

## IV. LAND USE

### **LOCATION CRITERIA**

The following location criteria support the planning model and the policies in the Guidelines for Growth Element. The location criteria are organized by land use type. These criteria are the basis for the development of the Future Land Use Map. Particular attention should be given to the design criteria for commercial development expressed here and in the policies in order to avoid unsightly strip commercial development and hazardous traffic conflicts.

The Future Land Use Map with the supporting analysis in this *Comprehensive Plan* provides the rational basis for establishing zoning districts. Whereas, the *Comprehensive Plan* provides the general guidelines for development patterns, the operative element is the zoning ordinance. Zoning is the most effective means of implementing the Future Land Use Map.

### **RESIDENTIAL**

The following categories of residential development define the accepted density ranges for those categories in Smithville:

1. ***Low Density Residential (< 5.0 du/acre).*** The Low Density designation is designed to reflect the small town character of Smithville and the 6,500-square-foot minimum lot size for single family development plus allowance for streets in calculating the gross density. Single family, detached homes typify this category. Duplexes or other multi-family dwelling units are not precluded, however, as long as the gross density is not over 5.0 dwelling units per acre.
2. ***Moderate Density Residential (5.0-10.0 du/acre).*** The Moderate Density designation is meant to accommodate duplexes, townhouses, condominiums, moderate-density apartments, and mobile home parks.

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3. ***High Density Residential (> 10 du/acre).*** This land use category covers the highest density multi-family dwellings.

Low and moderate density residential development should be oriented toward the center of the neighborhood and away from major traffic arterials; the moderate density housing should be located at the edges of these residential areas.

High density residential development should have direct access to collector streets or, as appropriate, minor arterials, and should be buffered from low and moderate density single family residences by fencing, setbacks, landscaping, and building orientation. Traffic generated by high density residential development should not be routed through low density residential areas. Different residential densities may abut one another as long as (a) a proper buffer is provided and (b) traffic generated by the higher density residential area is not routed through the lower density areas.

Residential areas of all types should be adequately buffered from non-residential uses through the utilization of landscaping, height transitions, berms, fences, walls, or open space to mitigate potential adverse impacts. Schools and parks should be centrally located within and easily accessible from the surrounding neighborhoods.

### **PARKS AND RECREATIONAL OPEN SPACE**

For a city the size of Smithville, geographic criteria, land availability, and local financial capacity tend to override quantitative criteria for minimum acreage, service area, and population served. Within that context, Smithville should have one park serving the entire city and at least one neighborhood park for each geographic area roughly determined by major roadways. Neighborhood and city parks are defined by the following criteria based on locally determined standards and consistent with state and national standards:

1. ***Neighborhood Parks.*** Neighborhood parks should be 3 to 10 acres in size, should have a service area radius of approximately a quarter mile, and should be developed in locations that do not require the crossing of a major highway for access. Wherever

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possible, neighborhood parks should be located adjacent to schools. Combined school/park sites should be approximately 25 acres for an elementary school, 50 acres for a junior high school, and 75 acres for a high school. When combined with a school site, neighborhood parks serve an area with a half-mile radius or more and are sometimes called "community" parks.

2. ***City Parks.*** A city park should be at least 25 acres in size, should serve the current and future needs of the entire city, and should be developed in a location accessible by major roadways. City parks in rural communities often double as regional parks within the county.

### **COMMERCIAL**

1. ***Central Business District.*** The Central Business District (CBD) is the historic, commercial, public, and tourist center of Smithville. Its vitality is important to the vitality of Smithville's business community as a whole.
2. ***Shopping Centers.*** Other retail commercial centers should be 3 to 10 acres in size and should be located at the intersection of two arterial streets or an arterial and a major collector street to support adjacent neighborhoods. A supermarket will often anchor a neighborhood center at the larger end of the scale. Other stores might include a drug store, a book store, video store, music store, bakery, cafe, children's clothing and shoes, or gift boutiques. Such centers can approach the scale of a community center but lack the department or variety store anchor. At the other end of the scale, a neighborhood center might include a convenience store, a dry cleaners, video store, and other convenience goods and personal services.
3. ***Commercial Strips.*** Commercial strips that have extensive street frontage, other than in the CBD, should be of sufficient depth to allow access to and egress from intersecting streets in order to minimize the number of driveways and to prevent the need for cars to back into traffic.

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Heavy commercial uses, such as machine shops and automobile repair shops, should be located on thoroughfares away from prime retail locations. They should be located adjacent to industrial areas unless there is a distinct relationship to other uses that demands proximity to those uses. A gas station, which may also include a convenience store, would be a heavy commercial use that could be located in a neighborhood or community shopping center.

### **INDUSTRIAL**

All industry should take advantage of highway access as much as possible. Transition between industrial and nearby residential areas should be accomplished by the scaling down of activity within the industrial district through the use of screening, landscaping, preservation of natural open space, setbacks, and design compatibility, including consideration of building height, bulk, and lot coverage. Industrial uses should minimize impacts on nearby or adjacent residential areas by avoiding the placement of loading zones, vehicle maintenance areas, and outside storage on the side of the residential areas.

Truck traffic should be routed to avoid residential areas as much as possible. Industrial and heavy commercial uses should not be located at the end of collector streets that serve or pass through residential areas.

### ***FUTURE LAND USE***

#### **FUTURE LAND USE DESIGNATIONS**

The Future Land Use Map shows the desired and anticipated development pattern within the extent of the 1997 extraterritorial jurisdiction (Map IV-1). It reflects that fact that, although certain trends will prevail, those trends can be influenced through local actions.

Much more than the acreage needed for the amount of residential development anticipated over the next 20 to 25 years shown on the Future Land Use Map in order to indicate where the potential growth areas are for the various land uses. This approach was taken show options for the

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MAP IV-1  
FUTURE LAND USE  
(COLOR)

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housing market while trying to convey some sense of the extent of growth over the next 20 to 25 years.

Parks are designated in accordance with the location criteria to serve the residential areas and to take advantage of floodplain open space and other environmentally constrained land as much as possible. In no way do park designations imply the taking of private property without just compensation. New parks can be obtained through the subdivision process. Infill parks can be obtained through donations and acquisition.

Retail commercial development is designated in accordance with the location criteria to serve the residential development. Office is mixed with retail in the future land use designations; but the location criteria regarding the clustering of retail still apply and should be incorporated into the zoning ordinance.

Industrial land use designations are shown consistent with the location criteria and are extensive enough to give maximum flexibility to the location of new industry and the expansion of existing industry in appropriate locations.

### **PLANNING MODEL**

The planning model presented in the Guidelines for Growth Element makes the following assumptions:

1. The grid street pattern is efficient and should be continued in Smithville but in the context of a functional hierarchy of local streets and thoroughfares.
2. The future residential land use mix should be approximately the same as the existing mix.
3. Parks should be located geographically in accordance with the location criteria.
4. Office land uses are suitable uses on thoroughfares to separate retail development.
5. Industrial land uses should be separated from residential uses and should take advantage of major thoroughfares in accordance with the location criteria.





## **V. STREET AND THOROUGHFARE SYSTEM**

### ***INVENTORY***

#### **PREVIOUS STUDIES**

Previous studies on the street and thoroughfare system in Smithville were completed in 1996 by Texas A & M University and in 1988 by Community Land Resources, Inc., now doing business as Hankamer Consulting. The Texas A & M studies were student projects for civil engineering courses on applications of geographic information systems and drainage master planning. The GIS topics included transportation access issues and the beginnings of a pavement management system. Although the inventory conducted by Hankamer Consulting for the current comprehensive plan used an evaluation system consistent with the student projects, Hankamer Consulting inventoried all of the streets within the city limits; whereas, the student project covered just a few streets.

The 1988 Smithville Master Plan prepared by Community Land Resources, Inc., contains information related to traffic signals, pavement conditions, and street lighting. The current planning effort will reference 1988 Master Plan for changes in pavement conditions.

#### **EXISTING STREET STANDARDS**

##### ***Subdivision Ordinance***

The City of Smithville has an existing subdivision ordinance establishing design criteria for streets. The ordinance defines three classifications of streets: major thoroughfare, collector, and local residential (Table V-1). There are no criteria for a non-residential local street.

Major thoroughfares require a minimum pavement width of 64 feet accompanied by 90 feet of right-of-way. Collector streets require at least 40 feet of pavement from curb to curb with 70 feet of right-of-way. The criteria for residential streets require 31 feet of pavement from back of curb to back of curb. The City can require curvilinear streets to be 33 feet wide. The ordinance calls for 70 feet of right-of-way for all local residential streets.

**TABLE V-1**  
**SUBDIVISION STREET STANDARDS**  
*City of Smithville Comprehensive Plan*

STREET TYPE	R-O-W WIDTH	PAVEMENT WIDTH	CURB AND GUTTER REQUIRED
Major Thoroughfare	90'	64'	Yes
Collector	70'	40'	Yes
Local Residential	70'	31'*	Yes

\* The City may require 33' of pavement for curvilinear local residential streets.

### ***City Maintenance***

Although streets in the original town subdivision were designed for 40 feet of pavement curb-to-curb in most places, City practice has been to maintain only the center 20 feet of pavement in those streets. Unpaved 10-foot parking lanes fill the space to the curb line.

## **EXISTING STREETS AND THOROUGHFARES**

### ***Existing Rights-of-Way***

Existing right-of-way widths are represented on Map V-1. The majority of the local and collector streets in Smithville have 70-foot rights-of-way. Within the City, 96% of the rights-of-way are open (Figure V-1). The local streets in the original town plat form a typical grid pattern with blocks being approximately 270 feet square. The grid system collects traffic over a dispersed area with less concentration on formalized collectors than with curvilinear streets in a true hierarchical pattern. Almost any local street used as a collector runs through existing residential neighborhoods with single family homes fronting directly on the collector.

