

SMITHS STATION COMPREHENSIVE COMMUNITY MASTER PLAN

SMITHS STATION, ALABAMA
AUGUST 10, 2010



Alabama
Meet me at the Station!

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SUMMARY AND INTRODUCTION

PLANNING PROCESS

In preparing for the future it is important for a community to maintain and reference a document such as this, a *Comprehensive Community Master Plan*. The purpose of a comprehensive plan is to provide long-term vision and goals for the future growth and management of the city. This plan is an update of the previous 2004 *Comprehensive Plan* that was approved following the city's incorporation in 2001 and only based on a 5-year horizon. The analysis and assessment that went into preparing the *Comprehensive Community Master Plan* was done over a series of meetings and discussions with citizens and the Planning Commission of Smiths Station. From that preparation this plan outlines policies and makes recommendations in areas of land use; streets and transportation; housing and neighborhoods; community facilities and services; infrastructure; open space, conservation and preservation; special districts and corridors; economic development; and community design and appearance.

The *Smiths Station Comprehensive Community Master Plan* is based on a 20-year period and designed to be flexible in that it can be adapted as needed. The Smiths Station Planning Commission is mandated by the Code of Alabama, as amended 1975, Section 11-52-8 to prepare and maintain a comprehensive plan for the physical development of the municipality. Subsequently, Section 11-52-9 states the Commission must make careful and comprehensive surveys and studies of the present conditions and future growth of the municipality in relation to the surrounding territory. The procedure for adoption of the comprehensive plan is established in Section 11-52-10.

This *Comprehensive Community Master Plan* is a major update of the original Comprehensive Plan for Smiths Station. The planning process includes:

- The preparation of base maps and a review of certain information of population trends, existing land use, transportation, community facilities, housing, infrastructure and natural conditions.
- Input from Town Hall Meetings in conjunction with the *Lee County Master Plan* and a community meeting in Smiths Station.
- A long-term vision created through citizen input.
- Goals that were incorporated from the previous *Comprehensive Plan* along with goals developed from the community meeting and Planning Commission input.
- A planning concept to direct policies and recommendations.
- Recommendations for implementation of the plan.

RELATIONSHIP TO THE LEE COUNTY MASTER PLAN

The *Comprehensive Community Master Plan* for Smiths Station is being coordinated along with the *Lee County Master Plan*. The Smiths Station plan addresses the area within the municipal limits as well as the police jurisdiction of the city. The *Lee County Master Plan* addresses areas which are outside of the municipal limits of the municipalities of Lee County, Smiths Station included. The overlap within the two plans, the area of the police jurisdiction, is the place where the most coordination is required between the city and the county.

REGIONAL CONTEXT AND RELATED PLANS

Smiths Station is part of the Lee-Russell Council of Governments and is affected by plans for development of the Lee-Russell region. Smiths Station is also part of the Columbus-Phenix City MPO (Metropolitan Planning Organization), which includes Smiths Station in the Long Range Transportation Plan for the MPO. Smiths Station has participated in the plans for the Valley Partnership and regularly participates in the Lee-Russell CEDS (Comprehensive Economic Development Strategy), Rural Transportation and other planning efforts.

Smiths Station is strategically located between the Auburn-Opelika and Columbus-Phenix City metro areas. Major transportation corridors around Smiths Station include the Interstate-85 corridor which extends from Montgomery to Atlanta, the US Highway-280/431 corridor from Birmingham to Columbus and also the US Highway-80 corridor from Montgomery to Columbus.



KEY FINDINGS FROM ASSESSMENT

- Smiths Station is a “bedroom community” serving Columbus-Phenix City and Auburn-Opelika, the population of Smiths Station will see a dramatic increase over the next 20-25 years.
- The population will include a diverse age group and income distribution.
- Smiths Station’s current economic base is limited with respect to industrial developments (jobs) as well as retail sales and services.
- Smiths Station’s environment is largely rural, with large timber and agricultural areas within the police jurisdiction; there are significant flood plains near the city in the police jurisdiction and the city is near the Chattahoochee River and Lake Harding.
- Land use in Smiths Station is predominately residential (single family) on large lots to farms; commercial land uses are limited; there is limited industrial land use, except for timber and agriculture; most retail is along US Highway-280 near Phenix City and along US Highway-80 to the south.
- There are a few churches, large schools and park land uses.
- There is no formal town center, although there is a collection of land uses including churches, post office, businesses and services in what could be called the nucleus of a town center.
- There are numerous vacant lots and large acreage areas in the police jurisdiction and even within the city limits there are vacant tracts that have great impact on the future land use.
- There are large unincorporated areas near the city and within the city that are vacant; to the south there are large areas of existing residential and commercial development, more closely associated with Phenix City.
- A separate water and sewer authority serves Smiths Station and most of the city has water service; sewer is available in some areas and is being extended along Holland Creek and Mill Creek toward Phenix City.
- Storm sewer consists primarily of roadway and drainage ditches.
- Smiths Station is well served by regional access along US Highway-280/431, although congestion on US Highway-280 could be a future issue.
- Other federal, state and county roads serve as community routes, but need improvement.
- Local roadways are maintained by Lee County and control of local streets has been limited.

- Public safety (police and fire) is provided by Lee County and volunteer fire services.
- Smiths Station is served by Lee County School System and currently has Primary, Elementary, Intermediate and High Schools within the city as major assets; a new high school is currently under construction.
- Recreation and parks are important to Smiths Station and are provided through a major park complex and facilities at schools.

SUMMARY OF COMMUNITY MEETING COMMENTS

A general summary of the comments and ideas collected during the initial community meeting provided an overall guide for further development of the *Smiths Station Comprehensive Community Master Plan*. The main themes that were discovered included the desire to retain the existing rural character and improve services and facilities to provide a level of convenience and public services that are typical for a growing community. It is important to note also that comments reflect the fact that the citizens recognize increased levels of service require economic development and income be provided to the community.

Other more specific comments and ideas from the citizens include; the community continues to focus and support the schools within the community, a general concern for the aesthetic appearance of the community and public rights-of-way, and a more concerted effort to maintain the public roads.

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VISION AND GOALS

VISION

In preparing a guiding vision for the *Smiths Station Comprehensive Community Master Plan*, input and comments from the citizen participation sessions were reviewed along with discussions with the Planning Commission. As a result, a vision statement was formed that reflects the aspirations of the community as they move forward.

The vision of Smiths Station is to become a vibrant suburban center within the region while maintaining the small town atmosphere and rural character and instilling pride within the residents.

GOALS

The following goals for Smiths Station are intended to be milestones for which the community strives. These goals are composed of those existing goals from the previous *Comprehensive Plan* as well as goals that were generated during the planning process.

Six-Month Goals

- Continue the annexation drive
- Revise the brochure for new residents telling where services are located.

One-Year Goals

- Continue to partner with the Smiths Station City Council, Lee County Commission, Lee-Russell Council of Governments, and area neighborhood organizations to promote and develop the recreational park located on Lee Road-242 (Lamb Road).
- Continue to use surveys, maps, and other available information to determine the demographics of the existing population and land use within the Smiths Station Corporate Limits. Special emphasis should be given to include all attainable information concerning the natural environment, economic base, existing house base, transportation systems, community services, land patterns, and expected projections of future needs and growth.
- Improve the City Limit Signs at the major gateways in the City of Smiths Station.
- Monitor the current use of speed limits inside the Corporate Limits to establish their adequacy.
- Work with the Smiths Water and Sewer Authority to provide sanitary sewer service for the City of Smiths Station and surrounding areas.
- Provide landscaping at all entrances to the Government Center.

Three-Year Goals

- Work toward providing a combination paid/volunteer department that would provide fire prevention, fire protection, fire code enforcement, emergency, and non-emergency medical services including transport for the citizens of the City of Smiths Station.
- Provide a Police Department or contract with the Lee County Sheriff's Department for enforcement of ordinances and improve existing services if possible.
- Seek fast food chains to locate in the City of Smiths Station to provide these services for citizens.
- Seek recreation and entertainment facilities to locate in the City of Smiths Station. Examples: Bowling Lanes, Movie Theatres, and game room for citizens of all ages.

Five-Year Goals

- Promote an industrial park, the building of additional shopping center, and the construction of Hotel accommodations in the Corporate Limits along US Highway-280.
- Provide additional services to the Citizens of Smiths Station in conjunction with accompanying revenue sources and coordination with county and other agencies; examples are building inspection, recreational, utilities and streets, public safety, and employment opportunities (co-op programs for seniors and students to work for the city in various departments).

Long Term Goals

- Market US Highway-280 as a regional amenity and development opportunity.
- Develop a Parks and Recreation Department with an emphasis on implementing a city-wide greenway program.
- Form a Community Development Department or program to support implementation and financing of the *Comprehensive Community Master Plan*.

