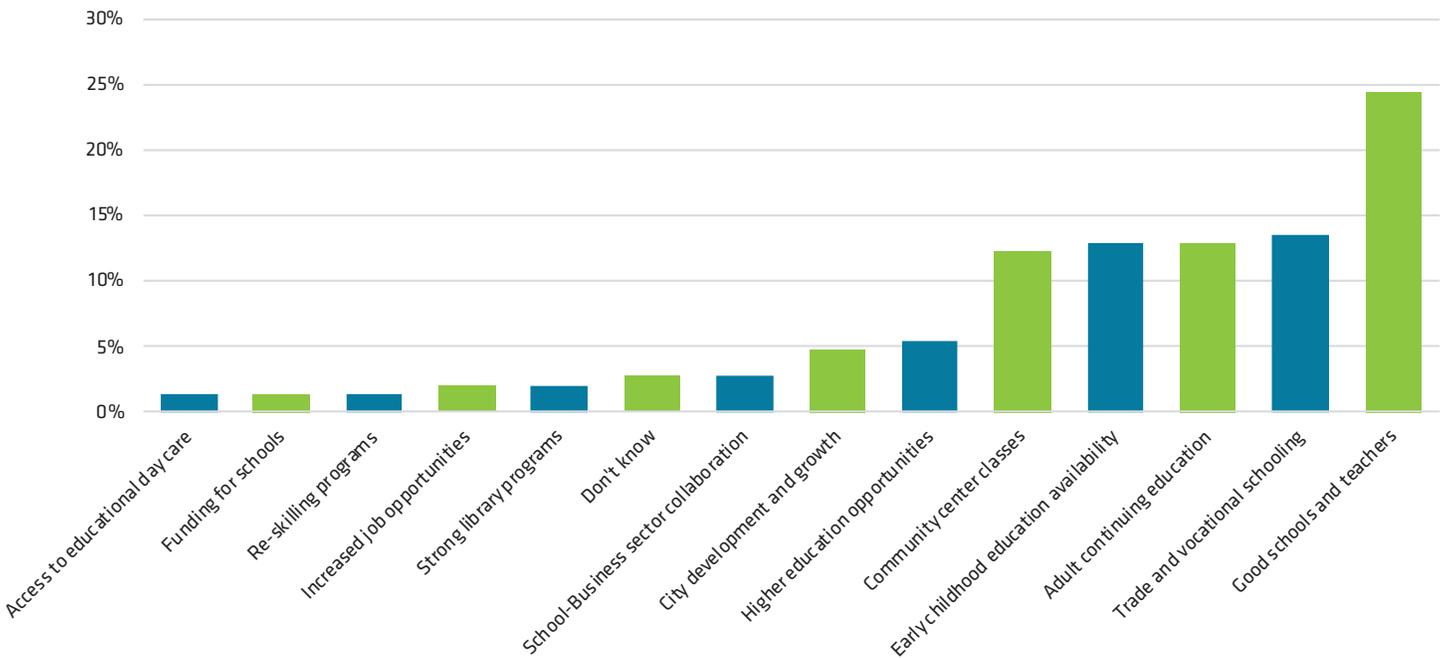
During the visioning process, Smithville community stakeholders identified the following key strategic aspirational goals for Continued Commitment to Education:

- Create educational cluster
- Forge strong partnership between School and City
- Create industry responsive educational pathways
- Build a lifelong learning culture

Increased early childhood and adult continuing education emerged during the comprehensive planning process as important missing elements in Smithville's educational offerings. This supports the community's desire to become a one that supports a life-long learning culture.

The partnership between the schools and the City is already strong and has been enhanced by now regular joint Board meetings. These two entities are significant custodians and influencers of the community's future, and their aligned efforts have the potential to amplify positive outcomes for the community.

What do you consider to be important elements to building out a lifelong learning culture in Smithville?



DATA INSIGHTS:

- Nearly 70% of community survey respondents felt it was very or critically important to have educational opportunities of all levels and types offered in Smithville locations.
- Access to quality day care emerged through the comprehensive planning process as a need not only to support adult education, but also adult health and wellbeing.

DataInsight





3.5.3 EMERGING TRENDS, CHALLENGES AND OPPORTUNITIES

Advancements in technology and changing demographics are macro trends that present both challenges and opportunities for education in Smithville. Exponential changes in technology provide new options for learning including online, remote and virtual learning. This has been especially important with the advent of COVID-19, exposing disparities in adequate broadband access across the nation for students and employees alike as they work from home.

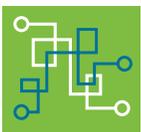
Changes in technology also pose challenges to businesses and industry as they race to keep skilled workers up to speed. This has taken on a greater focus during the pandemic due to employment losses and the need for career changes. The school district, business community and other regional entities (Cities, Chambers, and school districts from northland communities) are currently in discussions with MCC to explore options such as internships, and classwork. Smithville's strong educational system and a tradition of collaborative public-private relationships provide opportunities for the community to develop innovative solutions to regional educational needs, from early childhood to reskilling programs for career development.

The strong partnership between the School District and the City provides a unique leadership opportunity for Smithville to expand its educational programming to provide lifetime learning options for its residents and the surrounding region.



"It's critical to provide as many types and outlets for education as possible. People need alternatives to normal channels of education. Different people learn in different ways and need different types of educational opportunities."

- Comprehensive Plan Community Survey Respondent



FUTURE INSIGHTS:

- Many communities across the U.S. are moving to make city-wide broadband a utility available to all residents, public and private institutions. During the COVID-19 pandemic, accessibility to broadband became a necessary element to providing equity and inclusion for all students nationwide.

FutureInsight

A national trend is to expand school use to provide multipurpose functions within the community. Launch participants were supportive of using the high school after hours to accommodate lifelong learning training needs within the community.



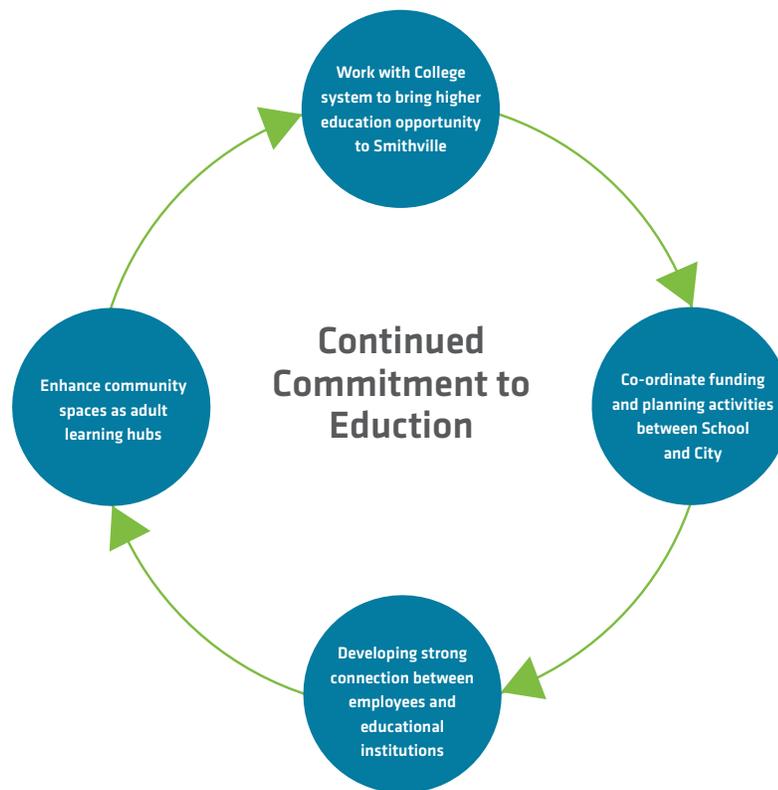
3.5.4 PLANNING GOALS AND IMPLICATIONS

Education is a key part of the overall value proposition that Smithville offers. Building on the extraordinary success of the School District, the community now has the opportunity to expand the educational offering to a broader range of community members. This will be especially relevant for vocational training and adult learning.

In addition, the community should focus on connecting economic development to the emerging skills in students. In particular this makes the community attractive to technology-based companies, which have been identified as the ideal industrial type for parts of Smithville.

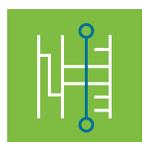
Smithville has the potential to increase its appeal to a wider range of people by expanding its educational offerings to include adult and life-long learning options.

Recommended Planning Goals for the next 10 years



"I say get the employers involved. Many employers say that students aren't prepared for the workforce, but don't do anything about it. I say have them invest time in the school programming to better fit their needs. Have teachers reward that effort by adjusting curriculum to include those skills."

- Comprehensive Plan Community Survey Respondent



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PLANNING IMPLICATIONS AND NEEDS:

- Identify suitable locations for additional education facilities such as a technical or vocational institution within the Hospital Bluff character area. Aim to link such facilities with existing schools and libraries.
- Identify potential tools to help attract and develop this type of career development facility.
- Explore community spaces that could be learning hubs for the community.
- Continue to include youth in planning work across the community.



4.0 SMITHVILLE 2030 – CREATING A MODERN COMMUNITY OASIS

4.1 TRANSLATING VISION TO PLANNING

‘Smithville 2030 – A Modern Community Oasis Designed for 2030,’ represents a Community Vision that anticipates change and honors tradition. The five strategic pillars of Smithville’s Vision and Strategic Action Plan provide the foundational blocks for the comprehensive plan and help shape the community’s approach to its design and implementation. Input from community stakeholders throughout the visioning, strategic planning and comprehensive planning processes point to a clear desire to be innovative and proactive in achieving the community’s preferred future over the next ten years.

Bridging the gap between Smithville’s Vision and Strategic Action Plan and its Comprehensive Plan has been a critical element of the City’s comprehensive planning process.

Pillar	Diverse Housing and Neighbourhood Options	Strengthened Business and Economic Development	Retention of Small-Town Feel and Sense of Community	Enhanced Recreation and Connectivity	Continued Commitment to Education
Community Aspirations	<ul style="list-style-type: none"> Facilitate the availability of more diverse housing options. Define and develop neighborhood nodes. Allow for continued planned growth. Preserve green space and rural feel. 	<ul style="list-style-type: none"> Focus on technology and growth sectors that can enhance local employment. Leverage off airport redevelopment. Pursue tourism related business potential. Identify appropriate areas for industrial activity. 	<ul style="list-style-type: none"> Create “Smithville Community Oasis” area. Utilize unique signage and promotion. Apply design that fosters small-town feel. Embrace environmental practices. 	<ul style="list-style-type: none"> Create a recreation and connectivity masterplan. Study community desires for recreation facilities. Build recreation as an economic driver. Build regional trail connectivity. 	<ul style="list-style-type: none"> Create educational cluster. Forge strong partnership between School and City. Create industry responsive educational pathways. Build a lifelong learning culture.
Planning Goals	<ul style="list-style-type: none"> Increase Supply of Housing Units To Meet Growing Demand. Celebrate and Preserve Existing Housing and Neighborhoods. Strengthen Neighborhoods Across the City. Encourage Walkability and Connectivity in and near Residential Areas. Provide Housing Options for All. 	<ul style="list-style-type: none"> Prioritize a Vibrant Downtown. Leverage Smithville Lake as tourism asset and driver. Target and attract key industry niches. Allow and promote industrial growth within dedicated industrial zones. Continue to foster strategic partnerships. 	<ul style="list-style-type: none"> Establish intentional gateways and buffers at key locations. Enhance the vibrancy and classical character of Downtown Smithville. Foster an engaging Hwy 169 corridor experience. Continue to strengthen social connections and social infrastructure. 	<ul style="list-style-type: none"> Create a unified plan for parks and trails in Smithville. Strengthen trail network system as Smithville continues to grow. Provide additional recreational opportunities in Smithville. Celebrate distributed recreation strategy. Continue to leverage Smithville Lake as recreation asset and driver. 	<ul style="list-style-type: none"> Work with College system to bring higher education opportunity to Smithville. Co-ordinate funding and planning activities between School and City. Developing strong connection between employers and educational institutions. Enhance community spaces as adult learning hubs.
Planning Implications and Needs	<ul style="list-style-type: none"> Update zoning to allow for product types that increase the number of dwelling units per acre at key areas, enhancing walkability and vibrancy downtown and in the 169 South Area. Encourage development oriented for active retirees. Identify ideal locations for infill and greenfield development while protecting green space in the existing northern residential areas. Establish strong focus on preservation of open spaces and green corridors, especially north along Hwy 169, and south between Smithville and broader metropolis. 	<ul style="list-style-type: none"> Create expanded industrial area, built west and east from core of 169 Industrial character area. Create an overlay zone that allows for industrial, flex, or office uses with significant employment and tax base advantages to locate in the 169 South Area. Consider providing incentives to help attract key industries that provide strong benefits. Adjust zoning or create an overlay that enables tourism, recreation, and hospitality development near the lake. Focus retail and commercial activity in Downtown and Hospital Bluff area, with suitable expansion, infill and clustering. 	<ul style="list-style-type: none"> Designate a Community Oasis area that encompasses the area between Downtown and lake, and create a protected environmental and community education zone. Develop clear entrance areas and signage for the main character areas, especially for an expanded historic Downtown area. Include community recreation areas and gathering locations in Parks plan – creating entertainment and festival / events areas, especially within new residential developments. Deliberately develop the social infrastructure and local connection points within the community. 	<ul style="list-style-type: none"> Recreation and connectivity master plan to establish key priority of connecting by trails all main community nodes, recreation areas and residential areas over next 10-15 years. Future trail system to create clear separation of cars and cyclists / pedestrians, especially on eastern side of Smithville. Link local trails system into broader regional trail network and plan for necessary access and easements. Require all new developments to accommodate multimodal transportation and trail connection. 	<ul style="list-style-type: none"> Identify suitable locations for additional education facilities such as a technical or vocational institution within the Hospital Bluff character area. Aim to link such facilities with existing schools and libraries. Identify potential tools to help attract and develop this type of career development facility. Explore community spaces that could be learning hubs for community. Continue to include youth in planning work across the community.



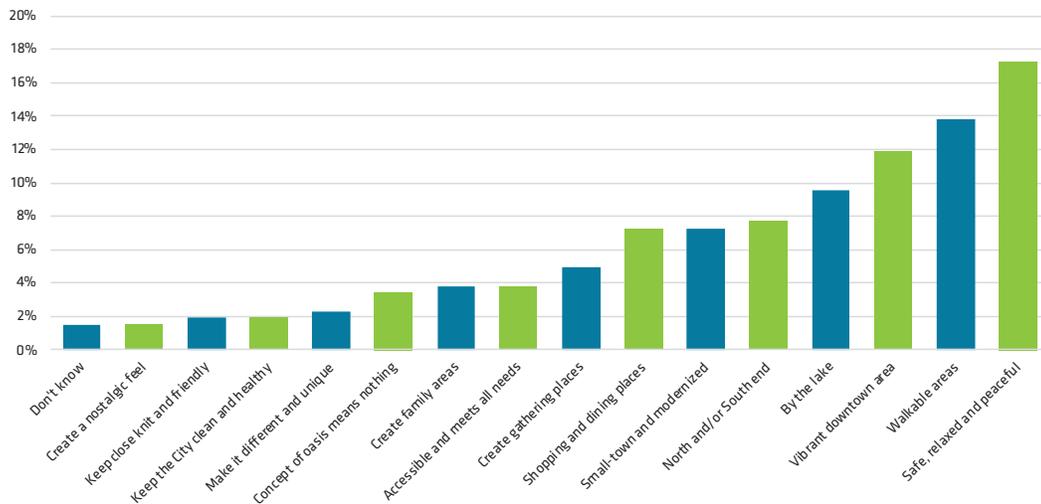
4.2 CREATING A COMMUNITY OASIS EXPERIENCE

The defining element of the future vision for Smithville is the community’s desire to become a community oasis for residents, workers and visitors alike. From end-to-end, community stakeholders have consistently expressed the need to both retain the small-town community feel and character of Smithville while at the same time providing greater connectivity and opportunities to build a unique city setting that is walkable, vibrant, accessible and attractive to all community members. This oasis concept was described in a somewhat conceptual and experiential framework throughout the visioning process.

 The formalization of the Community Oasis concept into a specific physical area is a great innovation for the community and addresses multiple aspects of the desired community vision.

The comprehensive planning process has worked to make the oasis concept more tangible. This means converting ideas of physical spaces into planning policies that can support those concepts. Of specific note is the idea of creating a specific community oasis character area, that encapsulates the ideas of the community’s vision. This is centered around the downtown and extends to the Lake. It is proposed to enhance this area, to make it more walkable with a river walk, and to connect it to the downtown vibrancy.

What does the experience of the 'Community Oasis' mean to you?



“LOVE, LOVE, LOVE the river walk idea! And the two proposed Conservation Areas! Green space is important to maintain and protect....Once it's gone, you can't get it back.”

- Project Portal Discussion Board Participant (Rob Wunder, 14 August 2020)



PLANNING INSIGHTS:

- 94% of Task Force members indicated it would be a great idea to consider the Downtown Community Oasis Character Area as a unique focus and connection center for the whole community.
- Overwhelmingly, people would like to see the Community Oasis concept turned into reality and become the 'beating heart' of the community.

Planning Insight



4.3 CONNECTING THE COMMUNITY - SOCIAL INFRASTRUCTURE

A key part of the community vision was about creating connections and community feel. Connecting the community will require the development of both physical and social infrastructure to support the plan's implementation. The majority of elements cited by community stakeholders as critical to developing the connectivity throughout the City involve building social infrastructure. These are physical places and organizations that shape the way people interact.

The role of social infrastructure plays an integral part in Smithville's sense of community. The Library, schools, restaurants, housing complexes, community gardens, membership organizations, downtown areas, Lake, trails and park system all are examples of social infrastructure that provide connectivity and a sense of community amongst Smithville stakeholders. This infrastructure is critical to building sustainability and resiliency into the community environment by providing the necessary elements that build quality of life and meaning for residents, workers and visitors alike.

Smithville's social infrastructure is the connective tissue that creates a sense of community. It consists of the physical spaces and organizations that bring people together to live, work and play.



A focus on planning for social infrastructure will help the community create important connection points and locations.

"We love it here as friendly, quiet, safe. But not so much to do in regard to eating out, music, venues, breweries, shopping, exercise for seniors. We use the lake, have a boat at the marina, walk and bike the trails, fish, hunt. Need more social engagement opportunities."

- Community Comprehensive Plan Survey Respondent



PLANNING INSIGHTS:

- Smithville's 2030 Comprehensive Plan is an opportunity for the community to design and shape how they work, live and play for the next ten to twenty years. This is especially important in a community where many people are commuters, and the community is their 'family refuge' from busy lives.

PlanningInsight. Developing relevant and accessible social infrastructure can mitigate the effects of isolation on an aging population by creating the spaces and programs that promote mental and physical health.



4.4 BUILDING RESILIENCE AND ADAPTABILITY

Resilience and adaptability are increasingly becoming key elements in community planning, especially as a result of the recent pandemic. Experiences such as the isolation of work from home highlighting a need for parks and trails, necessary changes to the built environment and outdoor dining in restaurants to accommodate social distancing, and new floor plans in homes to accommodate multigenerational living are immediate examples of how communities are grappling with how to adapt and build resiliency into future city planning.

Resilience addresses the need to have the capacity to absorb shock and also be able to stay the course on long term planning. Of specific relevance to this comprehensive planning process is the need to plan future land use that can account for future climate volatility and changing weather patterns. This means that riparian areas may see greater surge events, and incorporating buffers is important. Also, communities like Smithville will need to be able to offer safe and protected community spaces and recreation areas, which have become so important during the COVID-19 pandemic. These recreation areas such as trails, have become even more important amenities as people absorb the impacts of social distancing.

Adaptability addresses the ability to be the architect of change, and also respond to changing trends. For example, in the time frame of this comprehensive plan (2030) we may see significant changes in key trends such as autonomous cars, human health and application of technology. As part of its vision, Smithville sees itself as a relevant community that is outward facing with an expanded worldview but is also modernized and revitalized. This requires the community leadership, and the comprehensive plan, to be forward looking and ready for emerging trends and changes.

Smithville has reached the size and scale of a community that it can invest additional resources in developing well considered plans long-term for recreation, resource management, transportation and investment in community infrastructure.

A community's capacity to deal effectively with challenges such as pandemics and climate change hinge on how much we decide to take each other's wellbeing into account. By focusing on the collective good, key policy decisions will lead with social awareness and appreciate our mutual interdependence.

Smithville's 2030 Comprehensive Plan lays out the steps needed to achieve the City's vision for the future. It focuses on developing the sustainable physical and social infrastructures that will build resiliency into Smithville's community fabric and systems.



PlanningInsight

PLANNING INSIGHTS:

- The global impacts of COVID-19 and climate change require this Comprehensive Plan to prepare the City of Smithville to deal with these and future shocks.
- Although 94% of households in Smithville have internet access, working and schooling remotely during COVID-19 surfaced nationwide realization concerning lack of broadband access for all. (Data Source: ESRI Community Analyst)



5.0 PLANNING FOR FUTURE LAND USES – SHAPING THE COMMUNITY FABRIC

The Future Land Use Map, a key component of Comprehensive Planning, represents the vision of what Smithville may look like in 2030. The map is created based on four key considerations:

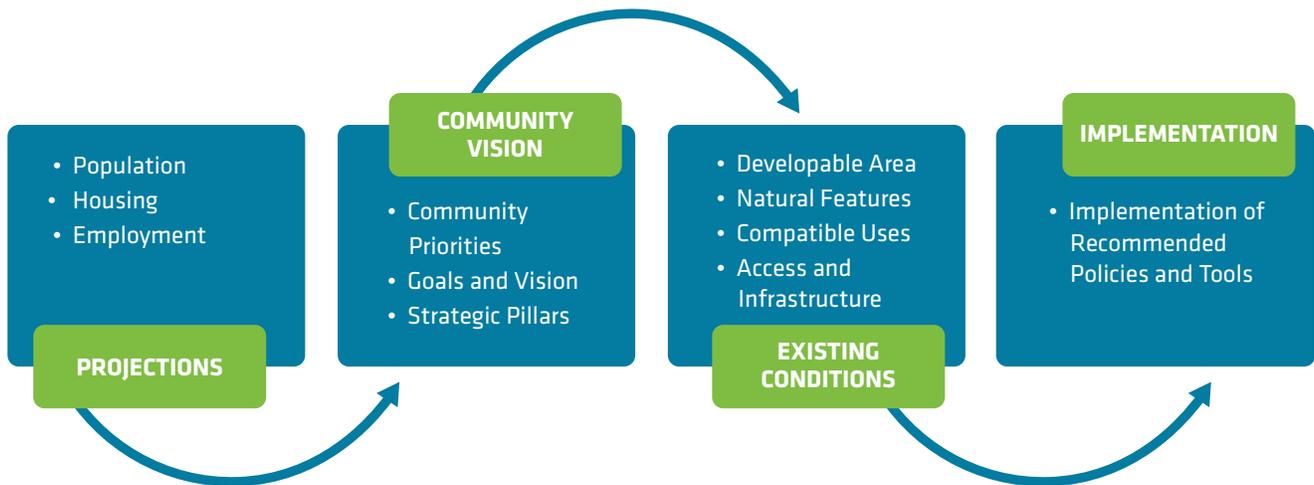
- Population, housing, and economic projections of how Smithville may grow over the next ten years
- The community’s collective vision for the future
- Natural features, existing conditions, and developable areas
- Implementation of recommended policies and tools

Smithville’s 2030 Future Land Use Map translates the community vision into specified future land use which will help developments over the next ten years.

Importantly, the Future Land Use Map guides land use policy and decision making but is not a policy itself.

The Future Land Use Map is a valuable tool to be used as a basis for land decisions in the next ten years, including zoning, rezoning, and development in Smithville. When property owners and developers request zoning changes, this Future Land Use Map is one of the key considerations for the zoning recommendation with the Planning and Zoning Commission’s and the Board of Aldermen’s decisions and other principles in this Comprehensive Plan.

Process of Determining Future Land Uses



GUIDING PLANNING PRINCIPLES

- Develop compatibly - Encourage development that supports the existing nearby uses to create a compatible network of land uses throughout the city.
- Develop sustainably - Encourage development in areas currently served, or servable, by infrastructure and utilities to minimize substantial improvements with limited impacts.

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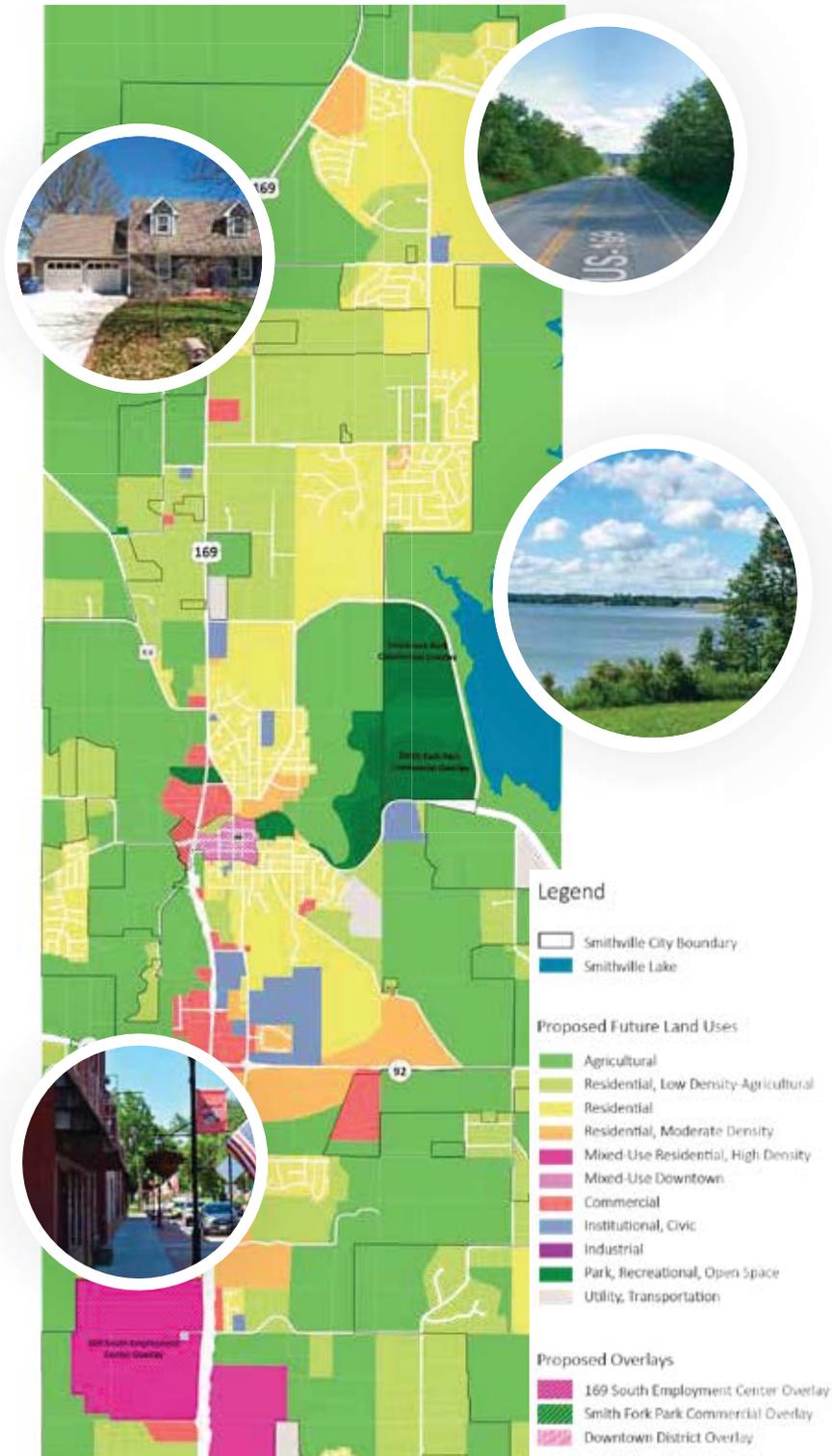


5.1.1 ESTABLISHED LAND USE PATTERNS

Smithville's Existing Community Fabric

The city's current land use patterns include the following key characteristics:

- Most of the Smithville's land is characterized by rural conditions with active agricultural uses, low density residential development, creating expansive views of greenspace and fields.
- Residential uses span the city - creating a sense of community and small-town feel. Residential subdivisions have emerged in recent years, particularly in the northern segment of the City. While neighborhoods are sprinkled throughout the City, residential development is also concentrated near Smithville's Downtown.
- Hwy 169 forms a north-south linear spine throughout the city. Smithville's residents, commuters and visitors regularly traverse this corridor through the community as it connects to I-435.
- Smithville's Downtown is a celebrated historic district filled with architecturally charming single and two-story buildings and a central square - Courtyard Park.
- Commercial uses line Hwy 169 through fragmented strip center development and outlot parcel development. These developments along the corridor are oriented towards the vehicular user. Most commercial buildings feature visible parking lots between the buildings and Hwy 169.
- The current supply of industrial and office park development is somewhat limited in Smithville with small-scale professional office buildings clustered near Hwy 169.
- Recreational assets in the city feature Smithville Lake and a network of well-used parks and trails.