MAP V-1  
**EXISTING STREET RIGHTS-OF-WAY**  
*City of Smithville Comprehensive Plan*

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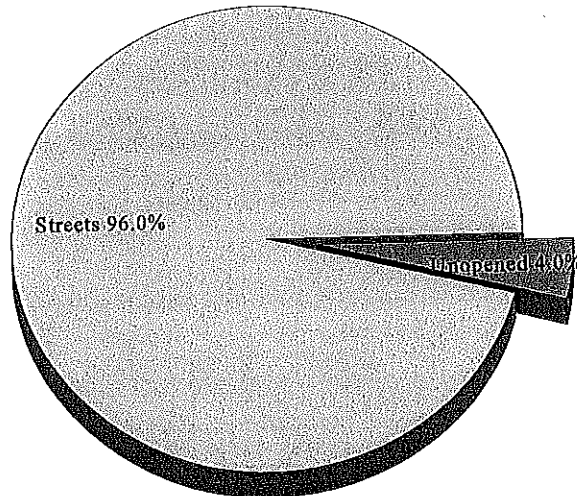
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MAP V-2  
**EXISTING THOROUGHFARES**  
*City of Smithville Comprehensive Plan*

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**FIGURE V-1**  
**TOTAL IN-CITY R-O-W**  
*City of Smithville Comprehensive Plan*



#### ***Arterials and Truck Routes***

The highway system in Smithville connects the City to other major cities in the region and beyond (Map V-2). SH 71, connects Smithville to Austin and the IH-35 corridor and to IH-10 and the greater Houston area. The highways within this system also serve the city well as arterials, particularly Loop 230. Loop 230 is the business route for SH 71 through the center of Smithville via Royston and North 3rd Streets. SH 95 follows Loop 230 and Royston Street south from SH 71 and continues south toward Flatonia via Gazley Road. FM 2571 is a westward extension of North 2nd Street. These highways comprise the major thoroughfares or arterials in Smithville. All are maintained by TXDOT or Bastrop County.

Although there are no designated truck routes, trucks most often use Loop 230 to transport goods to local commercial and industrial businesses. Other routes utilized by industry-related traffic include North 1st Street and South 2nd Street.

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### ***Collectors***

Main Street, which serves the central business district and is paved to collector width, is the only obvious collector in the original town site of Smithville (see Map V-2). Outside the original grid, Charleston Boulevard, Faulkner Road, Hill Road, and Lake Road also serve as collectors. Only Charleston Boulevard has collector pavement width. Hill Road is 35 feet curb-to-curb, however. The following local streets appear to function as collectors more than other local streets:

- |  |  |
|--|--|
| 1. Short Street                          | 9. N. 5th Street                                     |
| 2. Garwood Street                        | 10. N. 1st Street                                    |
| 3. Bishop Street                         | 11. Martin Luther King Drive                         |
| 4. Marburger/Miller                      | 12. Taylor Street (MLK to N. 1st)                    |
| 5. Wilkes (to E. 9th Street)             | 13. S. 4th Street (in front of Brown Primary School) |
| 6. Colorado River Road (Short to SH 71)  | 14. Prima Street (MLK to S. 4th)                     |
| 7. E. 9th Street (Garwood to Charleston) |  |
| 8. E. 8th Street (Wilkes to SH 71)       |  |

These streets provide access to major destinations or highways. The collector status of these routes has been supported by the lack of traffic controls to impede traffic flow. Widening some of these roads to full collector width would improve traffic flows and increase safety, especially to and from the school campuses.

### **STREET CONDITION**

Hankamer Consulting noted the condition of streets in the inventory (Map V-3). Curbs are not continuous because of an early City policy to make curbing the option of the homeowner. Hankamer Consulting adopted a rating system consistent with the one developed by Texas A&M civil engineering students. The rating scale ranges from zero(0) to three (3), three's being the best (Table V-2). It should be noted that the subjective evaluation of each street reflects block-by-block observation of the overall condition of the pavement, including curb and gutter, where it exists (Table V-3).



MAP V-3  
**PAVEMENT CONDITION AND WIDTH**  
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**TABLE V-2**  
**PAVEMENT CONDITION RATING SCALE**  
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Rating	Description
0	Continuously broken pavement and pot holes, significant drainage problems requiring construction of a new base, regrading, and/or resurfacing.
1	A degree of alligatoring (cracking), potholes, or deteriorating edges that would require a significant resurfacing effort.
2	Minor cracking, potholes, or deteriorating edges requiring preventative maintenance within specific trouble-areas.
3	Roads with no immediate maintenance needs.

Source: Hankamer Consulting

**TABLE V-3**  
**STREET CONDITION**  
*City of Smithville Comprehensive Plan*

	Linear	% of Total	Linear Feet by Condition Ranking			
	Feet	R-O-W	0	1	2	3
Asphalt (total)	270,307	91.35%	4,625	105,479	96,068	64,135
Asphalt, C&G	43,099	14.57%				
Both sides	33,143	11.20%				
One side only	9,956	3.36%				
Asphalt, no C&G	227,208	76.79%				
Concrete (all C&G)	1,574	0.53%				
Total Paved	271,881	91.88%				
Unpaved	8,620	2.91%				
Unopened R-O-W	16,973	5.74%				
Total R-O-W	295,900	100%				

Source: Hankamer Consulting

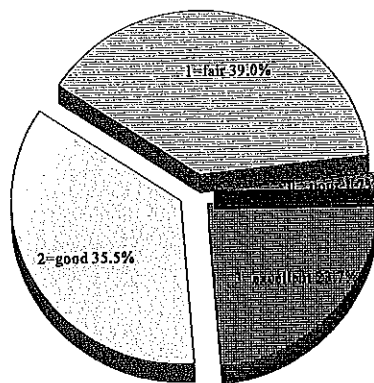
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The majority of the streets in Smithville (57.4%) are in good or excellent condition, rating a 2 or 3 on the pavement condition rating scale (Figure V-2). A total of 37.82% of the streets received a rating of 1, indicating the existence of pot holes or significant cracking or edge deterioration. Only 1.66% received a 0 rating indicating severe deterioration of the pavement. As the city continues to resurface the same 20-foot pavement strip, the grade difference between the pavement and the unpaved on-street parking areas is becoming more and more pronounced. Such uneven lanes can be hazardous as well as difficult to maintain along the edges.

**FIGURE V-2**  
**PAVEMENT CONDITION**  
*City of Smithville Comprehensive Plan*



### **TRAFFIC COUNTS, ORIGINS, DESTINATIONS, AND GENERATORS**

Traffic counts are available from TXDOT for 1995. With two state highways and one farm-to-market road converging in Smithville, traffic volumes on Loop 230/North 3rd Street reached 6,000 vehicles per day in the center of town in 1995 (Map V-4). Nothing can be concluded about the mix of local and through traffic nor the origins or destinations of these trips, however, without applying sophisticated models or conducting driver surveys. Such analysis is beyond the scope of

**MAP V-4**

**1995 TRAFFIC COUNTS**

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this plan. Regardless of the origin of the traffic, businesses on Loop 230 and Main Street are potential destinations for 6,000 trips per day.

### **TRAFFIC AND PARKING CONTROLS**

Traffic signals are located on North 3rd Street (Loop 230) at Main Street and Marburger (Map V-5). All streets intersecting Loop 230, Martin Luther King Drive, North 4th Street, and North 5th Street have stop signs indicating that these local streets are functioning as collectors. Most collector streets are centered around Smithville's main school campus which is located in a residential area between North 6th Street and North 9th Street from Bishop to Wilkes. Left turns are prohibited onto Bishop Street, between North 6th Street and North 9th Street, on weekdays from 7:00 a.m. to 4:00 p.m.. In addition, parking is restricted on the east side of Bishop Street during school hours and traffic is restricted to one-way heading north within the three block area bordering the school campus. There are also reduced speed zones (20 mph) designated in front of each school facility in Smithville and along Loop 230.

Mary A. Brown primary school is located between South 4th Street and South 6th Street from Walker to SH 95. The school is insulated from traffic on Walker and SH 95 by residential areas. Traffic stemming from the new primary school will be located primarily on South 4th Street which is restricted to one-way heading east. Traffic exiting the school must turn right which may increase traffic on Harris, Walker Street, and Martin Luther King Drive. The exit onto SH 95 from Martin Luther King Drive will increase during drop-off and pick-up hours.

## ***ANALYSIS***

### **TRAFFIC PATTERNS**

The traditional grid pattern of local streets works very efficiently to get traffic into and out of the neighborhoods. Nevertheless, local streets functioning as collectors can place a burden on local streets and residential areas, particularly around Smithville's school campuses. Local streets used as collectors to serve the main school campus should be paved to full collector widths.

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Widening these roads would provide safer school access for buses, pedestrians, and bike traffic and better disperse traffic from school events. Recommendations to upgrade selected local streets are included in the Street and Thoroughfare Plan section.

### **STREET CONDITION**

The general lack of a curb and gutter system on local streets accounts for the high percentage of streets classified with a rating of 0 or 1 due to edge deterioration. Even where curbs are present, the City's current practice is to pave approximately 20 feet down the center of the street and to leave adjacent parking lanes unpaved. Traffic on and off the travel lanes and erosion from runoff contribute to edge deterioration. Edge deterioration could be prevented with concrete curbing at the pavement edges.

Roads receiving a 0 or 1 rating are scattered all over town with concentrations in three areas: Pecan Shores, Mount Pleasant Addition, and around the school campuses. Generally, the roads south of the railroad tracks from Walker to Eagleston are also in fair to poor condition.

### **TRAIN CROSSINGS**

Train traffic often impedes the flow of vehicular traffic in Smithville. Crossings at SH 95, Taylor, Marburger, and the county road east of town are all at grade. Long trains block traffic at these crossings daily and inconvenience travelers heading north and south. Beyond the inconvenience, long trains blocking multiple crossings during emergencies prohibit hospital access from south of the tracks.

### **SUMMARY LISTING AND RANKING OF PROBLEMS**

The list below summarizes the problems identified in the inventory and analysis and ranks them in order of priority:

1. Traffic flows are often blocked by train crossings. This is particularly a problem for residents living south of the railroad tracks, especially in the event of an emergency



MAP V-5  
**TRAFFIC AND PARKING CONTROLS**  
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- that would require travel to the regional hospital.
2. Street edges are deteriorating rapidly due to the lack of curbs and the paving of only the center 20 feet, thus leaving the edges unprotected even where curbs exist.
  3. Local streets with insufficient pavement width are being used as collector streets.
  4. A total of 39.48% of streets are in poor or fair condition and will become impassable if not maintained within the next 10 years. Streets in poor condition adjacent to school areas should receive priority.
  5. The building up of pavement with continued resurfacing of only the center of the streets is creating potentially hazardous differences in grade between travel ways and parking lanes.

### ***STREET AND THOROUGHFARE PLAN***

#### **GOALS, OBJECTIVES, AND IMPLEMENTATION STRATEGIES**

The following goals, objectives, and implementation strategies are reflected in the Street and Thoroughfare Plan (Map V-6).

#### **GOAL T1**

**TO PROVIDE AND MAINTAIN A SAFE, BALANCED TRANSPORTATION SYSTEM THAT WILL ALLOW FOR NEW GROWTH WHILE MAINTAINING THE RURAL CHARACTER OF THE COMMUNITY**

##### **Objective T1.1**

**To increase transportation access and safe, convenient movement of motor vehicles, bicycles, pedestrians, and commercial rail transportation**

##### ***Implementation Strategy T1.1-1***

Work with the Union Pacific Railroad and TXDOT to construct a new grade-separated railroad crossing on the proposed arterial that would align with Faulkner Road in conjunction with closing the at-grade crossing on Taylor.