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PLAN CONCEPT

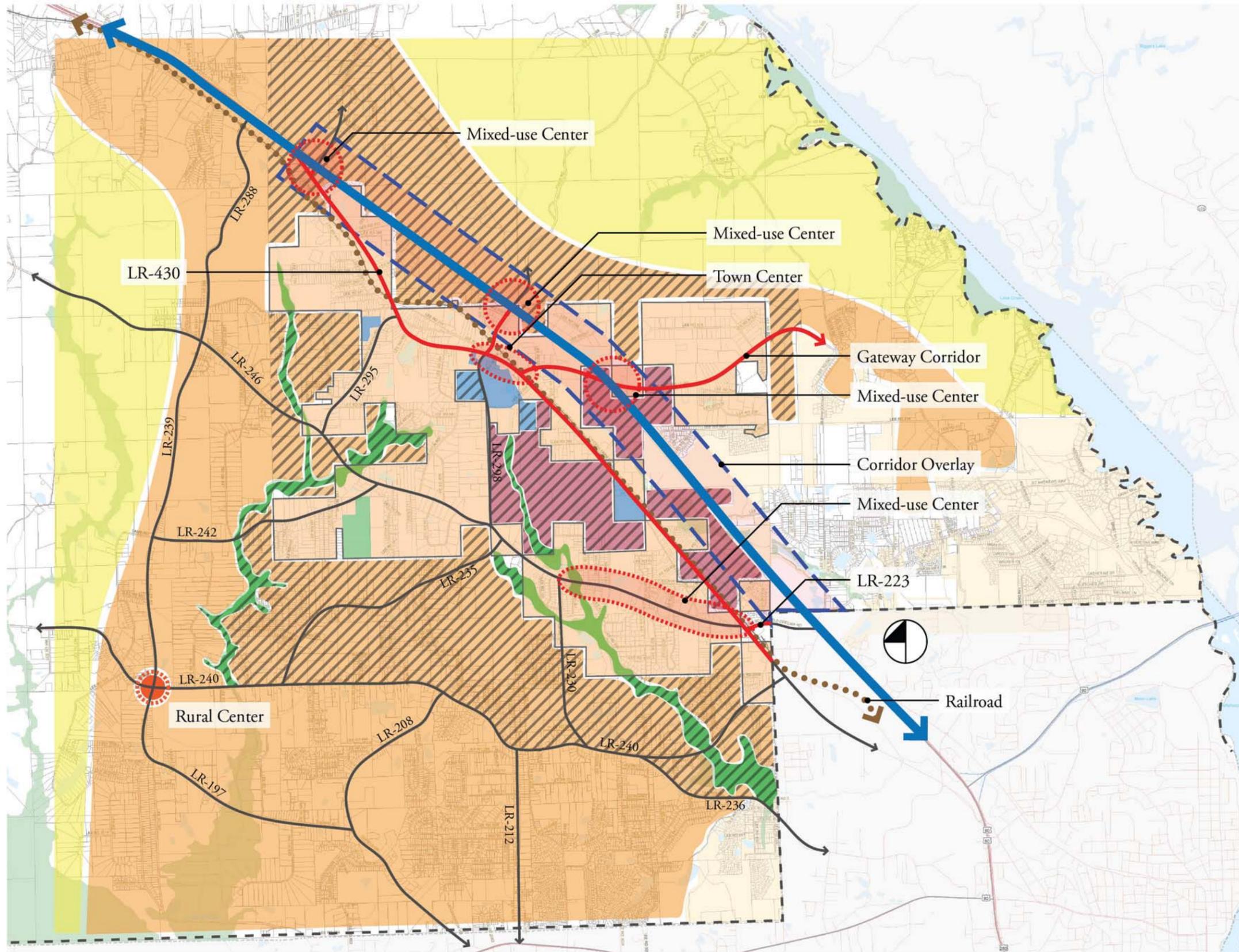
PLAN CONCEPT

- Development of suburban town center to “knit together” key facilities and services that will be accessible to all residents. The town center should be developed with sidewalks, appropriate landscaping and a consistent style of street lights and signals as well as a consideration of design guidelines.
- Improved connections back to the US Highway-280 corridor along Lee Road-430, Lee Road-248 and Lee Road-298. These improved connections, or gateway corridors, should have a consistent style of street lights and signals as well as signage and landscaping.
- Regional transportation improvements and consideration of access to future developments along the US Highway-280 corridor.
- Improvement of corridors within the community and connections back to US Highway-280 and Phenix City. Emphasizing these gateway corridors through a consistent design will help to stress the importance of entering into Smiths Station.
- Implementation of local complete streets and major and minor street connections as well as future improvements for local access.
- Development of a range of neighborhood patterns, including suburban and rural residential patterns, to support all residents and future growth.

Vision and Goals

- Development of convenient and accessible mixed-use centers at important locations throughout the city, especially along the US Highway-280 corridor. The concentration of mixed-use centers along US Highway-280 will help consolidate development at intersections.
- Conservation of open space and natural resources, especially along flood plains, timber stands, farms and other naturalized areas. The protection of open space will help to reinforce the existing rural character of Smiths Station.
- Promote economic development opportunities including limited industrial, commercial, housing and agricultural at the appropriate locations.
- Enhanced infrastructure including water, sanitary sewer, streets and drainage to be coordinated with future growth of targeted areas within the community.
- Development of schools, parks and other community facilities as centers of civic activity.

CONCEPT PLAN



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OBJECTIVES AND RECOMMENDATIONS

The following are more specific objectives and recommendations, policies, strategies or action items in support of the Plan Concept for Smiths Station.

LAND USE

Objective:

Adopt a land use plan that is consistent with goals of developing a suburban community while maintaining a rural and small town character.

Recommendations:

1. Continue annexation in accordance with land use plan.
2. Develop a suburban town center, incorporating schools, parks, churches and other town center services; expand to include large vacant area in middle of town.
3. Develop a commercial and mixed-use corridor along US Highway-280, with gateways and connections to Lee Road-430.
4. Support infill medium density single family residential around the town center.
5. Develop infill residential neighborhoods around parks as centers of civic activity.
6. Promote mixed-use suburban and rural centers at key crossroads.
7. Establish open space and conservation uses in key areas, including critical forested areas.
8. Support residential development to include single family housing and infill vacant sites in existing neighborhood.
9. Support rural residential and conservation in rural areas and preservation of greenspace and open space along flood plains and other park and recreational areas.

10. Develop gateways into and within the community with appropriate landscaping and signage.
11. Develop the US Highway-280 corridor as part of an industrial and business mixed-use corridor; consider forest and resource production industrial development in selected areas.
12. Consider adding a Planned Unit Development classification to the Zoning Ordinance for the development of mixed-use centers and large tract residential developments.

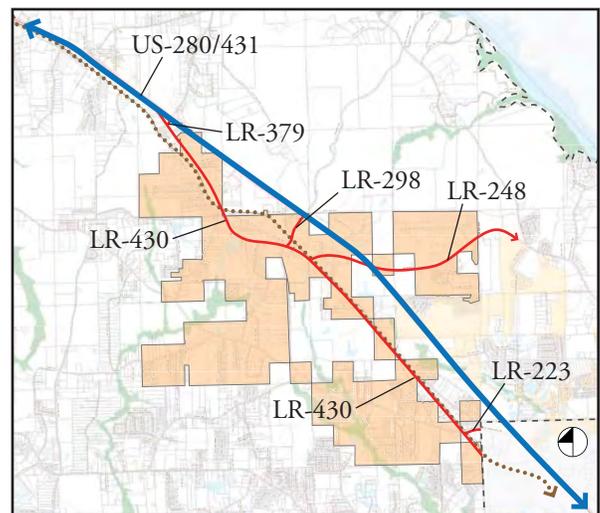
STREETS AND TRANSPORTATION

Objective:

Improve regional access to and from Smiths Station to regional employment centers and destinations, provide major thoroughfares and local streets to connect neighborhoods, centers and district.

Recommendations:

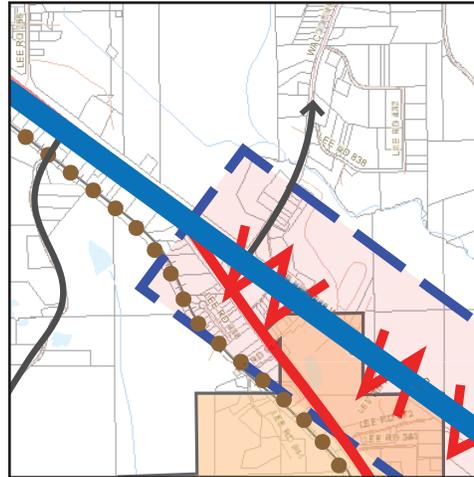
1. Establish access management for US Highway-280 corridor, to include an improved street network to provide better connections between US Highway-280 to Lee Road-430.
2. Improve county and state routes as part of a regional access system, including access to access toward Lake Harding to the north, as well as to the southwest.
3. Establish Lee Road-430, Lee Road-248 (Summerville Road), Lee Road-298 (Jones Road), Lee Road-379 (McCulloh Road) and Lee Road-223 (Pierce Road) as gateway corridors back to US Highway-280 and Phenix City. Improvements should consist of the following:
 - a. A consistent style of street lights and signals
 - b. Appropriate landscaping through street trees
 - c. Decorative and well-maintained gateway signage



Gateway corridors that have been identified for Smiths Station: LR-430, LR-248 (Summerville Road), LR-298 (Jones Road), LR-379 (McCulloh Road) and LR-223 (Pierce Road).