5.1.2 KEY CONSIDERATIONS AND CHANGES FOR SMITHVILLE'S 2030 FUTURE LAND USES

Based on growth projections for the next ten years, existing conditions and established land use patterns in the City, and the community's vision for the future, key considerations and changes for the 2030 Future Land Use Map include:

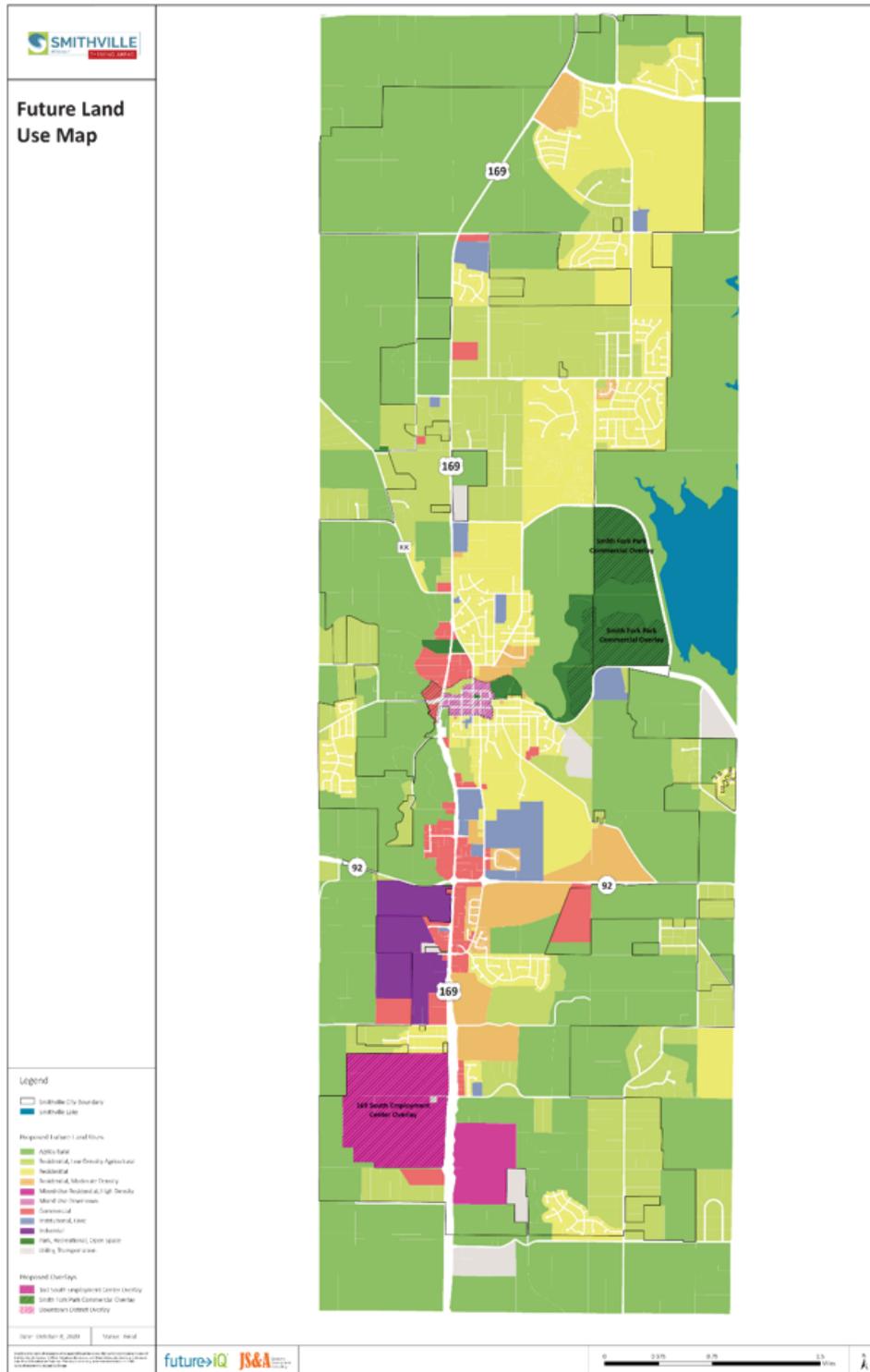
- Industrial, flex, and office uses on the City's southern end of Smithville adjacent to or near Hwy 169 and Route 92.** Because of Smithville's limited current supply of employment centers and commercial tax base, allowing for the opportunity to attract industrial, flex, or office user(s) will provide city benefits aligned with goals set forth in the Comprehensive Plan. The Future Land Use Map contains an overlay district near Smithville's southern end, encouraging enhanced office and flex developments.
- Higher density residential uses in the southern end of Smithville.** Based on market conditions, higher density residential developments may feature construction up to six stories in height. Higher density may also be achieved by allowing higher dwelling units per acre to accommodate market demand, creating vibrant activity at the City's southern end.
- Mixed of residential and commercial uses in Smithville's Downtown area.** With the recent investment in the Downtown area, including the upcoming trail connections to Smithville Lake, this area may well accommodate a wider range of uses in the future. This could include a mix of residential units in walkable areas of the City, and mixed-use typologies with residential units above the ground-floor commercial uses or mid-rise residential uses. Existing maximum height would not be changed by new typologies.
- Continued single-family detached residential uses, especially in the northern portion of Smithville.** Although we recommend planning for additional housing typologies for the next ten years, the strong single-family housing market is expected to continue in Smithville and should be planned for over the next ten years. This development pattern targets opportunities to connect into Smithville's developing trail network and clustered to minimize sprawling impacts. Rural and low-density residential uses are expected to remain a signature element in the City's land use pattern.
- Enhanced recreation uses near Smithville Lake as an economic driver.** Smithville Lake serves as a unique asset in the city and a substantial opportunity to capture increased visitor spending to support Smithville's local businesses. Enhancing the control over recreational assets, such as areas near the Lake, can help strengthen Smithville's tax base and fund other recreational uses in the future while celebrating these land uses.
- Intentionally preserve and conserve targeted green open spaces.** To retain and celebrate Smithville's Small-Town Feel, identifying green space and agricultural areas to protect for the next ten years will help the City towards its path as a modern Community Oasis. These conservation spaces include important buffers and view shields throughout the City and in, or near, all Character Areas.
- Enhance opportunities for trails and multimodal connectivity.** Proposed trail networks, such as the MetroGreen trails, are identified in or near all of the Character Areas. As uses develop near these networks, there are additional opportunities to help these trails become a reality. The proposed Future Uses encourage pedestrian and bicycle networks from the northern to the southern areas of Smithville, connecting residents throughout the City.

These considerations and changes were developed with community input, including the launch, Task Force discussions, online Discussion Board comments, and survey results.





5.2 FUTURE LAND USE MAP





5.2.1 FUTURE LAND USE CATEGORIES

Smithville's 2030 Future Land Use Map includes the following land use classifications:

- Agricultural Uses.** Farms and agricultural properties exist throughout Smithville and will remain important in the City's fabric over the next ten years. Agricultural land includes a broad range of uses related to agriculture and farming, including, but not limited to, cultivation, pasture, and a variety of agricultural-related structures such as barns and storage buildings.
- Residential Uses.** The Future Land Use map includes four distinct residential classifications ranging in density and development patterns:
 - Low-Density Residential** Uses are typically single-family houses on large lots over three acres. The Low-Density Residential uses range from subdivisions featuring larger than typical lot sizes to residential properties supporting agricultural uses. These Low-Density Residential uses predominately lie along the fringe of Smithville's east and west municipal boundaries and in the city's northern parts.
 - Residential Uses** include both detached and attached single-family residential houses. These residential uses exist throughout the city, particularly clustered in the Downtown areas and the northern region. Single-family attached typologies include townhomes, duplexes, triplexes, and quadplexes.
 - Moderate-Density Residential Uses** include both attached single-family residential typologies as well as multifamily residential development types. These residential uses are targeted in and near Smithville's Downtown and the Hospital Bluff area.
 - High-Density Residential Uses** are encouraged in Smithville's southern end along Hwy 169, resulting in denser multifamily developments than Smithville has seen in the past. The High-Density Residential Uses transition development in Kansas City along Hwy 169 north of I-435 to Smithville's small-town feel. This new residential development pattern provides a comprehensive range of housing typologies for current and prospective residents. High-Density Residential developments may include a mix of uses, including ground-floor retail and commercial uses, and supporting communal amenity spaces.
- Commercial Uses** include office and retail spaces and is often intended for for-profit business uses. These uses include retail strip centers, standalone buildings, and office park complexes.
- Mixed-Use Downtown District** is predominately commercial uses within institutional and residential uses nearby.
- Civic and Institutional** uses include, but are not limited to, educational facilities and campuses, libraries, places of worship, and other community-oriented areas.
- Park, Recreation, Open Space** includes dedicated publicly owned parks and recreation areas throughout the city.
- Industrial Uses** include both light and heavy industrial uses. Light industrial uses range from manufacturing, assembling and fabrication, warehousing, wholesaling, and service operation. In contrast, heavy industrial uses typically require significantly more machinery and equipment on-site.
- Utility and Transportation Uses** feature parcels dedicated specifically to utility uses, including water and wastewater treatment plants or transportation infrastructure.

Smithville's 2030 Future Land Use Map introduces new residential densities to the City and key areas for economic growth.

- Typically, low-density residential uses feature a density of approximately 0.33 dwelling units per acre.
- Typically, residential uses feature a density of approximately two to four dwelling units per acre.
- Typically, moderate-density residential uses feature a density between five to eighteen dwelling units per acre.
- Typically, high-density residential uses feature a density above the moderate-density residential use but less than 35 dwelling units per acre.

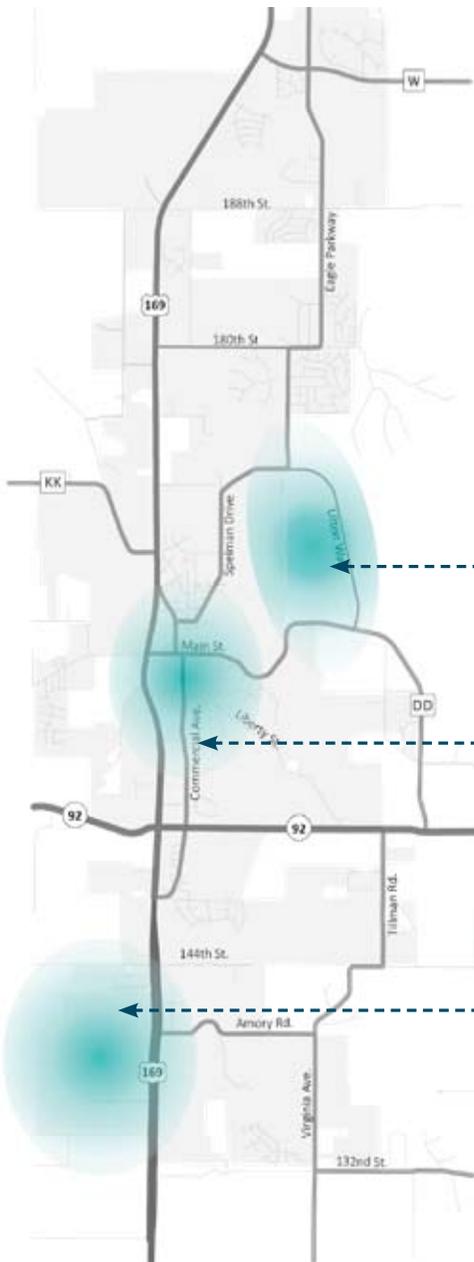
An additional future land use might include a commercial land use, within the Army Corps of Engineers lease, if the proposed annexation in Smith's Fork Park proceeds.



5.3 NEW OVERLAY DISTRICTS

Smithville's 2030 Future Land Use Map includes three Overlay Districts. These Overlay Districts provide guidance for future development, encourage uses to bolster the local economy, and achieve the community's vision for specific areas of the City.

Overlay Districts are defined as geographic areas that serve as helpful tools on Land Use Maps to provide additional visioning for future development in the area.



 Smithville's Future Land Use Map identifies three distinct Overlay Districts.

Smith's Fork Park Commercial Overlay

The Smith's Fork Park Commercial Overlay promotes expanding the City's influence on land adjacent to Smithville Lake and help link the City's commercial and recreational activity to this asset. areas of the City.

Downtown District Overlay

The Downtown District Overlay helps retain the historic character of Smithville's downtown while encouraging enhanced investment and vibrancy.

169 South Employment Center Overlay

The 169 South Employment Center Overlay allows for residential and commercial growth in a key location of the City while encouraging commercial activity on-site if it brings the substantial community and economic benefits

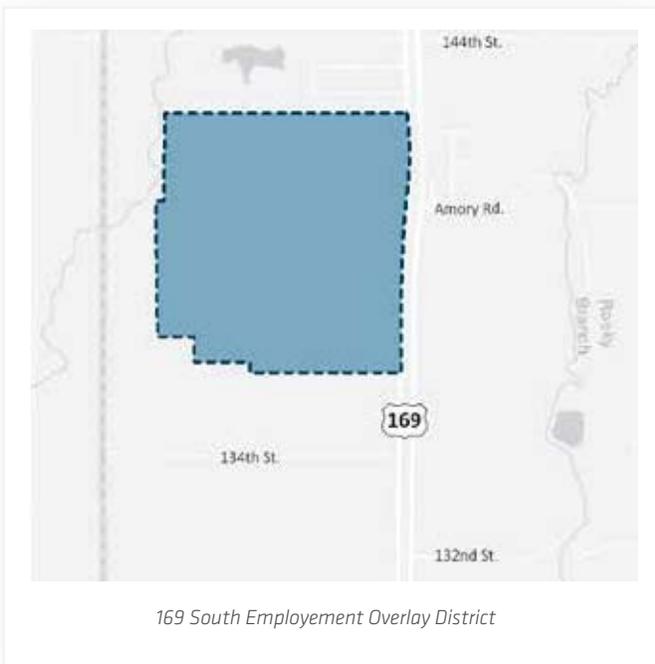


5.3.1 169 SOUTH EMPLOYMENT OVERLAY DISTRICT

The 169 South Employment Overlay District, located on the west side of HWY 169 in the southern portion of Smithville’s municipality, creates an opportunity to bolster local economic development opportunities. The overlay district intends to provide flexibility within the Future Land Use Map should future development provide substantial employment opportunities in this area.

While the Future Land Use map designates the intended future use as Mixed-Use High-Density Residential, the 169 South Employment Overlay District also encourages additional commercial and flex uses potentially in-lieu of residential uses. Smithville encourages future development in this district that maximizes benefits for the City of Smithville and its residents. These benefits may include but are not limited to, increases in employment opportunities, higher-paying jobs, and fiscal returns for the City.

The 169 South Employment Center Overlay allows for residential and commercial growth in a key location of the city while encouraging commercial activity on-site if it brings substantial community and economic benefits.



169 South Employment Overlay District

Encouraged and Potential Future Uses in the Overlay District include, but are not limited to:

- Multifamily residential and mixed-use developments.
- Substantial commercial establishments such as office parks and other types of commercial office spaces.
- Flex developments that may incorporate a mix of commercial and light industrial users like bioscience and tech users.
- Facilities for higher education that provide substantial workforce development and training opportunities.



GUIDING PLANNING PRINCIPLES

- Evaluate local economic benefits with development proposals for commercial and flex users.
- Economic benefits may include but are not limited to, the number of on-site jobs during stabilized operations, quality of employment opportunities or estimated median wage, and local fiscal impact.

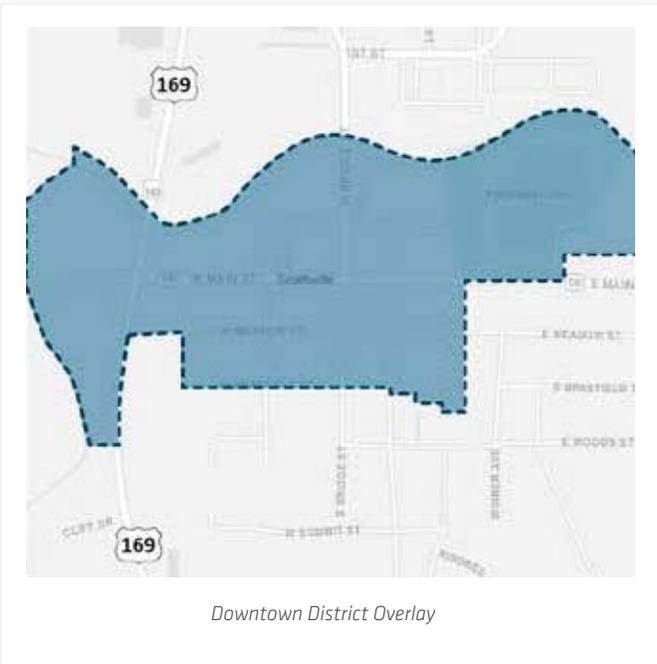
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5.3.2 DOWNTOWN DISTRICT OVERLAY

The Downtown District Overlay encompasses Smithville’s Historic Downtown and surrounding area. The Overlay District stems from the parcels west of Hwy 169 north and south of W. Main Street, bound to the north by the developed properties just south of the Little Platte River, inclusive of Heritage Park to the east, and bound by Winner Avenue, and E. Brasfield Street. The Downtown District Overlay District embodies a genuinely mixed-use district with commercial establishments, residential units, social infrastructure, and recreational assets.

The Downtown District Overlay helps retain the historic character of Smithville’s Downtown while encouraging enhanced investment and vibrancy.



Downtown District Overlay

Encouraged and Potential Future Uses in the Overlay District include, but are not limited to:

- A vibrant mix of retailers, such as places to shop and dine.
- Moderate-density residential units that provide in-fill development opportunities bolstering the local population in the historic neighborhood.
- Enhanced recreational amenities, places to gather socially, and ecological features.



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GUIDING PLANNING PRINCIPLES

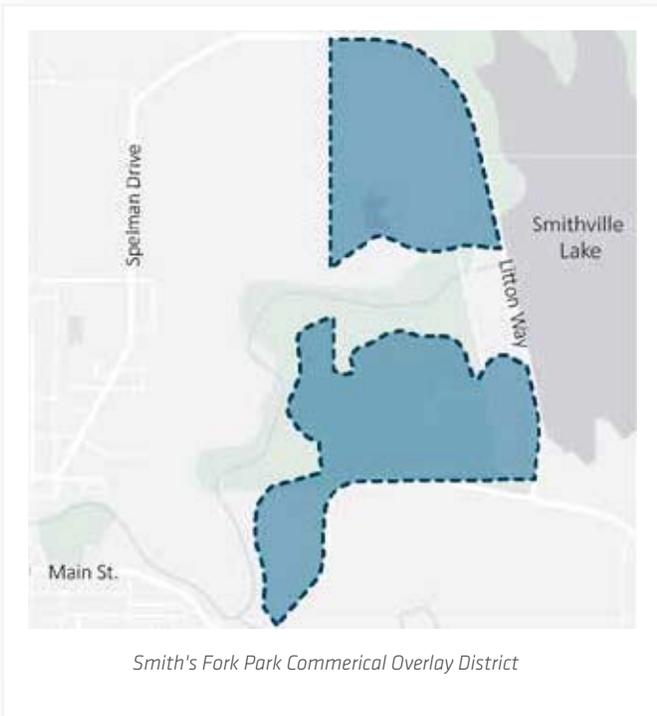
- A recreational and ecological River Walk along the Little Platte River should be prioritized with future development along the Downtown District Overlay’s northern boundary.
- Future development in the Downtown District Overlay should foster the vibrancy and classic aesthetics of the Historic Downtown.
- The Downtown District Overlay fabric should continue to be appropriately scaled for pedestrians to encourage visitors and residents to explore the Downtown District and encourage visitors to stay longer, supporting local establishments and enjoying the amenities.



5.3.3 SMITH'S FORK PARK COMMERCIAL OVERLAY DISTRICT

Smithville is currently in a long-term lease with the U.S. Army Corps of Engineers for the property at Smith's Fork Park. With current plans to annex this land into the municipality, there will be new opportunities for this land in the future. The Smith's Fork Park Commercial Overlay District encourages flexibility in developing commercial areas in and near the Smith's Fork Park adjacent to Smithville Lake. This Overlay District includes two separate locations. Land within the 100-year floodplain is excluded from the Overlay District to minimize disturbance to the ecological feature. Notably, any future development in this area will require significant conversations with the U.S. Army Corps of Engineers, who will remain an active partner in this area.

The Smith's Fork Park Commercial Overlay promotes expanding the city's influence on land adjacent to Smithville Lake and helps link the City's commercial and recreational activity to this asset.



Encouraged and Potential Future Uses in the Overlay District include, but are not limited to:

- Commercial establishments relating to Smithville Lake that encourage more visitors and customers to this area.
- Commercial ventures that provide rental equipment for the nearby recreational amenities.
- Hotel or conference center that brings visitors to the area to leverage tourism as a local economic driver.



GUIDING PLANNING PRINCIPLES

- Implementation of establishments in this Overlay District will require substantial coordination with the U.S. Army Corps of Engineers, requiring additional regulatory considerations for all future development.

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Establishing a specific zoning district designation for all future annexed land at Smith's Fork Park will provide city-level guidance and control for future development, a vital factor of the community's vision for the future.

- As this area strongly serves as a community amenity and a public place, future development should ensure substantial public access. Significant privatization of the Overlay District should be discouraged.
- Commercial development in this area should leverage Smithville Lake's proximity and complement the Downtown Community Oasis Character Area.
- Given the extensive current and proposed trail connections in this area, all future development should provide high-quality trail connections to provide multimodal access to establishments and enhance the quality of the trail network.



Smithville's Roadmap to the Future highlights how the vision translates into practical planning outcomes.

6.0 ROADMAP TO THE FUTURE

The comprehensive planning process helps to translate community aspirations and vision into a coherent approach to land use and planning policy. This section will lay out important details on the development of Smithville's specific Character Areas, and future infrastructure and policy issues.

Roadmap for the Future of Smithville:

Smithville's Roadmap for the Future includes the following sections:



6.1 Where We Live, Work, and Play



6.2 How We Move



6.3 How We Manage Our Resources

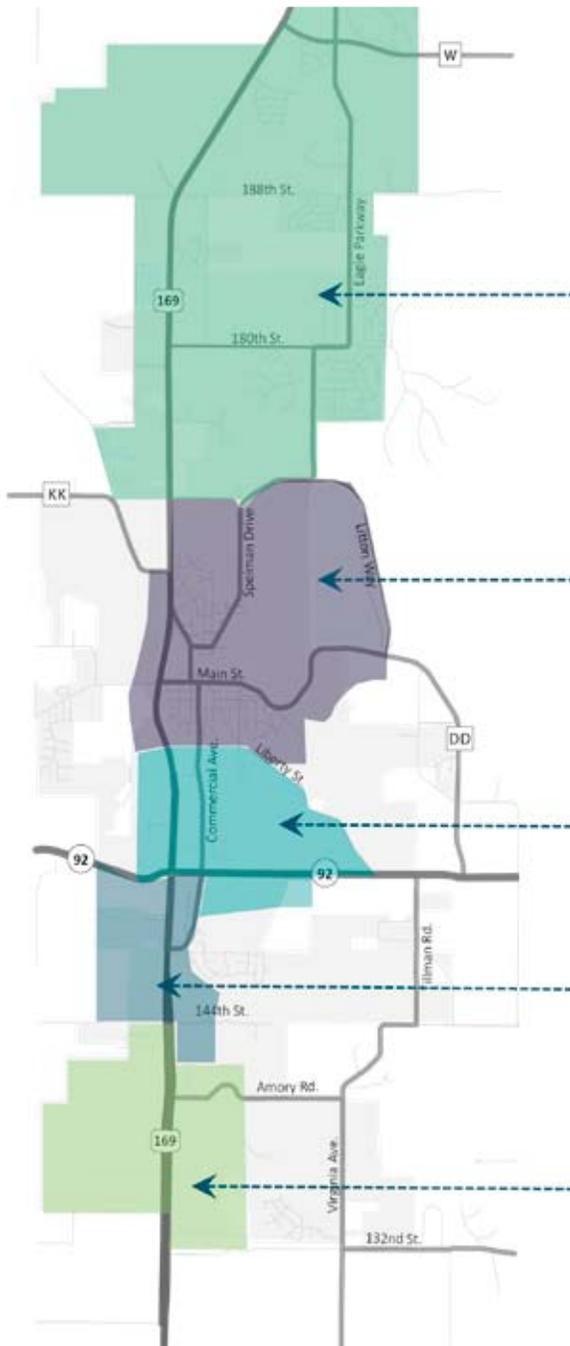




6.1 WHERE WE LIVE, WORK, AND PLAY

Smithville's five different Character Areas spread throughout the City, including the North Residential Area, Downtown and Community Oasis Area, Hospital Bluff, 169 Industrial Area, and 169 South Area. Each Character Area has a unique set of conditions, vision, and opportunities to foster places to live, work, and play.

