



## **2030 COMPREHENSIVE PLAN**



# 2012 Comprehensive Plan

# Town of Smithville, Mississippi

**Gregg Kennedy, Mayor**

**Board of Aldermen:**

Johnny Snow, Deputy Mayor

Ruth Whitehead

Joyce Avery

Hansel Hood

Jimmy Dabbs

**Town Clerk:** Ann Seales

**Planning Commission:**

Jill Dabbs

Renee Seales

Vicki Simmons

Carol Herren

W. D. Holcomb

J. W. Vann

Earl Wayne Cowley

**Funded by: Appalachian Regional Council**

**Plan Developed by:**







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# Chapter One: Introduction and Community Profile

## Section 1: Purpose

The purpose of the Town of Smithville Comprehensive Plan is to establish long-range policies and goals that guide overall physical growth and future development in a coordinated and unified manner. As a statement of long-range general policies, the plan expresses Smithville's desire to affect the physical form of its destiny in order to preserve, promote, protect and improve the public health, safety, comfort, good order and appearance within its jurisdiction.

Long-range planning in Smithville is in large measure a result of the F-5 tornado that occurred on April 27, 2011, causing a significant loss of life and destroying the downtown commercial area and over 100 homes. The resilient residents of Smithville initiated action that would help them rebuild and improve their town including preparation of this plan. Planning efforts prior to the Comprehensive Plan are itemized in Section 6 on Page 3.

## Section 2: Authority

The Town of Smithville exercises authority granted by the state under Title 17, Chapter

### Mississippi Code of 1972 —Section 17-1-1 Definitions

"Comprehensive plan," a statement of public policy for the physical development of the entire municipality or county adopted by resolution of the governing body, consisting of the following elements at a minimum:

In addition, all land development regulations enacted or amended will be consistent with the plan. Land development regulations existing at the time of adoption of the plan which are not consistent with the 2006 Comprehensive Plan Update will be amended so as to be consistent.

- i. Goals and objectives for the long-range [twenty (20) to twenty-five (25) years] development of the county or municipality. Required goals and objectives shall address, at a minimum, residential, commercial and industrial development; parks, open space and recreation; street or road improvements; public schools and community facilities.
- ii. A land use plan which designates, in map or policy form, the proposed general distribution and extent of the uses of land for residences, commerce, industry, recreation and open space, public/quasi-public facilities and lands. Background information shall be provided concerning the specific meaning of land use categories depicted in the plan in terms of the following: residential densities; intensity of commercial uses; industrial and public/quasi-public uses; and any other information needed to adequately define the meaning of such land use codes. Projections of population and economic growth for the area encompassed by the plan may be the basis for -zoning.
- iii. A transportation plan depicting in map form the proposed functional classifications for all existing and proposed streets, roads and highways for the area encompassed by the land use plan and for the same time period as that covered by the land use plan. Functional classifications shall consist of arterial, collector and local streets, roads and highways, and these classifications shall be defined on the plan as to minimum right-of-way and surface width requirements; these requirements shall be based upon traffic projections. All other forms of transportation pertinent to the local jurisdiction shall be addressed as appropriate. The transportation plan shall be a basis for a capital improvements program.
- iv. A community facilities plan as a basis for a capital improvements program including, but not limited to, the following: housing; schools; parks and recreation; public buildings and facilities; and utilities and drainage.

1, of the Mississippi Code of 1972, as amended, for the total incorporated area under its jurisdiction, in the interpretation, administration and evaluation of the comprehensive plan. Consistent with Title 17, Chapter 1, all land development within the incorporated area of Smithville will be consistent with the adopted comprehensive plan.

### **Section 3: Location of Smithville and Study Area**

Smithville, Mississippi, is located in the extreme northern-central region of Monroe County which is located in northeast Mississippi. The county borders Alabama on the east, Itawamba and Lee Counties on the north, Lowndes County on the south, and Chickasaw County on the west. Smithville is approximately seven miles north of Amory, Mississippi, and approximately 15 miles south of Fulton, Mississippi, the home of Itawamba Community College. It is 35 miles southeast of Tupelo, Mississippi, an important trade center in Northeast Mississippi.

State Highway 25 runs through the heart of the town and the Tennessee-Tombigbee Waterway travels immediately to the north of the town.

### **Section 4: History of Smithville and Monroe County**

The Smithville community began on December 3, 1836, when Col Chubby, a Chickasaw Indian who also co-signed the Treaty of Pontotoc, sold Section 6, Township 12S, Range 9E to James D. Couch. Four years later William Smith purchased land at this site and built a log house and store. The nearby Tombigbee River was the major transportation and communication route and the Smithville Landing made the river accessible to settlers in the area.

The Town of Smithville was chartered in 1845 and a post office was opened on the site on June 8th of that year. Smithville and Aberdeen are the only surviving antebellum municipalities in Monroe County.

Monroe County, named for President James Monroe, was the first county in north Mississippi and one of the oldest of Mississippi's 82 counties. It was formed in 1821 and was originally described as "all that territory east of the Tombigbee River to the Alabama line and south to Gaines Trace." Gaines Trace was a primitive path established to provide a transportation route from Tennessee to Mississippi. At that time,

Monroe County was separated from the remainder of the state by Chickasaw and Choctaw territories from Cotton Gin Port (an early settlement) to Walnut Hills (Vicksburg). Prior to the formation of the county the Chickasaws ceded their lands to the Federal government and a few years later, the first white settlement in the county formed across the Tombigbee River from a Chickasaw village which was located on the hill above a 1736 French fort. The new community became known as Cotton Gin Port, which is now extinct. In the early 1830's the legislature added all of the Chickasaw territories making Monroe County the largest in the state at that time.

## Section 5: Planning Process

The comprehensive planning process began in early 2012 when the Planning Team met with community leaders, staff and members of the Long Range Community Recovery Plan committees. Subsequent interviews and sessions were conducted with the Mayor, Board of Aldermen, Planning Commission members, staff and department heads City Engineer and Building Inspector. Upon completion of the Comprehensive Plan, a public hearing was held by the Planning Commission and subsequently by the Mayor and Board of Aldermen.

In February 2012, the Planning Team conducted a one-day Design Charrette, presenting ideas for the downtown area and housing.

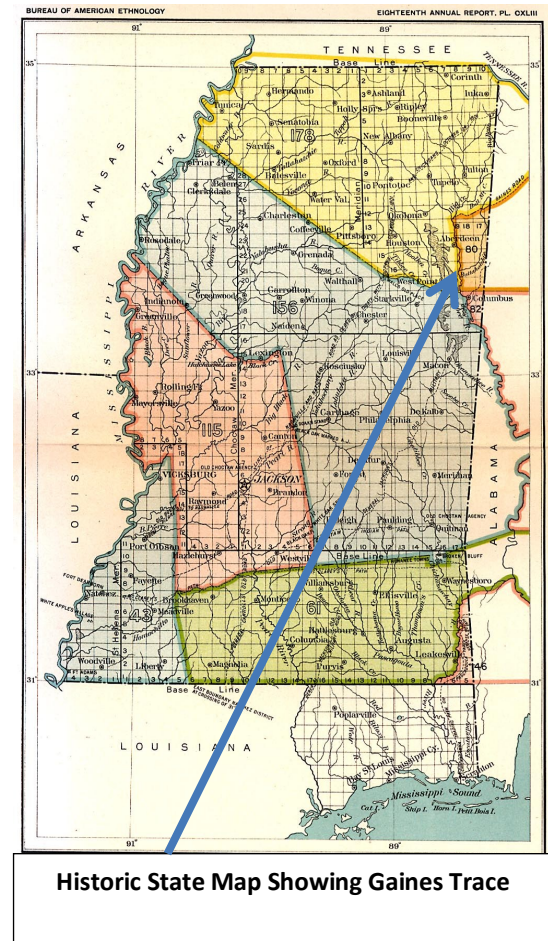
Field surveys and studies were conducted to determine the existing use of land and development patterns. A Future Land Map was created to help guide future development efforts.

The plan was written in conjunction of the creation of Smithville's first zoning and subdivision ordinance which is a part of the proposed Land Development Ordinance.

## Section 6: Integration of other Plans, Studies and Surveys

The recommendations of the Comprehensive Plan were greatly influenced by the results of prior planning documents, public meetings, committee recommendations, public participation events and urban design activities. Several of these are itemized below:

- Long-Range Community Recovery Plan—ESF#14: Long Term Community Recovery (LTCR) coordinated through the Federal Emergency Management Agency (2011).
- Carl Small Town Center, Mississippi State University: Design for municipal complex and streetscape plan for Mississippi Highway 25 in downtown Smithville (Fall 2011).
- Design Open House (July 21).
- John C Stennis Institute of Government: Community Needs Assessment (March 2012).
- Branding Exercise: Creation of a town logo/slogan to help identify the vision of the community (May 2012).



## Section 7: Sustainable Redevelopment in Smithville

The Town of Smithville acknowledges that appropriate, thoughtful community planning will help preserve the way of life that has made it desirable for families, youth and seniors. It will also provide a framework for future growth that will be attractive and livable. Many of the goals identified during the planning process can be achieved using town planning trends that have emerged during the past two decades.

### Back to the Future

Town planning has learned valuable lessons from historic growth patterns of towns formed in the mid-to-late 1800s and early 1900s. These towns were focused on creating communities that could stand the test of time. This plan utilizes many of these principles and standards whenever appropriate.

### Smart Growth

The Smart Growth concept has emerged as the “gold-standard” for sustainability. It has been endorsed by numerous federal and state agencies as well as local communities.

In general, smart growth invests time, attention, and resources in restoring

#### Smart Growth Principles

- Mix land uses
- Take advantage of compact building design
- Create a range of housing opportunities and choices
- Create walkable neighborhoods
- Foster distinctive, attractive communities with a strong sense of place
- Preserve open space, farmland, natural beauty, and critical environmental areas
- Strengthen and direct development toward existing communities
- Provide a variety of transportation choices
- Make development decisions predictable, fair and cost effective
- Encourage community and stakeholder collaboration in development decisions

community and vitality to center cities and older suburbs while preserving open space and encouraging sustainable development on the fringes of urban areas. Smart growth is pedestrian oriented and has a greater mix of housing, commercial and retail uses. It also encourages the preservation of environmental amenities. There is no

"one-size-fits-all" method but successful smart growth communities have one thing in common—a vision of where they want to go and the things they value in their community.

One goal of this comprehensive plan is to identify suitable methods whereby Smithville can utilize smart growth principles for the betterment of their community.