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### *Implementation Strategy T1.1-2*

Construct a new arterial primarily through the subdivision process to serve growth on the south side of Smithville, provide better access to and by emergency services and SH 71 via proposed grade-separated railroad crossings, and take pressure off local streets functioning as collectors.

### *Implementation Strategy T1.1-3*

Extend Martin Luther King Drive eastward to connect with the first phase of the southern arterial in conjunction with the construction of the proposed grade-separated crossing on the southern extension of Faulkner Road.

### *Implementation Strategy T1.1-4*

Upgrade the following local streets being used as collectors to full collector pavement width (40 feet):

- |  |   |
|--|---|
| 1. Short Street (Loop 230 to Colorado River Rd.) | 4. Colorado River Road (Short St. to SH 71)                                       |
| 2. Wilkes (E. 8th St. to E. 9th St.)             | 5. E. 9th Street (Charleston to Garwood, with redesigned intersection at Garwood) |
| 3. Marburger (E. 9th to MLK)                     | 6. E. 8th Street (Wilkes to SH 71)  |

### *Implementation Strategy T1.1-5*

Integrate the trails, sidewalks, and bikeways recommendations from Chapter VI, Recreation and Open Space Element, into the major collector paving program.

### *Implementation Strategy T1.1-6*

Provide lighting and signage to assure high levels of public safety and awareness particularly around the hospital, schools, and highway access points.

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MAP V-6  
STREET AND THOROUGHFARE PLAN  
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### **Objective T1.2**

**To develop a continuous paving program requiring all roads in Smithville to be seal-coated on a 10-year cycle**

#### ***Implementation Strategy T1.2-1:***

Seal coat streets in poor condition as first priority.

#### ***Implementation Strategy T1.2-2***

Reconstruct streets in fair and good condition as the next priority.

#### ***Implementation Strategy T1.2-3***

Reconstruct streets in poor condition as funds allow.

### **Objective T1.3**

**To monitor state and county road maintenance programs that affect arterials in Smithville for upcoming maintenance programs and funding assistance**

#### ***Implementation Strategy T1.3-1:***

Work to incorporate maintenance of SH 95, Loop 230, FM 2571, and SH 71 into future state Transportation Improvement Plans (TIP).

#### ***Implementation Strategy T1.3-2:***

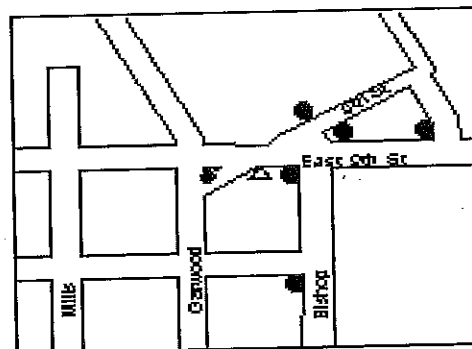
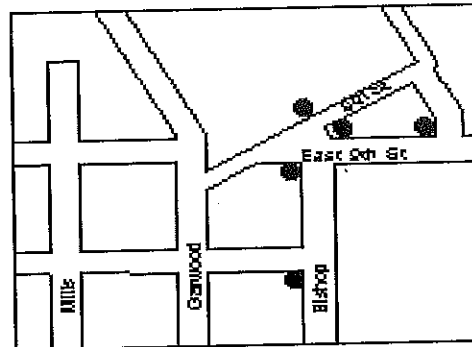
Request from TXDOT additional participation in the highway enhancement program to landscape gateways and highway intersections at all SH 71 exits, at the intersection of SH 95 and Loop 230 (Royston and North 3rd Streets), and at the intersection of FM 2571 at Royston (indoor recreation center).

## **RECOMMENDATIONS FOR STREET IMPROVEMENTS**

1. ***Designate and Pave Collector Streets.*** The City should upgrade the following local streets being used as collectors to full collector pavement width (40 feet), including the redesign of the intersection of Garwood and E. 9th Street (Figure V-3):

**FIGURE V-3**  
**EXISTING AND PROPOSED INTERSECTION DESIGN**  
**AT GARWOOD AND E. 9TH STREETS**  
*City of Smithville Comprehensive Plan*

**Existing E. 9th St. is discontinuous at Garwood and impedes traffic access to and egress from the main school campus.**



**The City is negotiating the purchase of r-o-w to connect East 9th St. with North 9th St. at Garwood. The existing r-o-w could remain as a right turn lane for northbound traffic on Garwood turning onto East 9th St. A yield sign would be added at that turn lane, and a stop sign would be added in the island created.**



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- |    |   |    |  |
|----|---|----|--|
| a. | Short Street (Loop 230 to Colorado River Rd.) | d. | Wilkes (E. 8th to E. 9th)                |
| b. | Marburger (LP 230 to E. 9th)                  | e. | Colorado River Road (Short St. to SH 71) |
| c. | E. 9th Street (Garwood to Charleston)         | f. | E. 8th Street (Wilkes to SH 71)          |
2. ***Revise Subdivision Standards for Local Streets.*** The City should consider a somewhat lower level of design criteria in order to maintain the rural character that is currently enjoyed. For example, most pavement widths within the existing grid-system range from 18 to 22 feet. There is a noticeable difference in neighborhood character when street width approaches the required 31 to 33 feet. Collector widths of 40 feet should be used only in major collectors.
3. ***Seal Coat or Pave a Certain Number of Streets Every Year.*** Given the high cost of street improvements, the following recommendations are made in order of priority:
- g. ***Seal Coat Streets in Poor Condition.*** An attempt should be made to save these streets and to postpone reconstruction until funds can be accumulated to pay for it.
  - h. ***Seal Coat Streets in Fair and Good Condition.*** The City should place the next priority on projects that preserve streets that are in fair and good condition by seal coating existing pavement. All streets should be seal coated every seven to 10 years to preserve them.
  - i. ***Reconstruct Local Streets in Poor Condition.*** The City should reconstruct all local streets currently in poor condition.

The seal coating of all streets and/or the reconstruction of streets in poor condition and the reconstruction of those streets to up upgraded to 40-foot collectors should be completed over the next 10 years (Table V-4). The average annual cost to seal coat every local street over a 10-year period is under \$150,000, which is the amount currently budgeted for street maintenance. Additional funds will be needed for street reconstruction.

The paving program outlined in Table V-4 recommends spending approximately \$175,000 per year for seal coating in the first five years. If \$200,000 were budgeted for road improvements

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each year, the unused portion of the improvement fund (approximately \$25,000 per year) could begin to accumulate for reconstruction. Another potential source of funds for road reconstruction is a \$3.00 assessment fee added to the monthly utility bill, yielding approximately \$60,000 per year. At the end of the first five years, the reconstruction fund would contain approximately \$425,000. After the first five years, seal coating costs would decrease to an average of \$125,000 per year. At that point, contributions to the reconstruction fund would increase to \$75,000 per year. Between years six and 10 the fund would yield another \$675,000, for an accumulated total of \$1,100,000, which would cover the costs of the proposed collector upgrades and necessary road reconstruction.

### **STATE IMPROVEMENT AND ENHANCEMENT PROGRAMS**

The statewide Transportation Improvement Program (TIP) has a three year scope of work. The current TIP includes improvements for the fiscal years 1995 through 1997. Under this program, state maintained roads in Smithville (Loop 230, SH 95, FM 2571, and SH 71) are not scheduled for any improvements within the city limits. However, the Loop 230 bridge and approaches at the Colorado River are scheduled for replacement in the year 2001. The City should work to get state maintained arterials and highways in Smithville in future TIPs.

TXDOT also has a landscaping cost sharing program through which the department will provide landscaping materials up to 50% of the project cost. The city's contribution may be in-kind in the form of installation and materials. The city must provide the design plan for approval by the department over and above the city's in-kind contribution. Finally, the city must commit to maintaining the landscaping improvements.

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**TABLE V-4  
STREET SYSTEM TEN-YEAR CAPITAL  
IMPROVEMENTS PROJECTS  
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<b>YEAR</b>	<b>ACTION</b>	<b>COST</b>	<b>POTENTIAL FUNDING SOURCES</b>
<b>1</b>	<b>SEAL COAT (@ \$6.80/LF)</b>		General Fund
	Prima (S. 4th to MLK)	\$2,632	
	Lee St.	\$13,144	
	S. 4th St.	\$31,960	
	Washington St.	\$11,186	
	Walker St.	\$11,322	
	Harris	\$4,556	
	Taylor (N. 1st St. to S. 6th St.)	\$14,022	
	Gentry	\$7,929	
	Ramona (Loop 230 to River)	\$10,105	
	Live Oak	\$11,914	
	Jones (MLK to City Limit)	\$12,424	
	4th Ave.	\$20,325	
	East St.	\$1,972	
	Old Uptown Drive	<u>\$16,755</u>	
	<b>YEAR 1 TOTAL (25,036 LF)</b>	<b>\$170,245</b>	
<b>2</b>	<b>SEAL COAT (@ \$6.80/LF)</b>		General Fund
	Colorado River Rd. (Short to SH 71)	\$15,300	
	Garwood (Colorado River Rd. to Loop 230)	\$18,632	
	E. 9th St. (Garwood to Charleston)	\$11,084	
	Wilkes (E. 9th St. to N. 1st St.)	\$19,176	
	E. 8th (Wilkes to SH 71)	\$19,040	
	Marburger (N. 6th to MLK)	\$20,849	
	Charleston	\$13,206	
	5th Avenue	\$9,010	
	Wilkes Circle	\$14,654	
	Turney Lane	\$9,860	
	N. 7th St.	<u>\$17,782</u>	
	<b>YEAR 2 TOTAL (24,793 LF)</b>	<b>\$168,592</b>	

