

INTRODUCTION

Smithville has not yet experienced the explosive growth that is occurring in the western half of Bastrop County. This provides an opportunity for Smithville to establish policies that will ensure growth benefits the community rather than being overwhelmed by unplanned development. The existing zoning ordinance has been a factor in the development pattern of Smithville, focusing commercial and retail development along the highways and industrial along the railroad tracks. The Future Land use Plan identifies where new development should occur and defines policies that can be adopted to ensure the community goals are met as development occurs.

The first step in developing the land use plan is to create a current land use map (Illustration 3.1) identifying how Smithville has developed over time. To accomplish this, a 'windshield' survey was conducted in January, 2007. This involved driving each street in Smithville and identifying the land use for each property in the city limits and ½ mile extra-territorial jurisdiction (ETJ). Geographic Information System (GIS) software and digital parcel and aerial photography data was used to develop the current land use map. GIS allows for faster and more accurate data creation. This map shows the pattern of current development as well as identifying property that may be suitable for development in the future. The current land use also shows what types of land use is under-represented in the community (i.e. there is very little multi-family residential in the community). The following categories were used to identify the current land use:

- Agricultural – Land that is primarily used for farming or ranching activities
(Includes property that is primarily agricultural but with a residence)
 - Open Pasture – Grass pasture with few trees or shrubs
 - Mixed Grazing – Land with bushes and some trees
 - Row Crops – Land with crops such as wheat or corn
- Commercial – Land that is primarily used for intensive business uses
(Automobile repair shops, large feed stores, etc.)
 - Parking
- Industrial – Land that is primarily used for manufacturing or other very intensive uses (Manufacturing, agricultural processing facilities, etc.)
- Mixed Use – Land that has more than one use (Property with both a residence and office, etc.)
- Office – Land that is used for professional offices
- Public – Land which is owned by government agencies or is used for civic purposes
 - Park
 - Lodge – e.g. Masonic
 - Church
 - City
 - County
 - State
 - Federal
 - School
 - Cemetery

- ROW - Land that has been defined as right-of-way, even if it is not currently developed as ROW
- Residential – Land that is used for dwelling units
 - Single Family
 - Duplex - 2 units per structure
 - Multi-Family - More than 2 units per structure
 - Manufactured Home
 - Manufactured Home Park – 2 or more Manufactured Homes on a lot
 - Lawn – Includes gardens and storage buildings
 - Mixed – More than one type of residence (such as manufactured home and single family on a lot)
- Retail – Land that is used for typically small businesses (i.e., Hair salons)
- Vacant – Land that has no structures and is not being used for agriculture