### Rural Smart Growth

In recent years, smart growth goals have been developed specifically for rural communities. They are:

- Support the rural landscape by creating an economic climate that enhances the viability of working land and conserves natural lands.
- Help existing places thrive by taking care of assets and investments such as downtowns, existing infrastructure, and places the community values.
- Create great new places by building vibrant, enduring neighborhoods and communities that people, especially young people, don't want to leave.



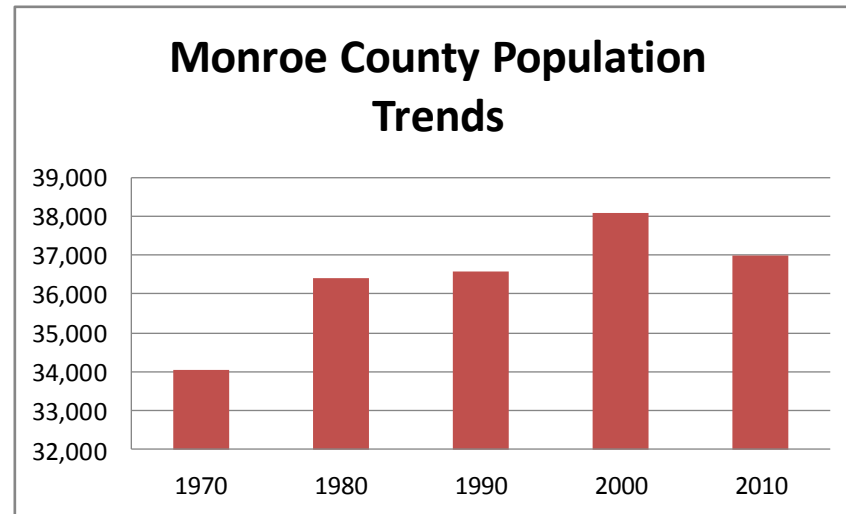
## Section 8: Population and Housing

Population growth trends for Monroe County indicate a slow increase between 1970 and 2000 with a net gain of 4,051 persons. The county experienced a loss of 2.7% or 1,105 persons between 2000 and 2010. Census population counts for the county are shown in the adjacent graph.

Due to the relatively small area within the town limits (1.6 square miles), population has been stable. In the aftermath of the tornado, the town has experienced a sharp population decrease from the 942 count during Census 2010 as residents sought housing in other areas. The population is expected to rebound slowly in years to come. Re-population will depend greatly on land and housing availability.

A recent informal survey by the town on June 8, 2012, indicates a count of 315 housing units which is 74% of the 428 units counted during the 2010 census. This means approximately 113 housing units were lost most likely due to tornado damage.

The percent of owner-occupied housing units is 67% and lower than that of Monroe County which is 78%. The predominant type of housing in Smithville are single-family detached dwellings.



**Table No. 1: Demographic Characteristics, 2010**

	Smithville	Monroe County	MS
<b>Total Population</b>	942	36,989	2,967,297
<b>% Male</b>	47.2	49.6	49.1
<b>% Female</b>	52.8	50.4	50.9
<b>% 18 years and over</b>	76.5	73.2	74.3
<b>% 65 years and over</b>	5.8	15.1	12.2
<b>Median Age</b>	38.7	ND	ND
<b>% White</b>	96.0	67.7	59.1
<b>% Black or African American</b>	1.7	30.9	37.0
<b>% Hispanic or Latino (of any race)</b>	2.9	1.4	3.9
<b>Total Households</b>	382	14,725	1,081,052
<b>Average Household Size</b>	2.47	2.52	2.64
<b>Median household income</b>	*39,643	*34,267	37,881
<b>Per Capita Income</b>	*16,710	*18,160	\$19,977
<b>Median Family Income</b>	*54,750	*42,031	47,031
<b>Total Housing Units</b>	428	16,455	1,274,719
<b>% Owner Occupied Housing Units</b>	67.0	78.8%	70.8%

Sources: U. S. Census Bureau; Appalachian Regional Council

\*American Community Survey, 2008 - 2010

## Section 9: Recent Development

In order to better control the quality of future development the Town adopted the 2006 International Building Code (IBC) on May 24, 2011, and subsequently contracted with a consulting firm to provide building inspection services.

## Section 10: Other Demographic Information

The median household income for Smithville residents is \$39,643 according to the American Community Survey, 2008—2010. This is slightly higher than the county and the state. Medium family income is \$54,750 substantially higher than the county medium family income of \$42,031.

According to information obtained from the Town, there were 43 businesses located in Smithville at the time the tornado struck. As of June, 2012, 22 businesses have either re-opened or were not affected by the disaster. This represents a 51% loss of businesses.

### Effect of Tornado on Structures and Businesses

Housing	School
2010 Census indicates 428 housing units. On June 8, 2012, there are 315 housing units. 26% were destroyed	The Smithville High School was completely destroyed.
Churches	Municipal Buildings
Four of the five churches or 80% were destroyed.	Pre-tornado structures housed the Town Hall, Police Department, Fire Department and Water Department. Three of the four or 75% were completely destroyed.
Business	
There were 43 businesses at the time the tornado struck. At this time, 22 of the 32 are still in Smithville or have reopened. This is a loss of 51%.	

Source: Town of Smithville, June 2012

## Section 11: Plan Organization

The Comprehensive plan contains five chapters each of which deals with specific elements required by State Statute. They are:

- Chapter Two—Goals and Objectives.
- Chapter Three—Land Use and Development.
- Chapter Four—Transportation.
- Chapter Five—Community Facilities and Services.

Issues and opportunities as they relate to the chapters are included as are recommendations and alternatives for long-term solutions and growth.

# Chapter Two: Goals and Objectives

## Section 1: General Description

Goals and objectives set forth guiding principles that should be used in public and private decision-making and in resolving community issues. They also can serve as benchmarks for progress.

Goals are general statements that describe an overall view or vision of what the community wants for its future. Objectives further define what the community hopes to achieve as a result of implementation. Obviously short- and long-term actions will be needed to implement the goals and objectives as will the cooperation and funding by many entities and individuals.

Throughout the recovery process, the community participated in numerous events and processes that helped define their vision for Smithville. These formed the basis for the goals, objectives and implementation actions in this plan.

## Vision Statements

*"Create a positive environment for recovery and development."*

*"(Facilitate) processes necessary to ensure that the Smithville economy returns to a healthy and vibrant environment for all Smithville residents."*

*"(Create) a community with hometown charm and big opportunities."*

*"Create a community that is full of life, well-designed and safe. It has family-oriented Christian values, is a good place to raise children and serves the needs of older residents."*

*"Create a community that is full of life, well-designed and safe. It has family-oriented Christian values, is a good place to raise children and serves the needs of older residents."*

*"Smithville School (will be) a high performing (school) with accessible technology and enrichment activities for all students, where every child learns to his or her maximum ability and whose graduates confidently compete in college."*



## Section 2: Land Use and Development

### Goal:

#### All Land Use and Development

*Guide land development so that Smithville continues to be a town of neighborhoods and commercial areas that complement one another and provide for an attractive and livable community.*

### Objectives:

- Encourage and facilitate the type of development desired by citizens.
- Create and adopt a future land use plan that is achievable and agreeable to citizens and property owners.
- Allocate sufficient land mass for all types of uses desired.
- Integrate plans for efficient circulation of cars and people between different types of uses.
- Identify areas where recreational and open spaces are needed to enhance other land uses.
- Plan for future development that reflects smart growth principles, and current land use planning trends.
- Establish rules for orderly construction and placement of structures and a standard for attractive architectural character.
- Insure safe construction of buildings for the safety and welfare of the public.
- Encourage appropriate infill development in order to utilize existing infrastructure and to perpetuate Smithville's small town character.
- Determine growth areas contiguous to the town for future development.

### Goal:

#### Residential Land Use and Development

*Protect and enhance the integrity of residential areas and promote the construction of high quality housing in a range of housing types, prices and densities.*

### Objectives :

- Recognize and respect the scale and type of existing development as new housing is built.
- Improve standards and housing stock of older residential areas when needed.
- Encourage the development of independent-living and assisted-living centers to provide more housing options for elderly residents.
- Identify locations for garden or patio homes and retiree communities to meet the desire for attractive, low-maintenance housing with convenient access to businesses and community services.
- Create neighborhoods with creative site layout, open space, pedestrian facilities and connectivity to adjacent residential areas and shopping areas.
- Provide adequate buffers between industrial or commercial uses and residential uses.





### **Goals:**

#### **Commercial Land Use and Development**

*Strengthen existing commercial and industrial locations with quality development that provides desired goods and services*

#### **Industrial Land Use and Development**

*Foster industrial and job development*

### **Objectives:**

- Make downtown Smithville a beautiful and unique destination that is a backdrop for a more pleasant, safe and comfortable place to shop, eat and conduct business.
- Provide a guide for commercial development that will help replicate the historic patterns of commercial areas that were destroyed.
- Establish standards for commercial development that will discourage unattractive strip centers, underutilized parking lots, and unsightly buildings.
- Integrate landscaping, sign and limited building design standards into development ordinances.
- Designate a specific area for a mixture of small-scale commercial and residential development.
- Prevent inappropriate commercial intrusion into existing residential neighborhoods.
- Encourage interesting and unique shopping venues such as farmers market, coffee shops and antique stores.
- Create a structure of financial incentives to encourage development.

### Section 3: Transportation--Streets, Multi-Use Trails and Sidewalks

#### Goals:

*Maintain a safe, efficient and convenient network of streets, bicycle paths and sidewalks to provide a range of transportation options for residents and visitors.*

*Utilize the widening of Highway 25 as an opportunity to provide for street amenities such as improved lighting, wider sidewalks, landscaping and a boulevard.*

#### Objectives:

- Connect streets for the convenience of residents and to lessen traffic on major thoroughfares.
- Maintain and upgrade existing streets and roads as needed.
- Provide for safety of pedestrians and vehicles with lighting along public streets and sidewalks.
- Help visitors to the community find their destination.
- Provide pedestrian facilities for recreation and connectivity between areas.
- Enhance the business potential for businesses and the tax base for the town.
- Create a strong pedestrian/bike connection from residential areas and the town center to the new proposed recreational.