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**Table V-4  
(continued)**

3	<b>SEAL COAT (@ \$6.80/LF)</b>	General Fund
	Rivers	\$13,124
	Ross	\$8,840
	Cleveland	\$11,064
	Hardeman	\$4,114
	N. 8th St.	\$10,880
	N. 9th St.	\$8,670
	E. 7th St.	\$16,680
	S. 2nd St.	\$43,942
	North 2nd St. (SH 95 to Ramona)	\$7,344
	S. 5th St.	\$25,194
	Faucet St.	\$8,738
	Mills	<u>\$17,884</u>
	<b>YEAR 3 TOTAL (20,988 LF)</b>	<b>\$176,474</b>
<hr/>		
4	<b>SEAL COAT (@ \$6.80/LF)</b>	General Fund
	West	\$1,870
	Reed	\$2,040
	2nd Ave	\$7,303
	Lynch St.	\$6,467
	Byrne	\$11,050
	Turney	\$11,050
	N. 5th St. (Bishop to Loop 230)	\$25,439
	Bunte	\$7,820
	Burleson	\$19,156
	Short St. (N. 7th to N. 1st)	\$13,845
	Whitehead	\$19,978
	Gresham	\$16,551
	Pine St.	\$8,656
	Ash St.	\$6,290
	Hickory	<u>\$10,880</u>
	<b>YEAR 4 TOTAL (24,764 LF)</b>	<b>\$168,395</b>

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**Table V-4  
(continued)**

5	<b>SEAL COAT (@ \$6.80/LF)</b>	General Fund
	Pecan Shores Dr.	\$18,360
	Faulkner	\$15,926
	S. 7th	\$15,266
	N. 4th St.	\$40,800
	N. 1st St. (SH 95 to Marburger)	\$39,780
	Uptown Drive	\$3,570
	MLK (Loop 230 to Taylor)	\$25,235
	MLK (Taylor to Hardeman)	<u>\$19,074</u>
	<b>YEAR 5 TOTAL (26,178 LF)</b>	<b>\$178,010</b>
<hr/>		
6	<b>SEAL COAT (Selected Streets @ \$6.80/ LF)</b>	\$125,000 General Fund
	<b>RECONSTRUCT</b>	
	<b>Local Streets in Poor Condition @ \$45/LF</b>	
	Lee St. (S. 4th-MLK), S. 4th (SH 95-Walker),	\$208,125 General Fund & Assessments
	Washington (MLK-S. 2nd), Taylor (S. 5th-S.	
	6th), Gentry (all), Ramona (N. 6th-the river),	
	Live Oak (4th Ave-5th Ave), and East St. (all)	
	<b>Collector Upgrade (40 ft. width@ \$70.00/LF)</b>	
	Short (Colorado River Rd. to Loop 230)	<u>\$163,800</u> General Fund & Assessments
	<b>YEAR 6 TOTAL</b>	<b>\$496,925</b>
<hr/>		
7 to 10	<b>SEAL COAT TOTAL (4 years @\$125,000/year)</b>	\$500,000 General Fund
	<b>RECONSTRUCT (40 ft. width@ \$70.00/LF)</b>	General Fund & Assessments
	E. 9th St. (Garwood to Charleston)	\$114,100
	E. 8th (Wilkes to SH 71)	\$196,000
	Colorado River Rd. (Short to SH 71)	\$157,500
	Marburger (N. 6th to MLK)	\$214,620
	Wilkes (E. 9th St. to E. 8th)	<u>\$33,600</u>
	<b>YEARS 7-10 TOTAL</b>	<b>\$1,215,820 (over 4 years)</b>
<hr/>		
Source: Hankamer Consulting		

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## **VI. RECREATION AND OPEN SPACE**

### ***RECREATION AND OPEN SPACE INVENTORY***

Existing parks and recreation facilities in and around Smithville provide a wide range of opportunities for the current local population. They also attract visitors from elsewhere. This chapter breaks down areas by public and private ownership. Public facilities described in this chapter are generally accessible to all income groups.

#### **CITY-OWNED PARKS**

Smithville's Vernon L. Richards Riverbend Park, formerly Crockett Riverbend Park, abuts the north bank of the Colorado River on both sides of SH 71 (Map VI-1). Following a recommendation from the 1988 Smithville Master Plan, redevelopment of this park was begun in 1991 with assistance from the Lower Colorado River Authority (LCRA) and the Texas Parks and Wildlife Department (TPWD) and was dedicated on December 15, 1994. The Vernon L. Richards Riverbend Park covers approximately 50 acres. Currently, the 46 acres north of SH 71 are developed, and the four acres south of SH 71 are unused. Facilities include 19 recreational vehicle (RV) campsites, approximately 75 picnic tables, a lighted softball field, two volleyball courts, a playground with a playscape and swings, horseshoe pits, a fishing pier along the river, a pavilion, showpens, an auction area, and restrooms.

Martin Luther King Community Park is located between Martin Luther King Drive and South First Street west of Miller Street (see Map VI-1). This ten-acre park is adjacent to the city warehouse and other municipal buildings. Facilities included three lighted baseball fields, two lighted full basketball courts (4 goals), one unlighted half basketball court (1 goal), a playground with equipment, a volleyball court, a concession stand, and restrooms. The 1989 Downtown Smithville Revitalization report recommended an additional basketball court for MLK Community Park.

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Keilberg Park is west of downtown on Maple Street (see Map VI-1). This park covers approximately five acres. Facilities include a lighted baseball field, a soccer field and a practice field.

James H. Long Railroad Historical Park is at the south end of Main Street at North First Street and the railroad right-of-way (see Map VI-1). This park covers approximately one acre. Facilities include an interpretive center, historic rail cars, a gazebo, two picnic tables, a playground, and restrooms. This site is also home to Smithville's Chamber of Commerce. The City of Smithville has expressed interest in the land to the east and west of the park.

Main Street Park, or River Park, is at the north end of Main Street at North Eighth Street (see Map VI-1). This scenic overlook on the south bank of Colorado River has several benches and shade trees. The 1989 Downtown Smithville Revitalization report recommended developing the park down the bank to the water's edge. River Park and Railroad Park define an axis along Main Street and are connected by sidewalks lighted by period street lamps surrounded by landscaping.

### **OTHER PUBLIC FACILITIES**

Buescher State Park, on FM 153, lies partially within Smithville's extra-territorial jurisdiction (see Map VI-1). The original park improvements were completed by the Civilian Conservation Corps (CCC) in the 1930s. The park covers over 1,000 acres of pine and oak forest. Facilities include 40 RV campsites, an RV dump station, 22 primitive campsites, picnic tables, restrooms with and without showers, four screened shelters, a group picnic pavilion, and a recreation hall. A 25-acre lake offers boating, fishing, and swimming. The park also has 7.7 miles of hiking trails and a playground. A 13-mile scenic road (Park Road 1) connects Buescher State Park to Bastrop State Park through the "Lost Pines of Texas."

LCRA maintains a boat launch on the north bank of the Colorado River at the SH 95 bridge.



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MAP VI-1: EXISTING PARKS AND RECREATION FACILITIES

*City of Smithville Comprehensive Plan '97*

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## *City of Smithville Comprehensive Plan '97*

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### **PUBLIC SCHOOL FACILITIES**

Smithville's schools offer several recreational opportunities. Generally, recreational and open space facilities at local schools, with certain exceptions, can be used by the community after hours on school days and weekends when school activities do not preempt their use.

Smithville High School, Middle School and Elementary School are in the north central part of town (see Map VI-1). Facilities include a lighted football stadium ("Barry Field"), a lighted baseball field, a 1/4-mile all-weather track, three lighted tennis courts, two practice fields, and three playgrounds. Two outdoor basketball courts (four goals) are also available. The school district also allows public access to its indoor gymnasiums when school functions do not preclude their use.

Brown Primary School and Smithville Head Start are southwest of Main Street at Walker and South Fourth Streets (see Map VI-1). These sites offer several play areas including swings, structures, and other equipment.

### **PRIVATE FACILITIES**

The remainder of the recreational facilities within Smithville's jurisdiction are privately owned. Not all private facilities offer access to the general public. Those that do may impose a fee.

Shippo Lake is east of the city on SH 71 (see Map VI-1). A water ski school operates at this private lake.

Rocky Hill Ranch is north of the city on FM 153 (see Map VI-1). Mountain biking trails, nature trails, and tent sites are the major outdoor recreation attractions at this private facility. Volleyball, fishing, horseshoes, and other activities are available. The ranch also hosts outdoor festivals and events.

The Central Texas Museum of Automotive History, west of Smithville in Rosanky, exhibits antique cars.

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### **DEVELOPED OPEN SPACE**

Several sites around the city have recreation potential. Vacant lots near existing facilities can be used for expansion and/or enhancement. The City owns the block between SH 95, Fawcett, North First and North Second Streets. There is a vacant parcel near the school campus. The Railroad Park could expand into land immediately east and west of the existing facility.

### **UNDEVELOPED OPEN SPACE**

Undeveloped land along the Colorado River and Gazley Creek offers recreation potential (see Map VI-2). Four acres of Riverbend Park are currently unused. Land immediately north of River Park will allow this park to expand to the water's edge. Creekwalks, hiking/walking/jogging paths, or bike trails are possible uses for flood-prone areas. The area on Gazley Creek at the end of North Fourth Street has already been targeted in the city's drainage plan.

Undeveloped open space characterizes the rural setting of Smithville. Large privately owned agricultural holdings surround the city. Such lands do not have an immediate recreational function, but some parcels are in prime areas. One such location is the newly annexed area east of SH 71. As this area develops, parkland should be dedicated through the city's subdivision ordinance.

### **REGIONAL RECREATIONAL OPPORTUNITIES**

Smithville is in Texas Parks and Wildlife Planning Region 12. Bastrop County also borders Region 17. A wealth of recreational opportunities surround the City. Region 12, the Capital Area, offers a tremendous diversity of land, facilities, and water resources. Region 17, the Golden Crescent, has 1,634 acres of developed recreation land, over 15,269 surface acres of lakes, and nearly 400,000 acres of saltwater bay. Table VI-1 notes nearby State Parks and their locations.

**TABLE VI-1**  
**AREA STATE PARKS**  
*City of Smithville Parks and Recreation Master Plan*

State Park	Nearest City
Bastrop	Bastrop
Buescher	Smithville
Lake Bastrop	Bastrop
Lake Somerville	Somerville
Lockhart	Lockhart
McKinney Falls	Austin
Monument Hill/Kreische Brewery	La Grange

Source: Texas Parks and Wildlife Department.

## ***RECREATION AND OPEN SPACE ANALYSIS***

### **PREVIOUS PLANNING AND IMPLEMENTATION**

The 1988 Master Plan established the framework for Smithville's Parks and Recreation system. At that time there were only 4.39 acres of parkland in the entire planning area.<sup>1</sup> This plan recommended extensive enhancement to the city's park system. Proposals included (1) acquisition of Crockett Park "for the purpose of developing, operating, and maintaining that park for citizens of Smithville;" (2) preservation of flood-prone areas; (3) alignment and development of thoroughfares to provide adequate access to park sites; and (4) neighborhood parks within 1/4 mile of each residence.

In 1989, the Texas A&M University Department of Landscape Architecture prepared a Downtown Smithville Revitalization report. This report focused heavily on parks and recreation.