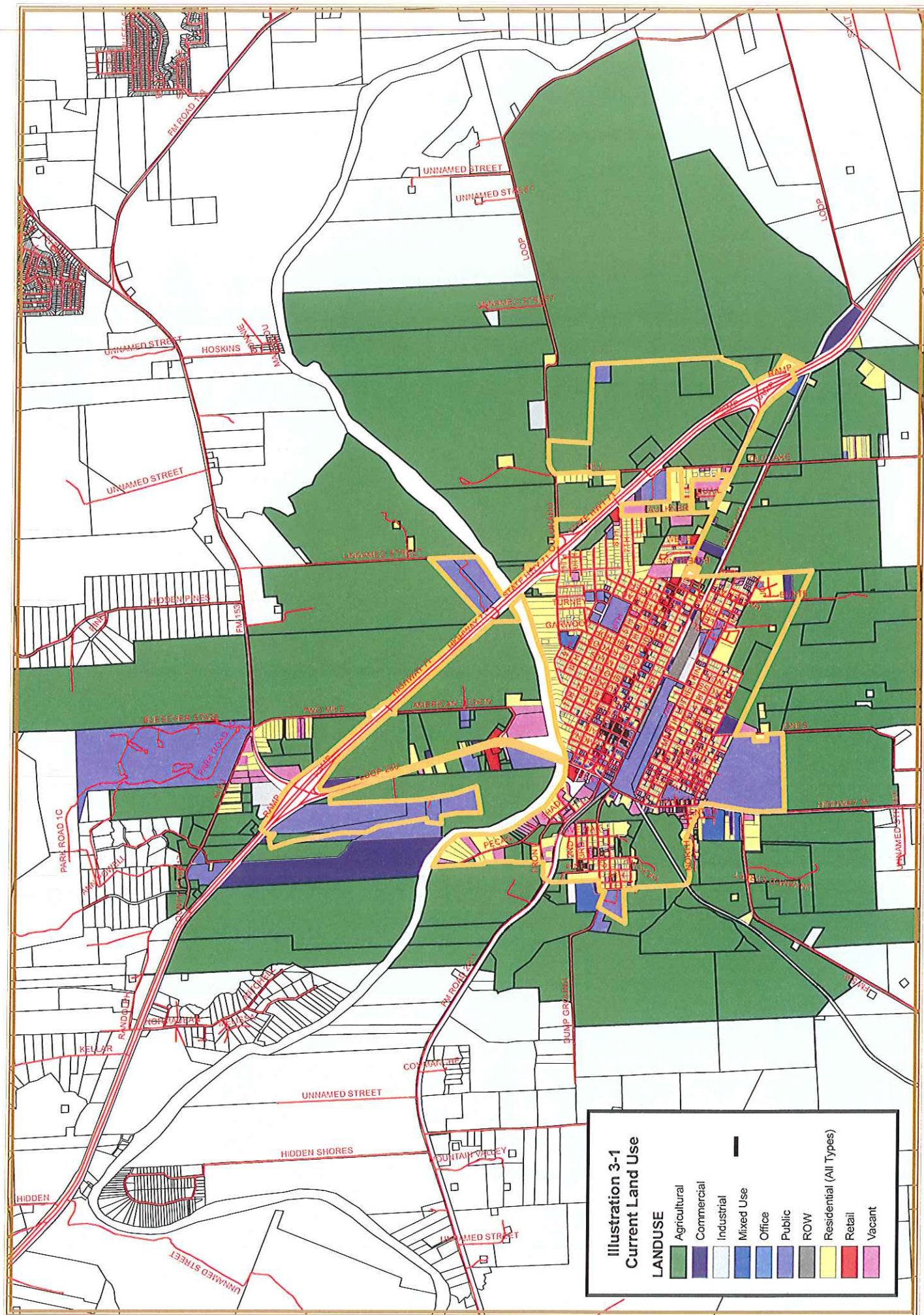
This level of detail is important because it allows for better planning. Future development should be sited where it will have minimal impact on existing land uses (siting industry away from residences, etc.) yet take advantage of existing infrastructure, especially siting growth to minimize the need for wastewater lift stations and other expensive facilities. A land use inventory will also identify those areas in town that may be underserved by community facilities, notably parks and schools. This allows resources to be targeted to those areas to provide maximum benefit to the community.

CURRENT LAND USE

The windshield survey identified land uses for approximately 2,500 parcels covering approximately 11,000 acres, in the city limits and ETJ of Smithville. Most of the area outside the city limits is agricultural. Within the city limits are approximately 2,300 parcels covering 1,325 acres. It may be surprising that even within the city limits agriculture is still the largest single land use, covering approximately 590 acres. Figure 4.1 has a detailed breakdown of land use within the city limits.

Figure 4.1 Current Land Use Acreage (in City Limits)

Land Use	Acres	% of Total
Agricultural	586.2	44.2
Commercial	44.3	3.3
Industrial	62.9	4.7
Mixed Use	36.0	2.7
Office	2.8	0.2
Public	162.0	12.3
Residential	304.7	23.0
Retail	15.0	1.1
ROW	20.7	1.6
Vacant	84.9	6.4



Residential

Smithville has 23 percent of its land in residential use, a somewhat smaller percentage of residential land use compared with other communities of its size. Hallettsville and Schulenburg are both over 30 percent, while Lexington and Bertram are over 40 percent. This smaller percentage is likely due to the fact that Smithville has a large amount of agricultural and vacant land within its city limits that will likely be developed into residential over time.

Within the residential category, there are a number of subcategories describing in greater detail what kind of housing is available. Figure 4.2 describes the specific residential types.