## Section 4: Community Services and Facilities

### Goals:

*Provide water, wastewater and stormwater facilities that will allow the community to grow and prosper.*

*Provide excellent services and civic facilities that will meet the needs of government and residents.*

### Objectives:

- Upgrade water, sewer, fire hydrants, improve water pressure and other public and private utilities in older areas, especially downtown and adjoining neighborhoods.
- Continue maintenance and repair on existing facilities.
- Provide needed buildings, equipment and staffing to meet the needs of the Volunteer Fire Department and the Police Department.
- Support installation of city-wide wireless services for residents and businesses.
- Continue support of Smithville School facilities, innovative curriculum and community outreach programs.
- Utilize sustainable stormwater methods to retain runoff on site and lessen the reliance on structural methods.
- Create a multi-purpose community center with meeting rooms and areas for classes, social events, health and wellness training and planned activities.



## Section 5: Recreational Facilities

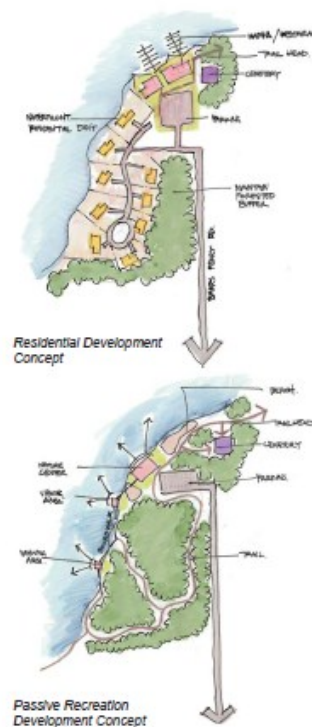
## Goal:

*Provide a variety of parks and recreation facilities throughout the town designed to meet the of needs of all age groups and activity levels; preserve scenic areas and open spaces that enhance the visual and natural environment.*



## Objectives

- |                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Provide active and passive recreational facilities for all ages.</li> <li>• Create a new recreational area along the Tenn-Tom Waterway.</li> <li>• Maintain and improve existing facilities as needed.</li> </ul> | <p>permanent structures such as stage or gazebo that can be used for community events and celebrations.</p> <ul style="list-style-type: none"> <li>• Preserve the small-town nature of Smithville.</li> <li>• Preserve and enhance the scenic beauty of the town and wildlife habitats.</li> </ul> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|





# Chapter 3: Land Use and Development

## Section 1: General Description

The land use element of the Comprehensive is a study of existing and proposed uses of land that will protect low intensity uses such as residential while allowing sufficient development opportunities and sound economic policies for the Town.

## Section 2: Prior and Existing Uses of Land

A study was conducted to identify previous use of land prior to the tornado and current uses of land. The maps on the Pages 15-16 illustrate uses prior to the tornado and existing land use as of April 28, 2012, respectively. Larger tracts of vacant land shown on the map on Page 16 indicates land that may be available for development.

### Residential Areas

Residential land use is the predominant land use in the Town of Smithville. Much of the existing residential development is low-density, with individual parcel sizes ranging from 2,500 square feet up to several acres in size. The following

categories of residential land use are shown on the prior and existing land use maps:

- **Single-Family:** Designed for occupancy by one family and the predominant type of residential use in the town.
- **Multiple-Family:** Defined as “residential uses containing three or more attached dwelling units” and often called apartments. There are three multi-family uses in Smithville, two being adjacent to one another and located very close to Highway 25 and the third on Parkview Drive. Two of the three are designed for use by senior citizens.

There are two other types of residential uses in Smithville that are scattered and not shown as a separate category:

- **Mobile or Manufactured Homes:** Scattered manufactured and mobile homes are located on single-family lots in existing neighborhoods.
- **Single-Family (Attached) or Two-Family Homes:** Single-family units may be attached one to another with



each separate unit built to allow private entrances, yards and other accommodations found in a typical home. Two-family or attached single family homes may be built on one lot or two lots and are sometimes referred to as a “duplex.” There are very few attached single family homes in Smithville.

### Commercial Areas

This category includes all types of business uses such as retail stores, professional offices, and medical clinics. All commercial areas are located on or close to state highways.

## **School**

The pre-tornado Land Use Map shows the permanent location of the Smithville K-12 school campus. The existing land use map indicates the temporary location of the in the industrial park.

## **Town of Smithville (Offices)**

Town Hall, Police Department, Fire Department, Public Works and Community Center. Shown on Existing Land Use map as they are currently located.

## **Town of Smithville (Utilities)**

Sanitary Sewer Lagoon and maintenance building.

## **Town of Smithville (Parks)**

Existing Parks and Recreation Facilities.

## **Church**

Shown as previously located and current locations.

## **Cemetery**

The town cemetery is an important landmark for the community and the number of graves indicate the longevity of the town. The central location helps anchor the town center.

## **Manufacturing/Light Industrial**

The Monroe County Industrial park and Townhouse Furniture plant on Highway 25.

## **Timber**

Prior Use Map indicates where timbered areas were located.

## **Agriculture**

Areas where agriculture was/is the primary use.

## **Army Corps of Engineers**

Land Owned by the Corp of Engineers.

## **Undeveloped/Uncommitted**

May be considered for development in the future.

## **Vacant**

The Existing Land Use map shows larger tracts of land and lots in new home areas that are now vacant to indicate where land is available for development.



## **Insert Pre-Tornado Land Use Map**



## **Insert ELU Map**



## **Section 3: Residential Issues and Opportunities**

### **Issue: Limited Housing Products**

The traditional single-family detached house on single lots is still the most popular type of housing in this area. Young families with children, those who enjoy gardening or desire privacy, prefer this housing product. This housing product will continue to be the prevailing type of housing in Smithville, but other types of housing units may be needed to better meet the needs of all ages and types of household.

### **Opportunity: More Housing Choices**

Smithville is surrounded by relatively low density residential uses, agricultural, and vacant land. Although Monroe County has shown negative growth during the past decade, there is still a demand for housing to accommodate families and homeowners transferring into the community, retiring or returning to their home county. Residential development is expected to occur on several large tracts of land adjacent to the town. Smaller new and infill residential developments are planned within the existing town limits.

- **North of Highway 25:** The area hardest hit by the tornado lies between Highway 25 on the south and Market Street and Monroe Street on the north. Most of the area is vacant and ready for redevelopment. The existing grid pattern streets provide a perfect framework for traditional housing on smaller lots. Recreational, retail, public, churches and medical offices are within walking distance. A variety of housing styles is preferred with residences placed closer to the street than the typical suburban development style.
- **West End of Town:** Vacant land not yet subdivided is likely to contain low density housing on larger lots in future years. Developers of these properties should consider creating a development with moderate size lots and open space or park land for use by the entire neighborhood.
- **Existing Residential Areas:** Existing vacant lots or those with houses to be demolished present an opportunity for infill development. New housing should emulate the scale, building orientation and

setbacks of surrounding housing styles.

### **Alternative Housing Products**

One of the goals of the community is to facilitate a broader range of housing densities and styles that are more consistent with current building trends and the desires of homebuyers.

- **Single-Family Homes on Smaller lots:** The housing market has seen an increase in demand for this type of housing especially for retirees and young professionals. Persons who want to own a home but don't wish to spend time on yard maintenance drives this market demand.
- **Independent-living and Assisted-living Housing:** There is a definite need for this type of housing particularly for those who were displaced from their homes and need a certain style of housing or care.

## **Section 4: Commercial Issues and Opportunities**

Through public meetings and surveys, Smithville residents identified basic commercial uses they want to return to the community. Most frequently named

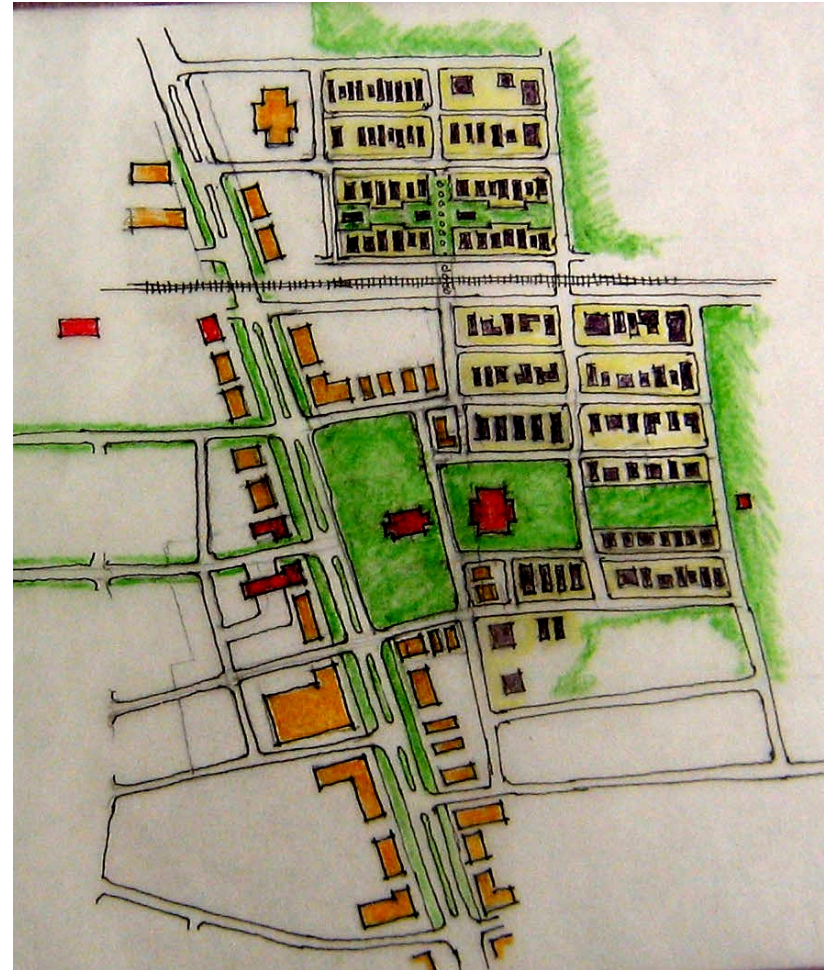
were the grocery store, hardware store, restaurants, and medical clinic. They also expressed a desire for a greater variety of commercial uses, such as daycare facilities, ice cream and coffee shops, fitness center, and cafes with snack bars.

While demographics and market forces guide the type and variety of businesses that will locate to an area, the town can assist economic development and commercial redevelopment by recognizing opportunities for new types of development and working in conjunction with property owners and developers to create unique commercial areas. They can also help plan and provide needed infrastructure to serve commercial users.

### **Opportunity: Restore Historic Character**

Most of the unique buildings and landmarks that defined Smithville's downtown have been destroyed; however, the town now has an opportunity to replicate the character and style of a typical small town as new commercial development occurs. Property owners and the town officials should work together to devise a cohesive design plan for buildings and parking areas including provision for new landmarks that will become as recognizable as the historic Oshkosh, B'Gosh sign, hardware sign, gazebo and historic buildings, now gone.