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<sup>1</sup>Source: 1988 Smithville Master Plan

## *City of Smithville Comprehensive Plan '97*

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It offered specific designs for many of the proposals advanced in the 1988 Master Plan. It also made other relevant recommendations. The report sought Main Street revitalization through the construction of a railroad park at the south end and a river park at the north end. It recommended renaming the existing community park "Martin Luther King Community Park," moving the concession stand, and adding another basketball court. Additional landscaping was a priority for Keilberg Park. One important statement from the report addressed linkage: "Strong linkage from the major highways surrounding the Smithville area to downtown will give people a taste to the experience that awaits them in downtown, and draw them into the city. By unifying various parts of town, parks, Martin Luther King Boulevard, and developing a park on the river's edge, along with the Railroad Park will make Smithville more pleasant for visitors and citizens." The report also proposed many design and landscape standards for the city.

The City actively pursued its commitment to parks and recreation by implementing most of the recommendations of the 1988 plan and 1989 report. Redevelopment of Crockett Park was begun in 1991, and the park was completed with assistance from the Texas Parks and Wildlife Department and Lower Colorado River Authority; the new Riverbend Park was dedicated on December 15, 1994. The City has constructed both the Railroad Park and the River Park at either end of Main Street. The existing community park was renamed "Martin Luther King Community Park," and the concession stand was moved. Keilberg Park's landscaping has received more attention as well. Linkage among the city's parks has been improved through street side plantings, sidewalk treatments, and decorative pavers. Realignment of SH 71 has improved access to Riverbend Park, and it has removed a barrier between other in-town parks. Recreational opportunities have begun to extend throughout Smithville's neighborhoods and in the downtown.

The City of Smithville prepared a Parks and Recreation Master Plan in the spring of 1996 in anticipation of applying for a TPWD indoor recreation grant. The planning process involved diverse constituencies representative of the community as a whole. Demand for parks and recreation facilities was gauged by public opinion and participation. Priorities were ranked by the City Council

## ***City of Smithville Comprehensive Plan '97***

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with an indoor recreation facility ranked highest. The construction of this facility was funded by TPWD with matching funds from the City and local citizens.

### **THE BENEFITS OF PARKS AND OPEN SPACES**

Parks and open spaces provide valuable benefits to a community. They create a sense of "place" and improve the quality of life. Outdoor spaces for physical activity, family gatherings, and community functions are integral parts of the built environment. They contribute strongly to the city's image, attract tourism, and lure prospective industries, businesses, and residents. Parks facilities produce revenue through user fees and through sales taxes generated by parks-related purchases. Visitors to Smithville's parks often shop in the city and thereby contribute to the local economy. Municipal spending on parks, therefore, repays itself in several ways. For these reasons, the City of Smithville has made Parks and Recreation planning a high priority.

### **NEEDS ASSESSMENT**

Three methods were combined to assess and identify the city's local desires for parks and recreation, to determine current parks and recreation needs, and to project future conditions and needs. Demand-, standard-, and resource-based approaches all work together. Public meetings ascertained how much local citizens want certain types of facilities. The consultant also conducted a Texas Outdoor Recreation Plan (TORP) analysis to determine the amount of facilities and park areas needed to meet the needs of a given population size. Finally, specific assets were examined to define how these resources could be used. The synthesis of these approaches provides a comprehensive look at the city's needs over time.

#### ***Existing Standards***

Based on local standards, the City of Smithville, with a 1996 estimated population of 3,900 persons, should have a minimum of approximately twenty-six acres of city park land. Riverbend Park's 50 acres surpass this minimum. Riverbend Park offers many specialized opportunities, but

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it lacks other important features. For example, indoor recreation facilities are not available at the current site.

Standards dictate thirteen acres of land for neighborhood parks. The old and the young should not travel great distances or cross busy thoroughfares to reach a park, thus parks and playgrounds near residential areas are important for their accessibility. Some form of park should be within a quarter- to half-mile of every residence. The City operates four parks, and the school has facilities on two campuses. These locations satisfy geographic criteria for most of the city's residents. Although Smithville meets this current standard, facilities at many of these parks will need to be enhanced in the future.

The TORP-style analysis addresses Smithville's current recreation needs. Current needs were calculated based on the 1996 population estimate of 3,900. According to the numbers, outdoor recreation facilities meet existing citywide demand (Table VI-2). There are other factors to consider, however. For example, not all facilities are easily accessible to all residents. Still, the city satisfies most minimum standards for the current population.

Although the analysis indicates some need for a swimming pool, 157 square yards is smaller than a full-size pool. Local desire for an olympic size pool for competitive swimming as well as recreational use has made constructing a pool the top priority, however (see the demand analysis below). If the City wishes to pursue a pool at this time, it should enlist the school district as a funding partner.

### ***Future Standards***

As the city grows, its needs will change. The parks and recreation system must keep pace with these changes. The city should attempt to offer its future population the same level of service that the current population enjoys. At a population of 4,740 in the year 2020, Smithville should have 61 acres of city park land to maintain the current level of service. Neighborhood parks should still be available within a quarter to a half mile of each resident. Table VI-3 shows the specific new facilities needed to maintain the current level of service for the future population.



**TABLE VI-2**  
**OUTDOOR RECREATION**  
**CAPACITY ANALYSIS: 1996**  
*City of Smithville Parks and Recreation Master Plan*

Facility Units	1996 Facilities*	TORP Standard	New Facilities Needed	Acres Per Facility	Acres Needed
Baseball Fields	4.5	< 1	None	3.0	0.0
Basketball Goals	7	< 1	None	0.1	0.0
Bike Trails (mi.)	30	< 1	None	1.2	0.0
Boat Ramps	1	1	None	0.6	0.0
Campsites	81	18	None	0.25	0.0
Fishing Structures	20	18	None	0.2	0.0
Football Fields	0.5	< 1	None	3.8	0.0
Hike/Jog/Walk Trails (mi.)	8	< 1	None	10.0	0.0
Picnic Tables	112	5	None	0.1	0.0
Playgrounds	5.5	1.5	None	0.2	0.0
Soccer Fields	2	< 1	None	3.8	0.0
Softball Fields	1	< 1	None	3.0	0.0
Swimming Pools (sq. yds.)	0	157	157	0.0013	0.2
Tennis Courts	1.5	1	None	0.2	0.0
Volleyball Courts	4	1	None	0.1	0.0

\* Includes School facilities at half-credit.

**TABLE VI-3**  
**OUTDOOR RECREATION**  
**CAPACITY ANALYSIS: 2020**  
*City of Smithville Parks and Recreation Master Plan*

Facility Units	1996 Facilities*	Standard per 1,000 Residents	New Facilities Needed	Acres Per Facility	Acres Needed
Baseball Fields	4.5	1.15	1	3.0	2.9
Basketball Goals	7	1.79	2	0.1	0.2
Bike Trails (mi.)	30	7.69	6	1.2	7.8
Boat Ramps	1	0.26	<1	0.6	N/A
Campsites	81	20.77	17	0.25	4.4
Fishing Structures (ln. yds.)	20	5.13	4	0.2	0.9
Football Fields	0.5	0.13	<1	3.8	N/A
Hike/Jog/Walk Trails (mi.)	8	2.05	2	10.0	17.2
Picnic Tables	112	28.72	24	0.1	3.5
Playgrounds	5.5	1.41	1	0.2	0.2
Soccer Fields	2	0.51	<1	3.8	N/A
Softball Fields	1	0.26	<1	3.0	N/A
Swimming Pools (sq. yds.)	0	0.05**	<1	0.0013	N/A
Tennis Courts	1.5	0.38	<1	0.2	N/A
Volleyball Courts	4	1.12	1	0.1	0.1

\* Includes School facilities at half-credit.

\*\* Reflects state standard

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Additional sports facilities will be necessary. The city should add two more basketball goals (one full court) and one more volleyball court. These new facilities could be located together to maximize the potential site. A city-owned, centrally-located, indoor court would be more accessible to all residents than the current school courts.

Analyses indicate that one more baseball field will be required to maintain present levels of service. The city does not necessarily need to purchase additional acreage. It can meet demand in other ways. For example, current baseball fields could be scheduled differently; if more games can be played on each existing field, then an additional field may not be required. The city does not necessarily need to construct new outdoor sports facilities. Maintenance agreements with schools, leagues, and other interests can maximize existing resources and provide acceptable alternatives to new construction.

Smithville will require an additional playground area (0.2 acres) to serve the 2020 population. Again, the city, the county, schools, churches, and private interests can cooperate to maintain the current service level.

Approximately six additional miles of bike trails and two additional miles of hike/jog/walk trails will maintain existing levels of service. Opportunities for such trails exist along the Colorado River and Gazley Creek. Additional trails nearer downtown already enjoy local support. Improvements and extensions to existing sidewalks can also provide linkage between facilities.

Campsite rentals can be a revenue generator for the city; they can also be a revenue generator for the private sector. Additional demand for campsites can be absorbed by either the public or private sector. Local population does not necessarily dictate the number of campers from outside the immediate area. To maintain existing local ratios, 17 additional campsites should be added; however, regional and national factors can affect campsite use.

Demand for river access can also be affected by outside factors. The future local population may not require an additional boat ramp, but regional influences may affect need. An additional boat ramp could serve a population beyond the immediate area. Also, four additional linear yards of pier

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along the river would match future standards for fishing structures, but regional participation could increase these requirements. Local opinion favors increased Colorado River access.

Finally, to maintain existing ratios, there should be 24 additional picnic tables in and around Smithville by the year 2020.

### ***Demand***

Many of these standard-based assumptions are supported by demand-based data. Local opinion polls show a strong desire for walking and biking trails, for example. Also, residents have expressed a desire for indoor recreation facilities and for a swimming pool. Both of these projects would require a significant local financial commitment. The City Council has decided to pursue the Indoor Recreation Center as an immediate goal and to consider the swimming pool as a longer-term goal.

Residents have stated a desire for another regulation soccer field, although this analysis does not reflect that need. The city does not necessarily need to purchase additional acreage. It can meet demand in other ways. For example, current soccer fields could be scheduled differently; if more games can be played on each existing field, then an additional field may not be required. The city does not necessarily need to construct new outdoor sports facilities. Maintenance agreements with schools, leagues, and other interests can maximize existing resources and provide acceptable alternatives to new construction.