Figure 4.2 Residential Land Use

	Acres	Count	% of Total
Single Family	229	1205	75.2
Duplex	5.0	53	1.6
Multi-family	24.3	17	5.6
Manufactured Home	17.4	140	5.7
Manufactured Home Park*	19.8	15	6.5
Mixed	2.8	2	0.9
Lawn	7.7	60	2.5

*2 or more Manufactured Homes on a single lot

Most of the residential development is in the central part of Smithville, divided by the railroad tracks (Illustration 3.2). The housing south of the tracks is predominantly smaller lots with more manufactured homes than are found in the rest of Smithville. Most of the duplex properties are in a single development on the eastern edge of town.

There is very little multi-family property in Smithville. This is common in small towns and presents a challenge for many communities. The housing plan will discuss this issue in greater detail and provide recommendations on providing a variety of housing options.

Public

Smithville has a higher percentage of public land (12.3 percent) than similar communities because of its publicly owned airport, the number of parks (particulary Riverbend Park), and the property for the new high school.

Churches, Smithville Regional Hospital, Smithville Recreation center, City Hall, and utility infrastructure make up the rest of the public land uses. These properties are found throughout the community, providing service to all areas of Smithville. There are park facilities accessible to all residents without having to cross the railroad tracks or a major road, although not all parks offer the same amenities. The future land use plan will have recommendations to ensure adequate access to public facilities for all residents.

Commercial

Commercial uses are establishments that tend to be more intense uses such as auto repair shops, storage areas, etc. These tend to locate along major roads with good access and are found along Loop 230 and Highway 71. The current zoning supports this pattern of commercial development, focusing the commercial areas on the major roads. The exception is an area east of the Central Business District along 3rd Street. This area has a mix of businesses, with a few residences as well. Commercial establishments tend to have a higher impact on adjacent properties because of issues such as noise, lighting, and traffic.

Mixed Use

Mixed use is somewhat of a catch-all definition, typically identifying those parcels that have a residence and a business. However, in Smithville, there is a large parcel that combines a senior residential facility with medical offices. This one facility is the reason Smithville has a larger than typical amount of mixed use. The rest of the mixed uses include homes with an office, or downtown buildings with residences on the upper floors. As the community grows there may be opportunity for additional mixed use development to provide more multi-family and lower cost housing options.

Right of Way (ROW)

ROW includes undeveloped streets and in Smithville, a large railroad property. This large piece of ROW is in the center of town and serves as storage and access for the railroad.

Retail and Office

Smithville has smaller than average retail and office land use (1.3 percent combined). This reflects the proximity to shopping opportunities in Bastrop and La Grange. Much of the retail and office is found in the Central Business District, and some of this is currently vacant. Brookshire Brothers is the largest retail establishment. Smithville is underserved with retail, and much of what is available is used for antiques and other shopping that may not serve local needs, thus causing residents to drive to Bastrop. The economic development plan will discuss strategies to increase retail opportunity.

Industrial

Within the city limits, there is less than nearly 63 acres of industrial land located along the railroad. This includes a large LCRA Railcar Maintenance Facility. The two largest industries, Spiradrill and UTEX are located just outside the city limits. Because industry tends to be the most intensive use requiring the greatest transportation access, it is appropriate for it to be located in proximity to the railroad and highways. Future industrial development should be focused on these areas as identified in the future land use plan.

Vacant and Agricultural Land

Undeveloped land makes up over 50 percent of Smithville's total area. Much of this land is in large tracts on the eastern edge of Smithville and around the airport. Some of this land, notably a large tract just south of the 'Hill' is unsuitable for development but would make a good location for passive recreation, such as walking trails. Other prime agricultural land may be appropriate to save from development to protect the rural character of Smithville as it develops. Small, vacant lots may be appropriate to develop as 'pocket' parks to serve neighborhood recreation, with a swingset, benches, etc. It will be appropriate to focus development on the vacant and agricultural land within the city limits because of the limited annexation authority of the city, proximity to existing infrastructure, and increase to the tax base.

SUMMARY

Smithville is a bedroom community that relies on adjacent communities to provide for most of its retail and employment. The land use is predominantly residential and undeveloped, supporting this assertion. There is ample opportunity for Smithville to provide for the expected population growth on land that is currently within its ETJ with a priority on those areas also within its electric service area. The comprehensive plan lays out policies that will enable Smithville to grow while protecting and enhancing its quality of life to become more of a complete community that is not so reliant on its neighbors for services and employment.