It is vitally important for the town to recognize this opportunity and have a realistic plan for commercial development that will make Smithville distinctive and memorable. Unplanned commercial development will likely not become a cohesive "downtown" but will be similar to all other suburban type development. Strip centers, metal buildings, visual clutter of large signs and massive parking lots are now recognized as unsightly and destructive to town character and should be discouraged.



### **Section 5: Recreational/Open Space Issues and Opportunities**

Recreational events help bring the community together in Smithville. The Johnny "Hoss" Noe Memorial Sportsplex located on Market Street is a new facility providing multiple fields for



outdoor ballpark activities and quality viewing and park areas for spectators.

A neighborhood park with playground equipment is located on the south side of Highway 25, adjacent to the community center and the “Lady Noles” softball field. The softball field was donated to the Monroe County School District and serves as home field.

The residents of Smithville desire additional recreational facilities for all age groups and activity levels to include: activities for seniors, neighborhood parks, and playgrounds.

**Opportunity: Connect Recreational Facilities and Parks**

Connected green areas are highly



desirable and are one of the best ways to provide a repetitive feature. A linear park or greenbelt should be considered that provides an opportunity for

recreational and outdoor activities.

**Opportunity: Create Pocket Parks**

Vacant lots or parcels can be transitioned into pocket parks that will provide beauty and functionality to existing neighborhoods and commercial areas. New residential neighborhoods should contain an “open space area” that can be used by everyone in that neighborhood. This type of development adds immense value to development.

**Opportunity: Preserve and Create Green Infrastructure**

Green infrastructure is more than landscaping although this is a good start. Best Management Practices for efficient management of stormwater includes on-site natural drainage in the form of vegetated swales, rain gardens and similar facilities that encourage rapid absorption of rainwater and help alleviate the need to pipe or store rainwater elsewhere.

Preservation of existing vegetation and introducing landscaping around



businesses and parking areas will help keep Smithville a fresh and green community.

Smithville should integrate Green Infrastructure principles into all aspects of development including new subdivisions.

## **Section 6: Economic Development and Future Growth**

### **Issue & Opportunity: Limited Land Mass**

Smithville has very limited areas for new residential development. In some cases, new houses are being constructed on two or more lots which further reduces land availability. Most people who choose rural areas for homes prefer large lots or farms. Residential housing drives the demand for goods and services and this increased demand would enable Smithville to revitalize its commercial core.

In future years, the town will need to address this issue by looking beyond its existing city limits. Adjacent areas have been identified that will be in the growth pattern of the town and are shown on the Proposed Annexation Map on Page 21.

Criteria for successful annexation of land has been established by case law in the State of Mississippi and should be used to help determine the appropriate time to initiate action. There are several benefits that should accrue to property owners in annexation areas such as increased safety and fire protection.

### **Issue: Underutilized Land and Buildings**

As previously discussed, the original downtown area and land north of Highway 25 is now vacant and ready for re-development.

#### **Opportunity: Assist Property Owners to Market Land**

Most of the vacant land does not contain “For Sale” signs and future use of this land is in question. The town should contact property owners and assemble a list of lots, property owners and/or real estate brokers for distribution to persons interested in building.

#### **Opportunity: Adapt Buildings for New Uses**

Many older buildings can be successfully adapted for other uses, especially mixed use development. The architectural attributes of older buildings such as windows, high ceilings, brick exterior and the large footprint make them desirable.

Most buildings including Townhouse Furnishings offers excellent parking facilities and direct access to Highways.



## **Insert Annexation Map**



## Section 7: Future Land Use Plan

The Future Land Use Plan and map describes and displays graphically where different types of land uses should be located. any of the categories on the map are identical to those shown on the Pre-Tornado and Existing Land Use Maps but this map is more detailed.

Several factors were considered in preparing a plan for the future land use of the city including:

- Existing and prior use.
- Intensity and density of proposed uses.
- Redevelopment opportunities.
- Accessibility of transportation routes.
- Location in relation to surrounding uses.

The town played a vital role in identifying desired land uses, how much land should be devoted to each category, and where land uses could be located to bring the most value to the community.

The Future Land Use plan forms the basis for zoning and subdivision of land

Table No. 2: Comparison of Future Land Use Plan and Zoning Ordinance	
Comprehensive Plan	Zoning Ordinance and Map
Provides guidance to future policy	Provides specific regulations that are the
Does not dictate the use of land or related decisions, but gives a broad general vision.	Dictates the permitted use of land and gives other restrictions on setbacks, height, and size.
Describes conditions desired in the long-term future, not necessarily in the immediate future.	Dictates what is allowed today.
Includes recommendations that involve many different entities, agencies and groups of people.	Deals with development issues under direct City control.
Contains generalized land use	Shows specific zoning districts and
<i>Source: Neel-Schaffer, Inc.</i>	

and public improvements. The Planning Commission and governing body should use the Future Land Use Plan to help determine the appropriateness of future development proposals. Although specific property boundaries are shown, these should be considered somewhat fluid and may change by action of the governing authority. Table No. 2 describes the distinction between the Future Land Use Map and Zoning Map.

The Future Land Use Map for Smithville is found on Page 24 and descriptions of the categories are further described in this section.





## Section 8: Description of Future Land Use Categories

### Forested, Agricultural or Conservation

Undeveloped land that is currently forested, used for agriculture or livestock and land that will most likely be conserved as natural areas are included in this category.

#### Army Corps of Engineers

Land owned and controlled by the Army Corps of Engineers which is adjacent to the Tennessee-Tombigbee waterway.

#### Recreation and Parks

Land currently being used for active or passive recreational activities such as parks, playgrounds, soccer fields and baseball or softball parks. The proposed marina outside of the existing city limits is not shown, but can be added when land is acquired.

### Low Density Residential

Land that currently has or will have the lowest density residential uses, primarily single-family, detached dwellings. Average Density: Between two (2) and Four (4) housing units per acre.

### Medium Density Residential

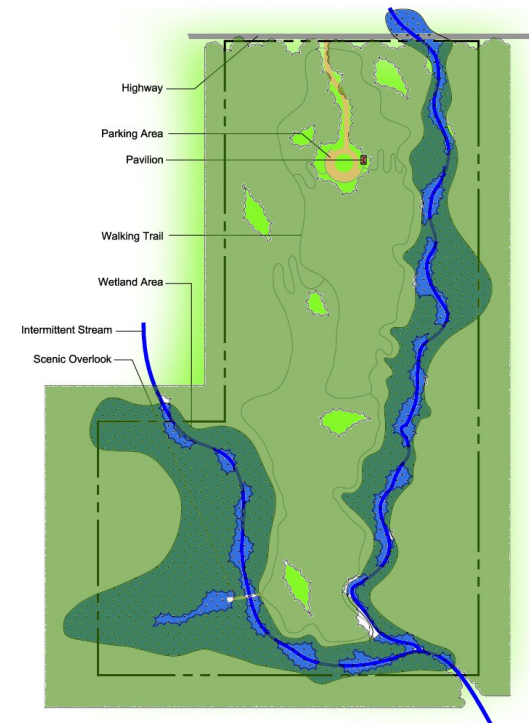
Land that has or will have smaller lots and/or a mixture of housing styles most of which are single family detached homes. Some residential areas may include a very limited number of two-family attached homes. Gross Density: Between four (4) and six (6) housing units per acre.

#### Forested, Agricultural, Open and Corp of Engineers:

- Large areas of undeveloped land with natural vegetation that provides pervious areas for drainage.
- Serves as a natural screen between land uses.
- Wetlands and natural vegetation areas.

#### Recreation and Parks:

- Usable, well-constructed facilities that provide a variety of outdoor sports and recreational opportunities for all ages.
- Neighborhood parks that serve residents in surrounding residential areas.
- Connected trails and pedestrian facilities.
- Sufficient off-street parking.



## **Insert Future Land Use Map**

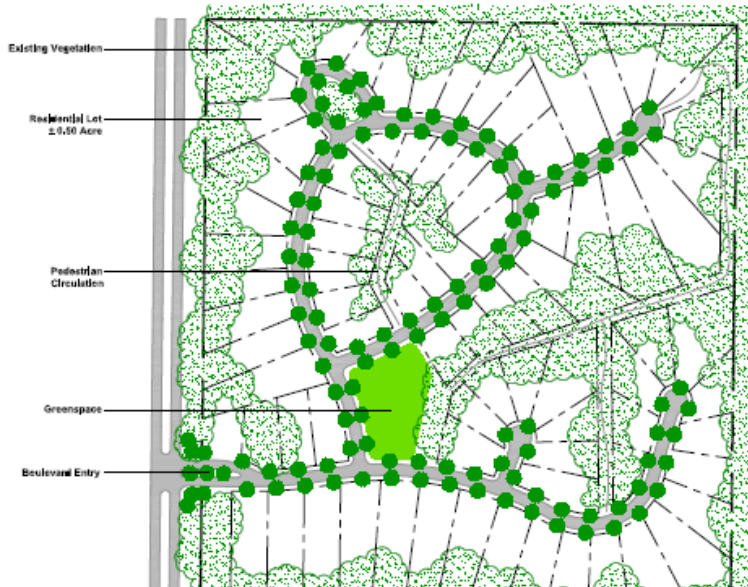




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### Low-Density Residential:

- Suburban-style, single-family detached residences with large front and rear yards.
  - Curvilinear streets and/or cul-de sacs.
  - Large lot residential and agricultural land uses are included in this category .
- 



Example Low-Density Development



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### Medium-Density Residential:

- Historic lot layout with grid pattern streets.
  - Smaller lot sizes than most low-density residential areas.
  - Detached or attached single-family homes.
- 



Example Medium Density Development



## High Density Residential

Existing multi-family units or assisted living facilities. Average density 10 to 15 dwelling units per acre.



### High Density Residential:

- Dense land uses with adequate spacing between buildings.
- Open spaces, playgrounds and clubhouses may be a part of these developments.
- On-site parking.
- Some apartments may be a part of a mixed use building.

## Commercial

The commercial area is primarily located adjacent to U.S. Highway 25. where the higher volume of regional traffic provides visibility and where businesses are accessible by delivery trucks and commercial vehicles.

Land uses that should be allowed in this area include small retail stores, restaurants, grocery stores, hardware stores, discount stores, service stations, medical facilities and professional services.

MDOTs plans to widen Highway 25 in the future will present a design challenge in order for the highway to not “divide” commercial uses on the north and south sides. Conceptual design options for widening Highway 25 may be found in the Long Range Community Recovery Plan.