4. Improve intersection of US Highway-280/431, Lee Road-430 and Lee Road-379 (McCulloh Road):

- a. Address safety concerns related to accidents, injuries and fatalities
- b. Improve the overall aesthetic appearance for current and future development as this is the most highly travelled intersection within the Smiths Station area.



The intersection of US High-280/431, Lee Road-430 and Lee Road-379 is the current location of the Lee County Flea Market and Marathon Gas Station.

- 5. Improve Lee Road-430 and minor side streets to support the development of the town center through sidewalks, landscaping and a consistent style of street lights and signals.
- 6. Prioritize improvements to county and other roads to provide major thoroughfare connections within the police jurisdiction of Smiths Station.
- 7. Construct sidewalks, greenways, and trails to improve residential circulation, especially to the town center, schools, parks, commercial development and other major community facilities as well as providing a recreational amenity.
- 8. Adopt a complete streets program consistent with the *Comprehensive Community Master Plan* that includes provisions for multi-modal transportation and landscaping.

HOUSING AND NEIGHBORHOODS

Objective:

Promote a range of housing types and costs to provide choices for families and persons moving to Smiths Station; include suburban neighborhoods and rural residential neighborhoods. Promote attractive neighborhoods, eliminating sub-standard housing, and making connections to parks and schools.

Recommendations:

- 1. Provide opportunities for in-fill, small lot single-family homes near and in the town center and mixed-use centers.
- 2. Encourage development of single-family houses and in-fill lots in existing neighborhoods.
- 3. Approve single family suburban subdivisions in vacant tracts within existing city limits.

4. Promote rural residential housing on farms, large tracts, and as part of conservation subdivisions.
5. Support the location of neighborhood services near residential development, consistent with *Comprehensive Community Master Plan* objectives.
6. Encourage residential development and infill housing near existing sewer infrastructure.
7. Encourage higher density single-family and multi-family residential at Mixed Use Centers.

COMMUNITY FACILITIES AND SERVICES

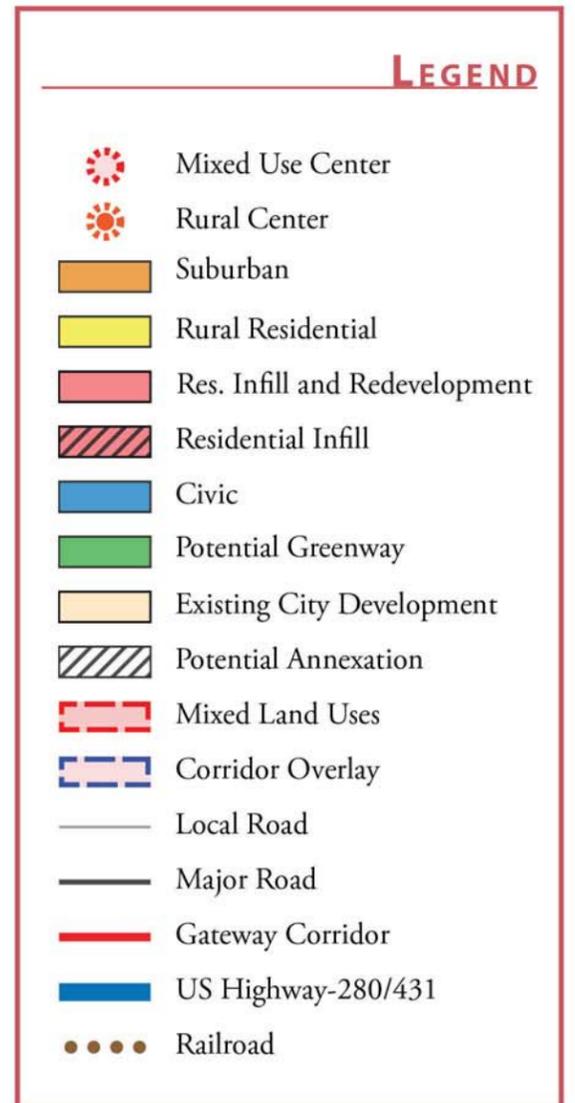
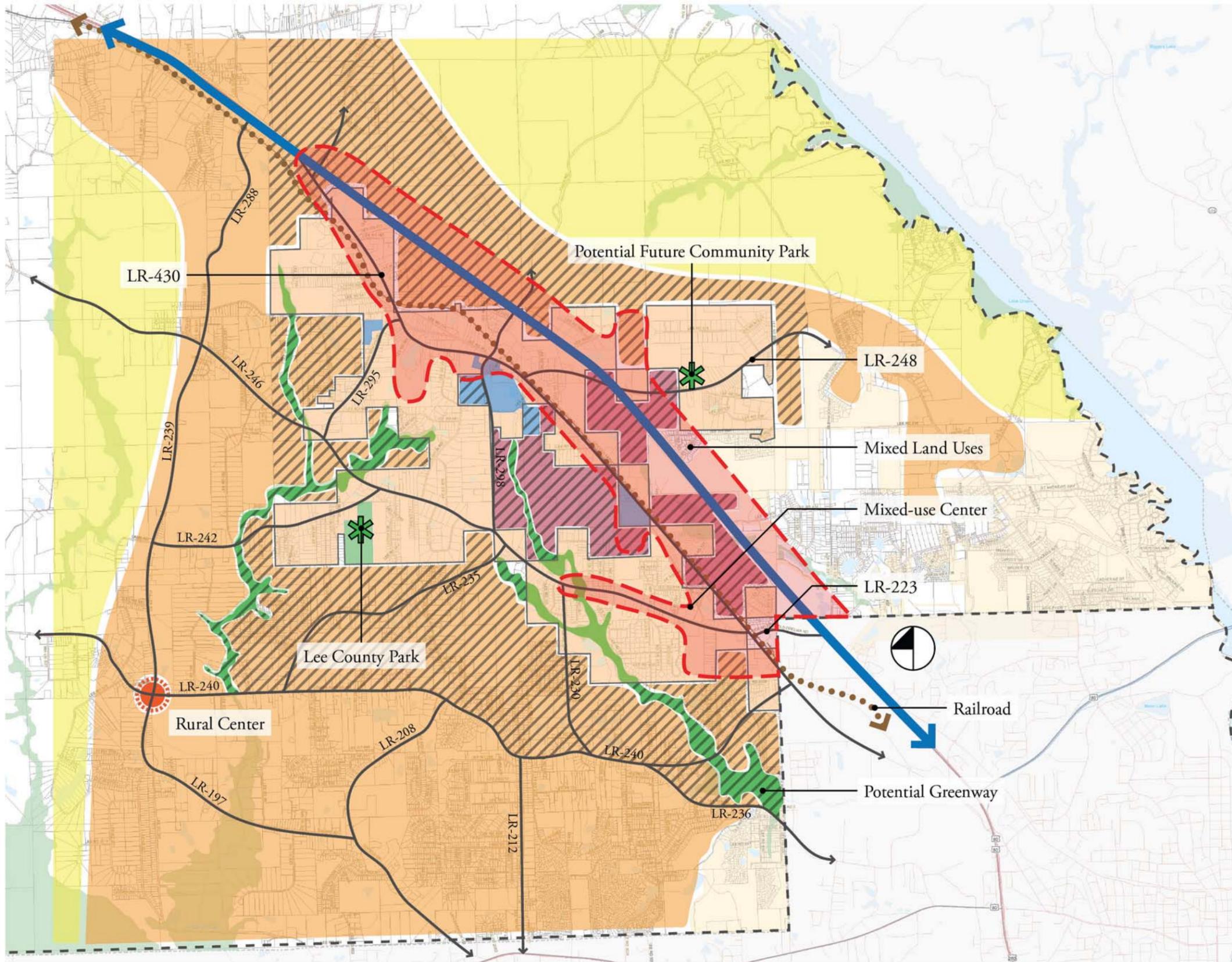
Objective:

Utilize schools, parks, and public safety facilities and services to support city and neighborhood development.