Smithville's Character Areas are a longstanding tool used by the City and community to celebrate and discuss the varying characteristics, conditions, and land use patterns throughout the City.



North Residential Character Area

Smithville's North Residential Character Area, bound to the north by the municipality's boundary and to the south by E. Pope Lane, features a mix of rural fields and new subdivision neighborhoods.

Downtown Community Oasis Character Area

The Downtown Community Oasis Character Area includes the City's historic Downtown, area adjacent to Smithville Lake, surrounding neighborhoods, and commercial establishments along Hwy 169.

Hospital Bluff Character Area

The Hospital Bluff Character Area spans the area adjacent to Route 92 connecting to Liberty Street, properties to the west of Hwy 169. Saint Luke's North Hospital-Smithville, Mid-Continent Public Library - Smithville Branch, and Smithville's schools are notable social institutions in this Character Area.

169 Industrial Character Area

Between 144th Street and Route 92, the 169 Industrial Character Area features Smithville's planned industrial areas tucked behind commercial uses along Hwy 169.

169 South Character Area

The 169 South Character Area includes the southern most areas of the city, from the southern municipality boundary to 144th Street on the east and west sides of Hwy 169.



6.1.1 CHARACTER AREA PLANNING

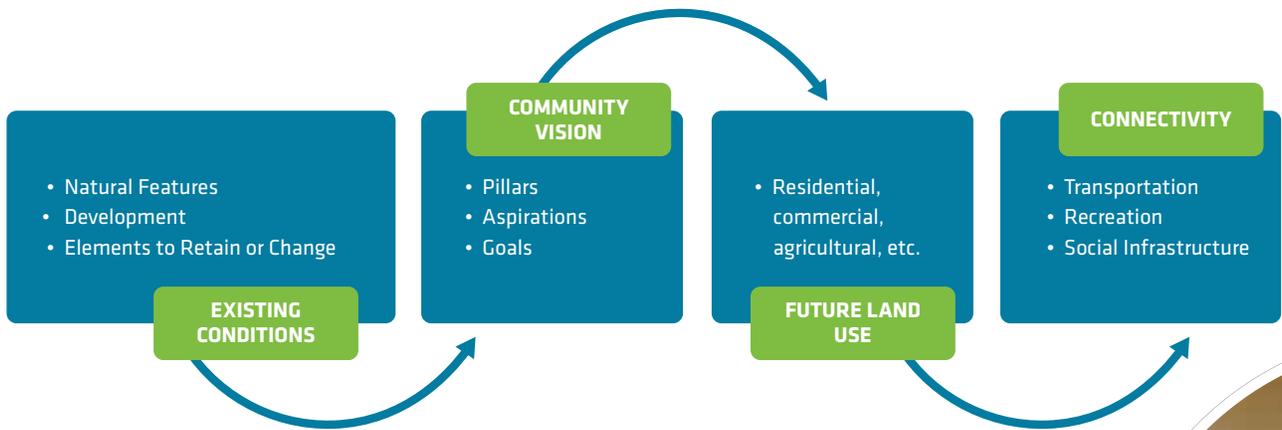
Smithville’s Character Areas are a longstanding tool used by the City and community to celebrate and discuss the varying characteristics, conditions, and land use patterns throughout the City.

The Character Area planning process is an important step within the Comprehensive Planning process. Each of the identified Character Areas celebrate unique conditions across the City. Incorporating the Character Areas into the Comprehensive Planning process allows Smithville to plan at a variety of different scales and address how the community’s vision for the next ten years may vary from area to area.

Importantly, these Character Areas provide an additional opportunity to further implement the visions and goals identified within the Pillars of this plan. This model is ideal for a community like Smithville, that has such distinctly different areas and land uses.

 The focus on developing the Character Areas was a key tool in helping the community translate their vision and ideas in practical planning steps.

Character Area Planning Process: Determining Where We Will Live, Work, and Play



PlanningInsight

PLANNING INSIGHTS:

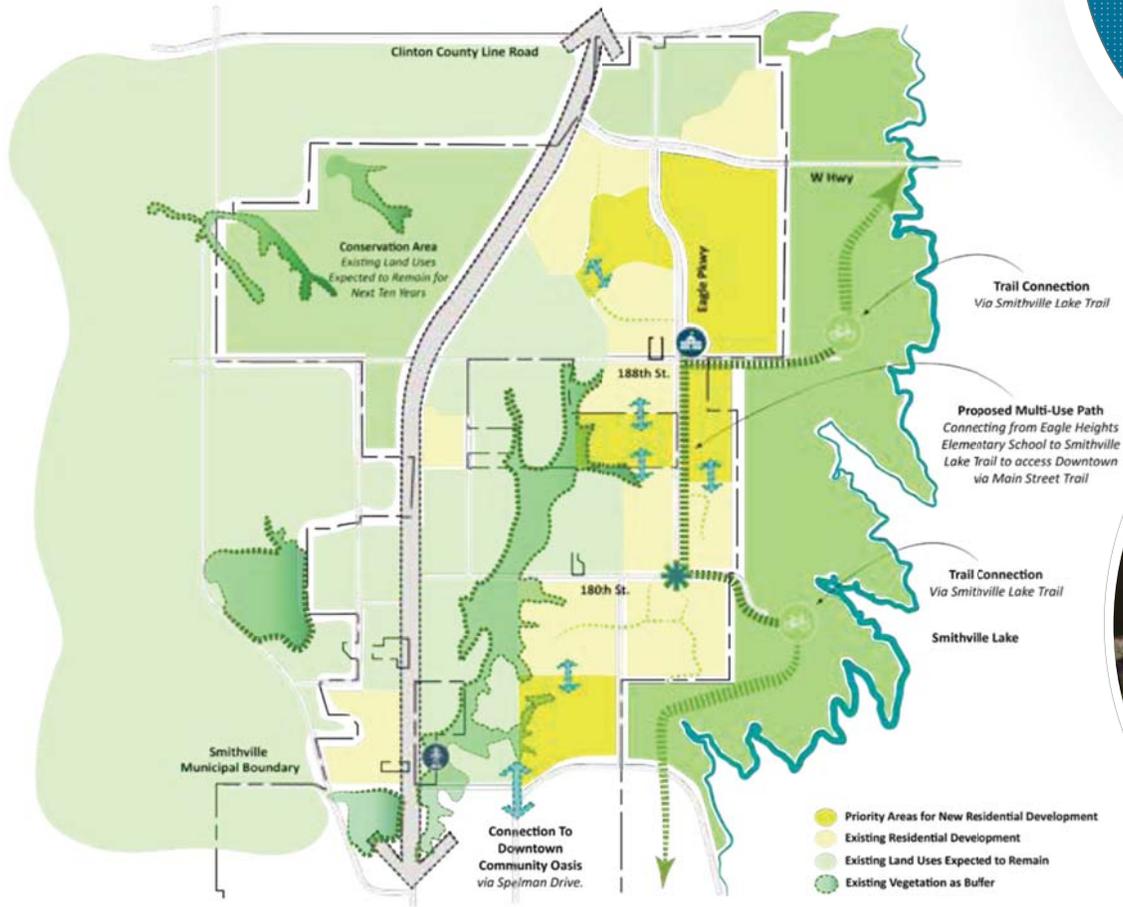
- The Character Areas represent the community’s vision for how these areas may evolve over the next decade in Smithville.
- While there are a wide range of factors impacting how these areas may develop and change, the Character Areas should be used to guide decision-making and planning efforts.



6.1.2 NORTH RESIDENTIAL CHARACTER AREA

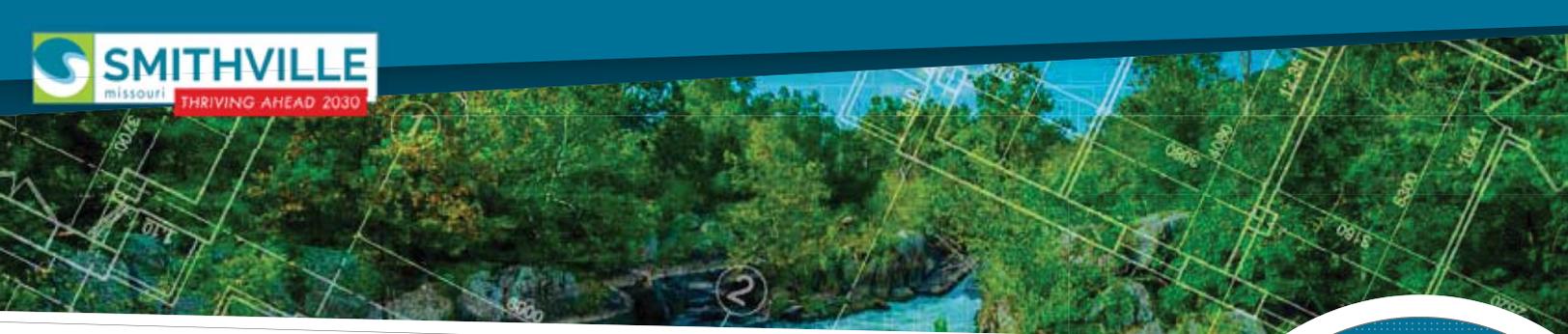
The North Residential Area is located north of Smithville's Downtown Area within the City boundaries. Recently constructed residential development, sprawling agricultural fields, proximity to Smithville Lake, and recently opened Eagle Heights Elementary School are defining characteristics of this area within Smithville.

The North Residential Character Area is currently the core residential location. The future for this area focuses on protecting this strong residential experience.



Relevant Task Force insights for the North Residential Character Area

Housing and Neighborhood	Business and Economic Development	Small Town Feel and Sense of Community	Recreation and Connectivity
<ul style="list-style-type: none"> Strong preference to retain single family homes, with some modest density infill. Infill supported to create focus on concentrated cluster development, with mix of housing, greenspace and amenities, while establishing neighborhood nodes. 	<ul style="list-style-type: none"> Strong desire to enhance recreation uses near Smithville Lake as an economic driver. Tourism seen as potential key economic driver around the Lake, which connects to Northern Residential Character Area. 	<ul style="list-style-type: none"> Require some Hwy 169 buffer, to retain rural feel. Further define and develop neighborhood nodes and character to preserve community feel. 	<ul style="list-style-type: none"> Priority to connect into Lake trail system and safe bikeway to school and downtown. Encourage walkability and recreation with interconnected pathways and park space through and connecting new residential developments.

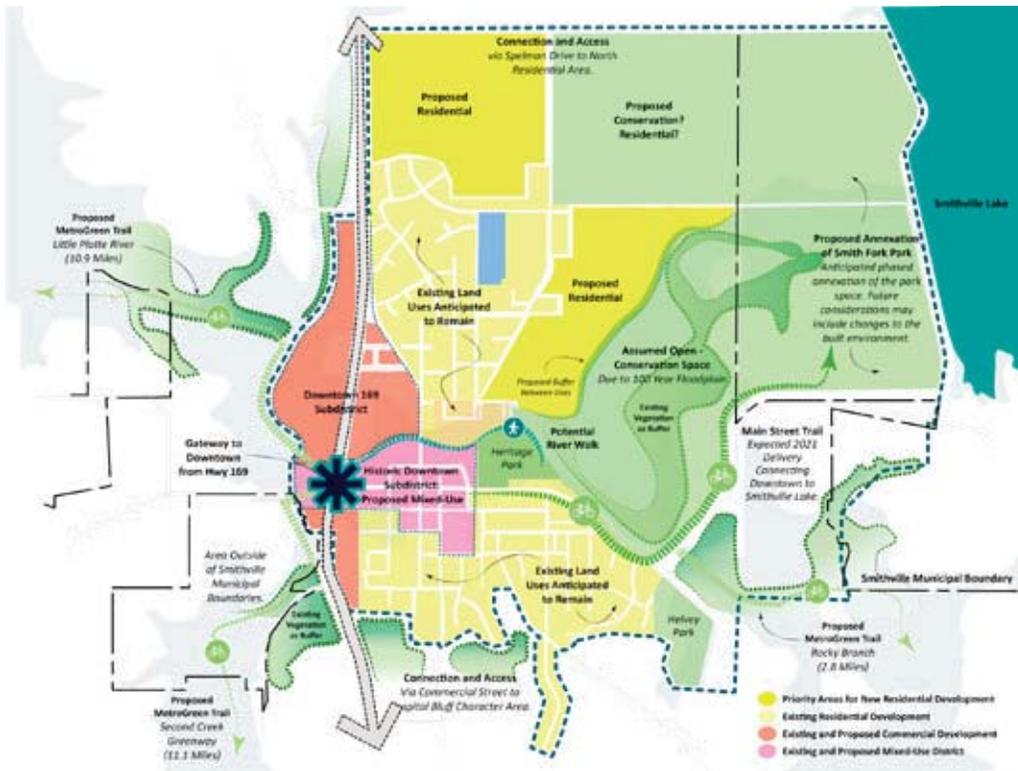


6.1.3 DOWNTOWN COMMUNITY OASIS CHARACTER AREA

The Downtown Community Oasis Character Area focused on a range to outcomes, including:

- Celebration and preservation of ecological center of Smithville that creates a true Community Oasis.
- Increased vibrancy of Historic Downtown Subdistrict by encouraging mixed land uses, including residential in the downtown core, while retaining the Small-Town feel cherished in Smithville.
- Accessibility from other Character Areas through the proposed trail network allowing residents and visitors to bike, run, and walk through the Downtown to Smithville Lake.
- Connecting the Smithville Lake asset as an economic driver for the City.

The Downtown Community Oasis Character Areas is a bold innovation that places a strong community focus onto this unique area and concept.



Relevant Task Force insights for the Downtown Community Oasis Character Area

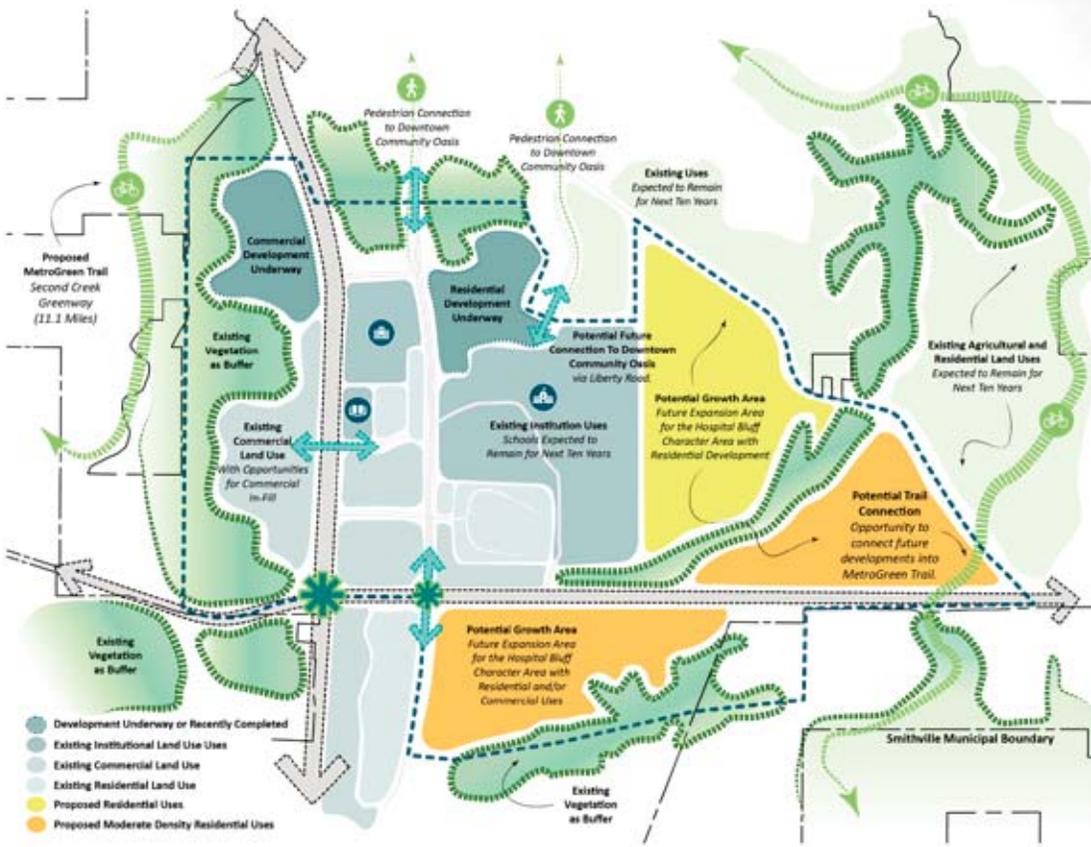
Housing and Neighborhood	Business and Economic Development	Small Town Feel and Sense of Community	Recreation and Connectivity
<ul style="list-style-type: none"> • Vibrant and Classic feel to be embedded in design standards. • Incentivize residential-commercial mixed-uses in the Downtown area. • Need to encourage renovation and rehabilitation of substandard housing. 	<ul style="list-style-type: none"> • Incorporate desired public space models when reconfiguring downtown. • Prioritize a vibrant downtown. • Encourage gathering opportunities such as festivals and events. • Moderate increase in density desired. 	<ul style="list-style-type: none"> • Commercial overlay at Lake to have public benefit in mind and focus on community oasis experience. • Incorporate placemaking perspective to development, especially through Main Street program. 	<ul style="list-style-type: none"> • Enhances trails and multi-modal connectivity, building critical links to the Lake and residential areas. • Focus of community events and gathering locations.

6.1.4 HOSPITAL BLUFF CHARACTER AREA

The Hospital Bluff Character Area is focused on a range to activities, including:

- Recently completed and under construction development.
- Concentration of and continued in-fill of land uses.
- Continued focus and celebration of institutional and social uses in this area.

The Hospital Bluff Character Area is the key commercial area, and home to the majority of the major social infrastructure elements, such as library, schools, post office, barbershops and restaurants.



Relevant Task Force insights for the Hospital Bluff Character Area

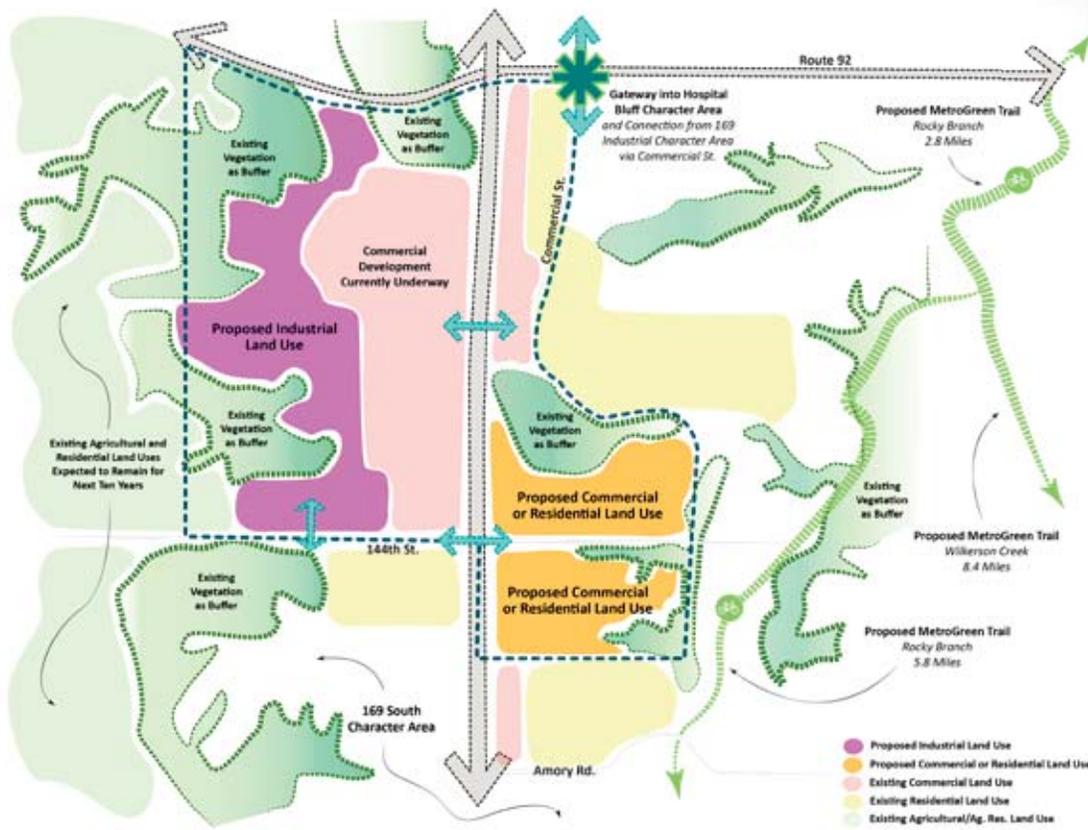
Housing and Neighborhood	Business and Economic Development	Small Town Feel and Sense of Community	Recreation and Connectivity
<ul style="list-style-type: none"> • Encourage mixed-use development to provide new residential options in this Area. • Pursue residential options in this area that allow for more density; remain cognizant of potential for commuters to KC from this Area. 	<ul style="list-style-type: none"> • Zone industrial, flex, and office uses towards the south of Smithville adjacent to or in close proximity to Hwy 169. • Target and attract key industry niches. • Allow for industrial growth within a dedicated industrial zone. 	<ul style="list-style-type: none"> • Provide enhanced multimodal connectivity in the Area. • Pursue commercial development in this Area that does not contradict Smithville's sense of place. 	<ul style="list-style-type: none"> • Enhance opportunities for trails and multi-modal connectivity. • Continue to develop eastern area trails to provide further connectivity north-south through this Area.

6.1.5 169 INDUSTRIAL CHARACTER AREA

The 169 Industrial Character Area aims to deliver on a range to outcomes, including:

- Inclusion of industrial uses to Smithville, particularly aimed at providing high-quality employment opportunities and increasing the tax base of Smithville. These would be surrounded by vegetation buffers.
- Additional opportunity for commercial and residential developments

The 169 Industrial Character Area adds important industrial and commercial land to the City of Smithville.



Relevant Task Force insights for the 169 Industrial Character Area

Housing and Neighborhood	Business and Economic Development	Small Town Feel and Sense of Community	Recreation and Connectivity
<ul style="list-style-type: none"> • Encourage mixed-use development to provide new residential options in this Area. • Pursue residential options in this area that allow for more density; remain cognizant of potential for commuters to KC from this Area. 	<ul style="list-style-type: none"> • Zone industrial, flex, and office uses towards the south of Smithville adjacent to or in close proximity to Hwy 169. • Target and attract key industry niches. • Allow for industrial growth within a dedicated industrial zone. 	<ul style="list-style-type: none"> • Provide enhanced multimodal connectivity in the Area. • Pursue commercial development in this Area that does not contradict Smithville's sense of place. 	<ul style="list-style-type: none"> • Enhance opportunities for trails and multi-modal connectivity. • Continue to develop eastern area trails to provide further connectivity north-south through this Area.

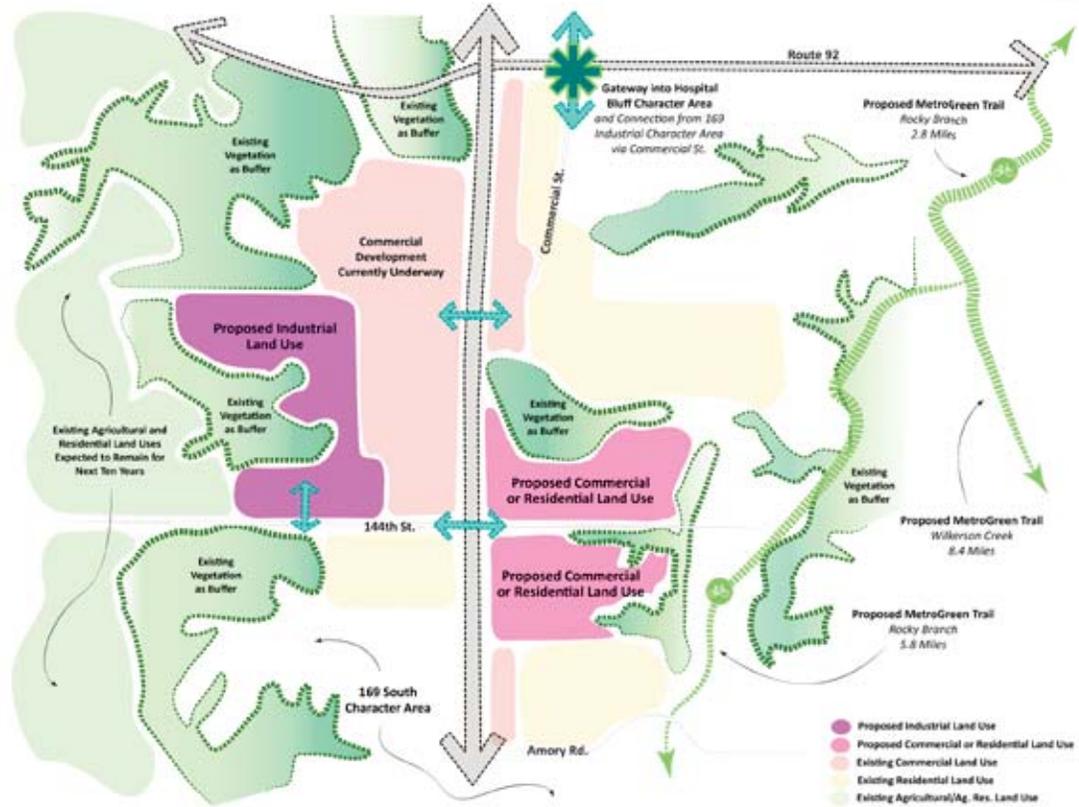


6.1.6 169 SOUTH CHARACTER AREA

The 169 South Character Area aims to deliver a number of outcomes:

- Creates the southern gateway into Smithville, which features new development introducing new residential development patterns to Smithville, including contemporary multi-family residential development with heights reaching up to six stories.
- With the Character Area's proximity to I-435 and the redeveloping KCI Airport, industrial and commercial office parks may develop in this Character Area in addition to, or instead of, the residential development.
- Residents and nearby workers can bike, run, and walk to Smithville's Downtown and Smithville Lake via the Rocky Branch MetroGreen Trail, on the eastern edge of this Character Area.

The 169 South Character Area adds the opportunity for entirely new commercial developments and residential density to the community fabric.