FUTURE LAND USE

Communities with a vision can guide growth in such a way to maximize the benefits of development while minimizing the potential negatives associated with it. The future land use plan is the opportunity for the community to define how Smithville will develop to accommodate the anticipated growth. Smithville is not experiencing the explosive growth of western Bastrop County, so now is the time to establish standards to ensure future growth that benefits the community. This will ensure that decisions are made locally rather than being dictated by outside developers who may not have the best interests of the community in mind.

Over the next 15 years or so, Smithville can expect to add approximately 2,500 new residents. Fortunately, there is significant undeveloped land in and adjacent to the current city limits that can accommodate this level of growth. These areas typically are in proximity to existing infrastructure, notably water and sewer lines, that will reduce the costs of serving them. These properties are also within the City's jurisdiction for zoning and subdivision ordinances which mean the City can regulate the quality of development. Good development standards will make Smithville more attractive because prospective businesses and residents will want to be part of quality growth. The future land use plan will identify where new growth should be and recommend strategies to ensure growth meets high standards and is an enhancement to the community rather than a negative.

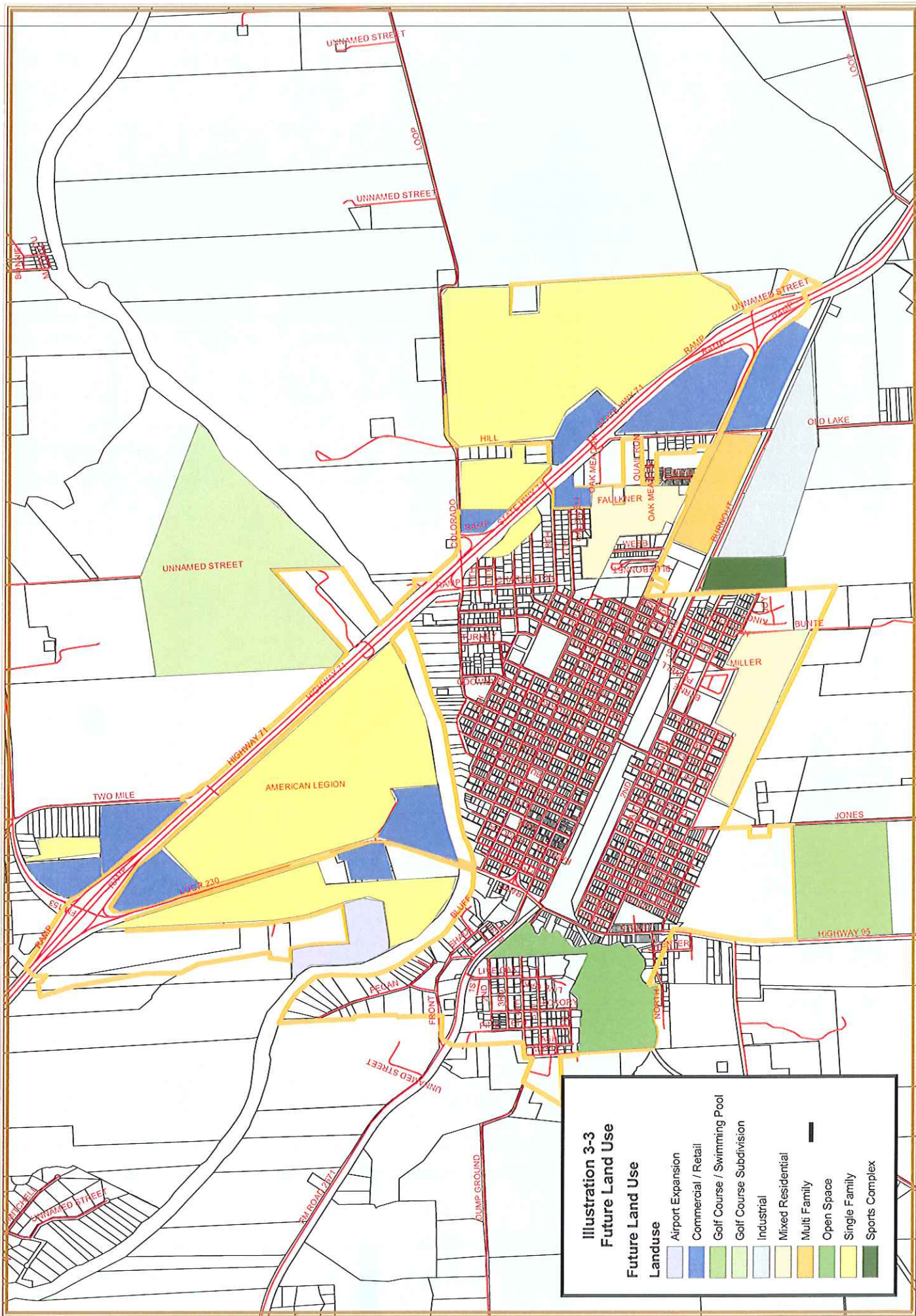
The Future Land Use map (Illustration 3.3) and recommendations are the result of a workshop held with the plan steering committee, Planning and Zoning Commission, City Council, and City staff. Participants saw a brief presentation on development and then had an opportunity to lay out where new growth should occur in Smithville. The goal was to accommodate the projected growth in those areas most suitable for development, particularly those areas already served with utilities and within the City's electrical service area. The recommendations in this plan will ensure that Smithville can grow while protecting and enhancing the quality of life for current and future residents.