### Community Commercial:

- Well-designed buildings that relate to one another in height and setbacks.
- Attractive streetscape with trees, lighting, and seasonal landscaping.
- Sidewalks and/or multi-use trails.
- Screened outdoor storage.
- Screened dumpsters and equipment areas.
- Shared and connected parking areas for convenience of customers.



## Commercial Town Center

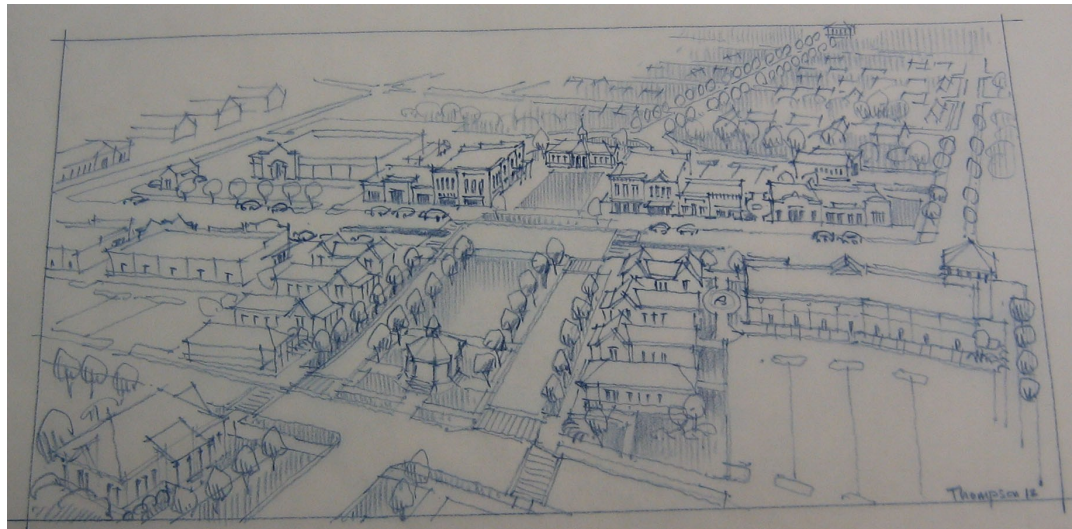
This area has been created to complement the Town Hall and other existing or proposed public and quasi-public uses. It is located in an area with small lots and connected streets, providing an opportunity for small scale businesses to be situated close together and close to the street. Land uses that are consistent with the special character and needs of a small downtown area should be allowed in the Commercial Town Center. Examples include specialty retail, restaurants, limited residential, outdoor patios or pocket parks, community center, Chamber of Commerce, library and any other facility that enhances the Town Hall. Large scale strip centers or big box uses are not appropriate for this area.



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### Town Center Commercial:

- Buildings constructed either to the front property line or with narrow front set-back from sidewalks.
  - Grassed and landscaped front yards (if buildings are not built to sidewalk).
  - Parking areas either on-street or in the rear or side of the building.
  - Shared common walls with adjacent buildings if desired.
  - A mixture of land uses, including certain residential uses and an overall higher density of development.
  - Access by major local streets behind stores for safety of pedestrians and vehicles and circulation between neighboring properties.
- 



## Light Industrial

The Monroe County Industrial Park and the Townhouse Furniture building on Hwy 25 are the only industrial area recognized in the plan. This is a sufficient area for current needs, although additional areas may be appropriated if and when the town annexes. The industrial park is also suitable for corporate offices or major employment centers.

## Public

Public uses include the Town Hall, community centers or other buildings occupied by city offices or services including fire and police stations, public works buildings and storage buildings for equipment. Conceptual site plans for the new Town Hall facility were prepared by Mississippi State University School of Architecture and can be found in the Long Term Community Recovery Plan.

## School

Monroe County Smithville School campus.

## Town of Smithville (Utility)

The site of the sanitary sewage lagoon and storage buildings.



## Characteristics

### Industrial:

- One-story large-footprint buildings with offices, loading docks and other needed facilities.
- Campus-style development patterns.
- Landscaped sites with well-positioned, visually-compatible buildings.
- Direct access to Highway.
- Rail facilities.
- Off-street parking for employees.
- Interconnected interior streets.

### Public (Town Hall):

- Easily identifiable for visitors and citizens.
- Attractive well-built buildings with distinctive architectural style.
- Green areas for seating, water features, or public events.
- On-street parking or shared parking.
- Shared or multiple use buildings.

### School:

- Campus style interior circulatory system.
- Landscaped areas for attractive setting.
- Football stadiums and other sports facilities.

<b>Table No. 3: Recap of Land Use and Development Action and Projects</b>		
<b>Project Name or Action</b>	<b>Description</b>	<b>Time Frame</b>
Adopt Development Ordinances that will encourage/require well-designed development, suitable for the neighborhood for which it is a part and that will be a credit to the town	Town of Smithville	1 month
Continue to update and enforce Building Codes	Building Inspector and Town	On-going
Allow new residential subdivisions that preserve open space, connected to other areas of town and to the planned trail system	Town of Smithville Developers Subdivision Regulations	On-going
Adopt and enforce minimum property maintenance standards; prohibit the accumulation of junk and unsafe buildings on property	Building Code or separate Ordinance/designated staff	On-going
Seek funding for home repair and rehabilitation programs and for existing housing as needed	Town of Smithville, consultants	12 months
Assist neighborhoods to organize and to protect and beautify their areas	City Staff and Volunteers	12 months
Create a housing style manual for various types of residential development to be used as a guide for infill housing	Consulting Firm or MSU	6-8 months
Seek housing groups interested in building assisted living facilities in Smithville	Town of Smithville	2-3 years
Utilize vacant lots or void areas for pocket parks or outdoor seating areas	Property Owners Review by Town of Smithville	On-going
Encourage creative outdoor art such as murals that make the city memorable	Property Owners Review by Town of Smithville	On-going
Assist the business community organize as a business association to coordinate and promote events	Economic Development Committee	6 months

Table No. 3 continued . . .		
Recruit buyers or lessees for the Monroe County Industrial Park and original Townhouse Furniture facility	Monroe County Chamber Economic Development Committee	2—3 years
Create local financial incentives and provide information on other sources of funding for new and returning businesses	Economic Development Committee Town of Smithville	1 year
<b>Future Growth Areas</b>		
Utilize existing farm land and agricultural land for conservation purposes until such time as other types of development are appropriate and needed	Property Owners Review by Town of Smithville Zoning Ordinance	Future
Encourage Low-Impact Development and practices in new development areas	Property Owners Review by Town of Smithville Zoning Ordinance	Future
Locate future commercial areas at intersections of major roads rather than as strip development along Highway 25	Property Owners Review by Town of Smithville Zoning Ordinance	Future

# Chapter Four: Transportation

## Section 1: General

The transportation system is the framework upon which the city is built. It influences the ease, convenience and safety of the vehicular and pedestrian traffic circulation in and out of the community and is probably one of the most important planning elements affecting the form, physical growth, and development of the community. For the purpose of this chapter, the transportation system in Smithville includes streets, sidewalks and trails.

Table No. 4: Roadway and Pavement Widths		
Interstate Highway	180 feet	84 feet
Major Arterial	120 feet	28-84 feet
Minor Arterial	100 feet	24-60 feet
Collector	70 feet	24-48 feet
Minor Street	50 feet	22-28 feet
Source: International Traffic Engineers		

## Section 2: Functional Classification of Roadways

Functional roadway classifications organize streets and highways and indicate the type of service the roadways are intended to provide. Travel involves movement through a network of roads which are basically a hierarchy or system whereby local streets connect roads that carry a higher level of traffic and ultimately connect with major thoroughfares and highways. Land uses and transportation systems must be considered simultaneously to achieve the intended results of development on the community. Table No. 4 shows recommended roadway and pavement widths for each category.

### Arterials

Arterials connect the various districts of a city, serve high-density residential areas, high-traffic commercial areas, and industrial uses. Major thoroughfares should be located along the edges of neighborhoods. They should neither penetrate nor divide neighborhoods, as

this intensive traffic activity both disrupts the family-oriented neighborhood life and is likely to cause depreciation in property values. None of the streets in Smithville are classified as arterials.

### Collectors

Rural collectors provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance, such as consolidated schools, shipping points, county parks, important mining and agricultural areas.

They also link these places with nearby larger towns or cities or with routes of higher classification.

### Local Streets

Local streets serve the primary function of providing access to abutting properties. These are the streets to which private driveways are connected. Local streets generally serve low- to moderate-density residential uses. Certain streets which carry more traffic

or serve in a higher capacity are considered major local streets.

### **Section 3: Performance Criteria**

#### **Surface conditions**

Good: Streets rated as being in good condition have smooth, paved riding surfaces and no noticeable structural defects such as cracks, ruts, or displaced or buckled joints.

Fair: Streets rated as fair have relatively smooth, paved riding surfaces, but have one or more noticeable defects such as minor cracks, ruts, intermediate bleeding, minor raveling, slightly faulty joints, or apparent repeated patching.

Poor: Streets rated as poor have a rough surface and are either paved or unpaved. Paved streets with a large amount of cracking, rutting, patching, raveling, or faulting are rated poor and all unpaved streets are classified as poor.

#### **Level of Service**

Level of Service (LOS) describes how effectively the road or street is serving the function for which it is intended. As growth occurs or existing and uses change, streets and roads may not provide efficient traffic movement and may need upgrades.

### **Section 4: Existing and Proposed Street System in Smithville**

#### **Highways and Collectors**

Highway 25 travels through the heart of Smithville and is the transportation “backbone” of the town. It collects traffic from local streets and connects the town with other communities. Highway 25 originates at I-55 at Jackson, Mississippi and runs to the Tennessee state line north of Iuka, where it continues as State Route 57. Highway 25 in Smithville is a two-lane highway. The surface condition may be described as good and within Smithville, the level of service is good. Mississippi Department of Transportation (MDOT) has plans to widen Highway 25 in the future, probably to a five lane road through Smithville. The bridge immediately north of the Smithville city limits has been condemned and needs to be brought into acceptable standards.

Highway 23 starts in Smithville and runs to the Alabama state line at northern Itawamba County, where it continues as State Route 24. In Smithville, the heaviest traffic on Highway 23 is a result of the Smithville School campus.

Smithville Road runs from Smithville to Hatley. This collector serves extensive

rural areas. The surface condition is classified as good and the level of service is good except when traffic arriving or departing the school campus is heavy.