Relevant Task Force insights for the 169 South Character Area

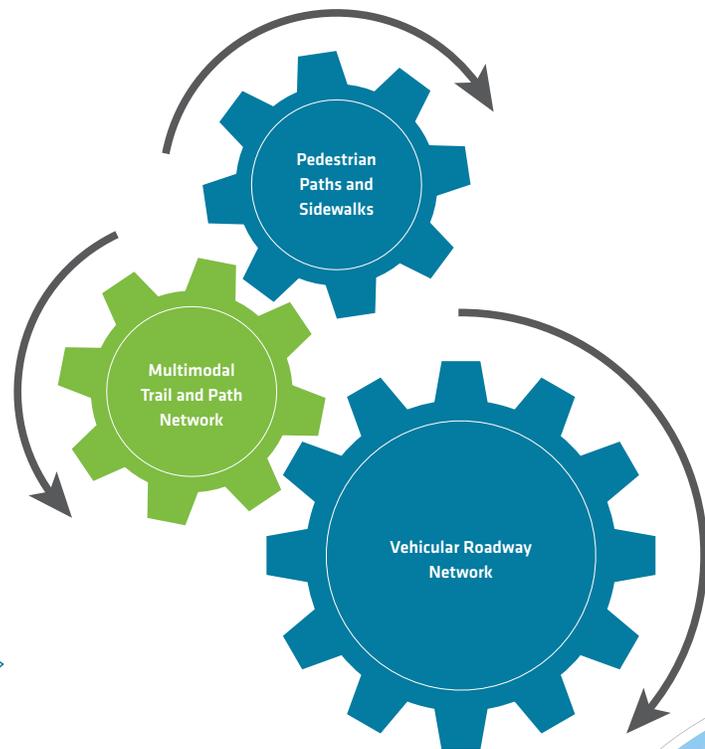
Housing and Neighborhood	Business and Economic Development	Small Town Feel and Sense of Community	Recreation and Connectivity
<ul style="list-style-type: none"> • Provide higher density housing/residential options. • Provide additional multimodal connectivity in the Area. 	<ul style="list-style-type: none"> • Zone industrial, flex, and office uses towards the south of Smithville adjacent to or in close proximity to Hwy 169. • Target and attract key industry niches. 	<ul style="list-style-type: none"> • Provide some sort of gateway entrance at south end to provide a clear recognition of entry into Smithville. • Explore signage to create Smithville sense of community in this Area. 	<ul style="list-style-type: none"> • Enhance opportunities for trails and multi-modal connectivity. • Creatively utilize the eastern buffer area to provide eco-conscious recreation corridor.



6.2 HOW WE MOVE – CONNECTIVITY AND MULTIMODAL TRANSPORTATION

Smithville's transportation network includes three significant systems of how we move throughout the City. A vehicular roadway network spans the entirety of the city through various classifications of roads. A growing trail network for bicyclists and pedestrians connects to Downtown Smithville and Smithville Lake's extensive recreational paths. Lastly, an expanding network of sidewalks for pedestrians creates opportunities for recreation and leisure in residential neighborhoods throughout Smithville's Downtown and nearby areas. These three systems combine to create a balanced transportation system for residents and visitors.

Smithville's growth in the coming years will bring more residents to the City and additional employees commuting into Smithville for their daily jobs. Balancing these transportation systems will continue to be a crucial strategy over the next decade. New developments, including higher density multifamily residential and expanded industrial uses, may increase vehicular travel in the city. However, these new developments will also expand access to multimodal paths, trails, and sidewalks.



Creating an integrated transportation plan that has a significant focus on trails and multimodal network helps build on a unique part of Smithville's appeal.



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GUIDING PLANNING PRINCIPLES

- Ensure transportation networks can accommodate the projected population and economic development growth and anticipated prioritized development areas within the Future Land Use Map.
- Enhance Smithville's pedestrian, bicycle, and multimodal connectivity throughout the City and continue to provide opportunities for people to explore, exercise, and engage in sustainable, healthy movement. Create additional multimodal transportation opportunities throughout Smithville to reduce reliance on vehicular travel.
- Improve Hwy 169 experience through a series of dedicated gateways and placemaking efforts while ensuring new development along Hwy 169 contributes to a high-quality corridor.
- Enhance the east-west roadway connections in Smithville, reducing reliance on Hwy 169 and creating a more balanced transportation system in the City. The regionally planned expansion of Route 92 may introduce significant changes to the traffic patterns in the City.





6.2.1 ROAD NETWORKS IN SMITHVILLE

Planning considerations of the local and regional roadway networks are an essential consideration in comprehensive planning. Smithville’s Future Land Use Map articulates key areas that will likely develop in the next ten years and introduces new development types into the Smithville community. Modern industrial uses into the 169 Industrial Character Area, expanded residential and commercial developments along the eastern portion of Route 92 in Smithville, and higher density residential development occurring at the southern end of the City, will likely generate necessary conversations regarding access management, traffic generation, and road network capacity within the community and at the City-level.

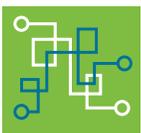


Road Network Classifications

The City of Smithville follows the State of Missouri Department of Transportation and MARC’s functional classification system as follows. These classifications are expected to remain the same over the coming decade.

Roadway Typologies	Characteristics and Typical Design	Examples
Expressway	Directional travel lanes are separated by physical barriers with limited access and egress points. Adjacent land uses often are not directly served by roadway. Maximize mobility function.	Hwy 169 (South of Commercial Avenue)
Principal Arterial	High capacity travel lanes deliver traffic generated from the expressway into the collector network.	Route 92 / Hwy 169 (North of Commercial Avenue and South of Hospital Drive)
Minor Arterial	Service moderate trip length, lining cities and larger towns providing interstate and inter-county service.	Hwy 169 (North of Hospital Drive)
Major Collector	Funnel traffic generated from local roads onto the arterial network.	D.D., K.K., W, Eagle Parkway Commercial Avenue
Minor Collector	High capacity travel lanes deliver traffic generated from the expressway into the collector network.	Litton Way, 180th Street
Local	Service origin/destination ends of the trips. Provide direct access to adjacent land uses. Often designed to discourage through traffic.	Liberty Street, Residential Streets

Note: Functional Classifications per MoDOT, MARC.



FutureInsight

FUTURE INSIGHTS

- Increasing demand for electric vehicles may be necessary to plan for in parking lot designs in Smithville’s future.
- Rideshare and third-party carpooling apps limit the reliance on sole vehicle ownership and create flexible transportation alternatives to supplement cities across the county that have limited access to public transit.
- The rise in autonomous vehicles may have implications on the roadway network in the coming decades.
- The national increase in personal mobility devices such as electronic bikes and scooters. Users across the country are exploring how to include these quicker devices into their daily commute.



SMITHVILLE'S CURRENT ROAD NETWORK



Hwy 169 along the northern portion of the City retains a rural character with views of agricultural production and limited development.



Litton Way provides visual connection to Smithville Lake and may feature development at Smith's Fork Park in the coming years.



Main Street in Smithville's Downtown features recently improved streetscaping.



Regionally planned infrastructure improvements to Route 92 may increase vehicular access.



Smithville's community desires preserved greenspace along Hwy 169 at the municipal boundary into the City.



6.2.2 SMITHVILLE'S GATEWAYS

Smithville's linear city form and orientation along Hwy 169 generate four critical moments, or key gateways, as one travels throughout the City. Future land use patterns spurred by new development may generate additional gateways. Each established gateway should be celebrated and prioritized over the next ten years.

Guiding Planning Strategies

Northern Boundary Gateway (1)

As shown in the Future Land Use Map and through the North Residential Character Area, the northern segment of Smithville along Hwy 169 balances the area's rural character while also bringing more residential neighborhoods to this area. The gateway into Smithville from the north boundary should maintain the rural feel of Smithville.

Gateway into Smithville's Downtown (2)

Improving placemaking efforts at Hwy 169 and W. Main Street will encourage more visitors to turn into Downtown, enhance awareness of the charming historic district, and expand the Downtown area. Significantly, with the pedestrian-scale of Downtown Smithville to the east of the gateway and proposed trail links from the west, future gateway and branding efforts should be appropriately scaled for vehicular drivers, bicyclists, and pedestrians alike.

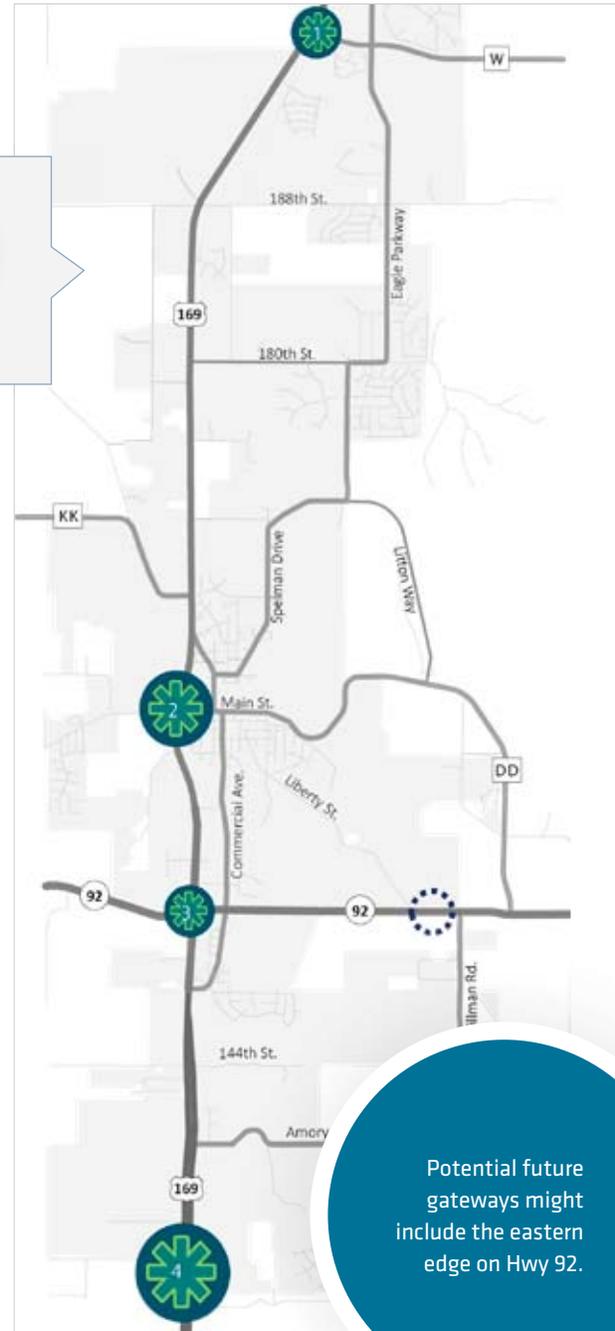
Hwy 169 & Route 92 Gateway (3)

As roadway and infrastructure improvements occur along Route 92, development patterns will likely follow. Industrial and flex developments may provide vehicular access onto Route 92 from the 169 Industrial Character Area west of Hwy 169. East of Hwy 169, moderate density multifamily family and single-family residential neighborhoods and commercial fronting buildings will likely be oriented along Route 92 in the next ten to twenty years. The regional improvements to Route 92 will introduce more east-west traffic patterns through Smithville and bring new commuters and visitors through the City. Intersection improvements may be warranted at Hwy 169 and Route 92, generating opportunities for enhanced placemaking and branding.

Gateway Entry into Smithville (4)

Entry into Smithville should celebrate the natural greenspace by preserving relief transitioning from Kansas City and introducing Smithville's small-town character. Enhancing the existing vegetation through landscaping efforts and enhanced signage and branding will accentuate these characteristics while being mindful of the gateway experience at the vehicular scale.

The Gateway concept helps protect the important small-town and semi-rural feel, while adding unique identifiers to the community.



Potential future gateways might include the eastern edge on Hwy 92.



6.2.3 THE HWY 169 EXPERIENCE THROUGH SMITHVILLE

The Hwy 169 experience traveling through Smithville evolves between four different corridor conditions, providing a varied and transformative experience of the City's spine.

Guiding Planning Strategies:

Rural Character North of Downtown (1)

The northern segment of Hwy 169 north should preserve, retain, and celebrate the rural aesthetic and greenspace along Hwy 169. To continue this aesthetic, commercial development fronting Hwy 169 should be minimized, and parking lots should not be visible. Vegetated buffers and landscapes should be encouraged and enhanced to celebrate this corridor segment's character.

Addressing the 169 Hwy experiences is a significant planning addition. The evolution of this corridor will have a huge impact on the visual appeal of the City.



Pedestrian-Focused Downtown Subarea (2)

The Hwy 169 experience in the Downtown Subarea transitions into a pedestrian-oriented corridor to continue the Downtown character into the corridor, strengthening the district overall. New development should front Hwy 169 with parking to the rear or side of buildings, reducing the view of parking from the corridor. Variations in facade design and materials should be encouraged to provide visual interest and scale appropriate at the lower vehicular speed in this segment. With the planned trails merging at the intersection of Hwy 169 and W. Main Street, incorporating places for people with outdoor seating, plazas, or pedestrians and safe intersection crossing will foster enhanced placemaking efforts.

Transitioning Boulevard (3)

A clear transition should be provided through Complete Street planning efforts to transition between the pedestrian-scaled Downtown Subarea segment and the vehicularly oriented southern segment. A well-balanced boulevard concept includes dedicated space for pedestrians, bicyclists, motorists, and landscaped elements.

Balanced New Mixed-Use Development and Preserved Greenspace (4)

The southern segment of Hwy 169, south of Route 92 to the municipality's boundary, is vehicularly oriented with higher traffic counts and faster speeds. Intentionally preserving greenspace and landscaped buffers between Kansas City and Smithville should be prioritized to provide clear demarcation, transition, and relief from Kansas City development. New development within this segment of Smithville's Hwy 169 corridor should be encouraged with mixed-use frontage. New development should feature a high-quality facade and site design. Building frontage, setback, and orientation of new development will be critical in enhancing this corridor segment's quality.





6.2.4 TRAIL NETWORKS IN SMITHVILLE

Smithville’s local and regional trail networks connect residents and visitors with recreational and ecological amenities throughout the City. They are a loved characteristic of the City. Smithville’s trail networks include three distinct trail typologies: destination and regional trails, neighborhood trails and connections, and complete streets.

New models of active recreational travel, such as electric scooters and bike rentals, are creating a growing demand for support networks.



Destination and Regional Trails

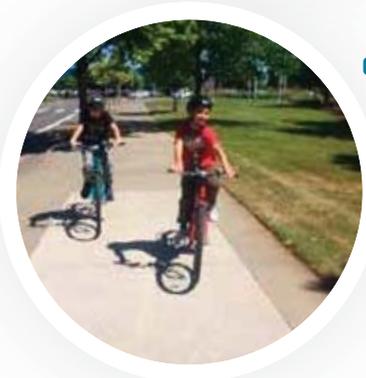
Smithville’s Main Street Trail and Smithville Lake Trails are two examples of destination trails in the City. These trails attract a variety of users specifically to the trails and provide engaging destination points. These trails are designed for both walkers, runners, and bicyclists as multimodal paths. MetroGreen’s proposed regional trail network will provide connections and access to nearby municipalities, substantially increasing trail access in Smithville’s southern portions.

 Planning a River Walk through Smithville’s Downtown connecting to the Main Street Trail introduces a new destination trail in the heart of the City.



Neighborhood Trails and Connections

Residential subdivisions provide access and connection points throughout the neighborhood to connect residents with nearby trails and recreational amenities. These trails are often designed and completed in new subdivision development and are usually maintained through the local HOAs. Pathways are encouraged to be designed wide enough for multimodal uses. Developments within proximity of planned regional trails should include connections to strengthen and supplement the network.



Complete Streets

Complete streets are comprehensively designed for all types of users, including pedestrians and bicyclists, in addition to vehicular motorists. Multimodal paths are typically provided on both sides of the roadway. Vegetative green spaces between the paths and roads offer protective barriers to non-motorists. Complete streets are encouraged to prioritize safe pedestrian crossing.





SMITHVILLE'S CURRENT AND PROPOSED MAJOR TRAIL NETWORKS



Collaboration through a Trails Master Plan and Transportation Master Plan should be encouraged to identify targeted corridors for complete street efforts into the future.



Legend

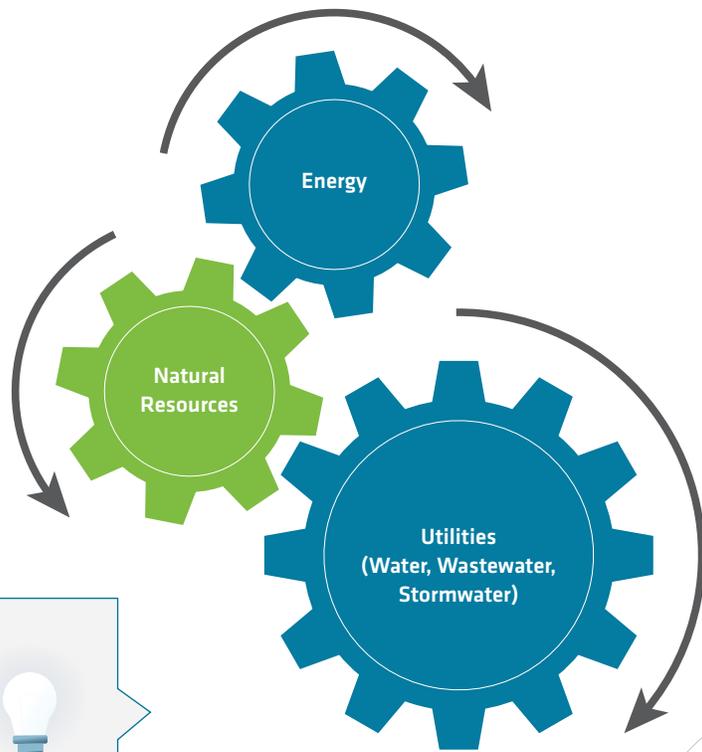
- City of Smithville
- Smithville Lake
- Existing and/or Under Construction Trail
- Proposed Trail
- Proposed MetroGreen Trail- Stream Corridor
- Proposed MetroGreen Trail- Road Corridor



6.3 HOW WE MANAGE OUR RESOURCES: SUSTAINABILITY AND RESOURCE MANAGEMENT

Balancing continued growth patterns and land development with the City’s current infrastructure systems will be an on-going effort over the coming decade. These efforts will ensure the City grows and develops appropriately in conjunction with its infrastructure. In recent years, Smithville has proactively identified and prioritized infrastructure planning to ensure that the City remains proactive in meeting projected demands.

As a result, Smithville is well-positioned to continue planning forward, managing its local natural resources, and providing residents and workers with its infrastructure needs. Prioritizing a sustainable future will enable the City to continue to support and maintain the City’s natural landscape and efficiently enhance the infrastructure systems.



Focusing on sustainability will help the community explore new and emerging technologies such as renewable energy, local energy grids, waste management and environmentally appropriate materials.




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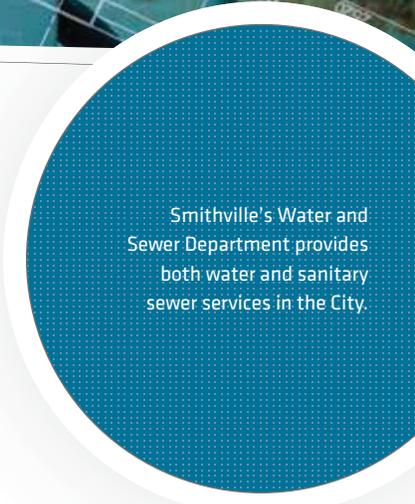
GUIDING PLANNING PRINCIPLES:

- Prioritizing a sustainable future for Smithville will help ensure manageable systems for generations to come.
- Conserving and preserving Smithville’s natural resources, including vegetative buffers, wetlands, and streams, protects the local ecosystem while celebrating the City’s loved rural character.
- Encouraging development in areas currently served, or planned to be served, by the City’s utility and infrastructure network fosters land development patterns inherent with best practices City growth.



6.3.1 INFRASTRUCTURE: WATER

Smithville’s current water plant operates as a 2.5 million gallons-a-day plant. Smithville Lake serves as the primary water supply for the City. The City’s long-term contract with the U.S. Army Corps of Engineers for a supply of 652 million gallons per year. As Smithville’s population continues to grow in the coming decade with expanded residential units and commercial establishments, additional connections into Smithville’s water system will be necessary. Continuing population growth may require additional water supply. Projected growth rates should be evaluated periodically to understand the relationship between the projected average daily demands and water supply.



6.3.2 INFRASTRUCTURE: WASTEWATER

Smithville operates its own wastewater treatment plant operating at 1.25 million gallons-a-day. Currently, 33 lift stations distributed across the city pump wastewater to the treatment plant. Similar to considerations with Smithville’s water infrastructure, additional development will impact additional City needs and capital improvement projects with the City’s wastewater infrastructure. Development should be encouraged in and near areas that are either currently served, or intended to be served, by Smithville’s sanitary system to minimize projected needs and create efficient and manageable infrastructure systems into the future. Encouraging gravity flow lines rather than new lift stations reduces reliance on cost-burdened infrastructure and should be prioritized.

6.3.3 INFRASTRUCTURE: STORMWATER MANAGEMENT

Stormwater management efforts reduce rainwater runoff and creates a sustainable approach to reducing wastewater treatment. During rain cycles, precipitation is absorbed in the ground, filtered through the soil, and eventually flows into rivers, streams, and lakes. Streets, buildings, and parking lots all contain impervious surfaces that prevent rainwater from being naturally soaked into the ground. These surfaces generate stormwater runoff during rainfall, contaminating the water with chemicals and pollutants. This impact results in additional infrastructure – water treatment systems and conventional drainage utility infrastructure - to collect and treat the stormwater runoff. Green infrastructure creates a cost-effective, sustainable, and resilient approach towards mitigating reliance on conventional infrastructure. Best practices for incorporating green infrastructure include:

- Encouraging rain gardens, porous pavement, and bioswales throughout the City.
- Incorporating green infrastructure elements into Complete Streets designs and standards.
- Encouraging low-impact development in subdivision and site design.
- Providing green buffers surrounding streams, creeks, and waterways to help naturally filter stormwater runoff.
- Monitoring conditions of streams and creeks to evaluate restoration needs.





6.4 POTENTIAL FUTURE POLICY DEVELOPMENTS AND IMPLEMENTATION

TRANSPORTATION MASTER PLAN

Given the recent and projected continued growth of Smithville, the City is positioned to undertake its first Transportation Master Plan. This effort will not only provide the City with long-term infrastructure needs and improvements, but it will also enable a framework for a comprehensive transportation strategy. The Future Land Use Map and growth projections should be leveraged to inform this planning process. Notably, the Transportation Master Plan should also emphasize opportunities to enhance Smithville’s Complete Streets and trail network.

Coordinating infrastructure and utility master plans creates stronger synergies within planning efforts, improving efficiency of the local systems.

-  **Key Players and Stakeholders:** Board of Aldermen, Smithville Public Works Department, Streets Department, Planning & Zoning, Planning Commission, Parks and Recreation Department and Committee, and Consultants
-  **Resources and Tools:** Future Land Use Map, Growth Projections, Trails Master Plan, Water and Sanitary Master Plans
-  **Recommended Timing:** Near-Term (1-2 Years, Budgeted in 2021)

PARKS, RECREATION, AND TRAILS MASTER PLAN

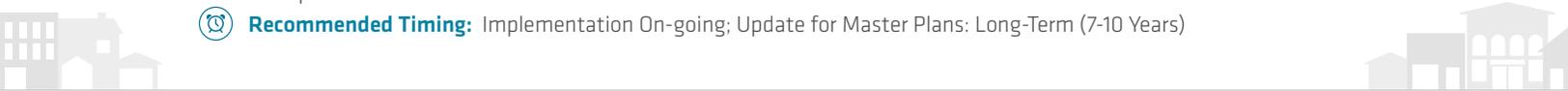
Smithville’s recreational assets and planned trail network are key drivers in land use planning efforts as identified in both the Future Land Use Map and the Character Area planning. New growth and development will enable enhanced networks of these places and trails, while also increasing the population these amenities will serve. Conducting a thorough master planning effort will largely guide the implementation of the community’s vision for enhanced and distributed recreational assets across the City into the future. This plan will also begin to explore the concept of community gardens and ‘urban agriculture’.

-  **Key Players and Stakeholders:** Board of Aldermen, Planning & Zoning, Planning Commission, Parks and Recreation Department and Committee Community At-Large, and Consultants
-  **Resources and Tools:** Previous Parks Master Plan (2017), Transportation Master Plan, Sanitary Master Plan, Subdivision Regulations and Related Ordinances
-  **Recommended Timing:** Near-Term (Budgeted and in discussions)

UTILITY MASTER PLANS

Smithville recently conducted two master planning efforts for the City’s water infrastructure and sanitary infrastructure: Smithville’s Water Master Plan (completed in 2018) and Sanitary Master Plan (completed in 2020). These Master Plans provide substantial detail on anticipated capital improvement needs over the coming years. This Comprehensive Plan recommends that the improvements outlined in each Master Plan be incorporated into Smithville’s longterm planning process. Smithville’s Water Master Plan and Sanitary Master Plan should be updated in 2028 and 2030 respectfully will continue to provide forward thinking mid and long-term improvement needs appropriate to the aging infrastructure and City growth.

-  **Key Players and Stakeholders:** Board of Aldermen, Planning Commission, Parks and Recreation Department and Committee, Smithville Public Works Department, Planning & Zoning, and Consultants
-  **Resources and Tools:** Water Master Plan, Sanitary Master Plan, Future Land Use Map, Growth Projections, Transportation Master Plan
-  **Recommended Timing:** Implementation On-going; Update for Master Plans: Long-Term (7-10 Years)





STORMWATER MANAGEMENT MASTER PLAN

A comprehensive Stormwater Management Master Plan will provide Smithville with an inventory analysis and unified strategy for addressing projected necessary stormwater management infrastructure. The plan will also ensure the City’s development ordinances and policies reflect sustainability principles, mitigating reliance on infrastructure capacity. This effort will be Smithville’s first Stormwater Management Master Plan.

-  **Key Players and Stakeholders:** Board of Aldermen, Planning Commission, Parks and Recreation Committee, Public Works Department, Planning and Zoning Department, and Consultants
-  **Resources and Tools:** Future Land Use Map, Sanitary Master Plan, Transportation Master Plan, Subdivision Regulations
-  **Recommended Timing:** Mid-Term (3-7 Years)

GATEWAY AND HWY 169 CORRIDOR STRATEGY

An established Gateway Strategy provides Smithville with the necessary framework and considerations to improve the identified gateways along Hwy 169. Generating a comprehensive approach to establish desired typologies, branding elements, signage, and visual patterns will help ensure that the planning efforts and decision-making for each gateway are unified, and the Corridor has an appropriate look and feel.

-  **Key Players and Stakeholders:** Board of Aldermen, Planning & Zoning, Planning Commission, Parks and Recreation Committee, Public Works, Community At-Large
-  **Resources and Tools:** Future Land Use Map, City Branding Initiatives, Transportation Master Plan
-  **Recommended Timing:** Near-Term (0-3 Years)

ZONING ORDINANCE AND MAP UPDATE

Smithville’s Zoning Ordinance and Map should be updated to reflect the community’s vision for coming years. Changes may include updates to current policies to reflect desired development and land use patterns such as increased industrial zoned land and annexed property.