Residential Development

SINGLE FAMILY RESIDENTIAL

Single family residences are currently the largest developed land use in Smithville and will certainly continue to be as the City grows. Because Smithville is not experiencing the explosive growth of the western half of the County, it is likely that most new home development will be small subdivisions and custom homes rather than large 'spec-built' homes like what is seen in Bastrop; however, the future land use map does identify areas that would be suitable for large subdivisions if the demand were to arise.

The area identified around the airport could become a high end subdivision that incorporates airport access as an amenity. There are examples of this including one in western Travis County. These are growing in popularity because it offers the rural lifestyle people want with the convenience of easy personal air travel. Also, retirees who are pilots would also appreciate this type of arrangement. The area north of town, identified as a golf course subdivision, also provides an opportunity for resort living



similar to Colovista between Smithville and Bastrop. The river and potential golf course are amenities that would attract buyers to this development.

The area between Hwy 71 and Loop 230 and on the eastern edge of town is appropriate for middle income housing, with the potential for higher end homes along the river. These areas are large enough to accommodate a major subdivision, but also could support smaller developments over time. They are also in proximity to existing infrastructure, which will reduce the cost of development and add to the affordability of homes built in these areas.

In addition to the large tracts discussed here, there is ample opportunity for custom homes to be built on vacant lots that are found throughout the city. These will be driven by individual buyers and reflect their needs. It is likely that much of the anticipated growth will be served by this type of building because the projected growth is relatively slow over the next 15 years. If the growth in the western half of the County does reach Smithville, the identified areas are large enough to accommodate a higher growth rate.

MIXED RESIDENTIAL

The zoning ordinance has a Mixed Residential district that allows for more variety in the housing type, including duplexes and manufactured homes. This mix of housing allows for more affordable options for residents and creates mixed income neighborhoods, which benefit the entire community.

The areas identified for this type of development are in the southern and eastern area of town, near existing mixed residential areas. These locations also provide convenient access to existing shopping and services for these residents, as well as proximity to the school and park facilities. This is very beneficial to young families and the elderly who will be the largest consumers of these neighborhoods.

Housing that is affordable for all residents is one of the biggest challenges facing small communities, the Mixed Residential areas allows for this kind of development. Builders can create neighborhoods with a blend of housing types and costs, so there is opportunity for more profit for the builder while providing lower cost housing to the community. Also, residents have the potential to move within the neighborhood as their housing needs change, such as an empty nest couple moving to a duplex to reduce yard and other maintenance.

MULTI-FAMILY RESIDENTIAL

Smithville has very limited multi-family housing available. Most of this is quadplexes or small units scattered throughout the city. This poses a challenge for the community because it limits opportunities for many potential residents. New school teachers and others are forced to live in neighboring communities because of the limited availability of rental property. Also, residents who cannot afford to purchase a home are restricted.

The future land use plan identifies a large area for multi-family residential development. It is in a high quality location for multi-family development because of its proximity to proposed retail and commercial development, access to a major road (Loop 230) and because it will buffer adjoining residential uses from light industrial and commercial uses. It is unlikely that this entire area will develop as multi-family; however, having a large

area designated ensures that there will be ample land available to support this type of growth.