#### **Local Streets**

Most of the streets in Smithville can be categorized as local streets serving low-density residential neighborhoods. Several are recognized as being major local streets because they provide, or will provide, access to recreational areas, town hall and commercial areas. These include: Academy, Brasfield, Court, Franklin, Front, Industrial, Maple, McKinney, Monroe, Parkview, Spring, Market, portions of Elm and portions of Jefferson.

Generally, local streets in Smithville can be described as being in good to poor condition. Several local streets will need resurfacing or widening as growth occurs. Several of these are shown on the Functional Classification Map on Page 33 and are discussed in Section 7. Traffic counts for major roads are also shown on the Functional Classification Map.



**Insert Functional classification map**



## **Section 5: The Four “Cs”—Coordination, Connectivity, Complete Streets and Calming**

### **Coordination**

Planning for streets is guided primarily by the Land Use Plan which provides the basis for street location and design. Where to place streets and thoroughfares is determined in part by the nature and density of land uses and the volumes of traffic a given major street should carry. Street design, right-of-way width, number of lanes required, and the location and type of access is based on anticipated volumes of traffic and the desired speed of traffic.

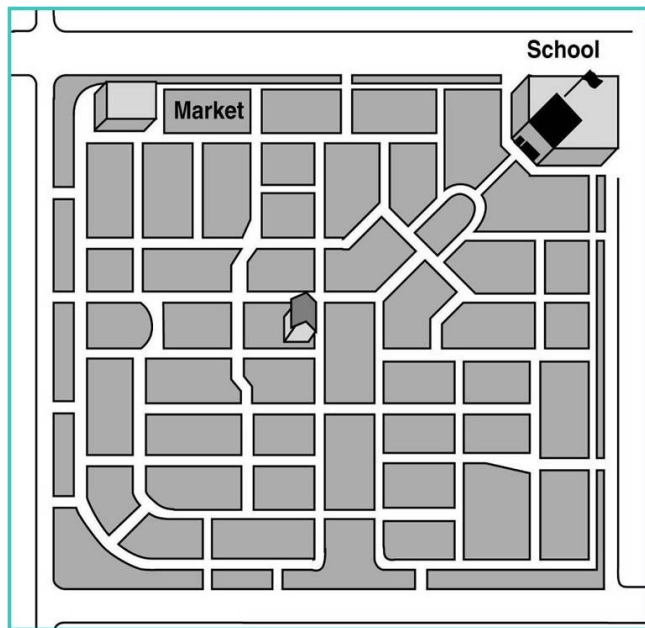
When changes are made to the land use plan, appropriate modifications should be made to the transportation plan. Efforts should be made to coordinate the location and proximity of driveways to and from businesses in order to maintain the efficiency of the roadway. Where possible, parking

lots serving adjacent commercial developments should be connected or be accessible from a secondary roadway in order to reduce traffic conflicts on major roadways.

### **Connectivity**

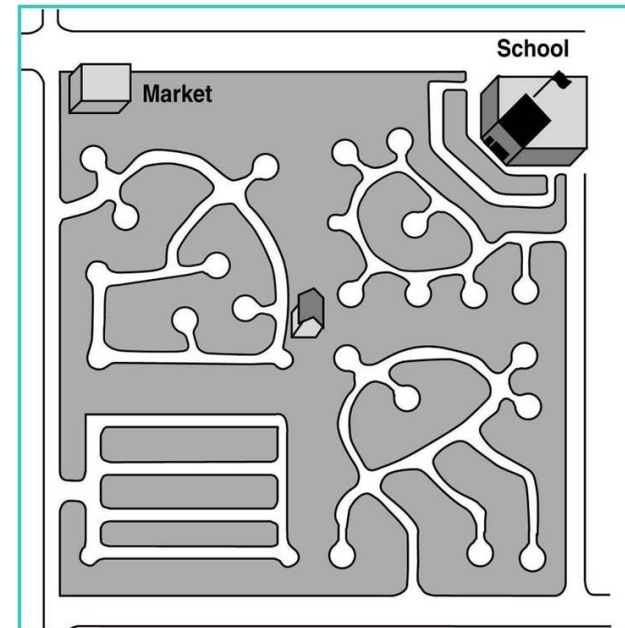
Various activities and districts in the city should be connected with one another by safe and well-designed streets and pedestrian facilities. Grid pattern streets offer the greatest degree of connectivity and dead-ends or cul-de-sacs the least. Residential development areas can be improved by using alternative designs such as loop streets, eye-brow and if cul-de-sacs are used, an island in the middle of the circle.

Streets and sidewalks in Smithville commercial areas will require streets parallel to Highway 25 for local traffic. This will lower the vehicular trips, reduce local traffic on Highway 25 and hopefully encourage local commercial activity.



### **Connectivity**

Connectivity of street systems helps move cars and people in a more efficient manner. The drawing on the left exhibits this principal. Streets that feed off of one main arterial or collector create more traffic on these roads as exhibited by the drawing on the right.



## Traffic Calming

Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming measures are used to address speeding and high cut-through traffic volumes on neighborhood streets.

Smithville is fortunate that few local streets are used as “cut-through” roads between destinations. In the event this should become a problem, there are solutions available that serve the purpose of slowing down traffic. A few of these are:

- Divided medians
- Four-way stop signs with pedestrian crosswalks
- Raised intersections or intersections with cobblestone, brick or alternative materials
- Median islands
- Narrower travel lanes
- Reduced travel lanes
- Curb extensions
- Roundabouts

## Complete Streets

One of the more recent concepts in the planning and design of transportation systems is that of Complete Streets. This concept acknowledges that our streets and roadways not only serve to move people and goods, but also help define the physical environment of our neighborhoods and communities and to provide transportation arteries useable by pedestrian, bicycles and vehicles. Vehicular lanes, sidewalks, bike paths, crossing islands, boulevards, crosswalks and traffic lights are elements of complete streets. By working with local officials and community stakeholders to define the desired function and appearance of a roadway, engineers can design transportation systems which more closely reflect the values of a community.

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## Complete Streets

There is no singular design prescription for Complete Streets; each one is unique and responds to its community context. A complete street in a rural area will look quite different from a complete street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.

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## **Section 6: Transportation Issues and Opportunities**

### **Issue: Lack of street connections**

Most of the town has an efficient vehicular transportation system but there are some issues. One of these is the lack of connecting streets such as dead-end streets in residential neighborhoods and areas with only with only one way in and out of the development. Lack of street connections requires residents to use highways to travel to another destination in town.

With the re-location of the new Town Hall, the funeral home and the medical clinic to the Cemetery Road vicinity, access to this general area must be improved. Cemetery Road will probably be used most frequently to travel to the funeral home and medical clinic. It is likely that Maple, Gum, Oak and North Pine will provide secondary access to businesses on the north side of Highway 25. Maple and Gum were connected but the city gave this land to the church for parking. This is a vital link between retail, the town center and other uses and it is recommended the city try to reacquire this land for a street that

could be used for parking on Sunday.. Also, Maple Street ends at Elm on the west which will cause persons traveling from businesses to Town Hall to either get back on Highway 25 or travel a long block to Monroe to arrive at Town Hall.

The Smithville Road and Highway 25 intersection needs to be reconfigured to become a 90 degree angle. Curtis Knight Drive could be utilized for this purpose.

The railroad track and industrial park break up the continuity of several streets; however due to safety concerns, this is generally considered a positive attribute. An exception is Monroe Street where a connection would provide better access to the Sportsplex.

### **Opportunity: Connect certain streets to improve circulation and commerce**

- Reconn Gum with Cemetery Road.
- Extend Maple from Elm to Earl Fyre.
- Connect Monroe to west side of RR.
- Connect streets off of Brasfield to new residential streets.
- Reconfigure Smithville Road and Highway 25 intersection.



### **Issue and Opportunity: Width and condition of certain streets**

Maintenance responsibilities for streets and highways within the Smithville planning area are shared by MDOT and Monroe County. Monroe County maintains all streets and roads located within the town limits, with the exception of state highways. The County Administrator and Road Manager work closely with the Mayor and elected officials to coordinate road projects.

All streets within the proposed commercial areas should be wide enough to easily accommodate two-way traffic and be in good condition to encourage travel to and from businesses.

- Upgrade Cemetery Road, Maple, Gum, Elm, Oak and North Pine.
- Upgrade Court Street which carries traffic to the Sportsplex.
- Resurface or add the final surface to the east side of L & S Circle.
- Upgrade Walnut Street in the area of the Rail Road crossing.

### **Issue and Opportunity: Streets that need more definition and beautification**

The roadway that essentially defines the character of the town is Highway 25. It is essential that improved streetscaping be accomplished on this corridor. Future widening may afford this opportunity; however in the short term, consistent lighting, street trees and

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*“Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.”*

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landscaping beautification should be installed.

Industrial Drive and the section of Olive Street between Highway 25 and McKinney would be greatly enhanced with streetscape projects such as street trees and sidewalks. This would improve the aesthetics and functionality of both areas as future development areas.

### **Issue and Opportunity: Lack of pedestrian facilities**

Although Smithville is a small community, there are few sidewalks and no recreational facilities for bikes and pedestrians. Construction of pedestrian and bike facilities was widely supported during the planning process. Some residents have expressed a desire to walk to destinations rather than traveling by vehicle. Neighborhoods on the east side of town off of Seminole Road must walk along the edge of roadways instead of along sidewalks to reach other areas. A non-vehicular transportation system is needed to provide alternative modes of transportation as well as recreational and wellness benefits.

**Opportunity: Provide a pedestrian system that is useable and**



### **distinctive**

A Multi-Use Trail and Pedestrian Facilities Map has been created to demonstrate the location and type of facilities that will ultimately be needed to adequately provide for non-motorized travel.

The Long-Term Community Recovery Plan recommended a multi-use/bike path be located close to the multi-sports fields connecting the proposed marina with downtown.

The Comprehensive Plan has expanded the scope of these facilities to include a “looped” trail that would allow connectivity throughout the entire town and would connect the marina trail with the park on the south side of town.

Trails are more likely to be used if they are convenient to residential areas and eliminate the need to drive somewhere else to exercise. By using trails along major thoroughfares, such as Seminole



Road and Iron Bridge Road, pedestrians and bicyclists will be better able to utilize these facilities. Persons who live on the west side of town are completely cut off from other areas. A trail system would provide access to the parks and other neighborhoods for these areas.

Sidewalks/trails placed immediately adjacent to the street may present safety hazards and are not appealing. An amenity zone with vegetation provides the needed separation and should be utilized.