-  **Key Players and Stakeholders:** Board of Aldermen, Planning Commission, Planning and Zoning Department, Public Works Department
-  **Resources and Tools:** Future Land Use Map, Zoning Ordinance, Zoning Map, Subdivision Regulations, Community Vision
-  **Recommended Timing:** Mid-Term (3-7 Years)

ANNEXATION GROWTH MANAGEMENT STRATEGY

Future annexation decisions should be driven through City policy and a thorough understanding of how annexation relates to Smithville’s vision and priorities, as expressed through this Comprehensive Plan. Establishing an Annexation Growth Management Strategy will allow Smithville to strategically consider benefits, fiscal costs, priorities, and needs associated with the municipality’s annexed growth. Given current conversations regarding desired annexed parcels, Smithville should undertake this strategy effort in the near-term to ensure all annexation decision-making is rooted within a comprehensive strategy.

-  **Key Players and Stakeholders:** Board of Aldermen, Planning Commission, Planning & Zoning, Public Works Department.
-  **Resources and Tools:** Future Land Use Map, Transportation Master Plan, Water and Sanitary Master Plans, Community Vision
-  **Recommended Timing:** Near-Term (0-3 Years)



7.0 IMPLEMENTATION MATRIX AND SUMMARY

The following Implementation Matrix provides the framework for achieving the community's 2030 vision. Organized by Strategic Pillar, the matrix highlights implementation strategies, or Action Steps, for each of the identified Strategic Pillar goals. Key stakeholders, relevant stakeholders and players, priority, and time frame are included for each Action Step to guide the coming years' implementation process.

IMPLEMENTATION MATRIX LEGEND

Planning Goal. Each Strategic Pillar includes a series of goals providing the framework for accomplishing the Strategic Pillar.

Action Step. All the identified goals include a series of Action Steps, or implementation actions, policies, or recommendations, to achieve each goal.

- Players** include key stakeholders, including City departments and other essential public, private, and nonprofit sector constituents responsible for implementing each Action Step.
- Resources and Tools** include specific city policies, guiding resources, or outputs and deliverables particularly crucial for each Action Step.

Priority. All Action Steps are ranked in importance to guide implementation players towards Action Steps deemed a priority in the community.

- Low Priority
- Moderate Priority
- High Priority

Time Frame. All Action Steps are classified into near-term, mid-term, and long-term time frames. These Time Frames represent the encouraged timing and sequencing for each Action Step. Notably, some Action Steps may be ongoing throughout the entire timespan of this Comprehensive Plan.

- Near-Term (0-3 Years)
- Mid-Term (3-7 Years)
- Long-Term (7-10 Years)
- Ongoing



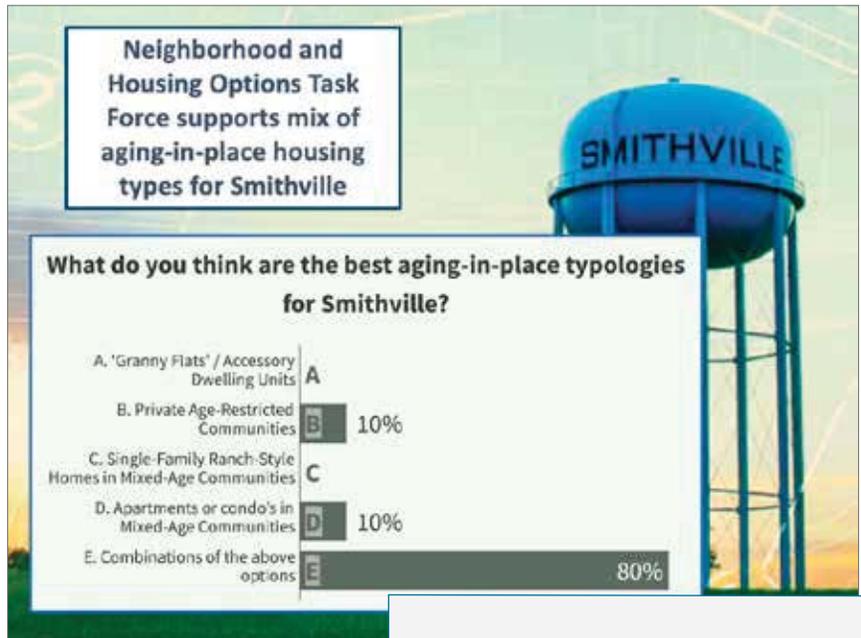
Bold Step. Innovative ideas and Action Steps that offer Smithville opportunities to take exciting steps forward are identified with this Bold Step icon.



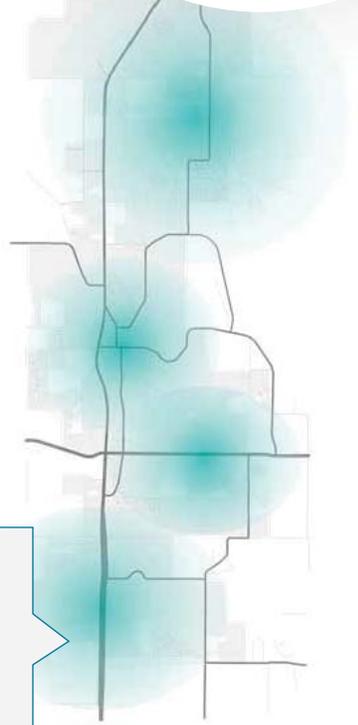
7.1 DIVERSE HOUSING AND NEIGHBORHOOD OPTIONS IMPLEMENTATION MATRIX

The Housing and Neighborhood Task Force explored the future residential fabric in Smithville. A key overarching issue is how to best accommodate the expected growth on 1,500+ units in the coming 10 years. This work also considered the needs of housing for different age cohorts, and the emerging need for aging in place options. Through surveys, discussions and prioritization, the Task Force identified four key broad areas best suited to future residential growth.

The implementation goals, actions and priorities were developed with significant input from the Housing and Neighborhood Task Force.



Future residential development focus areas
Development is targeted in four main areas – the Northern Residential Character Area; around the Downtown core; along Hwy 92 (on eastern side) and in the 169 South Character area. This assumes there will be a combination of new developments, and infill in existing areas.



"Many seniors and Veterans are still fiercely independent. Some would literally rather die by their own hand than to be crammed into a nursing home or other 'warehouse' type facility. An ADU (accessory dwelling unit) could provide 'Life with Dignity'...and enable people to lovingly care for their family members in need."

- Project Portal Discussion Board Participant (Debra Dotson, 3 October 2020)



PLANNING INSIGHTS

- The key focus of the residential development strategies is about protecting the traditional residential fabric and core of the community, while creating new residential options and locations.
- Addressing the needs of an aging cohort is a high priority.

Planning**Insight**



DIVERSE HOUSING & NEIGHBORHOOD OPTIONS PILLAR

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

Action	Priority	Time Frame
<p>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.</p> <p> City of Smithville, Board of Aldermen, Planning Commission, Planning and Zoning Department, Development Stakeholders</p> <p> Future Land Use Map, Zoning Ordinance, Zoning Map</p>		
<p>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.</p> <p> City of Smithville, Board of Aldermen, Planning Commission, Planning and Zoning Department, Development Stakeholders, Community At-Large</p> <p> Zoning Ordinance, Parks and Recreation Master Plan</p>		
<p>HN.1.3 Explore incorporating accessory dwelling units (ADUs) as part of Smithville's housing policy. Conduct a SWOT analysis to explore considerations and implications.</p> <p> City of Smithville, Planning & Zoning, Planning Commission, Development Stakeholders, Community-At-Large</p> <p> SWOT Analysis, Regional ADU Market Study, Zoning Ordinance</p> <p></p>		

HN.2 Celebrate and Preserve Existing Housing and Neighborhoods.

Action	Priority	Time Frame
<p>HN.2.1 Encourage infill residential development of underutilized sites prime for residential uses, particularly in and near Smithville's Downtown. Identify and work to remove barriers and disincentives to infill housing development and production.</p> <p> Board of Aldermen, Planning Commission, Planning and Zoning Department, Development Stakeholders</p> <p> Zoning Ordinance, Development Regulations, Character Areas</p>		



Action	Priority	Time Frame
<p>HN.2.2 Identify tools and programs to support residential preservation, renovation, and rehabilitation of substandard housing units.</p> <ul style="list-style-type: none">  <i>Planning Commission, Planning and Zoning Department, Development Stakeholders, Property Owners</i>  <i>Best Practice for Homeowner Rehabilitation Programs such as Residential Property Tax Abatement Grant Programs, and Centralized Information and Support</i> 		
<p>HN.2.3 Maintain existing quality vegetative buffers and minimize disturbances of ecological features in new residential developments.</p> <ul style="list-style-type: none">  <i>City of Smithville, Planning & Zoning, Planning Commission, Development Stakeholders</i>  <i>Site Development Process [Insert relevant tools, resources, and/or ordinances.]</i> 		

HN.3 Strengthen Neighborhoods Across the City.

Action	Priority	Time Frame
<p>HN.3.1 Encourage additional residential units near existing residential uses to strengthen the neighborhoods of Smithville.</p> <ul style="list-style-type: none">  <i>Board of Aldermen, Planning Commission, Planning and Zoning Department</i>  <i>Zoning Ordinance, Zoning Map, Future Land Use Map, Character Areas</i> 		
<p>HN.3.2 Encourage clustered residential development patterns with connected active and passive open space and neighborhood and community amenities.</p> <ul style="list-style-type: none">  <i>Planning Commission, Planning and Zoning Department, Parks and Recreation Department, Development Stakeholders</i>  <i>Zoning Ordinance, Subdivision Regulations, Parks and Recreation Master Plan, Trails Master Plan</i> 		
<p>HN.3.3 Explore incentives to promote clustered residential developments.</p> <ul style="list-style-type: none">  <i>Board of Aldermen, Planning Commission, Planning & Zoning Department</i>  <i>Zoning Ordinance, Subdivision Regulations, SWOT Assessment of Incentive Strategies with Cost-Benefit Analysis</i> 		



Action	Priority	Time Frame
<p>HN.3.4 Encourage mixed-use developments in Smithville’s Downtown and the area between Downtown and the city’s southern municipal boundary as a mechanism to create vibrant neighborhoods.</p> <p> Board of Aldermen, Planning Commission, Planning and Zoning Department</p> <p> Zoning Ordinance, Zoning Map, Future Land Use Map, Character Areas</p>		

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

Action	Priority	Time Frame
<p>HN.4.1 Encourage additional residential units near existing residential uses to strengthen the neighborhoods of Smithville.</p> <p> Board of Aldermen, Planning Commission, Planning and Zoning Department</p> <p> Future Land Use Map, Zoning Map, Character Areas</p>		
<p>HN.4.2 Mandate pedestrian connections in new residential developments to adjacent existing or prospective neighborhoods to further strengthen Smithville’s pedestrian network.</p> <p> Planning Commission, Planning and Zoning Department</p> <p> Zoning Ordinance, Subdivision Regulations</p>		 
<p>HN.4.3 Encourage new residential development in and near Smithville’s Downtown to create a live, work, and play district.</p> <p> Board of Aldermen, Planning Commission, Planning and Zoning Department</p> <p> Future Land Use Map, Zoning Ordinance, Downtown Community Oasis Character</p>		
<p>HN.4.4 Continue to require sidewalks in all new residential developments to create and strengthen existing pedestrian networks.</p> <p> Planning Commission, Planning and Zoning Department, Public Works Department, Streets Department</p> <p> Zoning Ordinance, Subdivision Regulations, Transportation Master Plan, Trails Master Plan</p>		



HN.5 Provide Housing Options for All.

Action	Priority	Time Frame
<p>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.</p> <p> City of Smithville, Board of Aldermen, Planning Commission, Planning and Zoning Department, Development Stakeholders</p> <p> Zoning Ordinance, Housing Policies, Best Practices for Aging-in-Place Strategies</p>		 
<p>HN.5.2 Establish metrics to monitor available housing stock and options for aging-in-place opportunities</p> <p> City of Smithville, Planning Commission, Planning and Zoning Department</p> <p> Key Performance Indicators, Demographic Data and Projections, Housing Inventory, Mid America Regional Council (MARC)</p>		
<p>HN.5.3 Encourage and consider incentivizing housing options that incorporate Universal Design features in new and rehabilitated housing as a strategy to facilitate inclusive housing options.</p> <p> Board of Aldermen, Planning Commission, , Planning and Zoning Department</p> <p> Universal Design Best Practices, SWOT Assessment of Incentive Strategies</p>		
<p>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.</p> <p> Board of Aldermen, Planning Commission, Planning and Zoning Department</p> <p> Zoning Ordinance, Multifamily Unit Size Regional Market Study</p>		 
<p>HN.5.5 Establish High-Density Residential Zoning District to encourage a broader range of housing typologies in Smithville.</p> <p> Board of Aldermen, Planning Commission, , Planning and Zoning Department</p> <p> Zoning Ordinance, Zoning Map, Future Land Use Map</p>		 
<p>HN.5.6 Monitor housing affordability, working to ensure housing options for all income levels in Smithville.</p> <p> City of Smithville, Planning Commission, Planning and Zoning Department</p> <p> Key Performance Indicators, Demographic Data and Projections, Housing Inventory</p>		
<p>HN.5.7 Explore incentive options for incorporating a more comprehensive range of housing typologies in Smithville.</p> <p> City of Smithville, Board of Aldermen, Planning Commission, Planning & Zoning Department</p> <p> SWOT Assessment of Incentive Strategies with Cost-Benefit Analysis</p>		

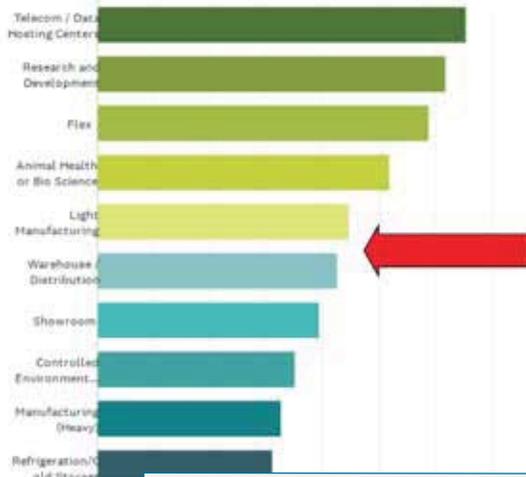


7.2 STRENGTHENED BUSINESS AND ECONOMIC DEVELOPMENT IMPLEMENTATION MATRIX

The Business and Economic Development Task Force identified a series of opportunities to help build the strength and depth of the local economy. Key priorities were the continued development of the Downtown into thriving commercial and retail / dining experience for the community. In addition, there was a high priority placed on making more zoned Industrial and professional office land possible.

The implementation goals, actions and priorities were developed with significant input from the Business and Economic Development Task Force.

Ranking – Optimal outcomes for the Industrial Land Use area - Most desirable to Least desirable



Industrial land use

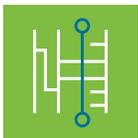
The Task Force identified a series of industrial land uses most preferred for the 169 Industrial Character Area. These are viewed as optimal due to lower visual and traffic impact and offering professional and technical jobs.

Future commercial and industrial focus areas

Development is targeted in four main areas – the Downtown Area (which is a key priority) including a commercial overlay at the Lake (to support tourism economy); the Hospital Bluff Area and the 169 Industrial Area and the 169 South Character Area. This provides an exciting mix of new economic development areas, that will help create additional jobs and amenities in the community.

“When people visit a new town/city, one of the first things people do is decide whether they want to visit, based upon its food and drink options. It would be wonderful to have all different types of cuisine options in downtown Smithville (and also, create food places near the lake, like floating restaurants)...unique food options would bring in people who are adventurous eaters and bring profit and jobs to the citizens of Smithville.”

- Discussion Board Participant (Alyssa, 25 August 2020)



PLANNING INSIGHTS

- The highest priority is the continued development of the Downtown, and this effort will be boosted by the Main Street Program. The Task Force saw this area evolving to be a 6-block or more experience, with infill development and modest increase in density.

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The second primary focus area is the creation of more industrial land. This was considered a key priority for future business and economic growth in the community.



STRENGTHENED BUSINESS AND ECONOMIC DEVELOPMENT PILLAR

BE.1 Prioritize a Vibrant Downtown.

Action	Priority	Time Frame
<p>BE.1.1 Enhance Downtown’s connection to Hwy 169 through wayfinding and gateway placemaking elements such as enhanced signage near the intersection of Main Street and Hwy 169.</p> <ul style="list-style-type: none"> City of Smithville, Board of Aldermen, Planning Commission, Economic Development Committee, Planning and Zoning Department, Public Works Chamber of Commerce, Main Street Gateway Strategy 		
<p>BE.1.2 Encourage expanding Downtown’s density and visual characteristics to the intersection of Main Street and Hwy 169, creating a continuous pedestrian experience.</p> <ul style="list-style-type: none"> Board of Aldermen, Planning Commission, Planning and Zoning Department Zoning Ordinance, Downtown Design Guidelines, Downtown District Overlay, Downtown Community Oasis Character Area 		
<p>BE.1.3 Retain existing zoning designations in Smithville’s Downtown to continue to permit moderate density, midrise building heights, and various land uses.</p> <ul style="list-style-type: none"> Planning Commission, Planning and Zoning Department Zoning Ordinance, Zoning Map, Future Land Use Map 		
<p>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.</p> <ul style="list-style-type: none"> City of Smithville, Board of Aldermen, Main Street Missouri Main Street Program 		
<p>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.</p> <ul style="list-style-type: none"> City of Smithville, Economic Development Committee, Chamber of Commerce, Main Street Small Business Checklist, Entrepreneurship Support, Business Technical Assistance 		
<p>BE.1.6 Identify priorities and available resources for job training and workforce development, internship, and entrepreneurship programs.</p> <ul style="list-style-type: none"> City of Smithville, Economic Development Committee, Chamber of Commerce, Main Street, Smithville School District Inventory and Assessment of Needs, Established Best Practices 		



Action	Priority	Time Frame
<p>BE.1.7 Encourage and attract commercial establishments that foster a vibrant Main Street to locate in Smithville's Downtown.</p> <ul style="list-style-type: none"> City of Smithville, Economic Development Committee, Chamber of Commerce, Main Street Business License Regulations and Fee Structure, Business Attraction Strategies 		

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

Action	Priority	Time Frame
<p>BE.2.1 Explore measures to expand municipal boundaries closer to Smithville Lake via strategic annexation of Smith's Fork Park..</p> <ul style="list-style-type: none"> City of Smithville, Board of Aldermen, Army Corps of Engineers, Clay County Smith's Fork Park Annexation, Annexation Management Growth Strategy 		
<p>BE.2.2 Enhance tourism infrastructure by working to attract and develop a hotel with connections to Smithville Lake. Consider supporting such a project with tax increment financing or other economic development tools.</p> <ul style="list-style-type: none"> City of Smithville, Board of Aldermen, Economic Development Committee, TIF Commission Economic Development Toolkit 		
<p>BE.2.3 Explore strategies and opportunities to support Airbnb and other short-term rental activity, enhance Smithville's hospitality infrastructure, and capture visitor spending.</p> <ul style="list-style-type: none"> City of Smithville, Chamber of Commerce, Residential Property Owners Short-Term Rental Market Insights, Municipal Guides for Property Owners 		
<p>BE.2.4 Promote commercial and revenue-generating opportunities near Smithville Lake that align with and support the nearby recreational assets.</p> <ul style="list-style-type: none"> Board of Aldermen, Planning Commission, Economic Development Committee, Army Corps of Engineers, Chamber of Commerce Smith's Fork Park Overlay District, Specific Zoning District Creation, Zoning Ordinance, Zoning Map, Future Land Use Map 		
<p>BE.2.5 Consider undertaking a city marketing campaign emphasizing the recreational activities associated with Smithville Lake.</p> <ul style="list-style-type: none"> City of Smithville, Board of Aldermen, Economic Development Committee, Chamber of Commerce Branding Action Plan, Marketing Initiatives 		



BE.3 Target and Attract Key Industry Niches.

Action	Priority	Time Frame
<p>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.</p> <ul style="list-style-type: none"> City of Smithville, Board of Aldermen, Economic Development Committee Economic Development Incentives Toolbox 		
<p>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.</p> <ul style="list-style-type: none"> Board of Aldermen, Planning Commission, Economic Development Committee, Planning and Zoning Department Zoning Ordinance, Zoning Map, Future Land Use Map, Economic Impact Assessments 		
<p>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.</p> <ul style="list-style-type: none"> Board of Aldermen, Economic Development Committee Economic Development Programs Incentive Policy, Economic Development Toolkit 		
<p>BE.3.4 Consider assigning a City Staff member with the role of industry liaison, assuming the responsibility of leading outreach to key industry partners eligible for economic development incentives.</p> <ul style="list-style-type: none"> City of Smithville, Economic Development Committee, Chamber of Commerce Dedicated Industry Liaison City Staff Responsibility 		
<p>BE.3.5 Leverage the airport redevelopment by promoting Smithville’s proximity, easy airport access, and ideal conditions for larger-scale office development.</p> <ul style="list-style-type: none"> City of Smithville, Economic Development Committee, Chamber of Commerce, Kansas City Area Development Council Active KCADC Membership, Site Readiness Marketing 		



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

Action	Priority	Time Frame
<p>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.</p> <ul style="list-style-type: none">  Board of Aldermen, Planning Commission, Planning and Zoning Department  Zoning Map, Future Land Use Map 169 Industrial Character Area 	  	  
<p>BE.4.2 Annex land to the west of the Industrial Zone to allow for city growth and an expanded industrial area.</p> <ul style="list-style-type: none">  Board of Aldermen, Planning Commission, Planning and Zoning Department, Clay County  Annexation Growth Management Strategy 	  	  
<p>BE.4.3 Apply Smithville’s current Industrial Zoning Classification to dedicated industrial uses in the 169 Industrial Character Area.</p> <ul style="list-style-type: none">  Board of Aldermen, Planning Commission, Planning and Zoning Department  Zoning Map, Zoning Ordinance, Future Land Use Map, 169 Industrial Character Area 	  	  
<p>BE.4.4 Ensure industrial uses are well buffered through vegetation and visual barriers, particularly between industrial and non-industrial uses.</p> <ul style="list-style-type: none">  Planning Commission, Planning and Zoning Department  Site Development Review Process, Zoning Ordinance 	  	  
<p>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.</p> <ul style="list-style-type: none">  Planning Commission, Planning and Zoning Department, Public Works Department, Streets Department  Site Development Review Process, Zoning Ordinance, Subdivision Regulations 	  	  



BE.5 Continue To Strengthen Partnerships.

Action		Priority	Time Frame
BE.5.1	<p>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.</p> <ul style="list-style-type: none">  <i>City of Smithville, Economic Development Committee, Chamber of Commerce, Main Street, Kansas City Area Development Council</i>  <i>Partnership Strategies, Business Attraction and Retention Strategies</i> 		
BE.5.2	<p>Consider exploring local private and nonprofit partners to help fund, develop, and operate desired civic facilities such as a community center or a higher education campus.</p> <ul style="list-style-type: none">  <i>City of Smithville, Board of Aldermen, Economic Development Committee, Parks and Recreation Committee</i>  <i>Public-Private Partnerships</i> 		
BE.5.3	<p>Identify and collaborate with local employers and education providers to provide workforce development training and entrepreneurship programming. Encourage the Smithville Area Chamber of Commerce to establish a working committee representative of various government and private partners to coordinate workforce development issues and needs and facilitate the development of appropriate educational programs.</p> <ul style="list-style-type: none">  <i>City of Smithville, Economic Development Committee, Chamber of Commerce, Business Representatives, Smithville Local School District, MCC, Other Higher Education Institutions</i>  <i>Working Committee for Workforce Development</i> 		
BE.5.4	<p>Partner with the Smithville Area Chamber of Commerce and Main Street to develop regular events for local entrepreneurs to meet, share challenges, and gain mentorship, fostering Smithville’s entrepreneurial spirit.</p> <ul style="list-style-type: none">  <i>City of Smithville, Economic Development Committee, Chamber of Commerce, Main Street</i>  <i>Technical Assistance Programs</i> 		

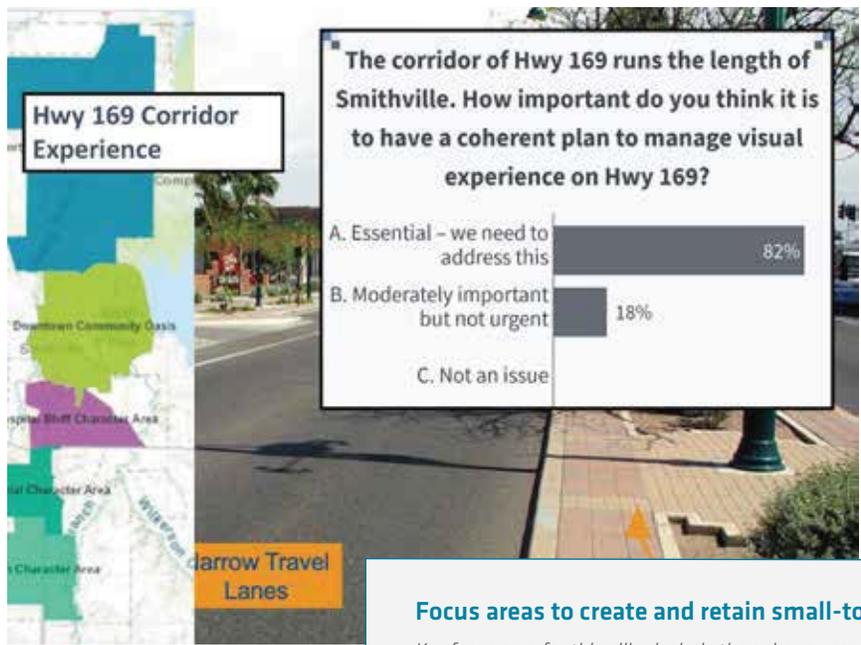




7.3 SMALL-TOWN FEEL AND SENSE OF COMMUNITY IMPLEMENTATION MATRIX

The Small-Town Feel and Sense of Community Task Force focused on the critical issue of how Smithville retains its unique feel and look, while absorbing the projected growth over the next 10 years.

The implementation goals, actions and priorities were developed with significant input from the Small-Town Feel and Sense of Community Task Force.



Focus areas to create and retain small-town feel
Key focus area for this pillar include the enhancement of the Downtown experience, as part of the Downtown Community Oasis; the development of defined gateways to the key parts of the community; and developing a coherent plan for the Hwy 169 experience.

“I definitely feel that the oasis should feel fun, airy, and a unique center that sort of ties everything together while maintaining the historic rustic look. If we make downtown the heart of Smithville, let’s make the Oasis an extension of the heart.”

- Discussion Board Participant (Allyson Attigliato, 15 August 2020)



PLANNING INSIGHTS

- The 2030 Comprehensive Plan introduces some critical new elements to the planning portfolio in Smithville. The implementation steps covering gateways and the Hwy 169 experience are timely and critical steps to preserve the small-town feel.