Commercial and Retail Use

It is logical that the locations for new retail and commercial development (including office use) would be on the major thoroughfares through town and along Hwy 71. These are the locations with the most visibility to passersby and the most access for residents and visitors. This is where prospective businesses will want to be located, so it makes sense to focus development in those areas.

One area of concern with new retail and commercial development is the potential for downtown Smithville to lose more businesses. This plan identifies actions to be undertaken to ensure the downtown maintains and increases its healthy mix of businesses as the town grows. In addition, strip development along thoroughfares can cause major traffic and appearance issues, as can be seen in neighboring communities. Smithville has been fortunate to avoid this for the most part and should establish policies to ensure development along the highway supports the overall goals of an attractive, safe community.

The properties identified for new commercial development are much larger than will likely actually be developed. This presents an opportunity for mixed use development, including residential uses on the second or third floors of retail establishments. There are a few examples of this in downtown, and as the community develops, areas could be identified for mixed use development, particularly at the intersection of Hwy 71 and Loop 230 at the main entrance to Smithville.

In addition to new development along the thoroughfares, the downtown revitalization plan will have recommendations to maximize the potential of Smithville's historic Main Street as a destination for retail and service businesses to serve residents and visitors alike.

Industrial

To support expected growth, Smithville will have to add primary jobs, which are those jobs that bring new money into the community. Industry is the traditional provider of primary jobs; however, industrial uses today are much different from the smokestacks from the past. New industrial uses typically have minimal external affects, and can be located relatively close to commercial and even residential uses. The future land use plan identifies a suitable area for new industry adjacent to existing industrial users and the railroad, which is a key consideration. It is also on Loop 230 at the eastern edge of town in proximity to Hwy 71, which maximizes access for trucks and other vehicles with minimal impact on the community.

Parks and Open Space

The community development plan will have much more detail on the development of recreational amenities; however, it is important to consider the impact of open space on the overall development of Smithville. Parks provide for quality of life and enhance the entire community by providing a visual and physical break from surrounding development. Parks have also been shown to increase the property values of adjacent

properties, so the costs of providing parks can be considered an investment because of the increased property values it creates.

Smithville is fortunate to have several parks and recreational facilities, including ball fields, a skate park, and recreation center. There are also more passive parks and a nearby state park. The river represents a significantly underutilized resource that will be addressed more fully in the community development plan. In addition to the new facilities identified on the future land use map, the City should invest in pedestrian connections throughout the community and increased river access.

The sites identified on the future land use map will serve several needs in Smithville. The first property, located on the western edge of town, just south of 'the Hill' is an area that is unsuitable for major development due to flood potential and topography. This area would best be utilized for passive recreation, such as walking trails. Its location is accessible to nearly half of the community without having to cross the railroad tracks, which can be a significant barrier to some. Also, this area of Smithville is currently underserved with parks, outside the facilities at the high school.

On the eastern side of town, adjacent to the proposed industrial area, is a prime location for a sports complex. These facilities tend to generate light, noise, and traffic, so its proximity to more intense uses, such as industry and the railroad is appropriate. Its location is also accessible to residents south of the railroad tracks, which is a strong benefit.

There is also the proposal for two golf courses to be developed, one a resort style, 18 hole course located north of town that would be the anchor for a high end subdivision, and the other a 9 hole that could be a partnership between the City and the school district. Golf courses can be a significant attraction, and would serve to bring visitors from the Hyatt Lost Pines Resort and communities throughout the area. The 9 hole would allow the high school golf team to practice locally and adjacent to the school, which will keep them from having to drive to courses outside of the community.

In addition to the major facilities identified here, Smithville should encourage the development of pocket parks throughout the city to serve neighborhoods. These could be as simple as a single lot that has a few benches and possibly a playscape. The goal would be to provide some greenspace within walking distance (less than ¼ mile) to all residents of the city. One way to achieve this goal is to establish park set aside standards in the subdivision ordinances. Many cities use this to require developers to provide neighborhood parks. The City of Bertram requires developers to set aside 5% of the total property or \$250 per home for parks. This puts the cost of parks on the developer rather than the City. This ensures new development is adequately served with parks and benefits the entire community as well.