Recommendations:

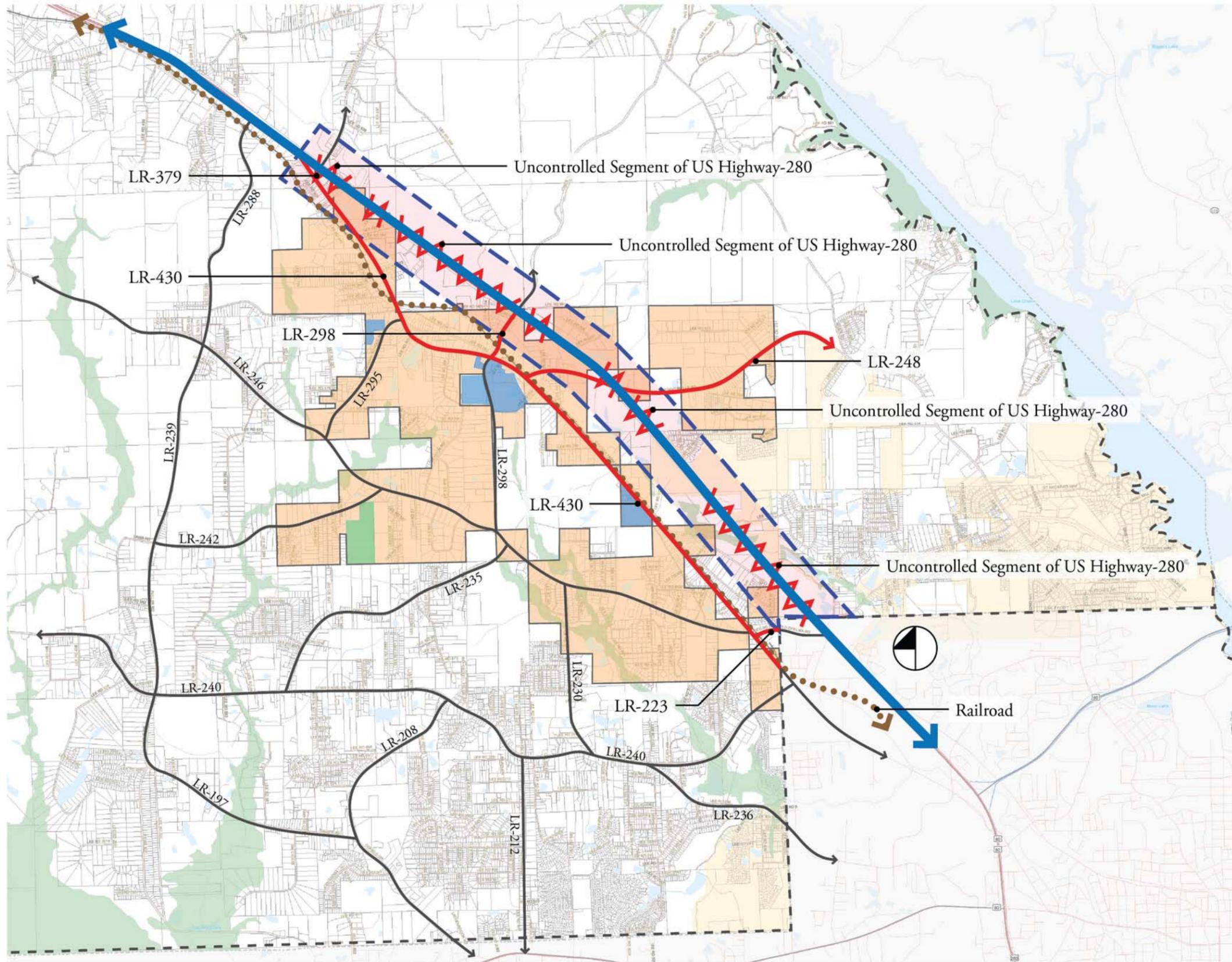
1. Continue to improve schools and sites as the city grows; integrate into town centers and surrounding neighborhoods.
2. Make provisions for educational facilities within the community as they are needed and in conjunction with county-wide school facilities.
3. Develop city services composed of paid and volunteer fire fighters along with new fire station(s) as city grows.
4. Develop city police and public safety services or contract with sheriff for increased patrols and community development.
5. Provide long term site for city hall, municipal services as part of town center and connection to US Highway-280.
6. As the city continues to grow to the north of US Highway-280/431, consider developing a neighborhood scale park to serve the residents.
7. Consider increases to city services to include a Parks and Recreation and a Community Development program.

FUTURE LAND USE



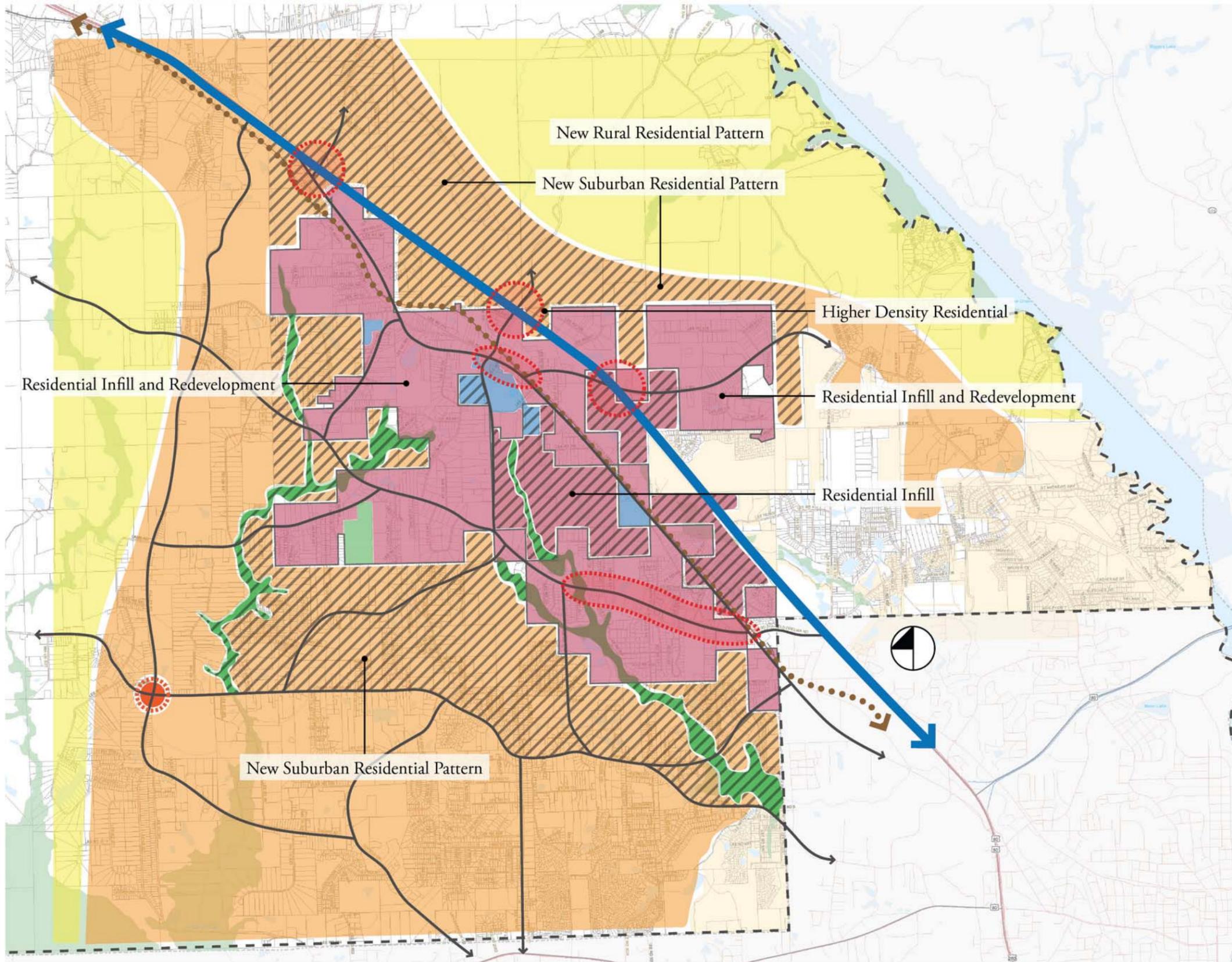
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STREETS AND TRANSPORTATION