### ***Resources***

Smithville enjoys unique attractions such as the Colorado River. Riverbend Park and Main Street Park already take advantage of their riverside locations. Enhancements to existing city facilities could include a Colorado River trail, a boat ramp at Riverbend Park, and picnic tables at Main Street Park. New facilities could include a pocket park on Gazley Creek at the end of North Fourth Street. Developed and undeveloped vacant land lies in strategic locations. The city already owns a block in a prime location for a recreation center. One parcel near the school campus is in a

## ***City of Smithville Comprehensive Plan '97***

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prime location for a neighborhood park. Parkland should also be dedicated in the newly annexed area of the city east of SH 71 as the land is subdivided. Railroad Park could be expanded to the east and west as railroad right-of-way becomes available. Many of these resource-based projects already have local support.

Enhancements at these sites would increase recreation opportunities for residents and visitors. Additional facilities could capture latent demand within the city and the surrounding area. Increased visitor participation at these sites could generate increased revenue through user fees and sales taxes generated by purchases. Some of this revenue could then be used to fund ongoing parks and recreation needs.

### **LISTING AND RANKING OF PROBLEMS**

A citizen input workshop was held on November 7, 1996, and included parks and recreation issues on the agenda. Residents listed and ranked their desires for parks and recreation opportunities at that meeting. The following listing and ranking of problems were addressed in the workshop:

1. Lack of a swimming pool
2. Lack of hike and bike trails
3. Underutilized parks
4. Inadequate access to the Colorado River for recreational use
5. Inadequate staffing at the recreation facility
6. Lack of a kitchen at the Riverbend Park
7. Incomplete park at north end of Main Street
8. Lack of soccer fields
9. Lack of a teenage recreation facility
10. Lack of usable greenspace

Many of these issues reflect priorities targeted in the TORP analysis. Recommendations are based on public perception and availability of existing facilities.

***RECREATION FACILITIES AND OPEN SPACE PLAN***

The City of Smithville adopted a Master Plan in 1988 that addressed the diverse needs of the City, its residents, and its visitors for a twenty-five year period. The Master Plan established several policies, and it identified goals, objectives and strategies that addressed many issues including parks and recreation. Since then, many projects have been completed, and some goals have been attained; several successes are listed in Chapter III. This Parks and Recreation Master Plan seeks to formulate new goals that address Smithville's new challenges and opportunities. The following list of goals, objectives and strategies represents Smithville's ongoing commitment to parks and recreation planning.

**GOALS, OBJECTIVES, AND IMPLEMENTATION STRATEGIES**

**GOAL P1**

**TO ENSURE EQUAL ACCESS FOR ALL RESIDENTS OF SMITHVILLE TO PARKS AND RECREATION OPPORTUNITIES**

**Objective P1.1**

**To provide citywide parks and recreation facilities**

***Implementation Strategy P1.1-1***

The City should maintain existing city park facilities at Riverbend Park to meet the current outdoor recreation needs of residents of all ages and income groups.

***Implementation Strategy P1.1-2***

As appropriate, the City should construct and maintain new facilities at Riverbend Park to meet the future outdoor recreation needs of residents of all ages and income groups.

***Implementation Strategy P1.1-3***

The City should develop and maintain a Indoor Recreation Center to meet the indoor recreation needs of residents of all ages and income groups.

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## *City of Smithville Comprehensive Plan '97*

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### *Implementation Strategy P1.1-4*

The City should provide indoor and outdoor recreation programs to residents of all ages and income groups.

### *Implementation Strategy P1.1-5*

The City should seek cooperation among the schools, county, state, other public agencies, and private enterprises to provide citywide parks and recreation opportunities for residents of all ages and income groups.

## **Objective P1.2**

### **To provide neighborhood parks and recreation facilities**

#### *Implementation Strategy P1.2-1*

The City should maintain existing neighborhood park facilities at Keilberg Park, Main Street Park, Martin Luther King Community Park, and Railroad Park to meet current recreation needs.

#### *Implementation Strategy P1.2-2*

As appropriate, the City should expand and enhance existing neighborhood park facilities at Keilberg Park, Main Street Park, Martin Luther King Community Park, and Railroad Park to meet future recreation needs.

#### *Implementation Strategy P1.2-3*

The City should construct and maintain neighborhood park facilities near Ninth Street (near the High School/Middle School/Elementary School complex) to complement the school district's facilities.

#### *Implementation Strategy P1.2-4*

The City should construct and maintain neighborhood park facilities near Gazley Creek at the end of North Fourth Street.

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### ***Implementation Strategy P1.2-5***

The City should continue to obtain, develop, and maintain parks through implementation of its subdivision ordinance.

### **Objective P1.3**

**To make parks and recreation facilities an integral part of the community by promoting linkage among them**

#### ***Implementation Strategy P1.3-1***

The City should develop and maintain a Colorado River/Gazley Creek trail to link Main Street Park with the proposed Gazley Creek Park site.

#### ***Implementation Strategy P1.3-2***

The City should continue to maintain and develop sidewalks, pedestrian ways, and bicycle lanes where appropriate to encourage safe access to all existing and proposed parks and recreation facilities.

#### ***Implementation Strategy P1.3-3***

The City should consider shuttle services among parks and recreation facilities to ensure adequate access by all residents.

#### ***Implementation Strategy P1.3-4***

The City should study the feasibility of providing pedestrian access across the Colorado River to Riverbend Park.



**GOAL P2**

**TO INTEGRATE RECREATIONAL USES INTO SMITHVILLE'S UNIQUE ENVIRONMENT THROUGH GOOD STEWARDSHIP OF THE CITY'S NATURAL RESOURCES**

**Objective P2.1**

**To provide access to local natural resources**

*Implementation Strategy P2.1-1*

The City should expand Main Street/River Park to the river and maintain it as a riverfront attraction.

*Implementation Strategy P2.1-2*

The City should preserve open space in flood prone areas by establishing a Colorado River/Gazley Creek trail linking Main Street/River Park and the proposed Gazley Creek Park.

*Implementation Strategy P2.1-3*

The City should also establish a trail within the proposed arterial loop greenbelt.

*Implementation Strategy P2.1-4*

The City, L.C.R.A., Bastrop County, and the Texas Parks and Wildlife Department should construct a boat ramp at Riverbend Park.

**Objective P2.2**

**To preserve natural drainage ways**

*Implementation Strategy P2.2-1*

Gazley Creek Park and Ninth Street Park improvements should be made in accordance with the citywide drainage plan.

*Implementation Strategy P2.2-2*

The City should continue to discourage the location of structures in flood-hazard areas through implementation of its subdivision ordinance.

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### **GOAL P3**

#### **TO INCORPORATE PARKS AND RECREATION PLANNING INTO TOURISM AND ECONOMIC DEVELOPMENT STRATEGIES**

##### **Objective P3.1**

**To recognize parks and recreation facilities as potential revenue generators**

###### ***Implementation Strategy P3.1-1***

The City should continue its ongoing Downtown Revitalization efforts to maintain and improve the image of Smithville as an attractive, historic small town.

###### ***Implementation Strategy P3.1-2***

The City should seek a concessionaire to provide boating and fishing access to the Colorado River at the proposed Riverbend Park boat ramp.

###### ***Implementation Strategy P3.1-3***

The City should study the feasibility of expanding its current campsite rental operation at Riverbend Park to attract more visitors to Smithville.

#### **PLAN IMPLEMENTATION AND PRIORITIZATION OF NEEDS**

##### ***General Recommendations***

1. ***Develop a multi-function, multi-use parks system connected by trails and transportation services.*** An integrated system of parks and recreation facilities and programs will benefit residents of all age and income groups (Map VI-2). Good stewardship will help preserve Smithville's natural resources. Attractive sites will bring visitors and generate revenue for the city.
2. ***Continue regular maintenance of existing parks.*** Ongoing maintenance will ensure the continued usability of existing parks.
3. ***Ensure cooperation among the City, County, schools, private associations, and other interests.*** Integrated management of existing facilities will maximize recreational opportunities for the community without the expense of constructing new facilities. Where

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MAP VI-2: POTENTIAL PARKS SYSTEM

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city parks are located adjacent to school sites or open space owned by other entities, each entity should offer reasonable support and resources to develop and maintain the full recreational potential of these sites.

4. ***Conduct a periodic recreational needs assessment of the City of Smithville.*** The planning process is ongoing. The City must be able to respond to new needs of its public both local and visiting. Updates of the Parks and Recreation Master Plan should be done regularly.

### ***Park Priorities***

Table VI-4 presents the City Council's priorities for expanding Smithville's park and recreation facilities. This ranking reflects a synthesis of the opinions received from citizens, the quantitative analyses, and financial feasibility. Similar and complimentary projects are grouped together. Descriptions of each project are provided below. The improvements proposed for the first five years are listed in Table VI-5.

Even though the proposed projects might not be implemented for several years, they will ultimately provide for the growing recreational needs of the City. As projects are completed, they should be removed from the list and the priorities reordered. Maintenance of existing and newly constructed facilities, of course, must be ongoing. The city should pursue all possible funding sources and partnerships. Also, the private sector can provide services in many cases.

### ***Rankings***

1. ***Swimming Pool.*** A new swimming pool would be the next parks capital improvements project to be undertaken after Indoor Recreation Center is completed or sooner if undertaken by private enterprise. Although the location is undetermined, a new pool meets both the calculated need and the stated demand.
2. ***Riverbend Park/Downtown Trail, Colorado River/Gazley Creek Trail, and Proposed Arterial Loop Greenbelt Trail.*** The proposed trail system meets both the stated and calculated demand. It would provide pedestrian access across Colorado River to Riverbend

TABLE VI-4

**PARKS AND RECREATION PRIORITIES**

*City of Smithville Comprehensive Plan*

Priority Number	Project	1997-2002	2002-2007	2007-2012	2012-2017
1	Swimming Pool	X			
2	Riverbend Park-Downtown	X			
	Trail/Colorado River & Creek				
	Greenbelt Trails				
3	New Park: Gazley Creek	X			
4	Main Street Park: Expand north to river	X			
5	Riverbend Park: Kitchen	X			
6	New Neighborhood Park: 9th Street	X			
7	Soccer field		X		
8	Outdoor theater		X		
9	Railroad Park: Expansion		X		
10	Riverbend Park: Boating area		X		
11	New Neighborhood Park: Far East			X	
12	Rollerblading area			X	
13	Baseball field			X	
14	Golf course/driving range				X
15	Bowling alley				X

TABLE VI-5  
**FIVE-YEAR PARKS AND RECREATION PROJECTS**  
*City of Smithville Comprehensive Plan*

Year	Project Description	Estimated Cost	Possible Sources of Funding
1	Swimming Pool	\$1,000,000	TPWD Grants-in-Aid; Local Match
2	Riverbend Park-Downtown Trail/Colorado River & Creek Greenbelt Trails (64,000 linear feet @ \$5/foot)	320,000	TPWD; Local Match
2	Gazley Creek Park	50,000	TPWD; Local Match
3	Main Street Park: Expand north to river	100,000	TPWD; Local Match
4	Riverbend Park: Kitchen	90,000	TPWD; Local Match
5	New Neighborhood Park: 9th Street (with ball field)	350,000	TPWD; Local Match
TOTAL:		\$1,910,000	

Park, preserve flood hazard areas with open space, connect Main Street/River Park along the southern bank of Colorado River to proposed Gazley Creek Park, allow river access, and create linkage between facilities.