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Smithville evolves to a larger community, it is essential to have the social infrastructure in place, to allow the community to connect and build its social fabric.



SMALL-TOWN FEEL AND SENSE OF COMMUNITY PILLAR

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

Action	Priority	Time Frame
<p>ST.1.1 Consider creating a Gateway Strategy to establish similar initiatives and visuals, synergizing the city's various gateways and Hwy 169 experience..</p> <ul style="list-style-type: none">  Board of Aldermen, Planning Commission, Parks and Recreation Committee, Planning and Zoning Department, Public Works Department, Community At-Large  Gateway Strategy 		
<p>ST.1.2 Strengthen the gateway into Smithville in the 169 South Character Area along Hwy 169 through signage or landscaped features demarcating entry into Smithville, welcoming people into the City while creating a unique sense of place.</p> <ul style="list-style-type: none">  Board of Aldermen, Planning Commission, Planning and Zoning Department, Public Works Department, Property Owners, Community At-Large  Gateway Strategy, Zoning Ordinance, 169 South Character Area 		
<p>ST.1.3 Establish a visual landscape buffer at the southern municipal boundary along Hwy 169 to preserve and introduce the character of Smithville while transitioning between Kansas City and Smithville.</p> <ul style="list-style-type: none">  Board of Aldermen, Planning Commission, Planning and Zoning Department, Public Works Department, Property Owners, Community At-Large  Gateway Strategy, Zoning Ordinance, 169 South Character Area 		 
<p>ST.1.4 Improve the gateway into Smithville's Downtown at the intersection of Main Street and Hwy 169 by incorporating distinguishing features, focal points, or placemaking efforts.</p> <ul style="list-style-type: none">  Board of Aldermen, Planning Commission, Economic Development Commission, Planning and Zoning Department, Public Works Department, Main Street, Property Owners, Community At-Large  Gateway Strategy, Downtown Community Oasis Character Area 		
<p>ST.1.5 Establish a gateway node at the north municipality boundary on Hwy 169.</p> <ul style="list-style-type: none">  Board of Aldermen, Planning Commission, Planning and Zoning Department, Public Works Department, Property Owners, Community At-Large  Gateway Strategy, North Residential Character Area 		



ST.2 Foster an Engaging Hwy 169 Corridor Experience.

Action	Priority	Time Frame
<p>ST.2.1 Encourage a high-quality, mixed-use corridor experience along Hwy 169 between the southern municipality boundary and Route 92.</p> <ul style="list-style-type: none">  Board of Aldermen, Planning Commission, Planning and Zoning Department, Development Stakeholders  Gateway Strategy, Zoning Map, Future Land Use Map, 169 South and 169 Industrial Character Areas 	  	  
<p>ST.2.2 Encourage a pedestrian-scaled corridor of Hwy 169 between 92 and KK Hwy by leveraging design and site guidelines, minimizing visible parking, encouraging building frontage along Hwy 169, and placemaking efforts.</p> <ul style="list-style-type: none">  Board of Aldermen, Planning Commission, Planning and Zoning Department, Public Works Department, Development Stakeholders  Gateway Strategy, Zoning Ordinance, Hospital Bluff and Downtown Community Oasis Character Area 	  	  
<p>ST.2.3 Preserve and celebrate the rural character of Hwy 169 between KK Hwy and the northern municipality boundary.</p> <ul style="list-style-type: none">  Board of Aldermen, Planning Commission, Planning and Zoning Department, Public Works Department  Gateway Strategy, Zoning Ordinance, North Residential Character Area 	  	  

ST.3 Enhance the Vibrancy and Classical Character of Downtown Smithville.

Action	Priority	Time Frame
<p>ST.3.1 Explore establishing Design Guidelines within the Downtown Historic Subdistrict, and the expanded area as applicable, to encourage a vibrancy, pedestrian-friendly, and architecturally attractive Downtown.</p> <ul style="list-style-type: none">  City of Smithville, Board of Aldermen, Planning Commission, Planning and Zoning Department, Development Stakeholders, Community At-Large  Assessment of Design Criteria, Downtown District Design Guidelines 	  	  
<p>ST.3.2 Explore establishing Design Guidelines along Hwy 169 near Smithville's Downtown between approximately Main Street and Owens Avenue.</p> <ul style="list-style-type: none">  City of Smithville, Board of Aldermen, Planning Commission, Planning and Zoning Department, Development Stakeholders, Community At-Large  Gateway Strategy, Assessment of Design Criteria 	  	  



Action	Priority	Time Frame
<p>ST.3.3 Develop strategies, such as a future neighborhood grant program, that facilitates small projects, such as community gardens or other incremental neighborhood improvement initiatives in and near Smithville’s Downtown.</p> <p> City of Smithville, Board of Aldermen, Property Owners, Community-At-Large</p> <p> Feasibility Assessment of Neighborhood Grant Program</p>		 
<p>ST.3.4 Explore public art opportunities, such as murals, in Smithville’s Historic Downtown Subdistrict to strengthen the visual appeal of the Downtown.</p> <p> City of Smithville, Property Owners, Main Street, Chamber of Commerce</p> <p> Public Art Guidelines, Downtown District Design Guidelines</p>		

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

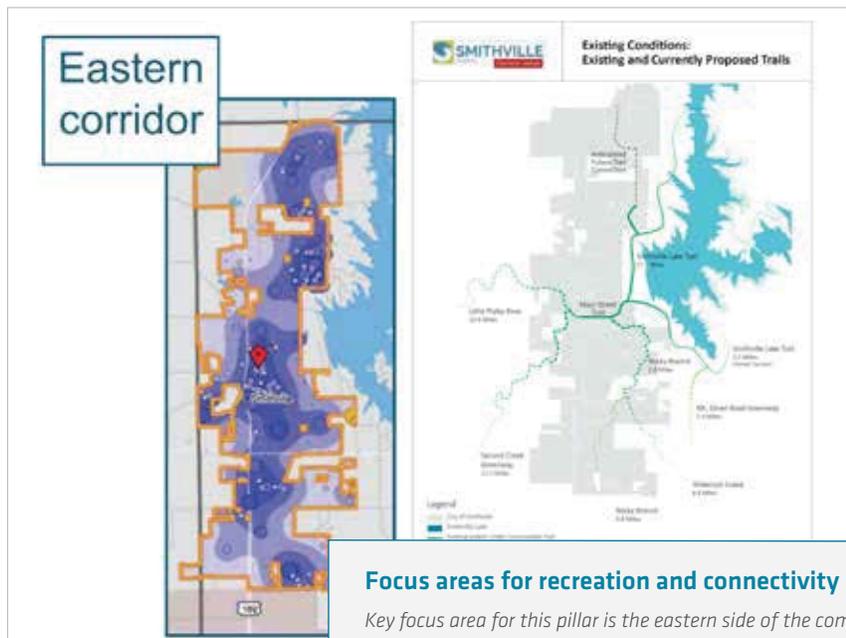
Action	Priority	Time Frame
<p>ST.4.1 Encourage walkable and multimodal connections to and between social institutions in Smithville.</p> <p> Planning Commission, Planning and Zoning Department, Public Works Department</p> <p> Parks, Rec and Trails Master Plan, Social Infrastructure Inventory, Character Areas</p>		
<p>ST.4.2 Develop enhanced gathering places, such as parklets and community gardens, and outdoor event spaces within Smithville</p> <p> Board of Aldermen, Planning Commission, Parks and Recreation Committee, Planning and Zoning Department, Parks and Recreation Department, Public Works</p> <p> Parks and Recreation Master Plan</p>		
<p>ST.4.3 Foster the development of quality-of-life amenities that bring community members together.</p> <p> City of Smithville, Parks and Recreation Committee, Parks and Recreation Department, Community At-Large</p> <p> Parks and Recreation Master Plan, Character Areas</p>		
<p>ST.4.4 Support and encourage organizations to host ongoing city-wide festivals and events that bring community members together in Smithville.</p> <p> City of Smithville, Board of Aldermen, Main Street, Chamber, Community At-Large</p> <p> Strategic Partnerships</p>		



7.4 ENHANCED RECREATION AND CONNECTIVITY IMPLEMENTATION MATRIX

The Enhanced Recreation and Connectivity Task Force explored the future evolution of the recreation assets within Smithville, and how to best connect these into the regional system. Smithville has a unique opportunity to create a full trail system that offers recreation and connectivity and operates in parallel with the traditional transportation system of roads. The potential is to link the entire eastern side of Smithville, from north to south, with a dedicated trail network that ties together residential areas and all the areas of community activity.

The implementation goals, actions and priorities were developed with significant input from the Recreation and Connectivity Task Force.



"A completely connected network of trails away from the road, that would lead from all major trails into downtown and back would be incredible!"

- Discussion Board Participant (Allison Bustos, 27 August 2020)



PLANNING INSIGHTS

- The Task Force was keen to see bold steps taken in developing the trail system. This viewed as an incredibly important part of the community 'value proposition'.
- The Task Force concluded that Smithville was not yet big enough to financially support a major recreation facility. As an interim step, the concept emerged of building a distributed recreation system, that includes smaller facilities and amenities across the community linked by an integrated trail system.

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ENHANCED RECREATION AND CONNECTIVITY PILLAR

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

Action	Priority	Time Frame
<p>RC.1.1 Develop a Parks, Recreation, and Trails Master Plan.</p> <ul style="list-style-type: none"> Board of Aldermen, Planning Commission, Parks and Recreation Committee, Parks and Recreation Department, Planning and Zoning Department, Public Works Department, Community At-Large Parks and Recreation Master Plan, Trails Master Plan, Future Land Use Map, Character Areas 		
<p>RC.1.2 Develop a Transportation Master Plan emphasizing multimodal transportation opportunities and connections.</p> <ul style="list-style-type: none"> Board of Aldermen, Planning Commission, Parks and Recreation Committee, Public Works Department, Streets Department, Planning and Zoning Department, Parks & Recreation Parks and Recreation Master Plan 		
<p>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.</p> <ul style="list-style-type: none"> Planning Commission, Parks and Recreation Committee, Public Works Department, Streets Department, Parks and Recreation Departments, Planning and Zoning Department Parks and Recreation Master Plan, Trails Master Plan, Transportation Master Plan, Future Land Use Map 		

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

Action	Priority	Time Frame
<p>RC.2.1 Encourage development, mainly residential development, near existing and proposed trail networks.</p> <ul style="list-style-type: none"> Board of Aldermen, Planning Commission, Planning and Zoning Department, Parks and Recreation Department, Development Stakeholders Zoning Map, Future Land Use Map, Parks and Rec. Master Plan, Trails Master Plan 		
<p>RC.2.2 Encourage new developments to provide access and pathways to existing and proposed trail networks.</p> <ul style="list-style-type: none"> Planning Commission, Planning and Zoning Department, Public Works Department Subdivision Regulations, Development Review Process, Trails Master Plan, Zoning Ordinance, Character Areas 		



Action	Priority	Time Frame
<p>RC.2.3 Partner with local, regional trail stakeholders to implement the proposed regional trail network.</p> <ul style="list-style-type: none"> City of Smithville, Public Works, Parks & Recreation, MARC, Clay County, Platte County Trails Master Plan, Regional Trail Plans 		

RC.3 Distribute Recreation Opportunities and Amenities Across the City.

Action	Priority	Time Frame
<p>RC.3.1 Prioritize developing a River Walk through the Downtown Community Oasis Character Area connecting to Smithville Lake via the Main Street Trail.</p> <ul style="list-style-type: none"> Board of Aldermen, Parks and Recreation Committee, Planning Commission, Parks and Recreation Department, Planning and Zoning Department, Public Works Department, Main Street, Property Owners, Community At-Large Parks and Recreation Master Plan, Trails Master Plan, Downtown Community Oasis Character Area 		
<p>RC.3.2 Continue to monitor and assess the feasibility of incorporating a community recreation center as Smithville's population grows.</p> <ul style="list-style-type: none"> City of Smithville, Parks & Recreation, Planning Commission Parks Master Plan, Demographic Data, Facility Planning Best Practices 		
<p>RC.3.3 Develop cooperative partnerships to share community facilities with nearby and municipalities and public and private institutions.</p> <ul style="list-style-type: none"> Board of Aldermen, Parks and Recreation Committee, Parks and Recreation Department, Smithville School District, Local Institutions, Clay County, Platte County Parks and Recreation Master Plan 		
<p>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.</p> <ul style="list-style-type: none"> City of Smithville, Parks and Recreation Committee, Parks and Recreation Department, Smithville School District, Local Institutions, Relevant Stakeholders Parks and Recreation Master Plan, Stakeholder Committee 		



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

Action	Priority	Time Frame
<p>RC.4.1 Annex Smith's Fork Park into Smithville's municipal boundaries. Create a new Zoning District specifically for Smith's Fork Park.</p> <ul style="list-style-type: none"> Board of Aldermen, Planning Commission, Parks and Recreation Committee, Planning and Zoning Department, Parks and Recreation Department, U.S. Army Corps of Engineers, Clay County Annexation Growth Management Strategy, Zoning Ordinance, Zoning Map, Smith's Fork Park Commercial Overlay District 		
<p>RC.4.2 Allow and encourage commercial establishments and vendors near Smithville Lake to leverage and support the outdoor recreation environment while capturing local economic and fiscal impacts.</p> <ul style="list-style-type: none"> Board of Aldermen, Planning Commission, Parks and Recreation Committee, Economic Development Committee, Planning and Zoning Department, Parks and Recreation Department, U.S. Army Corps of Engineers Zoning Ordinance, Future Land Use Map, Smith's Fork Park Commercial Overlay District 		
<p>RC.4.3 Support promoting Smithville businesses and marketing efforts at Smith's Fork Park to strengthen local businesses' customer base, particularly downtown establishments.</p> <ul style="list-style-type: none"> Parks and Recreation Committee, Economic Development Committee, Parks and Recreation Department, Chamber of Commerce, Main Street, Business Community Business Marketing Strategy, Business Support Services 		
<p>RC.4.4 Strategize to prepare for increasing lease fees at Smith's Fork Park and escalating costs.</p> <ul style="list-style-type: none"> Board of Aldermen, Planning Commission, Planning and Zoning Department, Public Works Department Smith's Fork Park Lease Payment Strategy 		



7.5 CONTINUED COMMITMENT TO EDUCATION IMPLEMENTATION MATRIX

Through the Comprehensive Planning Process, the educational pillar was addressed by a working group at the launch event in January 2020. As the Board of Alderman and the School Board have been engaged in regular joint meetings, it was considered unnecessary to establish a dedicated Task Force.

The implementation goals, actions and priorities were developed from the input into the visioning process, and the launch of the Comprehensive Planning Process.

The Downtown Community Oasis area was identified as a possible site for future environmental education initiatives.

The education topic is a fascinating one in the context of Smithville, which has a successful and high performing school district. The broader interpretation of education can extend to lifelong learning and potentially tertiary educational opportunities. In the Comprehensive Plan this is addresses by the inclusion of a 169 South Employment Center Overlay, that could be attractive for facilities for higher education that provide substantial workforce development and training opportunities.

“Education is the foundation that will provide an individual the best chance at becoming a happy, contributing member of society.”

- Comprehensive Plan Survey Respondent



Focus areas for education

The Smithville School District is focused on major facilities in the Hospital Bluff Character Area, and elementary school in the Northern Residential Character Area. Taking a broader view of education, and thinking of vocation opportunities and lifelong learning, then focus areas could extend to the Downtown Community Oasis and the 169 South Character Area.



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PLANNING INSIGHTS

- The continued collaboration and alignment between the School Board and the City Board of Aldermen is essential to ensure community funding and resources can be managed in an efficient manner.
- The broader view of education will help open the community to new opportunities such as employer-based training, community college opportunities and lifelong learning initiatives.



CONTINUED COMMITMENT TO EDUCATION PILLAR

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

Action	Priority	Time Frame
<p>ED.1.1 Work with Metropolitan Community College (MCC) to initiate study of their capacity to provide services meeting Smithville community needs.</p> <ul style="list-style-type: none">  MCC  Proposed MCC Study 		
<p>ED.1.2 Once capacity is identified, leverage community need with school personnel as well as MCC resources</p> <ul style="list-style-type: none">  City, Smithville School District (particularly liaison members for this goal area), MCC  Proposed MCC Study 		
<p>ED.1.3 Longer term – work with regional universities to establish satellite facilities</p> <ul style="list-style-type: none">  City, Smithville School District (particularly liaison members for this goal area), MCC  Proposed MCC Study 		

ED.2 Co-ordinate funding and planning activities between School and City

Action	Priority	Time Frame
<p>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</p> <ul style="list-style-type: none">  City and Smithville School District 		

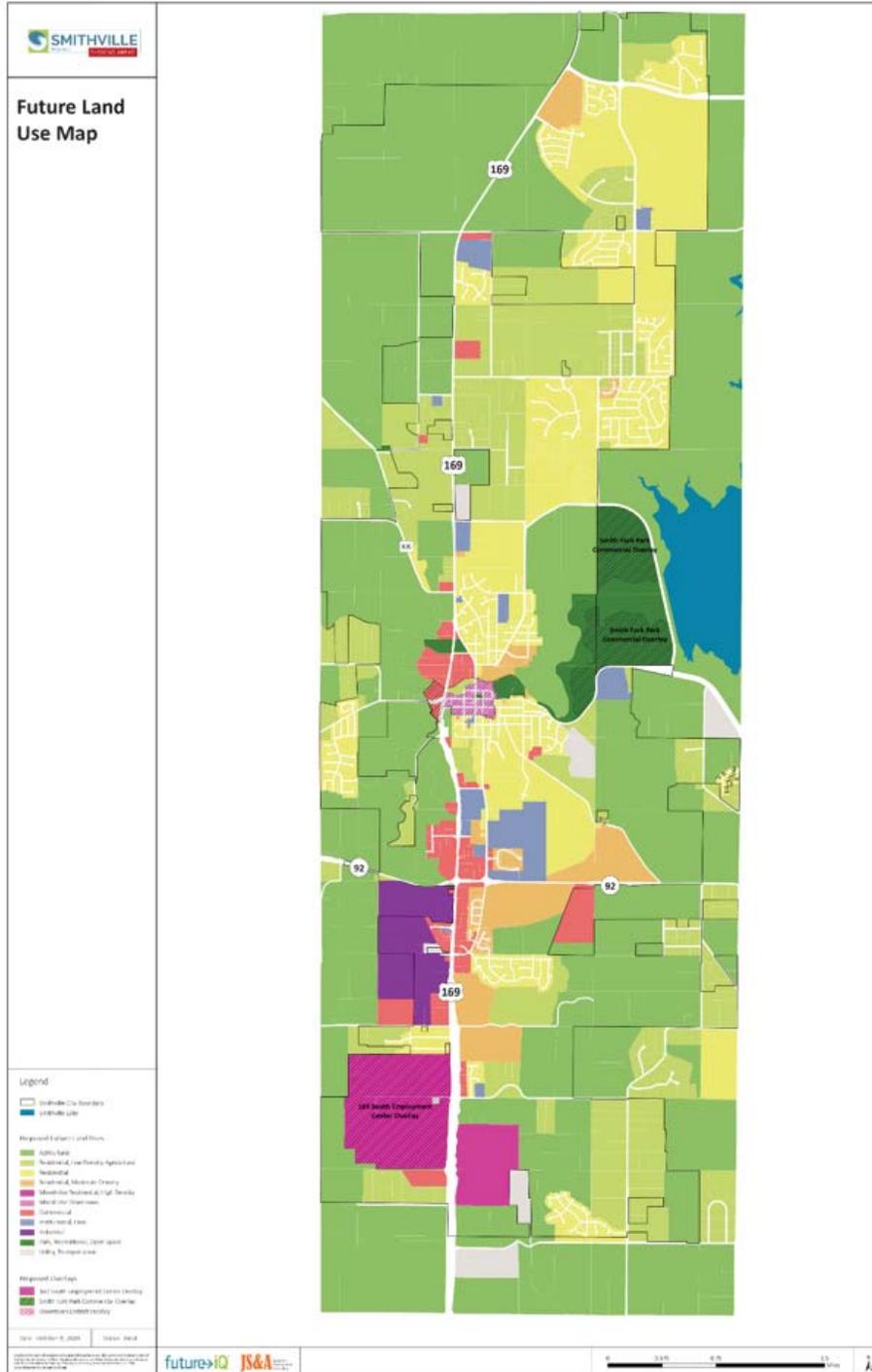
ED.3 Developing strong connection between employers and educational institutions

Action	Priority	Time Frame
<p>ED.3.1 Smaller action group of Both boards work with Chamber and other entities in matching community, business and other needs with educational offerings</p> <ul style="list-style-type: none">  City, Smithville School District, Chamber, Businesses 		

ED.4 Enhance community spaces as adult learning hubs

Action	Priority	Time Frame
<p>ED.4.1 Build educational social infrastructure at library and key nodes</p> <ul style="list-style-type: none">  City, Smithville School District, Library 		

8.0 APPENDIX A: FUTURE LAND USE MAP





9.0 APPENDIX B

APPENDIX B.1 IMPLEMENTATION ACTIONS BY CHARACTER AREA

The following section includes the Action Steps identified in Section 7.0 sorted by Character Area. Refer to Section 7.0 for additional information for each Action Step.

NORTH RESIDENTIAL CHARACTER AREA (REFER TO PAGE 55 FOR ADDITIONAL INSIGHTS.)

- 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.
- HN.2.3 Maintain existing quality vegetative buffers and minimize disturbances of ecological features in new residential developments.
- HN.3.1 Encourage additional residential units near existing residential uses to strengthen the neighborhoods of Smithville.
- HN.3.2 Encourage clustered residential development patterns with connected active and passive open space and neighborhood and community amenities.
- HN.4.2 Mandate pedestrian connections in new residential developments to adjacent existing or prospective neighborhoods to further strengthen Smithville's pedestrian network.
- ST.1.5 Establish a gateway node at the north municipality boundary on Hwy 169.
- ST.2.3 Preserve and celebrate the rural character of Hwy 169 between KK Hwy and the northern municipality boundary.
- RC.2.1 Encourage development, mainly residential development, near existing and proposed trail networks.
- RC.2.2 Encourage new developments to provide access and pathways to existing and proposed trail networks.

DOWNTOWN COMMUNITY OASIS CHARACTER AREA (REFER TO PAGE 56 FOR ADDITIONAL INSIGHTS.)

- HN.1.1 Support providing additional stock throughout the city Smithville to meet current and future residents' needs by encouraging new residential development in areas identified in the Future Land Use Map.
- HN2.1 Encourage infill residential development of underutilized sites prime for residential uses, particularly in and near Smithville's Downtown. Identify and work to remove barriers and disincentives to infill housing development and production.
- HN.2.2 Identify tools and programs to support residential preservation, renovation, and rehabilitation of substandard housing units.
- HN2.3 Maintain existing quality vegetative buffers and minimize disturbances of ecological features in new residential developments.
- HN.3.1 Encourage additional residential units near existing residential uses to strengthen the neighborhoods of Smithville.
- HN.3.4 Encourage mixed-use developments in Smithville's Downtown and the area between Downtown and the city's southern municipal boundary as a mechanism to create vibrant neighborhoods.



- HN.4.3 Encourage new residential development in and near Smithville's Downtown to create a live, work, and play district.
- BE.1.1 Enhance Downtown's connection to Hwy 169 through wayfinding and gateway placemaking elements such as enhanced signage near the intersection of Main Street and Hwy 169.
- BE.1.2 Encourage expanding Downtown's density and visual characteristics to the intersection of Main Street and Hwy 169, creating a continuous pedestrian experience.
- BE.1.3 Retain existing zoning designations in Smithville's Downtown to continue to permit moderate density, midrise building heights, and various land uses.
- 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.
- BE.1.7 Encourage and attract commercial establishments that foster a vibrant Main Street to locate in Smithville's Downtown.
- BE.2.1 Explore measures to expand municipal boundaries closer to Smithville Lake via strategic annexation of Smith's Fork Park.
- BE.2.2 Enhance tourism infrastructure by working to attract and develop a hotel with connections to Smithville Lake. Consider supporting such a project with tax increment financing or other economic development tools.
- BE.2.4 Promote commercial and revenue-generating opportunities near Smithville Lake that align with and support the nearby recreational assets.
- ST.1.4 Improve the gateway into Smithville's Downtown at the intersection of Main Street and Hwy 169 by incorporating distinguishing features, focal points, or placemaking efforts.
- ST.2.2 Encourage a pedestrian-scaled corridor of Hwy 169 between 92 and KK Hwy by leveraging design and site guidelines, minimizing visible parking, encouraging building frontage along Hwy 169, and placemaking efforts.
- ST.3.1 Explore establishing Design Guidelines within the Downtown Historic Subdistrict, and the expanded area as applicable, to encourage a vibrancy, pedestrian-friendly, and architecturally attractive Downtown.
- ST.3.2 Explore establishing Design Guidelines along Hwy 169 near Smithville's Downtown between approximately Main Street and Owens Avenue.
- ST.3.3 Develop strategies, such as a future neighborhood grant program, that facilitates small projects, such as community gardens or other incremental neighborhood improvement initiatives in and near Smithville's Downtown.
- ST.3.4 Explore public art opportunities, such as murals, in Smithville's Historic Downtown Subdistrict to strengthen the visual appeal of the Downtown.
- ST.4.2 Develop enhanced gathering places, such as parklets and community gardens, and outdoor event spaces within Smithville.
- ST.4.4 Support and encourage organizations to host ongoing city-wide festivals and events that bring community members together in Smithville.
- RC.3.1 Prioritize developing a River Walk through the Downtown Community Oasis Character Area connecting to Smithville Lake via the Main Street Trail.
- RC.4.1 Annex Smith's Fork Park into Smithville's municipal boundaries. Create a new Zoning District specifically for Smith's Fork Park.





- RC.4.2 Allow and encourage commercial establishments and vendors near Smithville Lake to leverage and support the outdoor recreation environment while capturing local economic and fiscal impacts.
- RC.4.3 Support promoting Smithville businesses and marketing efforts at Smith’s Fork Park to strengthen local businesses’ customer base, particularly downtown establishments.

HOSPITAL BLUFF CHARACTER AREA (REFER TO PAGE 57 FOR ADDITIONAL INSIGHTS.)