Recommendations

Smithville has an opportunity to define how it will grow and this plan identifies goals to achieve quality growth. The recommendations in this plan provide a clear direction for community leadership to set high standards and ensure that Smithville receives the benefits of development without being overwhelmed by it.

Land Use Goals

ENSURE ADEQUATE INFRASTRUCTURE TO SUPPORT DEVELOPMENT

The first requirement for growth is to ensure the infrastructure can support it. This includes water, wastewater, and roads. These improvements are also among the most expensive investments for a City, so it is critical to ensure they are well-planned and efficient to maximize limited resources.

Identify and Prioritize Needed Road Improvements

The condition of local roads was mentioned in the community survey and the town hall meeting as being a significant issue. Poor roads is not just an issue for current residents, it can limit a city's opportunity to recruit new business and development as well. The City should make every effort to ensure its roads are safe and well maintained.

The first step is to inventory the entire city street network and determine the condition of all roads. This includes identifying drainage issues, poorly controlled intersections, potholes, etc. Several streets, including 7th, 8th, and 9th Streets were identified in the public input process and could serve as a starting point. This inventory will then be used to identify how funding should be prioritized. Those areas that pose an actual safety hazard should be targeted first for improvements. Once these are complete, those areas that are most traveled, or provide connection to critical facilities, such as schools and the hospital, should be targeted. Finally, the rest can be targeted based on their condition and available funding. Once the streets have reached a base level, the city can be divided into sections and annual maintenance performed on a rotating schedule. This will ensure all streets receive basic maintenance on a regular schedule and reduce the concern among citizens that their neighborhood never receives street improvements.

Identify and Prioritize Needed Water and Wastewater Improvements

Cities cannot grow without adequate water and wastewater infrastructure. The City of Smithville currently has adequate facilities, but will need to make improvements as the community grows. Fortunately, the growth rate is stable enough to allow time for the city to plan and budget for needed improvements over time rather than being forced to upgrade infrastructure to deal with rapid growth.

The City Engineer is very familiar with the system and likely knows where problem areas lie. It will be important for that knowledge to be put into a plan for improvements that is prioritized to ensure the biggest challenges are dealt with first. Also, those areas identified for new development should be targeted for improvements so the city is prepared to deal with new growth rather than having to be reactive. This can include

oversizing any improvements so they can support additional use in the future. Many cities require developers to pay for this oversizing then reimburse them as new development comes on line and taps into the infrastructure.

One key element will be to closely coordinate any water and wastewater line upgrades and repairs with street repairs. It will reduce costs and impacts on the community if these can be coordinated so that newly repaired streets are not torn up to access water lines for upgrades. In the case of emergency repairs this is not possible obviously, but for regular maintenance, scheduled replacement or upgrades, it should be coordinated to maximize efficiency.

Determine Planning Thresholds for Capacity Expansion at Water and Wastewater Facilities

The Texas Commission on Environmental Quality (TCEQ) has standards for when planning should begin to expand capacity. For wastewater this is 75% capacity. Based on the population projections, the city should have a general idea of when that threshold will be reached. The city should utilize this information and begin planning for needed expansions early enough to secure adequate funding, especially grants, that may not be available if the city waits until the last minute. If the city can plan ahead and secure funding, it may reduce the need for major bond issues to pay for expansion. Grants and general budget funds can be identified and set aside to help provide for the improvements.

Monitor Carrizo Wilcox Aquifer to Ensure it Remains Viable as Water Source

Smithville draws its water from the Carrizo Wilcox aquifer, which is typically a reliable, high quality water source. As growth in the area continues, this resource will become more and more utilized to serve growing needs. There is also concern about the potential for groundwater to be pumped outside of the area to serve needs outside of Bastrop County.

The city should be proactive in monitoring the situation to protect the aquifer because of its importance. There should be regular monitoring of well quality and quantity to ensure any issues are caught early. Also, the city should monitor growth and any well permits that may be issued to ensure they are not threatening the city's water supply. The groundwater district should be a partner for the city in its efforts to protect its water supply.

REVIEW AND UPDATE SUBDIVISION AND ZONING ORDINANCES

Smithville is fortunate to have good ordinances regulating development. There are a few opportunities to improve them, but overall they are good tools to ensure quality growth over time. In addition to updating the ordinances, it is a benefit to provide them on the community website. This allows potential developers to access them and begin making determinations on where they want to build based on the existing zoning and ordinances. This reduces staff time with initial meetings to explain city policies because they are publicly available.