### **Issue and Opportunity: Unpaved or underutilized rights-of-way**

At least two Rights-Of-Way (ROW) were identified that may be better utilized. These are South Pine and the unpaved road that runs north from McKinney to Highway 25.

South Pine provides a convenient right turn for persons traveling from Highway 25 to Smithville Road; however, a left turn from Smithville Road onto Highway 25 could be dangerous due to the proximity of the main intersection just feet away. This street could become a part of the a reconfigured intersection or be converted to a right turn only off of Highway 25 and the remaining ROW could be used as a trail or sidewalk.

Likewise, the unpaved ROW to the west could provide a valuable pedestrian connection linking to the trail system.

### **Issue and Opportunity: Making destinations easy to find**

Many of the signs including non-commercial and public facilities signs, were destroyed by the tornado. Certain facilities are being rebuilt in new locations and some were never marked. New street signs will be installed that comply with new federal guidelines and new welcome signs have been placed at the east and west gateways into town on Highway 25. Attractive wayfinding and street signs are one of the easiest ways to add to the positive image of a town and should be considered as a future project.

### **Types and suggested places for wayfinding signs**

- Gateway: Used at key entrances to the town. Additional welcome signs



are needed on Smithville Road and Highway 23.

- Directional: Used for en-route directional guidance within the town. Consider signs on Hwy 25 for athletic facilities, park, future marina, Town Hall, funeral home and medical clinic.
- Destination: Used for and displayed near a specific district or site. Streetscape improvements in downtown should use attractive pedestrian-scale lighting with banners to mark this area as a special destination.





# **INSERT MULTI-USE TRAIL AND PEDESTRIAN INFRASTRUCTURE MAP**



**Table No. 5: Recap of Transportation Projects Actions and Projects**

<b>Project Name or Action</b>	<b>Description</b>	<b>Cost or time Frame</b>
Incorporate sidewalks and landscaping into roadway designs when widening major town streets and state highways.	MDOT Grants	To be determined
Adopt a sidewalk master plan and seek funding to construct in phases.	An adopted plan will establish priorities, costs, and funding sources	To be determined
Establish standards for new streets and require developers to install.	Subdivision Ordinance	Immediately No cost to town
Construct multi-use trails that connect recreation areas, neighborhoods and schools.	Cost estimate needed, priorities set and construction plans prepared	\$351 to \$400 PLF for construction
Install “wayfinding” signs for civic, medical and other destinations and two additional gateway signs.	A design scheme will be needed that will blend in with gateway signs	To be Determined
Reconfigure the intersection of Highway 25 and Smithville Road at a 90 degree angle and install a traffic signal and prominent crosswalk for pedestrians.	MDOT	No Cost to town
Connect Gum Street to Cemetery Road; extend Maple from Elm to Earl Frye and Monroe to east side of RR. Connect streets off Brasfield to new residential streets in adjacent developments.	Monroe County Grants	To be determined
Improve Cemetery Road with curb and gutter, resurfacing and widening	Will improve access to new funeral home, memorial park and medical clinic	\$940,000
Improve streets in the vicinity of new Town Hall and Sportsplex.	Overlaying 7000 LF of streets in the area of the new municipal center	Initial cost: \$382,000
Improve condition of local residential streets as needed.	Monroe County	No cost to town
Resurface new section of L & S Circle.	Developer	No cost to town





# Chapter Five: Community Facilities and Services

## Section 1: General Description

Provisions for infrastructure facilities and services such as water, sanitary sewer, stormwater drainage and solid waste collection is one of the most basic functions of a municipality. The quality of these systems can impact the health, safety, welfare, and quality of life for both residents and visitors. Public services such as police and fire protection, educational and medical facilities depend upon the adequacy and reliability of these services.

In Smithville, improving and upgrading the water and sanitary sewer systems has been a priority for some time. With guidance from the city's consulting engineer, the infrastructure committee and department heads, the town has an ongoing record of prioritizing and funding such projects. Recent upgrades, existing conditions, and proposed projects are described in this Chapter.

Although local governments are not directly responsible for schools and medical facilities, the presence or

absence of these facilities has a direct impact on the continued well-being of the community and are therefore included in this chapter.

## Section 2: Water System

Smithville residents and businesses and those around the town are served by two public water systems. The Town of Smithville Water Systems provides water inside the town and a Smithville rural water system provides service outside of town.

The in-town water system consists of two tanks and the rural system has one tank. Increased water capacity is needed to provide the level of service the town needs. The following upgrades are needed:

- Add 200 gpm water well to the Town of Smithville water system.
- Add 200 gpm water well to the Smithville rural system.
- Generators for rural remote wells—two each.
- Generators for town water plant—three each.



- Large main between two elevated tanks.
- New chemical equipment for water plant including lime feeder, chlorinators, storage for lime and chlorine and texting equipment.
- Painting of Town Water Plant.

In addition to providing potable water to businesses and residences, the Town of Smithville provides water for firefighting purposes. Many of these

water lines do not meet current water pressure standards for firefighting. The following upgrades are required:

- Upgrade 2" lines to a minimum of 4" in older residential areas.
- Add 6-8" line under Highway 25 to serve new town hall and other users.

As new residential development occurs, developers will be responsible for providing underground infrastructure such as water and sewer lines. Standards that will improve the capacity of water lines will be required. MDOT provides funding for water and sewer lines along state highways during the widening process but short-term funding is needed for this project. Maps showing existing water and sewer systems on Pages 43 - 44.

### **Fire Hydrants**

Fire hydrants should be spaced every 500 feet and within 500 feet of certain types of buildings. Buildings such as places of public assembly require sprinkling to comply with fire and building codes. Increased water capacity will help insure adequate service.

## **Section 3: Sanitary Sewer System**

Wastewater is currently treated in two



lagoons and has a treatment capacity of 250,000 gallons per day approximately twice the capacity required. During rain events, intrusion into the system greatly increases flows necessitating renovation to the system. The southern lagoon was renovated in 2010 but renovation of the system in the eastern and central area of the town is now required. This project is scheduled to begin soon.

## **Section 4: Stormwater Management System**

Under the Clean Water Act, Congress mandated the United States Environmental Protection Agency (U.S. EPA) to develop regulations to regulate stormwater discharges that affect our nation's waterways. The Mississippi Department of Environmental Quality (MDEQ) responds to complaints and enforces the U.S. EPA's requirements in Smithville and Monroe County.

There are no significant stormwater issues in Smithville primarily due to the natural drainage system of open ditches and the proximity of the Tennessee-Tombigbee waterway. As channelization of ditches and streams occur and more impervious surfaces

are built, erosion and sedimentation control will become an important part of the site plan review process.

Stormwater containment has moved away from the concept of moving water as far away and quickly as possible in buried collection and conveyance systems; toward managing stormwater on site where it falls. Methods such as pervious pavement for overflow parking, bio swales, and other techniques can be utilized as much as possible to reinforce

## **Insert Water Infrastructure Map**



**Insert Sanitary Sewer Map**







Smithville's existing natural drainage system. Structural Best Management Practices (BMPs) for construction sites area outlined in MDEQ's Planning and Design Manual for the Control of Erosion, Sediment, and Stormwater.

## **Section 5: Solid Waste and Recycling**

Solid waste disposal is provided to all residents of Smithville by the county. Solid waste is considered to be normal household waste, such as food waste, paper, and other non-hazardous items. Service for residential customers is \$13 per month and pick-up is provided once per week.

Because they produce a larger volume of solid waste, large commercial facilities are encouraged to obtain a dumpster and contract for waste disposal.

The county offers pick-up service for large appliances, also known as "white goods, on a call-in basis. Household hazardous wastes such as batteries, paints, household chemicals and cleaning supplies, electronics, and fluorescent light bulbs are not currently allowed in municipal solid waste landfills and must be disposed of in alternative ways. Certain hazardous waste such as tires, paint and computers are accepted at the landfill for recycling. Other types of recycling services are currently not available.

Rubbish pick-up service is available by calling the county. Residents may also take this to the landfill for disposal. Rubbish is considered to be tree branches, leaves and other yard debris.

The Monroe County landfill is located on Highway 8 east of Westville and is a Class I facility.

## **Section 6: Communications Facilities**

### **Fiber Internet Connectivity**

Broadband internet capability is available in Smithville and the Smithville Telephone Company has recently replaced copper telephone lines with

glass fiber cable within a 95 square mile service area certified by the Mississippi Public Services Commission, all of which is outside the city limits of Smithville. The next phase will extend connections to homes and businesses within the town. The approximate cost for this project is \$2.5 million. This will not only enhance home service but will be meaningful to business users as well as civic uses and other places where people gather.

### **Wireless Telecommunication**

There is one telecommunication tower located within the Town of Smithville. New telecommunication towers should be designed to blend in to the natural and physical environment especially rural farmland and residential areas. Should additional facilities be needed, stealth towers, designed to look like



other physical or natural features, are encouraged. Locating antennas on tall buildings, inside church steeples, and atop water tanks should be considered.

### **Section 7: Municipal Offices**

Smithville's Town Hall is temporarily housed in the Community Center on Franklin Street. The new Town Hall will be located on Highway 25 between Earl Frye and Elm and will house municipal offices, the Police Department and the Fire Chief's office. The prominence of this location will be a positive attribute to the community.

### **Section 8: Smithville Volunteer Fire Department**

The Smithville Volunteer Fire Department is located just off of Industrial Drive and is accessible to all locations in the town. The building is adequate for the department's current needs but a new facility and a separate office for the fire chief will be built. Volunteer firefighters respond to fire-related calls within the town. Emergency response medical service calls are handled by Monroe County E-911.

Smithville currently has a Class 8 fire rating. To earn the next lowest level the town must provide permanent



staffing 24 hours per day. The benefit of improving fire ratings is a reduction in property insurance rates for town residents; however, the cost of improving service outweighs potential benefits at the present time.

The Fire Department has four trucks and 20 volunteers. A new brush truck is needed. All vehicles comply with state requirements. Staffing is an issue, as no officers are on duty anytime. This is strictly a volunteer position. An additional 10 volunteers are needed.

### **Section 9: Police Department**

The Smithville Police Department is currently being run out of a temporary trailer but will be relocated to the new Town Hall building. The department

has a staff of one full-time officer who is the Police Chief and five part-time officers. One officer is assigned per shift.

Monroe County Sheriff's Department dispatches calls to Smithville police, provides back-up and jail facilities. The Sheriff's office has recently converted to a digital radio system and the Smithville Police Department will need to purchase new equipment in order to be coordinated.

The department currently has a fleet of four vehicles which will be adequate in the near future.