- 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.
- HN.2.1 Encourage infill residential development of underutilized sites prime for residential uses, particularly in and near Smithville’s Downtown. Identify and work to remove barriers and disincentives to infill housing development and production.
- HN.2.3 Maintain existing quality vegetative buffers and minimize disturbances of ecological features in new residential developments.
- HN.3.2 Encourage clustered residential development patterns with connected active and passive open space and neighborhood and community amenities.
- HN.3.4 Encourage mixed-use developments in Smithville’s Downtown and the area between Downtown and the city’s southern municipal boundary as a mechanism to create vibrant neighborhoods.
- HN.4.2 Mandate pedestrian connections in new residential developments to adjacent existing or prospective neighborhoods to further strengthen Smithville’s pedestrian network.
- ST.2.2 Encourage a pedestrian-scaled corridor of Hwy 169 between 92 and KK Hwy by leveraging design and site guidelines, minimizing visible parking, encouraging building frontage along Hwy 169, and placemaking efforts.
- ST.3.3 Develop strategies, such as a future neighborhood grant program, that facilitates small projects, such as community gardens or other incremental neighborhood improvement initiatives in and near Smithville’s Downtown.
- ST.4.1 Encourage walkable and multimodal connections to and between social institutions in Smithville.
- ST.4.2 Develop enhanced gathering places, such as parklets and community gardens, and outdoor event spaces within Smithville.
- RC.2.1 Encourage development, mainly residential development, near existing and proposed trail networks.
- RC.2.2 Encourage new developments to provide access and pathways to existing and proposed trail networks.

169 SOUTH INDUSTRIAL CHARACTER AREA (REFER TO PAGE 58 FOR ADDITIONAL INSIGHTS.)

- 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.
- HN.2.3 Maintain existing quality vegetative buffers and minimize disturbances of ecological features in new residential developments.
- HN.3.4 Encourage mixed-use developments in Smithville’s Downtown and the area between Downtown and the city’s southern municipal boundary as a mechanism to create vibrant neighborhoods.





- 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.
- 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.
- BE.4.2 Annex land to the west of the Industrial Zone to allow for city growth and an expanded industrial area.
- BE.4.3 Apply Smithville’s current Industrial Zoning Classification to dedicated industrial uses in the 169 Industrial Character Area.
- 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.
- ST.2.1 Encourage a high-quality, mixed-use corridor experience along Hwy 169 between the southern municipality boundary and Route 92.
- RC.2.2 Encourage new developments to provide access and pathways to existing and proposed trail networks.

169 SOUTH INDUSTRIAL CHARACTER AREA (REFER TO PAGE 59 FOR ADDITIONAL INSIGHTS.)

- HN.1.2 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.
- HN.2.3 Maintain existing quality vegetative buffers and minimize disturbances of ecological features in new residential developments.
- HN.3.4 Encourage mixed-use developments in Smithville’s Downtown and the area between Downtown and the city’s southern municipal boundary as a mechanism to create vibrant neighborhoods.
- 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.
- ST.1.2 Strengthen the gateway into Smithville in the 169 South Character Area along Hwy 169 through signage or landscaped features demarcating entry into Smithville, welcoming people into the city while creating a unique sense of place.
- ST.1.3 Establish a visual landscape buffer at the southern municipal boundary along Hwy 169 to preserve and introduce the character of Smithville while transitioning between Kansas City and Smithville.
- ST.2.1 Encourage a high-quality, mixed-use corridor experience along Hwy 169 between the southern municipality boundary and Route 92.
- RC.2.1 Encourage development, mainly residential development, near existing and proposed trail networks.
- RC.2.2 Encourage new developments to provide access and pathways to existing and proposed trail networks.





APPENDIX B.2 IMPLEMENTATION ACTIONS BY PRIORITY

The following section includes the Action Steps identified in Section 7.0 sorted by priority. Refer to Section 7.0 for additional information for each Action Step.

HIGH PRIORITY

- 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.
- HN.2.1 Encourage infill residential development of underutilized sites prime for residential uses, particularly in and near Smithville’s Downtown. Identify and work to remove barriers and disincentives to infill housing development and production.
- HN.2.3 Maintain existing quality vegetative buffers and minimize disturbances of ecological features in new residential developments.
- HN.3.1 Encourage additional residential units near existing residential uses to strengthen the neighborhoods of Smithville.
- 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.5.1 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.
- 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.
- BE.1.1 Enhance Downtown’s connection to Hwy 169 through wayfinding and gateway placemaking elements such as enhanced signage near the intersection of Main Street and Hwy 169.
- 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.
- 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.
- BE.2.1 Explore measures to expand municipal boundaries closer to Smithville Lake via strategic annexation of Smith’s Fork Park.
- 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.
- 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.
- BE.4.4 Ensure industrial uses are well buffered through vegetation and visual barriers, particularly between industrial and non-industrial uses.





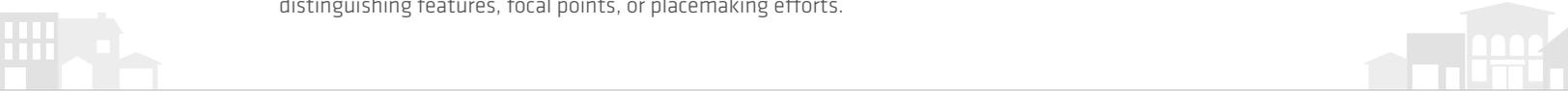
- BE.4.5 Continue to require traffic impact assessments for development proposals of significant scale, particularly with industrial uses, to ensure appropriate infrastructure capacity and mitigate negative traffic impacts.
- BE.5.1 Leverage partnerships with Smithville Main Street, the Chamber of Commerce, and the KC Area Development Council to create impactful and collaborative efforts pertaining to business attraction, retention, and technical assistance.
- ST.1.1 Consider creating a Gateway Strategy to establish similar initiatives and visuals, synergizing the city's various gateways and Hwy 169 experience.
- ST.1.3 Establish a visual landscape buffer at the southern municipal boundary along Hwy 169 to preserve and introduce the character of Smithville while transitioning between Kansas City and Smithville.
- ST.4.1 Encourage walkable and multimodal connections to and between social institutions in Smithville.
- ST.4.3 Foster the development of quality-of-life amenities that bring community members together.
- RC.1.1 Develop a Parks, Recreation, and Trails Master Plan.
- RC.1.2 Develop a Transportation Master Plan emphasizing multimodal transportation opportunities and connections.
- 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.
- RC.2.2 Encourage new developments to provide access and pathways to existing and proposed trail networks.
- RC.3.1 Prioritize developing a River Walk through the Downtown Community Oasis Character Area connecting to Smithville Lake via the Main Street Trail.
- 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.
- RC.4.1 Annex Smith's Fork Park into Smithville's municipal boundaries.
- 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.1.1 Work with Metropolitan Community College (MCC) to initiate study of their capacity to provide services meeting Smithville community needs.
- ED.1.2 Once capacity is identified, leverage community need with school personnel as well as MCC resources.
- 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.

MODERATE PRIORITY

- 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.
- HN.1.3 Explore incorporating accessory dwelling units (ADUs) as part of Smithville's housing policy. Conduct a SWOT analysis to explore considerations and implications.
- HN.2.2 Identify tools and programs to support residential preservation, renovation, and rehabilitation of substandard housing units.



- HN.3.2 Encourage clustered residential development patterns with connected active and passive open space and neighborhood and community amenities.
- HN.3.4 Encourage mixed-use developments in Smithville's Downtown and the area between Downtown and the city's southern municipal boundary as a mechanism to create vibrant neighborhoods.
- HN.4.1 Encourage additional residential units near existing residential uses to strengthen the neighborhoods of Smithville.
- HN.4.3 Encourage new residential development in and near Smithville's Downtown to create a live, work, and play district.
- HN.5.2 Establish metrics to monitor available housing stock and options for aging-in-place opportunities.
- HN.5.3 Encourage and consider incentivizing housing options that incorporate Universal Design features in new and rehabilitated housing as a strategy to facilitate inclusive housing options.
- HN.5.6 Monitor housing affordability, working to ensure housing options for all income levels in Smithville.
- BE.1.2 Encourage expanding Downtown's density and visual characteristics to the intersection of Main Street and Hwy 169, creating a continuous pedestrian experience.
- BE.1.3 Retain existing zoning designations in Smithville's Downtown to continue to permit moderate density, midrise building heights, and various land uses.
- BE.2.2 Enhance tourism infrastructure by working to attract and develop a hotel with connections to Smithville Lake. Consider supporting such a project with tax increment financing or other economic development tools.
- BE.2.4 Promote commercial and revenue-generating opportunities near Smithville Lake that align with and support the nearby recreational assets.
- BE.2.5 Consider undertaking a city marketing campaign emphasizing the recreational activities associated with Smithville Lake.
- 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.
- BE.3.5 Leverage the airport redevelopment by promoting Smithville's proximity, easy airport access, and ideal conditions for larger-scale office development.
- 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.
- BE.4.2 Annex land to the west of the Industrial Zone to allow for city growth and an expanded industrial area.
- BE.5.3 Identify and collaborate with local employers and education providers to provide workforce development training and entrepreneurship programming. Encourage the Smithville Area Chamber of Commerce to establish a working committee representative of various government and private partners to coordinate workforce development issues and needs and facilitate the development of appropriate educational programs.
- BE.5.4 Partner with the Smithville Area Chamber of Commerce and Main Street to develop regular events for local entrepreneurs to meet, share challenges, and gain mentorship, fostering Smithville's entrepreneurial spirit.
- ST.1.2 Strengthen the gateway into Smithville in the 169 South Character Area along Hwy 169 through signage or landscaped features demarcating entry into Smithville, welcoming people into the city while creating a unique sense of place.
- ST.1.4 Improve the gateway into Smithville's Downtown at the intersection of Main Street and Hwy 169 by incorporating distinguishing features, focal points, or placemaking efforts.





- ST.2.1 Encourage a high-quality, mixed-use corridor experience along Hwy 169 between the southern municipality boundary and Route 92.
- ST.2.2 Encourage a pedestrian-scaled corridor of Hwy 169 between 92 and KK Hwy by leveraging design and site guidelines, minimizing visible parking, encouraging building frontage along Hwy 169, and placemaking efforts.
- ST.2.3 Preserve and celebrate the rural character of Hwy 169 between KK Hwy and the northern municipality boundary.
- ST.3.1 Explore establishing Design Guidelines within the Downtown Historic Subdistrict, and the expanded area as applicable, to encourage a vibrancy, pedestrian-friendly, and architecturally attractive Downtown.
- ST.3.3 Develop strategies, such as a future neighborhood grant program, that facilitates small projects, such as community gardens or other incremental neighborhood improvement initiatives in and near Smithville's Downtown.
- ST.4.2 Develop enhanced gathering places, such as parklets and community gardens, and outdoor event spaces within Smithville.
- ST.4.4 Support and encourage organizations to host ongoing city-wide festivals and events that bring community members together in Smithville.
- RC.2.1 Encourage development, mainly residential development, near existing and proposed trail networks.
- RC.2.3 Partner with local, regional trail stakeholders to implement the proposed regional trail network.
- RC.3.3 Develop cooperative partnerships to share community facilities with nearby and municipalities and public and private institutions.
- RC.4.2 Allow and encourage commercial establishments and vendors near Smithville Lake to leverage and support the outdoor recreation environment while capturing local economic and fiscal impacts.
- RC.4.4 Strategize to prepare for increasing lease fees at Smith's Fork Park and escalating costs.
- ED.1.3 Longer term - work with regional universities to establish satellite facilities.
- ED.3.1 Smaller action group of Both boards work with Chamber and other entities in matching community, business and other needs with educational offerings.
- ED.4.1 Build educational social infrastructure at library and key nodes.

LOW PRIORITY

- HN.3.3** Explore incentives to promote clustered residential developments.
- HN.5.5 Establish High-Density Residential Zoning District to encourage a broader range of housing typologies in Smithville.
- HN.5.7 Explore incentive options for incorporating a more comprehensive range of housing typologies in Smithville.
- BE.1.6 Identify priorities and available resources for job training and workforce development, internship, and entrepreneurship programs.
- BE.2.3 Explore strategies and opportunities to support Airbnb and other short-term rental activity, enhance Smithville's hospitality infrastructure, and capture visitor spending.
- BE.3.4 Consider assigning a City Staff member with the role of industry liaison, assuming the responsibility of leading outreach to key industry partners eligible for economic development incentives.





- BE.4.3 Apply Smithville's current Industrial Zoning Classification to dedicated industrial uses in the 169 Industrial Character Area.
- BE.5.2 Consider exploring local private and nonprofit partners to help fund, develop, and operate desired civic facilities such as a community center or a higher education campus.
- ST.1.5 Establish a gateway node at the north municipality boundary on Hwy 169.
- ST.3.2 Explore establishing Design Guidelines along Hwy 169 near Smithville's Downtown between approximately Main Street and Owens Avenue.
- ST.3.4 Explore public art opportunities, such as murals, in Smithville's Historic Downtown Subdistrict to strengthen the visual appeal of the Downtown.
- RC.3.2 Continue to monitor and assess the feasibility of incorporating a community recreation center as Smithville's population grows.

APPENDIX B.3 IMPLEMENTATION ACTIONS BY TIME FRAME

The following section includes the Action Steps identified in Section 7.0 sorted by recommended timing. Refer to Section 7.0 for additional information for each Action Step.

NEAR-TERM (0-3 YEARS)

- 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.
- 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.
- 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.
- BE.2.1 Explore measures to expand municipal boundaries closer to Smithville Lake via strategic annexation of Smith's Fork Park.
- 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.
- 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.
- 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.
- ST.1.1 Consider creating a Gateway Strategy to establish similar initiatives and visuals, synergizing the city's various gateways and Hwy 169 experience.
- ST.1.3 Establish a visual landscape buffer at the southern municipal boundary along Hwy 169 to preserve and introduce the character of Smithville while transitioning between Kansas City and Smithville.
- ST.4.3 Foster the development of quality-of-life amenities that bring community members together.
- RC.1.1 Develop a Parks, Recreation, and Trails Master Plan.





- RC.1.2 Develop a Transportation Master Plan emphasizing multimodal transportation opportunities and connections.
- RC.4.1 Annex Smith's Fork Park into Smithville's municipal boundaries. Create a new Zoning District specifically for Smith's Fork Park.
- ED.1.1 Work with Metropolitan Community College (MCC) to initiate study of their capacity to provide services meeting Smithville community needs.

MID-TERM (3-7 YEARS)

- HN.1.3 Explore incorporating accessory dwelling units (ADUs) as part of Smithville's housing policy. Conduct a SWOT analysis to explore considerations and implications.
- HN.2.1 Encourage infill residential development of underutilized sites prime for residential uses, particularly in and near Smithville's Downtown. Identify and work to remove barriers and disincentives to infill housing development and production.
- HN.5.5 Establish High-Density Residential Zoning District to encourage a broader range of housing typologies in Smithville.
- BE.1.1 Enhance Downtown's connection to Hwy 169 through wayfinding and gateway placemaking elements such as enhanced signage near the intersection of Main Street and Hwy 169.
- BE.2.4 Promote commercial and revenue-generating opportunities near Smithville Lake that align with and support the nearby recreational assets.
- ST.1.2 Strengthen the gateway into Smithville in the 169 South Character Area along Hwy 169 through signage or landscaped features demarcating entry into Smithville, welcoming people into the city while creating a unique sense of place.
- ST.1.4 Improve the gateway into Smithville's Downtown at the intersection of Main Street and Hwy 169 by incorporating distinguishing features, focal points, or placemaking efforts.
- ST.3.1 Explore establishing Design Guidelines within the Downtown Historic Subdistrict, and the expanded area as applicable, to encourage a vibrancy, pedestrian-friendly, and architecturally attractive Downtown.
- ST.3.2 Explore establishing Design Guidelines along Hwy 169 near Smithville's Downtown between approximately Main Street and Owens Avenue.
- ST.3.3 Develop strategies, such as a future neighborhood grant program, that facilitates small projects, such as community gardens or other incremental neighborhood improvement initiatives in and near Smithville's Downtown.
- ST.3.4 Explore public art opportunities, such as murals, in Smithville's Historic Downtown Subdistrict to strengthen the visual appeal of the Downtown.
- ST.4.2 Develop enhanced gathering places, such as parklets and community gardens, and outdoor event spaces within Smithville.
- ST.4.4 Support and encourage organizations to host ongoing city-wide festivals and events that bring community members together in Smithville.
- RC.3.1 Prioritize developing a River Walk through the Downtown Community Oasis Character Area connecting to Smithville Lake via the Main Street Trail.
- RC.4.2 Allow and encourage commercial establishments and vendors near Smithville Lake to leverage and support the outdoor recreation environment while capturing local economic and fiscal impacts.





- ED.1.3 Longer term – work with regional universities to establish satellite facilities
- ED.3.1 Smaller action group of Both boards work with Chamber and other entities in matching community, business and other needs with educational offerings.

LONG-TERM (7-10 YEARS)

- HN.3.3 Explore incentives to promote clustered residential developments.
- HN.5.7 Explore incentive options for incorporating a more comprehensive range of housing typologies in Smithville.
- BE.3.4 Consider assigning a City Staff member with the role of industry liaison, assuming the responsibility of leading outreach to key industry partners eligible for economic development incentives.
- BE.4.2 Annex land to the west of the Industrial Zone to allow for city growth and an expanded industrial area.
- BE.5.2 Consider exploring local private and nonprofit partners to help fund, develop, and operate desired civic facilities such as a community center or a higher education campus.
- ST.1.5 Establish a gateway node at the north municipality boundary on Hwy 169.
- RC.3.2 Continue to monitor and assess the feasibility of incorporating a community recreation center as Smithville's population grows.
- RC.4.4 Strategize to prepare for increasing lease fees at Smith's Fork Park and escalating costs.

ONGOING (0-10 YEARS)

- HN.2.2 Identify tools and programs to support residential preservation, renovation, and rehabilitation of substandard housing units.
- HN.2.3 Maintain existing quality vegetative buffers and minimize disturbances of ecological features in new residential developments.
- HN.3.1 Encourage additional residential units near existing residential uses to strengthen the neighborhoods of Smithville.
- HN.3.2 Encourage clustered residential development patterns with connected active and passive open space and neighborhood and community amenities.
- HN.3.4 Encourage mixed-use developments in Smithville's Downtown and the area between Downtown and the city's southern municipal boundary as a mechanism to create vibrant neighborhoods.
- HN.4.1 Encourage additional residential units near existing residential uses to strengthen the neighborhoods of Smithville.
- HN.4.2 Mandate pedestrian connections in new residential developments to adjacent existing or prospective neighborhoods to further strengthen Smithville's pedestrian network.
- HN.4.3 Encourage new residential development in and near Smithville's Downtown to create a live, work, and play district.
- HN.4.4 Continue to require sidewalks in all new residential developments to create and strengthen existing pedestrian networks.
- 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.





- HN.5.2 Establish metrics to monitor available housing stock and options for aging-in-place opportunities.
- HN.5.3 Encourage and consider incentivizing housing options that incorporate Universal Design features in new and rehabilitated housing as a strategy to facilitate inclusive housing options.
- HN.5.6 Monitor housing affordability, working to ensure housing options for all income levels in Smithville.
- BE.1.2 Encourage expanding Downtown's density and visual characteristics to the intersection of Main Street and Hwy 169, creating a continuous pedestrian experience.
- BE.1.3 Retain existing zoning designations in Smithville's Downtown to continue to permit moderate density, midrise building heights, and various land uses.
- 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.
- 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.1.6 Identify priorities and available resources for job training and workforce development, internship, and entrepreneurship programs.
- BE.1.7 Encourage and attract commercial establishments that foster a vibrant Main Street to locate in Smithville's Downtown.
- BE.2.2 Enhance tourism infrastructure by working to attract and develop a hotel with connections to Smithville Lake. Consider supporting such a project with tax increment financing or other economic development tools.
- BE.2.3 Explore strategies and opportunities to support Airbnb and other short-term rental activity, enhance Smithville's hospitality infrastructure, and capture visitor spending.
- BE.2.5 Consider undertaking a city marketing campaign emphasizing the recreational activities associated with Smithville Lake.
- 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.
- BE.3.5 Leverage the airport redevelopment by promoting Smithville's proximity, easy airport access, and ideal conditions for larger-scale office development.
- BE.4.3 Apply Smithville's current Industrial Zoning Classification to dedicated industrial uses in the 169 Industrial Character Area.
- 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.
- 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.
- BE.5.3 Identify and collaborate with local employers and education providers to provide workforce development training and entrepreneurship programming. Encourage the Smithville Area Chamber of Commerce to establish a working committee representative of various government and private partners to coordinate workforce development issues and needs and facilitate the development of appropriate educational programs.





- BE.5.4 Partner with the Smithville Area Chamber of Commerce and Main Street to develop regular events for local entrepreneurs to meet, share challenges, and gain mentorship, fostering Smithville’s entrepreneurial spirit.
- ST.2.1 Encourage a high-quality, mixed-use corridor experience along Hwy 169 between the southern municipality boundary and Route 92.
- ST.2.2 Encourage a pedestrian-scaled corridor of Hwy 169 between 92 and KK Hwy by leveraging design and site guidelines, minimizing visible parking, encouraging building frontage along Hwy 169, and placemaking efforts.
- ST.2.3 Preserve and celebrate the rural character of Hwy 169 between KK Hwy and the northern municipality boundary.
- 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.
- RC.2.1 Encourage development, mainly residential development, near existing and proposed trail networks.
- RC.2.2 Encourage new developments to provide access and pathways to existing and proposed trail networks.
- RC.2.3 Partner with local, regional trail stakeholders to implement the proposed regional trail network.
- RC.3.3 Develop cooperative partnerships to share community facilities with nearby and municipalities and public and private institutions.
- 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.
- 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.1.2 Once capacity is identified, leverage community need with school personnel as well as MCC resources.
- 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.
- ED.4.1 Build educational social infrastructure at library and key nodes.





10.0 ABOUT FUTURE IQ AND JS&A

In January 2020, Future iQ, in partnership with the economic development and planning firm Jon Stover & Associates (JS&A), was contracted to guide the comprehensive planning process for the City of Smithville.

The new Comprehensive Plan 2030 builds on Future iQ’s facilitation of the 2019 visioning and strategic planning process that produced Smithville’s Community Vision and Strategic Action Plan. The combined skillsets of Future iQ and JS&A have produced a unique action-oriented Comprehensive Plan that represents the voices of the community. The process involved extensive community engagement, despite the event of a pandemic that presented unprecedented challenges for normal activity. Undaunted, the community of Smithville came together to support and participate in the creation of a Comprehensive Plan 2030 that looks to the future with much hope and anticipation of what is to come.



David Beurle



Leslie Deacon



Heather Branigin



Jon Stover



Celine Beurle

To learn more about Future iQ and our recent projects, please visit www.future-iq.com or contact by email: info@future-iq.com.

To learn more about JS&A and our recent projects, please visit www.jonstoverandassociates.com or contact by email: info@stoverandassociates.com.

11.0 FOR MORE INFORMATION

For more information on the City of Smithville 2030 Comprehensive Planning process, please contact:

Development Director

City of Smithville
 107 W. Main St
 Smithville, MO 64089
 Tel: 816.532.3897

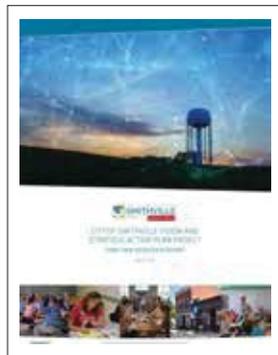
Also, please visit these websites to access information on Smithville, and reports produced as part of the 2030 Comprehensive Planning project and the community visioning work:

City of Smithville Website: <https://www.smithvillemo.org>

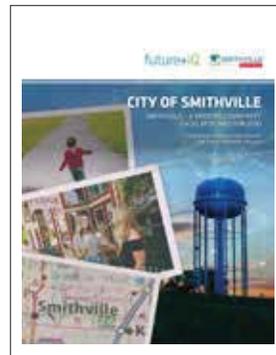
City of Smithville 2030 Comprehensive Planning Project Portal:
<https://lab.future-iq.com/city-of-smithville-comprehensive-planning-process-2020/>



Smithville Community Profile and Benchmark Analysis Report
 June 2019



Smithville Scenario-Based Think Tank Report
 June 2019



Smithville Vision and Strategic Action Plan
 November 2019



Smithville Comprehensive Plan 2030
 October 2020





STAFF REPORT

Date:	November 6, 2020
Prepared By:	Jack Hendrix
Subject:	Site Plan Review – 441 NW Park Dr. – CDL Driving School

The applicant has submitted a site plan review application to authorize the construction of a 9,000 Ft² building to house a new CDL driving school on Lots 10 and 11 of the new phase of the First Park Industrial subdivision west of 169 and Park Dr. Because of the amount of proposed paved area, a full stormwater evaluation was necessary, so this submittal is in two parts – the building and the site layout.

Site Layout

The project site will include in excess of 4 acres of pavement for the training area, parking and entrance/exit areas for the school. This amount of impervious area required a separate, full storm water analysis and report to be submitted for review by the City’s stormwater engineers. Based upon that review, the City’s engineers recommended approval, with a few minor issues to be expanded or clarified with the final construction drawings for the detention areas.

The site layout for ingress/egress is sufficient for all types of vehicles, and no queueing onto Park Dr. would be anticipated. The project area is on I-1 zoned land and is surrounded by I-1 zoned land, so the site lighting, landscaping and buffering requirements are the lowest in our code. Site lighting is focused on the perimeter of the paved area and facing inwards to the site. The project buffering is completed with building buffering and landscaping as required by the code. The trash enclosure is also adequately screened with vegetation, along with sufficient trees along the street side of the trailer storage area. The remainder of the project area will be a fescue grass ground cover, including the areas in the storm detention basin.