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HOUSING AND NEIGHBORHOODS



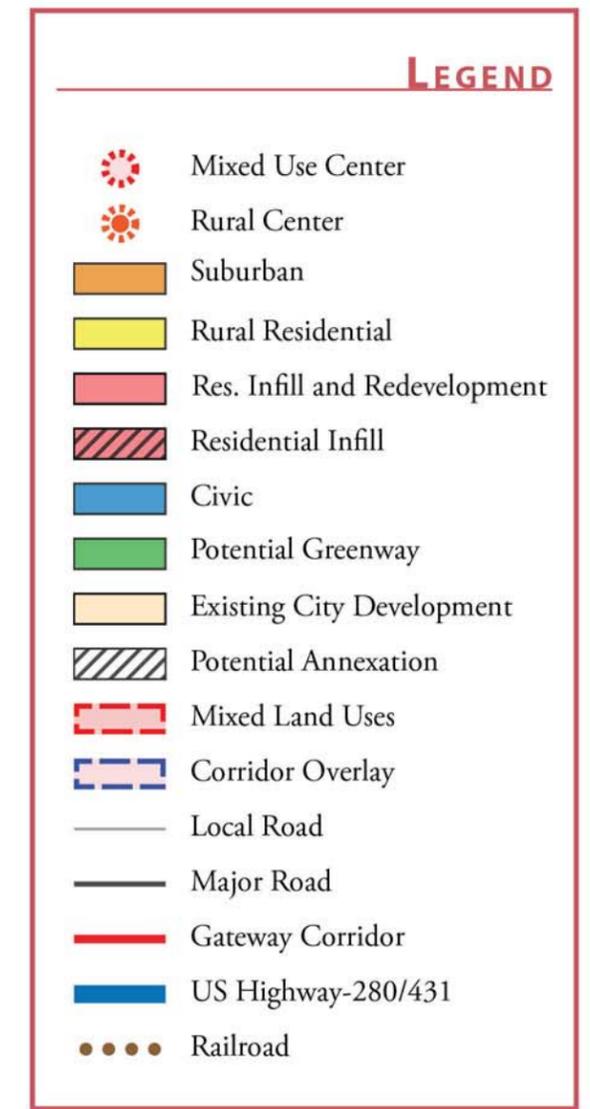
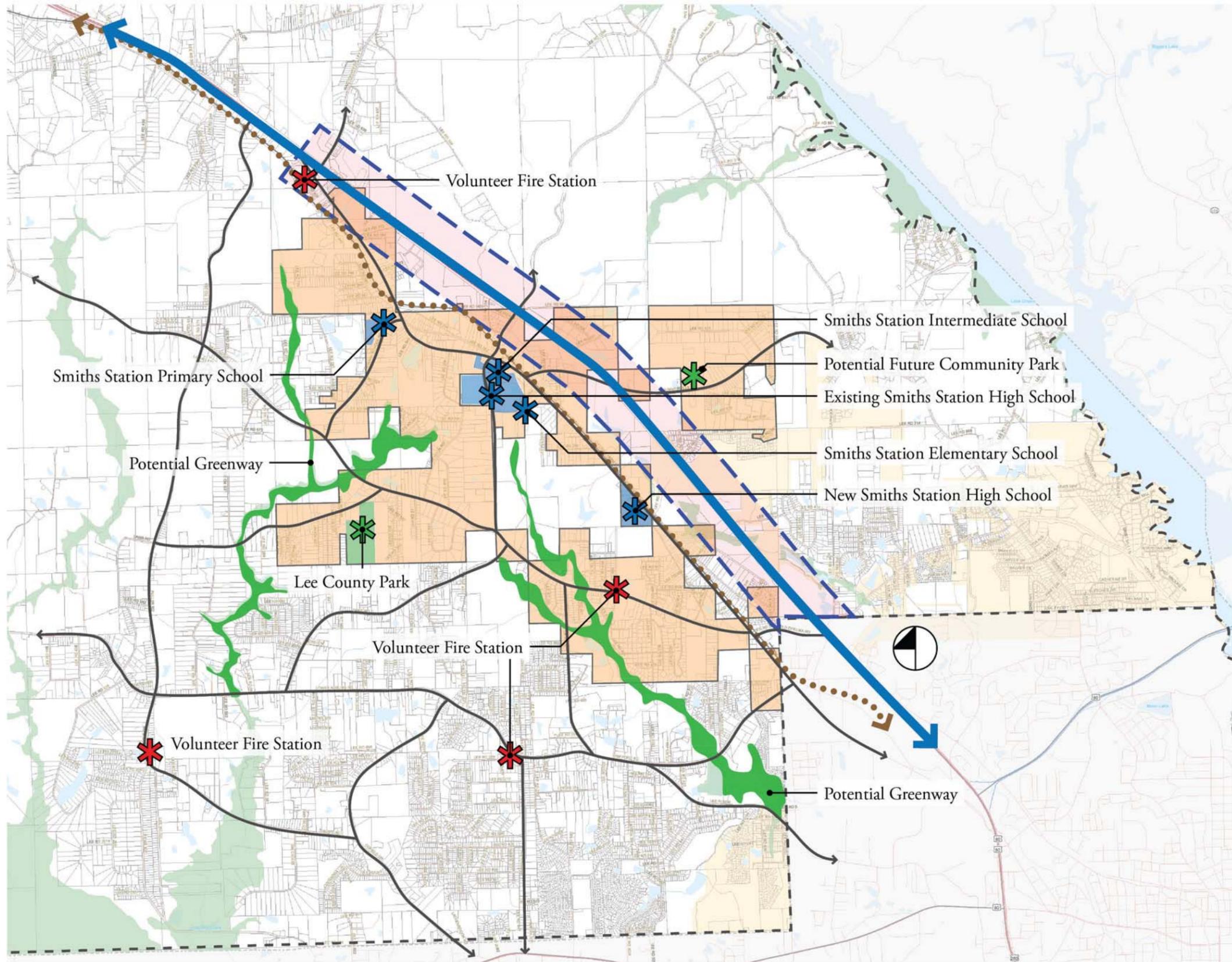
LEGEND

-  Mixed Use Center
-  Rural Center
-  Suburban
-  Rural Residential
-  Res. Infill and Redevelopment
-  Residential Infill
-  Civic
-  Potential Greenway
-  Existing City Development
-  Potential Annexation
-  Mixed Land Uses
-  Corridor Overlay
-  Local Road
-  Major Road
-  Gateway Corridor
-  US Highway-280/431
-  Railroad

Objectives and Recommendations

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COMMUNITY FACILITIES



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INFRASTRUCTURE

Objective:

Provide for water, sewer, storm drainage, utilities and communication services to support residential, business development expected for the city in a cost effective manner, relative to growth and revenue.

Recommendations:

1. Continue to extend and improve water and sewer services to existing developments and support expanded development in potential high growth locations.
2. Protect flood plains and improve storm drainage as needed
 - a. Improve storm sewer through curb and gutter in town center and other centers in the city.
 - b. Enforce provisions for storm water management in new subdivisions and developments, consistent with density and drainage character.
3. Encourage expansion of telecommunications, power, and gas to city-wide systems and development projects.
4. Improve and expand street lighting in centers and neighborhoods.

OPEN SPACE, CONSERVATION, AND PRESERVATION

Objective:

Protect natural areas and important historic structures, landscape and districts.

Recommendations:

1. Establish city-wide greenway and open space network – public and private – utilizing conservation easements and land banks as needed.
2. Establish greenway connections to schools, mixed-use centers and recreational amenities, using other sidewalks and trail systems where appropriate.
3. Identify and protect historic structures, districts, and landscapes – include town center, neighborhoods and rural areas.
4. Establish neighborhood conservation overlay to protect natural areas as part of larger tracts.
5. Establish streetscape standards and landscaping of public sites.

SPECIAL DISTRICTS AND CORRIDORS

Objective:

Identify special corridors and districts and start to promote development consistent with the suburban and rural character of Smiths Station.

Town Center

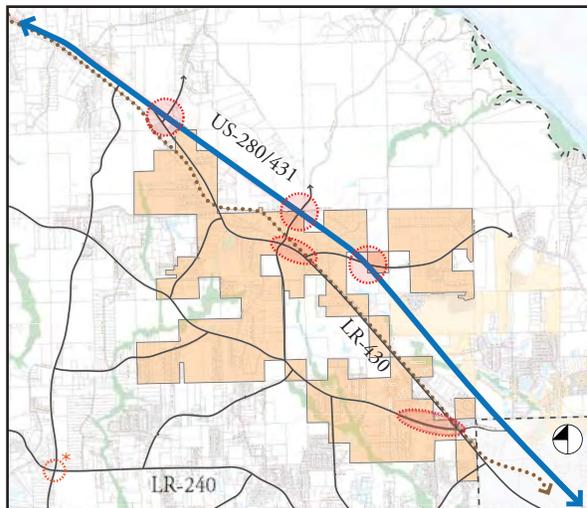
Recommendations:

1. Establish a consistent style of sidewalks, street lights and signals that will be implemented throughout the town center.
2. Consider the development of design guidelines, for improvements to existing and future developments, which will provide a consistent and unified appearance.
3. Implement a tree planning or landscaping program for the town center that will provide for a consistent appearance and appropriate scale.
4. Improve Lee Road-430 and minor side streets through the addition of sidewalks to connect existing and future close-in neighborhoods.
5. Consolidate city facilities, churches, schools and other public/quasi-public facilities into a consistent development pattern.