The department will need an evidence room as well as other space which should be separate from the main town hall building.

Plans call for a volunteer officer program to assist regular officers.

### **Section 10: Schools and Educational Facilities**

#### **Smithville School**

All areas of Monroe County that are not within the Aberdeen, Amory, Nettleton or Okolona school districts are in the Monroe County school system. Smithville School is one of the Monroe County schools and serves students

from the Town of Smithville and surrounding areas including some from urban areas. Students can also attend classes at the Monroe County Vocational Center and the Advanced Learning Center. These options allow students to take classes that can earn them college credit and help prepare them for potential careers

Buildings on the school campus were severely damaged by the tornado and a temporary campus on Industrial Loop was established to enable continuous services to students.

Renovations to permanent schools buildings are currently taking place on the inside of three buildings. A new physical education gym and field house are currently under construction. A new agriculture shop and classroom is also being constructed. In early summer 2012, the elementary buildings will be removed and construction will begin on the new pre-k to 6 grade facility. The goal is to be on the permanent campus for the start of the 2013-2014 school year.

Smithville School has a current K-12 enrollment of 537 students. Enrollment has seen a bit of a steady decline in recent years due to various factors. In

previous years enrollment was 648 (2010-11), 656 (2009-10), and 677 (2008-09). School officials feel confident that once the new campus is rebuilt and town construction continues, enrollment will increase.

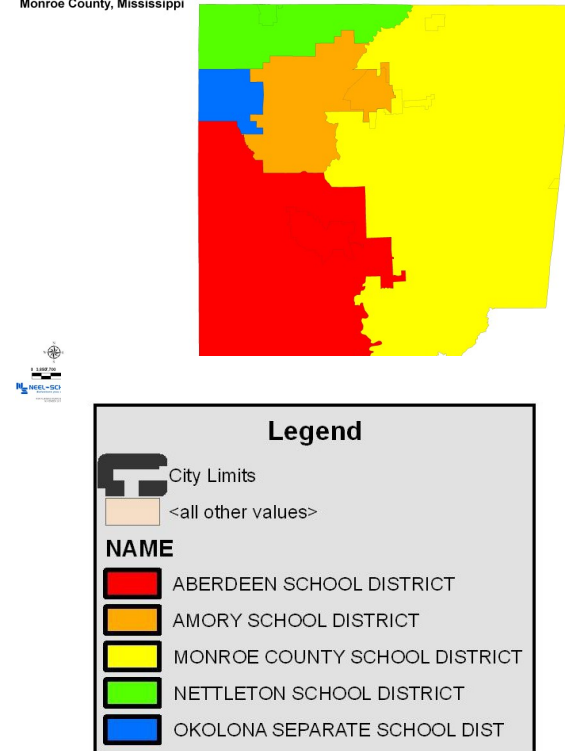
Teachers and students at Smithville High School enjoy the benefit of smaller class sizes, which allow for a more personal relationship in the educational process. An exact student/teacher ratio is hard to determine. However on average, classes have 15-18 students per teacher.

Smithville School offers a challenging curriculum that is aligned with state standards. They are currently in the process of re-designing the curriculum in order to meet the incoming Common Core National Standards. Smithville School is ranked as high-performing on the state's accountability model. This is the second highest possible ranking. They have experienced an academic achievement increase in each of the previous two school sessions.

### **Tombigbee Regional Library System**

Communities in Monroe County are served by the Tombigbee Regional Library System (TRLS) which is a four-

School District Map  
Monroe County, Mississippi



county system with ten branches. The regional headquarters is located in West Point, Mississippi at the Bryan Public Library. Branches in Monroe County are located in Amory and Aberdeen, Mississippi.

### **Mission Statement**

*At Smithville School, we believe that all children are capable of learning. Our mission is to provide a positive, yet challenging learning environment where students are given the opportunity to become successful in all areas, preparing them to become productive citizens and have bright futures by achieving their personal goals."*



TRLS is a member of the Golden Triangle Regional Library Consortium, sharing an online catalog with Mississippi State University, Mississippi University for Women, Starkville City Schools, and Starkville Public Library.

During the planning process, Smithville residents expressed a desire to locate a small library in the town in conjunction with the community complex. This should be considered a vital component of improving the quality of life in Smithville and Monroe County.

### **Section 11: Parks and Recreation Facilities**

Parks and recreation offerings in Smithville have been improved with the Johnny 'Hoss' Noe Memorial Sportsplex and improvement of the South Park. Five picnic tables, six park benches and two grills were added to the South Park and a new stage area is planned that will enable outdoor events in the park.

As the town grows, additional recreation areas will be needed. These should be planned for the entire community as well as individual neighborhoods. Several needs have been identified, some of which have been discussed in previous chapters. One of the most

exciting proposals is for a new public marina to be located on the Tenn-Tom waterway. Land owned by the Corps of Engineers could be leased and the new facilities at this location could attract tourists and local residents who need a boat launch facility or want to camp or recreate.

### **Section 12: Health and Medical Facilities**

Smithville residents have access to three hospitals including two in Monroe County and a regional facility in Tupelo. The closest is located in Amory. Gilmore Memorial Hospital is a 95-bed facility, has an emergency center with helicopter linkage, a surgery department, women's center a 16-bed sub-acute unit and a fitness center. Approximately 40 physicians practicing 17 specialties are on staff at Gilmore.

Pioneer Community Hospital in Aberdeen has 35 beds; inpatient and outpatient care for seniors; and occupational, physical and respiratory therapy. Five general practitioners and eleven specialists are affiliated with Pioneer.

Access Medical located in Smithville offers adult, infant and children, senior,

women's and veteran's healthcare services. In addition, their only dental clinic and administrative offices are located in Smithville. Access also has facilities in Tupelo, Houlka, and Tremont. Access was one of the facilities destroyed by the tornado. A new 10,000 square foot building is planned to replace the destroyed



facility. It will be staffed by two physicians and a nurse practitioner. In-house pharmacy and x-ray services will also be offered.

### **Section 13: Community Center and Church Related Facilities**

The Town of Smithville currently has a community center located adjacent to the south park on Franklin Street. The center is available on a rental basis for family reunions, dances, parks and recreational programs and other events. They do not offer an on-going program of activities.

Smithville is fortunate to have a significant number of faith-based institutions. Five churches were located in the town prior to the tornado, four of these were destroyed and several are rebuilding within the town. These institutions provide a stabilizing influence for the town and provide opportunities for youth and community engagement.

### **Section 14: Community Services and Facilities Issues and Opportunities**

Community services and facilities are one of the strong points of this community. Although there are deficiencies in services, town leaders have been aggressive in pursuing upgrades and replacement of facilities as needed. Past and planned projects will add to the sufficiency of services to residents. There is a real opportunity to continue with this type of project since funding is available for communities impacted by disasters. A recap of projects and actions needed can be found in Table No. 6 on Page 51.

**Table No. 6: Recap of Community Facilities Actions and Projects**

<b>Project</b>	<b>Description</b>	<b>Estimated Cost</b>
New Well for Rural System		\$300,000
Generators for Rural Remote Well	2 needed	\$170,000
New Well for Town		\$150,000
Generators for Town Wells	3 generators required	\$225,000
Painting of Town Water Plant	Urgently needed project—not less than \$250,000	\$350,000
New Water Plant Lime Feeders	2 at \$50,000 each	\$100,000
New Water Plant Chlorinators		\$25,000
WTP Testing Equipment		\$7,500
WTP Chlorine/Lime Storage and Equipment Building	Needed to store cylinders and bags	\$175,000
Water Treatment Plant Automation		\$100,000
12" Water Main Loop between the Two elevated Tanks Routed to Serve Park and New Funeral Home		\$192,000
Water Plant Sludge Lagoon with pumps and force main	200 gpm pump station and 4" force main	\$486,000

**Table No. 6 continued . . .**

<b>Project</b>	<b>Description</b>	<b>Estimated Cost</b>
Small Water Replacement Program	4" Minimum for fire hydrants	\$300,000
Flushing Devices		\$40,000
Corrosion Control		\$25,000
Flat Files for Storage of all Utility Plan Sets		\$7,500
Sewer Pump Station and Force Main Front the New School to the Lagoons	200 gpm	\$251,000
Sewer Rehab Eastern Portion of Town	Eastern portion applied for in CDBG grant application	\$387,000
Install Fiber Internet system for Town		\$2,500,000
Build new Town Center for Municipal offices, Police Department and office for Fire Chief		
Utilize green infrastructure methods for stormwater control and beautification of commercial areas. Allow reduced parking requirements and limit pervious pavement	Property Owners Review by Town of Smithville Zoning Ordinance	On-going
Enhance South Park with facilities for community gatherings		
Obtain brush truck for Fire Department and recruit additional volunteers		
Obtain digital radio system for Police Department		
Establish senior and youth services on-going programs and build/establish suitable location for same		





# Acknowledgements and Sources

## **Town of Smithville**

Gregg Kennedy, Mayor

Members of the Board of Aldermen

Members of the Planning Commission

Ann Seales, Town Clerk

Michelle Bond, Disaster Recovery Manager

Kim Johnson, Public Information Officer

Darwin Hatchcock, Chief of Police

Eric Mills, Assistant Chief of Police

Scott Morgan, Chief Volunteer Fire Department

## **Consultants**

Randy Hollis, P.E., President Owen & White, Inc.

Sam Griffie, City Attorney

## **Monroe County**

Sonny Clay, Administrator and Road Manager

Ronnie Boozer, Chancery Clerk

Robert Goza, Director E-911 and EMA

## **Monroe County Schools**

Chad O'Brian, Principal Smithville Attendance Center

## **Monroe County Chamber of Commerce**

Tony Green, Executive Director

## **Mississippi State University**

John Poros, Director of Carl Small Town Center

## **John C. Stennis Institute of Government**

Joseph N. Fratesi, Project Manager

## **Recovery Advisory Committees**

Infrastructure Committee

Economic Development

Community Services

Housing

Education

## **Keep Mississippi Beautiful**

Sarah Kontouris, Executive Director

## **Keep Monroe County Beautiful**

Edna Cox, Executive Director

# Acknowledgements and Sources continued . . .

## **Plans, Studies and Reports**

Long-Term Community Recovery Plan (August 2011)

Community Survey Assessment Summary Report (June 2012)

Appalachian Regional Commission-Economic Reports

Census of Population and Housing, U. S. Census Bureau, 2010

## **Agencies, Bureaus and other Entities**

Mississippi Department of Archives and History (MDAH)

Mississippi Department Environmental Quality (MDEQ)

Mississippi Department of Transportation (MDOT)