Review Ordinances from Other Communities and Identify Best Practices

Rather than reinventing the wheel it is appropriate to research innovative communities and identify what they are doing that may be appropriate for Smithville. One example is the SmartCode development in Leander. This type of code is focused more on the form and appearance of buildings and how they relate to each other rather than regulating the use of the building. Appendix A of the plan is an example of how SmartCode could be implemented in Smithville on the large, triangular property bounded by Hwy 71 and Loop 230.

Update Ordinances to Support Land Use Goals

Because the ordinances are well written and offer opportunity for a variety of development types, there are limited changes that should be made. As mentioned, it would be appropriate to update the Subdivision Ordinance to include a park set aside that would support neighborhood park development. Conservation subdivisions are another tool that provides open space. These are developments where the homes are clustered onto one area of the property and the rest is left as open space. For example, rather than building 50 homes on one acre lots, the builder will put those 50 homes on 20 acres and the remaining 80 acres is permanent open space. This increased density is beneficial for the developer because it reduces the overall infrastructure costs, while the property values can often be as high as the larger lots would be because of the proximity to open space. The community benefits from the open space that reduces stormwater retention needs, and other challenges associated with growth.

The city may also consider design standards, particularly in high visibility areas, such as along Hwy 71 and Loop 230. These standards would ensure growth is attractive and enhances the appearance of the community. Smithville is fortunate now to have limited development on the highway, so it does not suffer from the unattractive and traffic congesting development that is found in adjoining communities. Design standards can address the appearance of buildings, such as requiring stone facades on metal buildings, landscaping for parking lots and buildings, etc. Guidelines can be very strict, such as those in Fredericksburg, or they can be more general. These standards should also address the issue of curb cuts and parking to reduce the number of curb cuts on thoroughfares. These curb cuts reduce safety and traffic flow and large parking lots in front of buildings are very unattractive.

Finally, the issue of housing affordability can also be addressed in the building process. Many communities are utilizing density bonuses and other incentives to encourage developers to include affordable housing in new development. This can include reducing the required lot size if a percentage of homes are set aside for those making the median income or below. This mixing of home values creates stronger communities because lower income residents are concentrated and are more inclined to maintain their properties. They also benefit from increased resale value because their homes are in strong neighborhoods. The housing plan will discuss additional recommendations for providing housing for residents of all incomes.

CONSIDER INCENTIVES TO PROMOTE QUALITY GROWTH

Many cities are using incentives to encourage growth that meets community goals. This includes such things as density bonuses mentioned above and infrastructure assistance. The city should consider what, if any, assistance could be provided to developers who meet the goals of the community. These do not have to be financial outlays, it may be an expedited permitting process that decreases the delay between submittal and approval of projects. Density bonuses and fee waivers are additional ways to provide incentive with minimal direct cost to the city.

If funding allows, the city can consider providing infrastructure assistance to quality new development. This may be through paying for water and wastewater extensions to a site, or helping to pay for needed road improvements. These types of incentives are often offered to prospective businesses, now many communities are offering them to all types of development that meet city goals. This can include providing assistance to those builders who locate in the preferred development areas identified on the future land use map.

Incentives can also be provided to developers that meet overall goals of the community. This can include offering density bonuses in return for developers providing affordable housing. In this case, the maximum lot size may be reduced from 6,000 square feet to 5,000 square feet in return for 10 percent of the homes being made affordable for those at or below median income. Another example may be city assistance with infrastructure if affordable housing is included. The purpose would be to utilize limited city resources in a fashion that provides the most benefit to city residents while still being attractive for potential developers.

Conclusion

Growth in any community is a double-edged sword. It can enhance the quality of life and lead to greater opportunity, or it can overwhelm a town and degrade the quality of life. Smithville has the opportunity to prepare for growth that is on the horizon. It already has strong development ordinances in place, there is now an opportunity to enhance those ordinances and develop policies that will ensure quality growth in the future. Smithville is defining its own future rather than relying on developers and builders, who may be more interested in making money than making a strong community. The recommendations in this plan will prepare Smithville for the expected growth and allow it to manage even faster growth if what is seen in western Bastrop County moves east.