Mixed-Use Centers

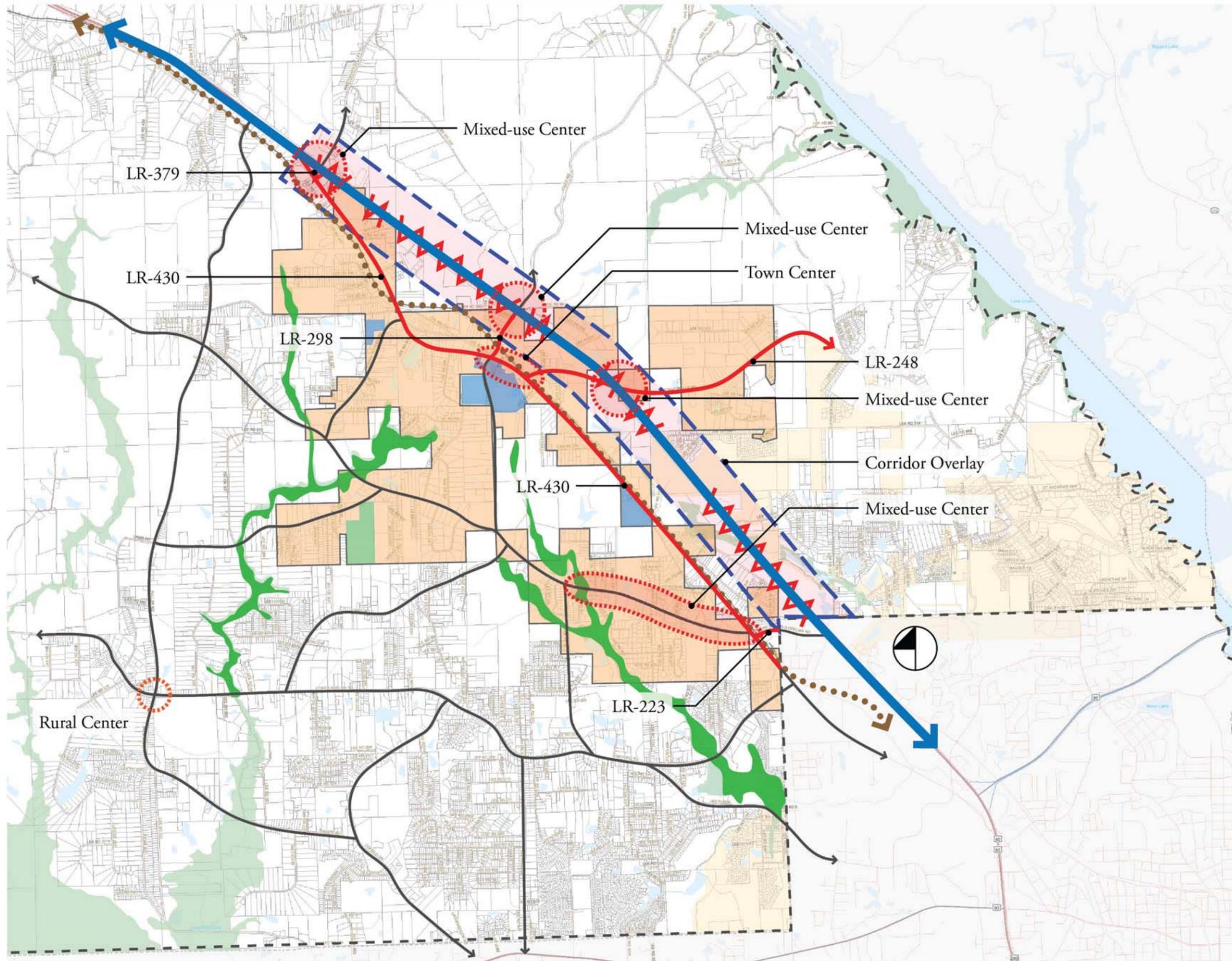
Recommendations:

1. Establish mixed-use centers at selected important crossroads in the community consistent with the Plan Concept, to include convenience businesses and community services.
2. Implement a landscaping and design program for the selected mixed-use centers that will provide for a consistent appearance and appropriate scale.



** Rural center location
from Draft Lee County
Master Plan.*

SPECIAL DISTRICTS AND CORRIDORS



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US Highway-280 Corridor

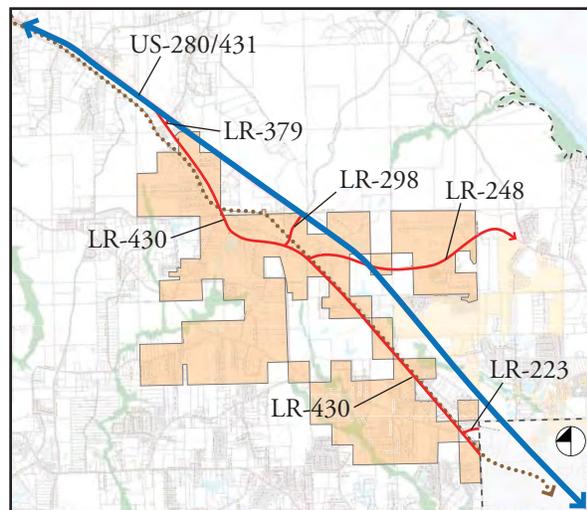
Recommendations:

1. Establish US Highway-280 corridor district that includes access management and design guidelines.
2. Establish and support mixed-use, commercial, retail, residential and light industrial development along US Highway-280 corridor district.

Gateway Corridors

Recommendations:

1. Establish Lee Road-430, Lee Road-248 (Summerville Road), Lee Road-298 (Jones Road), Lee Road-379 (McCulloh Road) and Lee Road-223 (Pierce Road) as gateway corridors back to US Highway-280 and Phenix City.
2. Implement a design program for the selected corridors that will provide for a consistent appearance including:
 - a. A consistent style of street lights and signals
 - b. Appropriate landscaping through street trees
 - c. Decorative and well maintained gateway signage



Gateway corridors that have been identified for Smiths Station: LR-430, LR-248 (Summerville Road), LR-298 (Jones Road), LR-379 (McCulloh Road) and LR-223 (Pierce Road).

ECONOMIC AND COMMUNITY DEVELOPMENT

Objective:

Promote economic and community development that increases income levels in the community and revenue consistent with overall community goals and visions.

Recommendations:

1. Establish and support mixed use, commercial, retail and selective industrial development along US Highway-280 corridor district.
2. Formalize and promote development of a town center with retail and service to support local revenue.
3. Create commercial mixed-use districts at major crossroads.
4. Promote mixed-use development of major vacant tracts, consistent with the land use pattern and other objectives.
5. Include increase of restaurant facilities within the community as part of mixed-use districts.
6. Identify a location within the community to promote as an industrial park, consistent with land use plan.
7. Encourage the development of entertainment facilities within the community, to be predominately located within the town center.

COMMUNITY DESIGN AND APPEARANCE

Objective:

Encourage design and development consistent with suburban pattern and rural character in public and private sectors.

Recommendations:

1. Landscape and improve key street corridors, including US Highway-280, Lee Road-430 and cross streets of town center.
2. Consider the development of design guidelines at the town center, for improvements to existing and future developments, which will provide a consistent and unified appearance.
3. Improve parking and landscaping of Government Center and nearby properties.

4. Improve Lee Road-430, Lee Road-248 and Lee Road-298 as gateways back to US Highway-280. Improvements should consist of the following:
 - a. A consistent style of street lights and signals
 - b. Appropriate landscaping through street trees
 - c. Decorative and well maintained gateways signage
5. Establish lighting standards to be implemented across the community. The following categories are how lighting standards should be considered:
 - a. Town Center
 - b. Gateway Corridors
 - c. Local Streets
 - d. Neighborhoods
6. Utilize greenways as community design amenities, providing connectivity of centers, neighborhoods and corridors.
7. Establish a city-wide way-finding system to improve identity and location of facilities, developments, neighborhoods and centers in Smiths Station.

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IMPLEMENTATION OF THE PLAN

RECOMMENDATION ACTION ITEMS

For each of the *Comprehensive Community Master Plan* objectives and recommendations, there are action steps that should be considered in order to implement the policies or recommendations. These action items may change, over time, however it is important to identify some of these. Previous and current plans should be continuously updated and implemented to ensure results and take advantage of momentum.

PRIORITIES AND TIME FRAME

Priorities may be considered short term, mid-term and long term. These designations take into account the importance of a recommendation as well as a sense of time sensitivity or urgency.

FINANCING AND FUNDING AND PUBLIC/PRIVATE INVESTMENTS

It should not be presumed that the *Comprehensive Community Master Plan* is implemented by city resources alone. Most of the Plan recommendations will be implemented by the private sector. The city's goal is leveraging and supporting private sector resources to accomplish the desired results. Plan implementation should also be seen as an investment strategy and not just spending public funds.

Financing and funding of city initiatives should include the use of city funds; grants; loans; other incentives and special funding generated through related development authorities such as a Commercial Development Authority, Chamber of Commerce, Industrial Development Board or Economic Development Authority (county or regional), a Land Trust and other

public-private develop organizations in addition to more common development authorities such as the utility board, school board, park board, etc.

REGULATORY TOOLS

Certain regulatory tools are important to the implementation of the *Comprehensive Community Master Plan*. These tools include zoning ordinances, subdivision regulations, historic districts, design review, and others. These tools should be seen as consistent with the Master Plan and amended, as needed, to further the implementation of the Plan.

ONGOING AND PROJECT PLANNING

Continuous review and updating of the *Comprehensive Community Master Plan* is important to responsible implementation of the Plan. Such updating should be done as needed, and, at least every five years. Annual reports should be made by the Planning Commission, to the Mayor, and Council on the status of the Plan.

KEY TERMS AND CONCEPTS

Access Management

Balancing access to developed land while ensuring safe and efficient movement of traffic by limiting the ability of traffic to enter, leave, or cross thoroughfares. Also, improved control of the design and spacing of access drives, intersections, and traffic signals to promote safe and efficient movement of traffic.

Arterial Road

An arterial road is a moderate or high-capacity road which is immediately below a highway level of service. Arterial road carries larger volumes of traffic between areas such as neighborhoods, town centers and other districts.