3. **Gazley Creek Park.** This park would preserve natural drainage way with open space and picnic areas.

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4. **Main Street Park: Expand north to river.** This park expansion would create a downtown river attraction as a terminus along the Main Street axis as well as preserve flood hazard area with open space.
5. **Riverbend Park: Kitchen.** A enclosed, heated food preparation facility at Riverbend Park would allow a greater range of outdoor festivals, shows, and other events.
6. **New Neighborhood Park: 9th Street.** This park would include standard neighborhood-level facilities plus either a soccer field or a baseball field. It would complement school facilities and preserve natural drainage area with open space.
7. **Soccer Field.** Lighted regulation field. To meet stated demand. Location undetermined.
8. **Outdoor theater.** Amphitheater with stage and seating near proposed Gazley Creek Park and Colorado River/Gazley Creek trail. To meet stated demand. Preserves flood hazard area with appropriate structures and open space.
9. **Railroad Park: Expansion.** Park expansion east and/or west along railroad right-of-way. Including, but not limited to, additional standard neighborhood-level facilities. Creates a downtown railroad attraction as a terminus along Main Street axis. Promotes linkage along North First Street with other existing and proposed parks. Buffers railroad operations.
10. **Riverbend Park: Boating area.** West of SH 71 upstream from main park. To include boating and fishing access. Preserves flood hazard area with appropriate structures and open space. Could generate income. To meet stated demand. Land already available.
11. **New Neighborhood Park: Far East.** In newly annexed area east of SH 71. Park to include standard neighborhood-level facilities. To serve residents in newly developing area. Land will be obtained through subdivision ordinance.
12. **Rollerblading area.** Can be undertaken by private enterprise. To meet stated demand. Design/location undetermined.
13. **Baseball field.** Lighted regulation field. To meet calculated demand. Location undetermined.



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- 14. Golf course/driving range.** Long-range major capital project to be undertaken some time after Indoor Recreation Center and swimming pool if public OR sooner if undertaken by private enterprise. To meet stated demand. Location undetermined.
- 15. Bowling alley.** To be undertaken by private enterprise. To meet stated demand. Location undetermined.

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## **VII. CENTRAL BUSINESS DISTRICT**

### **COMMERCIAL AREA INVENTORY**

#### **EXISTING LAND USE**

The commercial spine of Smithville's central business district (CBD) is Main Street, with some additional commercial activity extending east and west (Map VII-1). The district extends from North 1st Street to one lot north of North 6th Street, and from Ramona Street on the west to portions of Gresham on the east. The CBD is a mixed use area containing three main land use types: commercial, industrial and residential. The majority of the businesses along Main Street are shops, restaurants, and offices. City offices, heavy commercial and industrial facilities are also located in the CBD.

The mixture and proximity of uses and the scale and scope of buildings create a pedestrian oriented CBD. A variety of specialty businesses exist for shopping and dining that cannot be found in any one area elsewhere in the city. Table VII-1 lists the acreage of each land use in the CBD. Retail and office land uses make up 41.06% of the CBD's existing land use. Most of these locations face Main Street. Retail and office uses within the CBD comprise 29.16% of the total retail and office land use located within the city limits. While offices are scattered along Loop 230, they are more concentrated in the CBD with approximately 26.33% of all office uses located within the area. Residential uses make up approximately 13.81% of the CBD and consist of primarily of single family homes. Institutional uses constitute 11.80% of the CBD; the city hall, police station, and the chamber of commerce account for most of the institutional land use.

#### **SUPPORTIVE AND COMPETITIVE COMMERCIAL DEVELOPMENT**

The CBD contains approximately 30% of all commercial business within the city limits. Additional commercial development is found along Loop 230, east and west of the CBD and on Royston Street (Map VII-2). Commercial activity is interspersed throughout the entire length of Loop 230, some of which may overlap with the east/west boundaries of the CBD. The segment

TABLE VII-1  
**EXISTING LAND USE IN THE CBD**  
*City of Smithville Comprehensive Plan*

LAND USE TYPE	ACRES	PERCENT OF TOTAL CBD	PERCENT OF CITY LAND USE
<i>Residential</i>			
Single Family	2.05	13.81%	0.49%
Mobile Home	0.00	0.00%	0.00%
Total Residential:	2.05	13.81%	0.45%
<i>Commercial</i>			
Retail/Commercial Services	4.81	32.36%	30.02%
Office/Professional Services	1.29	8.7%	26.33%
Total Commercial:	6.10	41.06%	29.16%
<i>Industrial</i>			
Heavy Commercial	2.68	18.03%	21.21%
Industrial	1.71	11.47%	1.69%
Total Industrial	4.39	29.50%	22.90%
<i>Institutional</i>			
Total Institutional:	1.76	11.80%	1.11%
Total Vacant Developed	0.22	1.49%	0.15%
Total Park/Recreation	0.35	2.34%	0.63%
TOTAL:	14.87	100%	

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**MAP VII-1**

**CENTRAL BUSINESS DISTRICT EXISTING LAND USE**

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MAP VII-2  
COMMERCIAL DEVELOPMENT MAP

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of Loop 230 between Byrne and McSweeney, which contains a grocery store and industrial facilities, more likely supports the CBD rather than competes with it. Another commercial area located on the west side of Royston contains additional supportive businesses, including the only supermarket in town. These areas appear to be supportive because they offer goods and services that are not found within the CBD. In the future, commercial development along SH 71 may compete with the CBD. Current zoning allows for commercial development along the highway corridor.

### **BUILDING CONDITION INVENTORY**

Hankamer Consulting completed a building condition inventory on March 25, 1997. Building condition was based on exterior appearance only. The buildings were in either standard or deteriorating condition (Map VII-3). Some of these buildings may require minor repairs or fresh paint. The facades of most of the older buildings on Main Street and along North 1st and North 2nd streets have historic significance and, for the most part, have not been covered with modern facades. Although the awning treatments vary, much of the historic character and design continuity shows though. The former hotel and cafe at the northwest corner of North 2nd Street and Olive is vacant, and some of the windows are missing. This building will require attention in the near future to prevent further deterioration.

### **PARKING**

Map VII-4 shows the location of on and off-street parking. On-street parking consists of diagonal parking spaces along Main and North 1st, 2nd, 4th, and 5th Streets (Table VII-2). Parallel parking is permitted parking in areas of the CBD that do not contain diagonal spaces. Parking is prohibited, however, along the entire length of Loop 230. Limited off-street parking is located behind Main Street businesses. Off-street parking includes unpaved areas as well as some alleys and is generally used by employees. On-site parking, a paved area located on-site

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used by patrons or employees, is located primarily behind the City offices and Smithville Savings and Loan.

**TABLE VII-2**  
**EXISTING PARKING FACILITIES**  
*City of Smithville Comprehensive Plan*

<b>PARKING</b>	<b>NUMBER OF SPACES</b>
<b>On-Street/Diagonal</b>	
Main Street	215
North 1st St.	38
North 2nd St.	40
North 4th St.	21
North 5th St.	8
<b>TOTAL</b>	<b>322</b>
<b>Off-Street</b>	
City Office	13
Smithville Savings and Loan	26
Post Office	2
<b>TOTAL</b>	<b>41</b>

Source: Hankamer Consulting

### **SIDEWALK AND CURB CONDITION**

Curbs are in good condition along Main Street but vary on streets running east and west through the CBD (Map VII-5). Curbs requiring attention within the CBD are in areas that receive little pedestrian traffic. The existing sidewalks in the CBD are generally in good condition (Map VII-6). Like the curbs, sidewalks running east and west within the CBD are generally in fair or poor condition.

**MAP VII-3  
CBD BUILDING CONDITION**

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**MAP VII-4  
EXISTING AND PROPOSED PARKING IN THE CBD**

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MAP VII-5  
CURB CONDITION

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MAP VII-6  
SIDEWALK CONDITION IN THE CBD

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### **STREET CONDITION AND TRAFFIC CONTROLS**

Streets in the CBD are generally wider than the typical 20-foot paved street and are generally in good or fair condition (Map VII-7). Street condition for the CBD and the entire city can be found in Map V-2 in the Streets and Thoroughfare System Element. Trouble areas are located at intersections with Loop 230 along Olive and Ramona. The grade separation between the streets is significant, creating drainage and safety issues.

Traffic controls within the CBD include one-way traffic designation, pedestrian signals, and no U-Turns along Main Street (see Map VII-7). Traffic controls for the CBD and the entire city are located in Map V-3 in the Streets and Thoroughfare System Element.

### **TRAFFIC VOLUMES AND TURNING MOVEMENTS**

The Texas Department of Transportation has annual average daily traffic (AADT) counts for the intersection of Main Street and Loop 230. The count at the intersection was 6,000 in 1995. Current traffic volumes within the CBD do not require any lane additions. Turning movement data for streets in Smithville are not available.

## ***COMMERCIAL AREA ANALYSIS***

### **ECONOMIC VITALITY**

The ratio of existing to projected commercial acreage in the CBD is 1:1; i.e., this analysis assumes that commercial acreage in downtown Smithville will go unchanged over the next 20 years. However, commercial growth is anticipated to occur on the eastern edge of Smithville, mostly along SH 71, which would reduce the CBD's share of commercial activity in the city (see Map IV-1, "Future Land Use"). As local general retail follows national trends and locates on SH 71 where land is plentiful and access is open, retail in the CBD will continue to become more specialized to cater to tourists and leisure time activities.

Numerous vacancies were identified during the inventory of the CBD on April 23, 1997. In fact, about 19% of the total commercial floor space in the CBD was vacant (Figure VII-1).