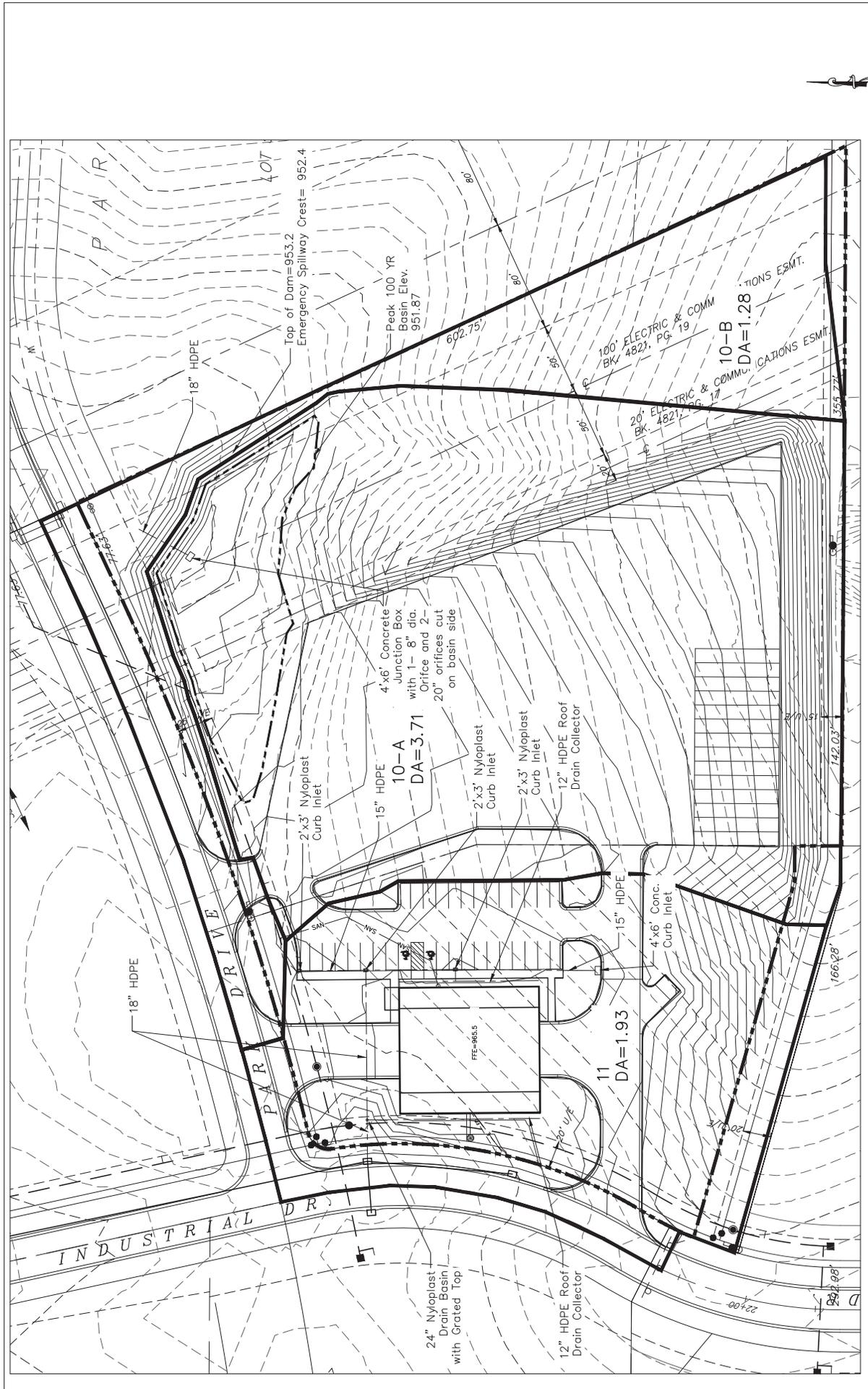
The building façade treatment is a split faced stone wainscot and EIFS/Stucco finish in a dark burgundy color. Both the colors and materials meet the site plan standards for I-1. Staff's recommendation is to approve the Site Plan with the staff recommendations on stormwater final plans to be incorporated into the final approval.

Work	Description	Date

Date	10/20/20
Designed by	
Checked by	
Reviewed by	
Drawn by	
Plot date	

Drainage Plan
File name:
Submitted by:
Date: 10/20/20
Title: 100' ELECTRIC & COMMUNICATIONS ESMT.
WILLIAM J. FOREMAN, INC.
SMITHVILLE, MO 64089
308 N. 5th St.
PO Box 448

First Park - 2nd Plat - CDL Truck Driving School



Storm Water Run-off Summary

Lot	Sub-area	Area	Wt. CN	Peak Runoff		Peak Outflow	
				1 YR	10 YR	1 YR	10 YR
Lot 10 - Pre (Area 4)	4.88	74	9	5.62	17.47	5.62	17.47
Lot 10 - Post	10-A (1.71)	4.89	88.95	6.14	20.44	32.45	4.2
Lot 11 - Area 5	10-B (1.28)	4.89	74.24	11.38	1.83	5.01	6.31
Lot 11 - Post	2.04	91	5	6.31	12.82	19.52	15.18
Lot 11 - Post	1.93	88.95	7.93	4.56	10.24	16.18	4.56

Work	Description	Date

Date	Designed by	Checked by	19/09/2020

Date	Designed by	Checked by	19/09/2020

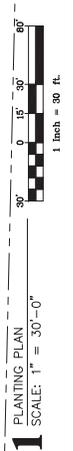
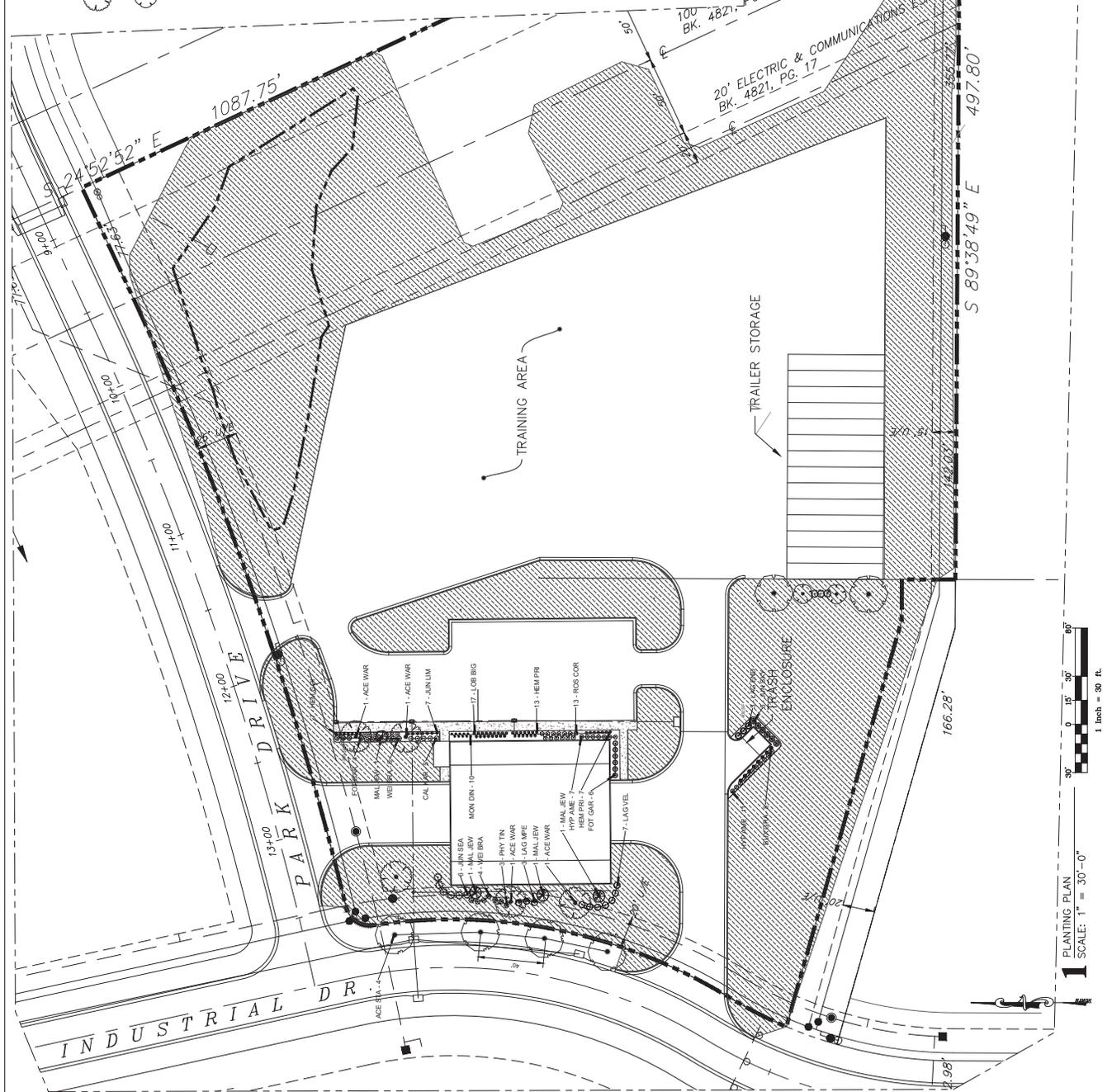
WILLIAM J. FOREMAN, INC.
SMITHVILLE, MO 64089
Landscape Plan
Lots 10 & 11 - First Park - 2nd Plat
CDL TRUCK DRIVING SCHOOL

Sheet reference number: 7
Sheet 7 of 8

PLANT SCHEDULE

TREES	BOTANICAL COMMON NAME	CONT.	QTY.	
	Acer maple / Sassafras / Myrica Nipa	8.8 B 2'Ca	4	
	Acer platanoides / Virendonk TM / Phlox Sunset Maple	8.8 B 2'Ca	5	
	Cedrus libanotis / Skyline / Skyline Honey Locust	8.8 B 2'Ca	2	
	Syngonium reticulata / Ivory Silk / Ivory Silk Japanese Tree Lily	8.8 B 2'Ca	2	
FLOWERING TREES	BOTANICAL COMMON NAME	CONT.	QTY.	
	Morus nigra / Jewelbox TM / Red Jewel Crabapple	8.8 B 2'Ca	4	
SHRUBS	BOTANICAL COMMON NAME	SIZE	CONTAINER	QTY.
	Buxus sempervirens / Graham Blaney / Graham Blaney English Boxwood	3 gal	Container	8
	Forsythia garden / Dwarf Forsythia	2 gal	Container	10
	Hypericum androsaemum / Ames B. John Wort	2 gal	Container	16
	Juniperus horizontalis / Limelight / Limelight Juniper	2 gal	Container	7
	Juniperus scopulorum / Skyrocket / Skyrocket Juniper	3 gal	Container	6
	Juniperus x zeylanica / Sea Green / Sea Green Juniper	2 gal	Container	9
	Lagerstroemia philagly / Enduring SummerTM Red Crape Myrtle	3 gal	Container	3
	Lagerstroemia indica / 18U TM / Black Diamond Purely Purple Crape Myrtle	3 gal	Container	3
	Lagerstroemia indica / Vivia 3 Royal Delight / Vivia 3 Royal Delight Crape Myrtle	2 gal	Container	7
	Nepeta x faassenii / Walters Low / Walters Low Catmint	2 gal	Container	6
	Physocarpus opulifolius / SMOTVY / Tiny Wine Nonesuch	3 gal	Container	3
	Rosa x Coast Drive / Coast Drive Rose	2 gal	Container	13
	Wegelia bouda / Bramwell / Five Wine Weigela	2 gal	Container	10
ANNUALS/SUPERBUNNALS	BOTANICAL COMMON NAME	SIZE	CONTAINER	QTY.
	Hemerocallis x Gaiety Bananas / Gaiety Bananas Daylily	2 gal	Container	7
	Hemerocallis x Primal Stream / Primal Stream Daylily	2 gal	Container	20
	Lobelia spicata / Big Blue / Blue Lobelia	4 1/2 gal	Container	17
	Morone oblonga / Blumark TM / Blumark Pink Bell	1 gal	Container	10
GRASSES	BOTANICAL COMMON NAME	SIZE	CONTAINER	QTY.
	Calamagrostis x acutiform / Karl Foerster / Foerster's Feather Reed Grass	2 gal	Container	5
GROUND COVERS	BOTANICAL COMMON NAME	CONT.	FIELD	QTY.
	TURKISH FUSTIC Seed	seed	Sunny Blend	110,827 #

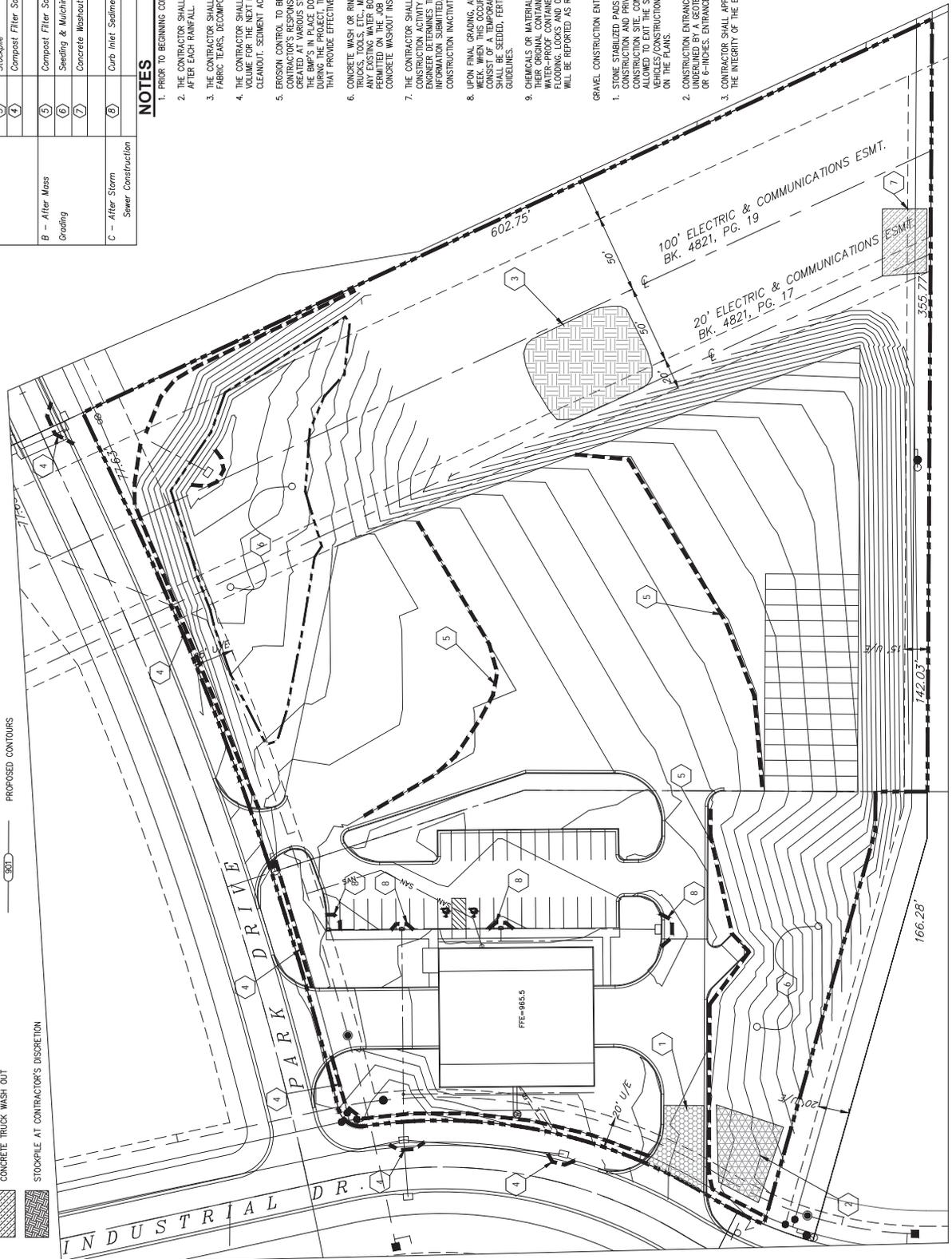
CITY LANDSCAPE REQUIREMENT CALCULATION
SECTION 400.435 LANDSCAPE AND BUFFERING REQUIREMENTS
SPECIFIC STANDARDS FOR 1-1 DISTRICTS
BUILDING BUFFER ZONE
PROVIDE 1 LARGE TREE EVERY 60 LF, 1 ORNAMENTAL TREE EVERY 70 LF, 3 SHRUBS EVERY 75 LF.
CALCULATION: 183 LF = 4 LARGE TREES REQUIRED, 3 ORNAMENTAL TREES AND 8 SHRUBS (ALL PROVIDED)
PARKING BUFFER ZONES
PROVIDE 1 LARGE TREE AND 1 ORNAMENTAL TREE EVERY 60 LF, 1 SHRUB EVERY 50 LF
CALCULATION: 160 LF = 3 LARGE TREES REQUIRED, 3 ORNAMENTAL TREES AND 3 SHRUBS (ALL PROVIDED)
STREET LANDSCAPING
PROVIDE 1 LARGE TREE EVERY 75 LF AND 3 SHRUB EVERY 40 LF.
CALCULATION: 183 LF = 3 LARGE TREES REQUIRED AND 15 SHRUBS (ALL PROVIDED)



PLANTING PLAN
SCALE: 1" = 30'-0"

LEGEND

- STABILIZED CONSTRUCTION ENTRANCE/EXIT
- PARKING AND STAGING AREA
- CONCRETE TRUCK WASH OUT
- STOCKPILE AT CONTRACTOR'S DISCRETION
- COMPOST FILTER SOCK/
SILT FENCE
- EXISTING CONTOURS
- PROPOSED CONTOURS



Erosion and Sediment Control Staging Chart

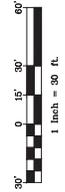
Project Stage	BMP Plan Ref No.	BMP Description	May Remove after Stages:	Notes
A - Prior to Land Disturbance	1	Construction Entrance	D	
	2	Parking & Staging Area	D	
	3	Stockpile	D	If Needed
	4	Compost Filter Sock	D	If Stockpile is Needed
B - After Moss Grading	5	Compost Filter Sock/ Silt Fence	E	
	6	Seeding & Mulching	N/A	
	7	Concrete Washout	E	If Needed (See Notes)
C - After Storm Sewer Construction	8	Curb Inlet Sediment Filter	E	

NOTES

- PRIOR TO BEGINNING CONSTRUCTION EROSION CONTROL MUST BE STABILIZED.
- THE CONTRACTOR SHALL INSPECT ALL COMPOST FILTER SOCKS AT LEAST ONCE A WEEK AND AFTER EACH RAINFALL. THE CONTRACTOR SHALL IMMEDIATELY MAKE ANY REQUIRED REPAIR.
- THE CONTRACTOR SHALL IMMEDIATELY REPAIR OR REPLACE THE COMPOST FILTER SOCK IF THE SOCK FABRIC TEARS, DECOMPOSES, OR BECOMES INEFFECTIVE.
- THE CONTRACTOR SHALL REMOVE ALL SEDIMENT DEPOSITED TO PROVIDE ADEQUATE VENTRAGE VOLUME FOR THE NEXT RAIN EVENT TO REDUCE THE PRESSURE ON THE FILTER SOCKS DURING CLEANOUT. SEDIMENT ACCUMULATION SHALL NOT EXCEED 1/2 THE HEIGHT OF THE FILTER SOCK.
- EROSION CONTROL TO BE INSTALLED IN DISTURBED AREAS IN PHASES AS REQUIRED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN EROSION CONTROL FOR ALL DRAINAGE PATTERNS AND TO REPAIR OR REPLACE ANY EROSION CONTROL MEASURES THAT FAIL OR BECOME INEFFECTIVE DURING THE PROJECT. THE CONTRACTOR SHALL INSTALL ADDITIONAL OR ALTERNATE MEASURES THAT PROVIDE EFFECTIVE CONTROL.
- CONCRETE WASH OR RINSEWATER FROM CONCRETE MIXING EQUIPMENT, TOOLS, AND/OR READY-MIX TRUCKS, TOOLS, ETC. MAY NOT BE DISCHARGED INTO OR BE ALLOWED TO RUN DIRECTLY INTO ANY EXISTING WATER BODY OR STORM INLET. THE WASHING OF CONCRETE EQUIPMENT WILL NOT BE PERMITTED ON THE JOB SITE IF THE CONTRACTOR OR DEVELOPER CHOOSES NOT TO HAVE A CONCRETE WASHOUT INSTALLED.
- THE CONTRACTOR SHALL TEMPORARILY SEED ALL DISTURBED AREAS IF THERE HAS BEEN NO CONSTRUCTION ACTIVITY ON THEM FOR A PERIOD OF FOURTEEN (14) CALENDAR DAYS. IF THE DISTURBED AREAS ARE NOT SEEDING, THE CONTRACTOR SHALL STABILIZE THE AREAS WITH EROSION CONTROL MEASURES. HE MAY FOREGO TEMPORARILY SEEDING AFTER PERIODS OF CONSTRUCTION INACTIVITY OF MORE THAN FORTY-EIGHT (48) HOURS.
- UPON FINAL GRADING, ALL DISTURBED AREAS SHALL BE STABILIZED BY SEEDING WITHIN ONE (1) MONTH OF THE GRADING. THE CONTRACTOR SHALL MAINTAIN THE SEEDING THROUGHOUT THE LIFE OF THE TEMPORARY COVER CROP OF ANNUAL RICE OR WHEAT. ALL DISTURBED AREAS SHALL BE SEEDING, FERTILIZED, & MULCHED IN ACCORDANCE WITH THE CITY OF SMITHVILLE GUIDELINES.
- CHEMICALS OR MATERIALS CAPABLE OF CAUSING POLLUTION MAY ONLY BE STORED ON-SITE IN WATER-PROOF CONTAINERS AND LOCATED OUTSIDE OF DRAINAGEWAYS OR AREAS SUBJECT TO FLOODING. LOCKS AND OTHER MEANS TO PREVENT OR REDUCE VANDALISM SHALL BE USED. SPILLS WILL BE REPORTED AS REQUIRED BY LAW AND IMMEDIATE ACTIONS TAKEN TO CONTAIN THEM.

GRAVEL CONSTRUCTION ENTRANCE

- STONE STABILIZED PADS SHALL BE CONSTRUCTED AT THE LOCATION SHOWN ON THE PLANS WHERE CONSTRUCTION AND PRIVATE VEHICULAR TRAFFIC WILL BE ALLOWED TO ENTER AND EXIT THE CONSTRUCTION SITE. CONSTRUCTION EQUIPMENT (INCLUDING PERSONAL VEHICLES) ARE NOT ALLOWED TO EXIT THE SITE DIRECTLY ONTO ARTERIAL OR COLLECTOR STREETS. ALL TRUCKS AND CONSTRUCTION EQUIPMENT MUST USE THE STABILIZED CONSTRUCTION ENTRANCES SHOWN ON THE PLANS.
- CONSTRUCTION ENTRANCE TO BE COMPOSED OF 2 TO 3 INCH DIAMETER WASHED STONE WITH A MINIMUM OF 18 INCHES OF STONE. THE STONE DRESSING SHALL BE A MINIMUM OF 6-INCHES. ENTRANCES TO BE 20'-FEET WIDE AND 80'-FEET IN LENGTH.
- CONTRACTOR SHALL APPLY ADDITIONAL TOP DRESSING OF 2-INCH STONE AS NEEDED TO MAINTAIN THE INTEGRITY OF THE ENTRANCE.



Work	Description	Date

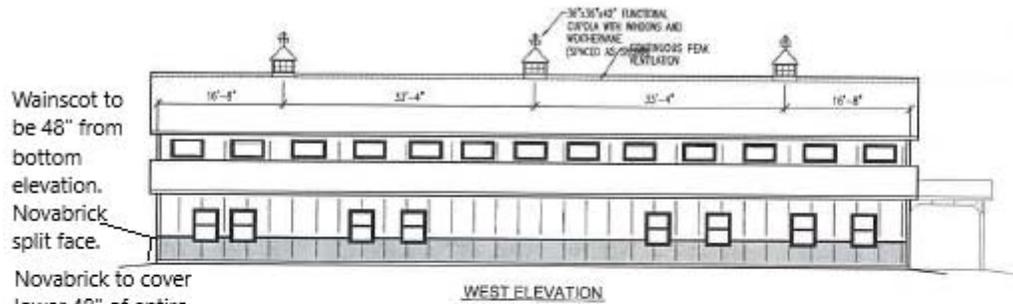
Date	Time	Reviewed By	Checked By	Drawn By
10/20/20				
11/20/20				

Plot name	Plot date
Erosion Control Plan	11/20/20

Submitted by: [Signature]
 Date: 11/20/20
 Checked by: [Signature]
 Date: 11/20/20
 Drawn by: [Signature]
 Date: 11/20/20

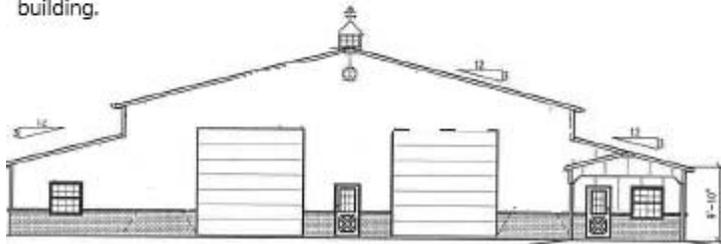
WILLIAM J. FOREMAN, INC.
SMITHVILLE, MO 64089

First Park - 2nd Plat
CDI Truck Driving School



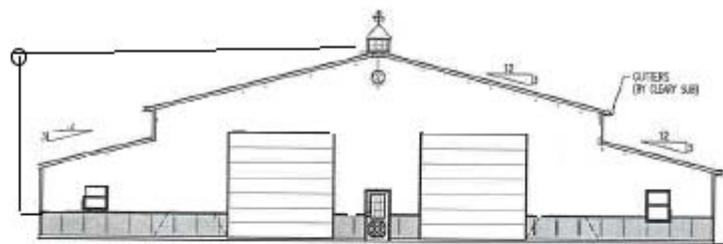
Wainscot to be 48" from bottom elevation.
 Novabrick split face.
 Novabrick to cover lower 48" of entire building.

WEST ELEVATION

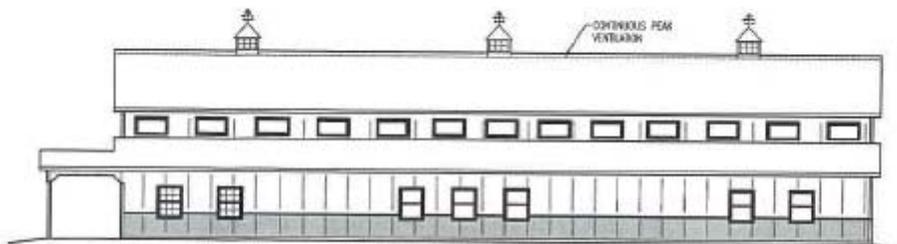


NORTH ELEVATION

○ From top of Novabrick to top of elevation to be covered in 1 1/2" stucco foam.



SOUTH ELEVATION



EAST ELEVATION

Profile for exterior of building. Please see following samples for façade at each elevation. Building will not have the vertical lines. Renderings were done prior to consideration of Smithville site.

Utilizing this brick and color for wainscot.

Waterproof vapor barrier

Nova split faced block

Fastening system

And sealants.



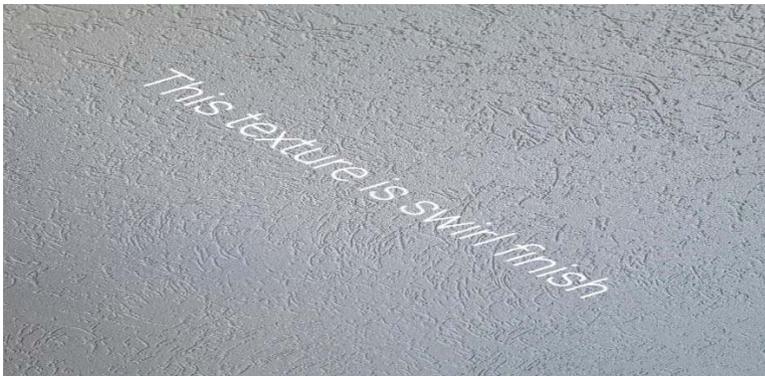
Utilizing this texture for stucco.

“STO Gold coat waterproof vapor barrier.

1-1/2" Sto stucco foam that provides an R-value of 7.

Sto re-inforcing fiberglass mesh & base coat.

Sto elastomeric finish system.”



Utilizing this color for stucco (classic Burgundy)