CEDS

The Lee-Russell CEDS, Comprehensive Economic Development Strategy, is a plan produced by the Lee-Russell Council of Governments to be used as a guide for economic growth in Lee and Russell County.

Collector Road

A collector road is a low or moderate-capacity road which is below an arterial road functional class. Collector roads tend to lead traffic from local roads or sections of neighborhoods to activity areas within communities.

Complete Streets

Streets that are planned, designed and constructed to include various modes of transportation, including pedestrian, automobile and potential provisions for transit use. Complete street policies may also include requirements or provisions for appropriate landscaping.

Conservation Subdivision

A subdivision with lots, buildings, and infrastructure arranged in such a way to conserve or protect sensitive natural areas, such as wetlands, floodplains, forested areas; usually allowed through a zoning overlay and subdivision regulations, where the original zoning remains in place, in terms of allowed or increased density, in some parts of the property in lieu of restricting development of other parts of the property that may be more sensitive to conservation.

Gateways

Areas of landscape features of varying sizes that are considered important entrances or approaches to downtown or other special districts, usually at intersections of major streets or roads; should be thought of as an area, which is well designed and developed, including appropriate land uses, rather than just a landscape feature; often includes signage and landscaping giving a positive impression and direction to important districts.

Gateway Corridor

A linear section of a major road that are considered important approaches to the community or special districts; they should be well designed and include appropriate landscaping and streetscape amenities. Signage and landscaping should give a positive impression to the approach of the community or district.

Greenways

Open space that is arranged in a linear pattern to connect to parks and community facilities or centers of activity; may include trails or simply open space; may be publicly owned and open to the public or may be privately held, with limited access.

Local Streets

A local road is a low capacity road which is below the collector road functional class. Local roads are typically found within neighborhoods and provide a good level of connectivity within a small geographical area.

Mixed Use Center

Locations that have a small concentration of commercial activity and a slightly denser pattern of residential structures. They typically occur at an important or highly visible intersection within the community.

Mixed Use Corridor

A linear section of a major road where a mix of uses are encouraged – light industrial with an emphasis on commercial and higher density residential developments. Access management should be incorporated within the corridor and large scale development should occur as planned unit developments.

Mixed Use Development

Development that includes a mix of residential, commercial and/or other uses in the same district arranged and designed to allow for a greater diversity of land use, governed through site plans and design guidelines authorized through the Planning Commission. These developments typically occur along major corridors.

MPO

A metropolitan planning organization, MPO, is a transportation policy-making organization made up of representatives from local government and transportation authorities within an urbanized area containing a population of 50,000 or greater.

Planned Unit Development

A specialized zoning classification that allows for a mix of residential, commercial and/or other uses to occur within the defined parcels governed by a site master plan and design guidelines authorized by the Planning Commission. The planned unit development approval process should require the PUD site master plan to be approved by the planning commission.

Rural Center

Areas of clustered commercial activities and increased density within the unincorporated areas of the county. Urban services are typically limited. *(Based on Draft Lee County Master Plan)*

Rural Residential

Low density residential pattern located in close proximity to rural centers or beyond the suburban areas in unincorporated portions of the county. *(Based on Draft Lee County Master Plan)*

Suburban

Primarily low density residential which is dependent upon an urban area. Suburban areas are typically within or in close proximity to a municipality. Typical urban services are provided within a municipality. *(Based on Draft Lee County Master Plan)*

Town Center

The central business district, including mixed commercial, residential, institutional land uses, typically multi-story building with common parking facilities and build-to lines.

APPENDIX

COMMUNITY ASSESSMENT

Population

From their incorporation, in 2001, the City of Smiths Station has undergone many changes. The population of Smiths Station at the time it was incorporated was estimated to be 4,550 by the U.S. Census Bureau. The City will participate in the decennial census for the first time in 2010. At that time the first true record of the magnitude of population growth for the last ten years will be seen.

The Smiths Station area of southeast Lee County has experienced unprecedented growth over the past twenty years (Figure 1 shows MPO study area in Lee County). The ten year period of 1990-2000 had a population increase of 86% in the Columbus-Phenix City MPO Study area, which translates to an approximately 12,000 additional people from the 2000 census.

The same Lee County study area is forecasted in the Columbus-Phenix City MPO Long Range Transportation Plan Year 2030 (LRTP) to expect approximately 18,000 additional residents, as shown in Figure 3, and around 7,000 additional housing units. The expansion of Fort Benning due to the Defense Base Closure and Realignment (BRAC) reinforces the forecasted population estimates.

The City of Smiths Station is limited in its capacity to absorb this population increase by its geographic boundaries and current city services. However, the changes experienced in the next five to twenty years will be dynamic and challenging in southeast Lee County.