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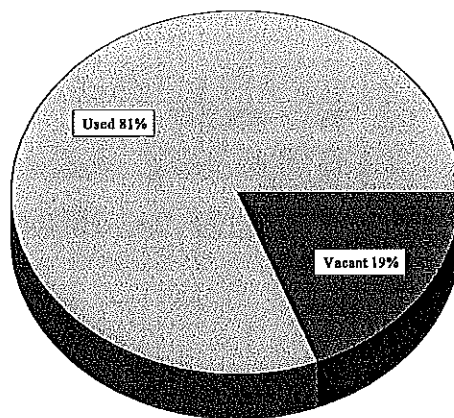
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Vacancies were most common on the second and third floors of several Main Street buildings. The hotel and cafe at the corner of North 2nd and Olive Streets accounted for approximately 40% of the vacant floor space within the CBD. Although there is turnover within the CBD, vacant retail/office buildings along Main Street are quickly reoccupied. Vacancy rates have decreased over the last ten years, particularly in buildings located along Main Street between North 1st and 2nd Streets. As these vacant buildings continue to be occupied, commercial activity in the CBD will increase.

As commercial vitality increases within the CBD, existing heavy commercial uses might relocate to areas with cheaper rents and be replaced by retail shops, restaurants, and offices. Mixed-uses should be encouraged through a mixed-use CBD zoning district that allows residential uses on the second and third floors of commercial buildings. Including residential in the downtown mix of uses would further enhance the vitality of the CBD.

**FIGURE VII-1**  
**OCCUPIED VS. VACANT COMMERCIAL**  
**FLOOR SPACE IN THE CBD**  
*City of Smithville Comprehensive Plan*



**MAP VII-7**  
**CBD TRAFFIC CONTROLS**  
*City of Smithville Comprehensive Plan*

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### **PARKING**

The Zoning Ordinance requires one off-street parking space for every 300 square feet of office space and one off-street parking space for every 150 square feet of retail commercial floor space. If this requirement were applied to the existing commercial uses in the CBD, approximately 960 off-street parking spaces would be required. Although unpaved areas behind buildings are used mostly by employees and building owners, the existing amount of off-street parking in the CBD does not come close to complying with the City's ordinance. However, it would not be consistent with the character of Main Street to require off-street parking for every business. Part of the character of Main Street that customers enjoy is the ability to park in front of a particular shop or series of shops. As parking demand increases with full occupancy and increased popularity of Main Street and other parts of the CBD, the City could post two-hour parking restrictions to assure the turnover of each space at least once every two hours.

If additional parking is needed, particularly for events and high tourist or holiday buying seasons, vacant developable property that could be used for off-street parking is located at the corner of Main and North 1st Street. It may be in the interest of business owners in the CBD to develop off-street parking for joint use at that or another site.

### **STREETSCAPE**

In addition to the economic enhancement, the City will need to maintain efforts continually to renew the physical character of the CBD. There is a lack of pedestrian connectivity between the south and north ends of Main Street and along Loop 230 to Main Street. As a result, the park at the northern terminus and the railroad park at the southern terminus of Main Street are currently underutilized. The gated entrances to the parks discourage rather than invite use of the facilities. The The Smithville Heritage Society Museum at the north end of Main Street is also underutilized. Perhaps it is under publicized.

Other areas that could be enhanced are east-west streets and alleys terminating at Main Street. Significant improvements have been made to Main Street; but the side streets lack connectivity to

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the CBD and have been neglected, with the exception of the south side of North 2nd Street. The side streets tend to have less economic activity; however, by not providing continuity to the whole area, CBD properties on the east-west streets may continue to decline. The hotel at the corner of Olive and North 2nd Streets is an example of this type of neglect within the CBD.

The CBD has a shortage of green space. Although planters along Main Street complement the pedestrian environment, additional trees throughout the CBD would create more green space, provide visual connectivity, and shade pedestrians. Particular attention should be focused on the section of Loop 230 between Olive and Ramona Streets. A continued effort to enhance the CBD will help this distinctive area compete for tourist dollars and add to the enjoyment of the daily lives of local citizens.

### **PROMOTION**

The lack of attractive points of arrival and signage promoting the CBD on SH 71 allows a broader range of tourist activity to remain untapped. Tourism from local mountain bike activity should also be considered. At this time, bikers visiting Beuscher State Park or Rocky Hill Ranch have no safe routes to the CBD.

### ***CENTRAL BUSINESS DISTRICT PLAN***

#### **GOALS, OBJECTIVES, AND IMPLEMENTATION STRATEGIES**

##### **GOAL CBD1**

##### **TO ENHANCE THE VISUAL QUALITY OF THE CBD**

##### **Objective CBD1**

**To create connectivity within the commercial district through landscaping and streetscaping improvements**



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### ***Implementation Strategy CBD1.1-1***

The Keep Smithville Beautiful Program should work together with downtown merchants and the Chamber of Commerce to organize a volunteer effort to expand landscaping throughout the CBD.

### ***Implementation Strategy CBD1.1-2***

Alleys terminating at Main Street mid-block between North 1st and 2nd Streets should be enhanced with trees to create more green space.

### ***Implementation Strategy CBD1.1-3***

The City should adopt a landscape ordinance to integrate new developments along Loop 230 and SH 71 with the original town-site.

### ***Implementation Strategy CBD1.1-4***

Benches should be placed under existing shade trees.

### ***Implementation Strategy CBD1.1-5***

Trees should be added to the mid-block lamp post areas from N. 1st to N. 5th Street.

## **Objective CBD1.2**

### **To protect against downtown deterioration**

#### ***Implementation Strategy CBD1.2-1***

City participation in street and sidewalk beautification efforts on Main Street and adjacent side streets, particularly N. 2nd Street, will give downtown property owners incentives to improve their buildings.

#### ***Implementation Strategy CBD1.2-2***

The City should create a mixed-use zoning designation within the CBD that would allow store owners to rent out upstairs spaces for residential uses.

#### ***Implementation Strategy CBD1.2-3***

Existing murals in the downtown area should be refurbished.

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### **GOAL CBD2**

#### **TO CREATE AWARENESS OF THE CBD**

##### **Objective CBD2.1**

**To create attractive points of arrival at several locations in the city that will draw visitors into the CBD**

##### *Implementation Strategy CBD 2.1-1*

The City should work with TXDOT to obtain funds for landscape improvements at Loop 230/ SH 71 intersections and on Loop 230 between Olive and Ramona Streets.

##### *Implementation Strategy CBD2.1-2*

The City should create a sign or logo that emphasizes the CBD and place the signs on SH 71 and Loop 230 to attract and direct visitors to the CBD.

##### *Implementation Strategy CBD2.1-3*

Volunteers should upgrade the "Welcome to Smithville--Heart of the Megalopolis" sign on Loop 230 to include a Main Street silhouette as part of the City logo.

##### **Objective CBD2.2**

**To promote the CBD**

##### *Implementation Strategy CBD2.2-1*

The City should work with TXDOT to place "Historic District" signs on SH 71.

##### *Implementation Strategy CBD2.2-2*

The Chamber of Commerce should conduct user surveys of the CBD at events like "First Saturday" to enhance marketing strategies.

##### *Implementation Strategy CBD2.2-3*

Designate or construct hike and bike paths to connect the CBD with Rocky Hill Ranch and Beuscher State Park.

##### *Implementation Strategy CBD2.2-4*

The City should encourage more Bed and Breakfasts within the Historic District.

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### **GOAL CBD3**

#### **TO INCREASE USAGE OF THE CBD**

##### **Objective CBD3.1**

**To create better awareness of parks and historical facilities**

##### ***Implementation Strategy CBD3.1-1***

Chain link portions of the fence in front of the Gazebo at the southern terminus of Main Street should be removed to make the park more inviting.

##### **Objective CBD3.2**

**To facilitate patronage of local businesses and facilities**

##### ***Implementation Strategy CBD3.2-1***

The City should place a "mall" map of the CBD with a directory of businesses outside city hall and should update the map and directory as changes occur.

##### ***Implementation Strategy CBD3.2-2***

The City should also display a map of the CBD in context with the surrounding area and other local businesses to encourage pedestrians to explore the historic residential areas north and east of the CBD.

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### **GOAL CBD4**

#### **TO PROTECT THE SAFETY OF PEDESTRIANS AND MOTORISTS WITH IMPROVED ACCESS TO BUSINESSES**

##### **Objective CBD4.1**

###### **To improve handicapped access**

###### *Implementation Strategy CBD4.1-1*

Handicapped parking spaces should be clearly marked.

###### *Implementation Strategy CBD4.1-2*

Steps in sidewalks should be completely or at least partially replaced with ramps to provide continuous wheelchair access.

##### **Objective CBD4.2**

###### **To improve parking access and safety**

###### *Implementation Strategy CBD4.2-1*

Alleys should be improved for access to parking at the rear of commercial buildings.

###### *Implementation Strategy CBD4.2-2*

The city should place 2-hour parking signs on Main Street:

###### *Implementation Strategy CBD4.2-3*

Land for a public off-street parking lot should be acquired if commercial activity increases significantly within the CBD.

### **RECOMMENDATIONS**

The CBD, in part, creates and defines Smithville's local identity, "small-town feeling", and sense of history. The strategy for strengthening the CBD includes:

1. Enhancing plantings and green-space;
2. Improving connectivity within the CBD and with other parts of the city and surrounding area;
3. Creating attractive points of arrival that define the edges of the city and the CBD;

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4. Improving multi-modal access for a broader spectrum of users; and
5. Supporting existing businesses and facilities through signage and promotion.

Enhancing the CBD will require physical improvements as well as increasing access and awareness of the area. The following recommendations comprise the improvement strategy for the CBD (Map VII-8):

1. Expand lamp post areas at mid-block to include shade trees.
2. Install brick pavers at the crosswalks of each intersection to increase connectivity to the park at the northern terminus of Main Street and the surrounding residential areas.
3. Place flags in the downtown area on light posts to advertise local events or holidays.
4. Improve sidewalks on North 2nd Street.
5. Refurbish existing murals in the downtown area.
6. Place maps and directories of the CBD on Main Street.
7. Place walking tour maps of the commercial and residential historic districts next to the CBD directories on Main Street.
8. Install welcome signs carrying the Main Street logo at points of arrival. The signs should be well placed to attract and direct traffic into the CBD.

**TABLE VII-3**  
**CENTRAL BUSINESS DISTRICT IMPROVEMENTS**  
*City of Smithville Comprehensive Plan*

Year	Project	Estimated Cost	Possible Funding Sources
1	Informational maps @ \$100.00	\$300	
	Mural improvements	Volunteer	
	Signage at arrival points @ \$375	\$1125	
	Flags @ \$20.00/flag	\$320	
2	Landscape improvements*	\$4,550	
	Streetscape improvements		
3	Sidewalk improvements		
4	Ramp pavers @ \$6.50*	\$4,680	
5	Brick pavers @ \$5.50/sq. ft.*	\$37,125	
TOTAL 5 YEAR			

\* Includes labor and installation

**MAP VII-8 CENTRAL BUSINESS DISTRICT IMPROVEMENTS**

*City of Smithville Comprehensive Plan '97*

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