Figure 1: Lee County Study Area of the Columbus-Phenix City MPO

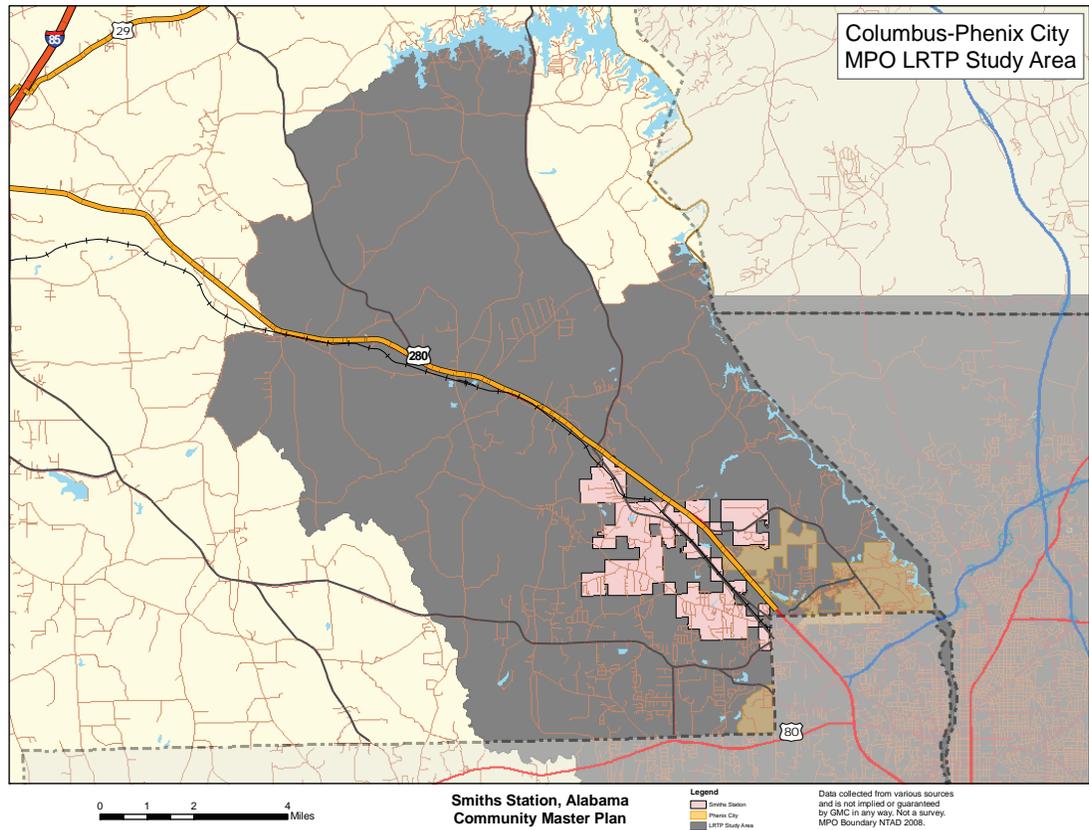


Figure 2: Population Density for the Columbus-Phenix City LRTP 2002

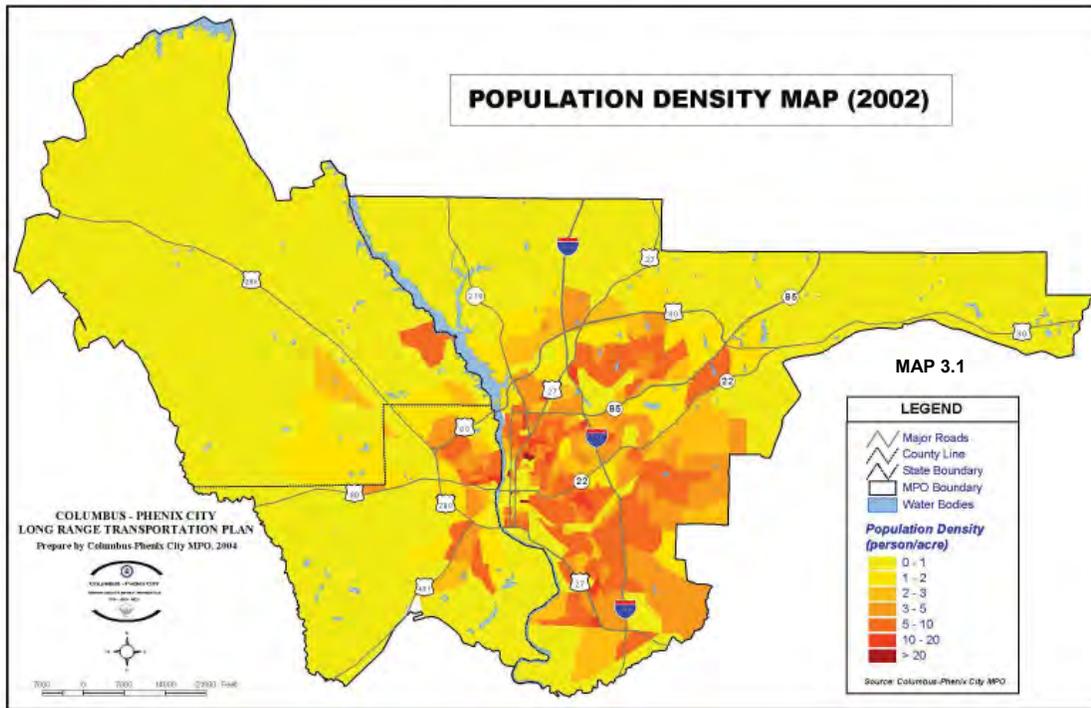
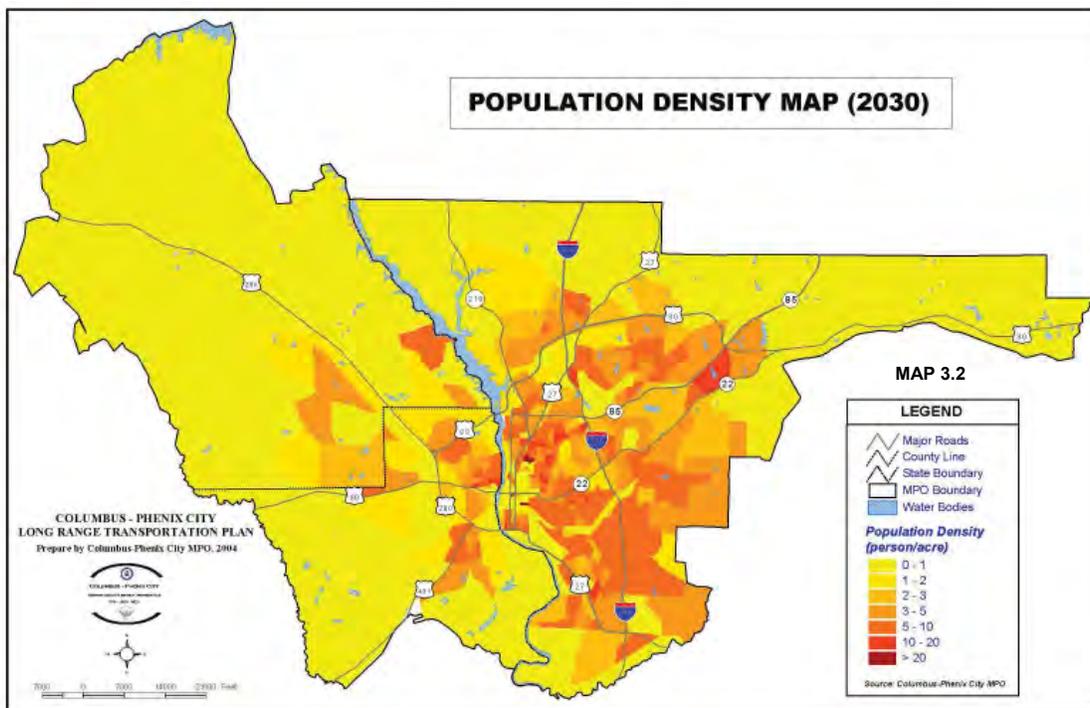


Figure 3: Population Density for the Columbus-Phenix City LRTP 2030



Economy and Economic Development

Considering Smiths Station location in the region as a “bedroom community” the city’s revenue stream is very limited. The city should pursue selected light industrial and commercial development along US Highway-280 in hopes of increasing city revenue for additional services.

Natural Resources, Open Space, and Topography

Smiths Station has a relatively flat topographic profile with low areas around the creeks and streams and gently rolling hills in between. Much of the flood plain that existing within the Smiths Station area are located along the Chattahoochee River, Mill Creek and the Little Uchee Creek. These areas should be treated sensitively as far as development and could potentially be used a greenways.

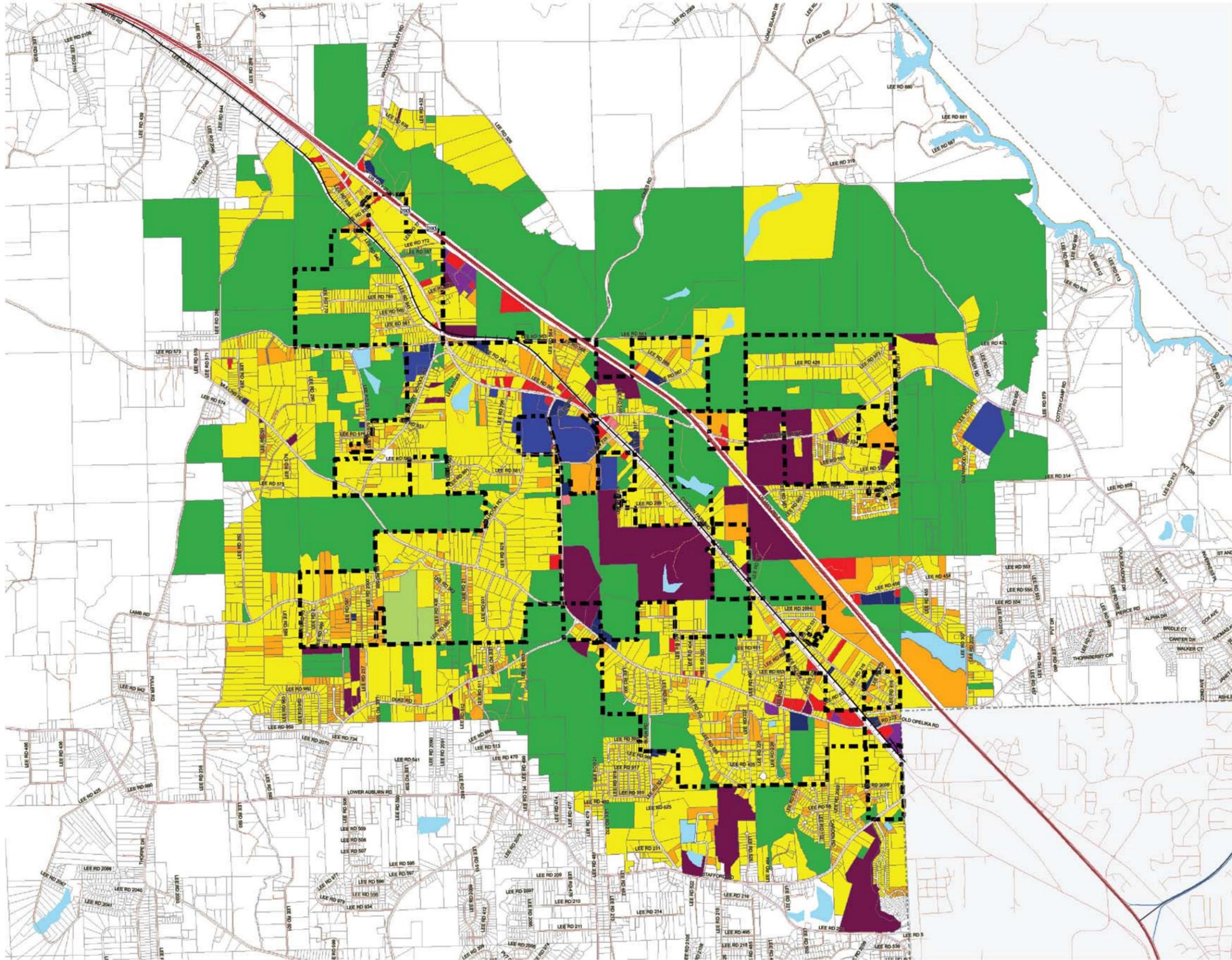
Open space in the Smiths Station area is typically used for farming, timber, cattle or other agricultural purposes. The use as agricultural land helps to reinforce the rural character of Smiths Station and efforts should be made to protect their use while still allowing for future development.

Land use

Land use in the Smiths Station area is predominately low density detached single family residential. Much of that residential is concentrated in subdivisions within the area. In certain locations near commercial intersections, the residential density is slightly increase as compared to subdivisions. There are some locations where larger tracts of land, typically owned by a family, have been subdivided for other family members. Multi-family residential is very sparse to non-existent.

Commercial development in Smiths Station is limited and concentrated mainly in two locations. The traditional commercial core of Smiths Station is along County Road-430, between County Road-298 and County Road-248, and currently consists of a church, grocery store and gas station amongst others. There is also commercial development along County Road-246, or Mullins Road, near the intersection of County Road-430. Much of this commercial exists in smaller “strip” center type developments along with a few light industrial and institutional uses.

EXISTING LAND USE

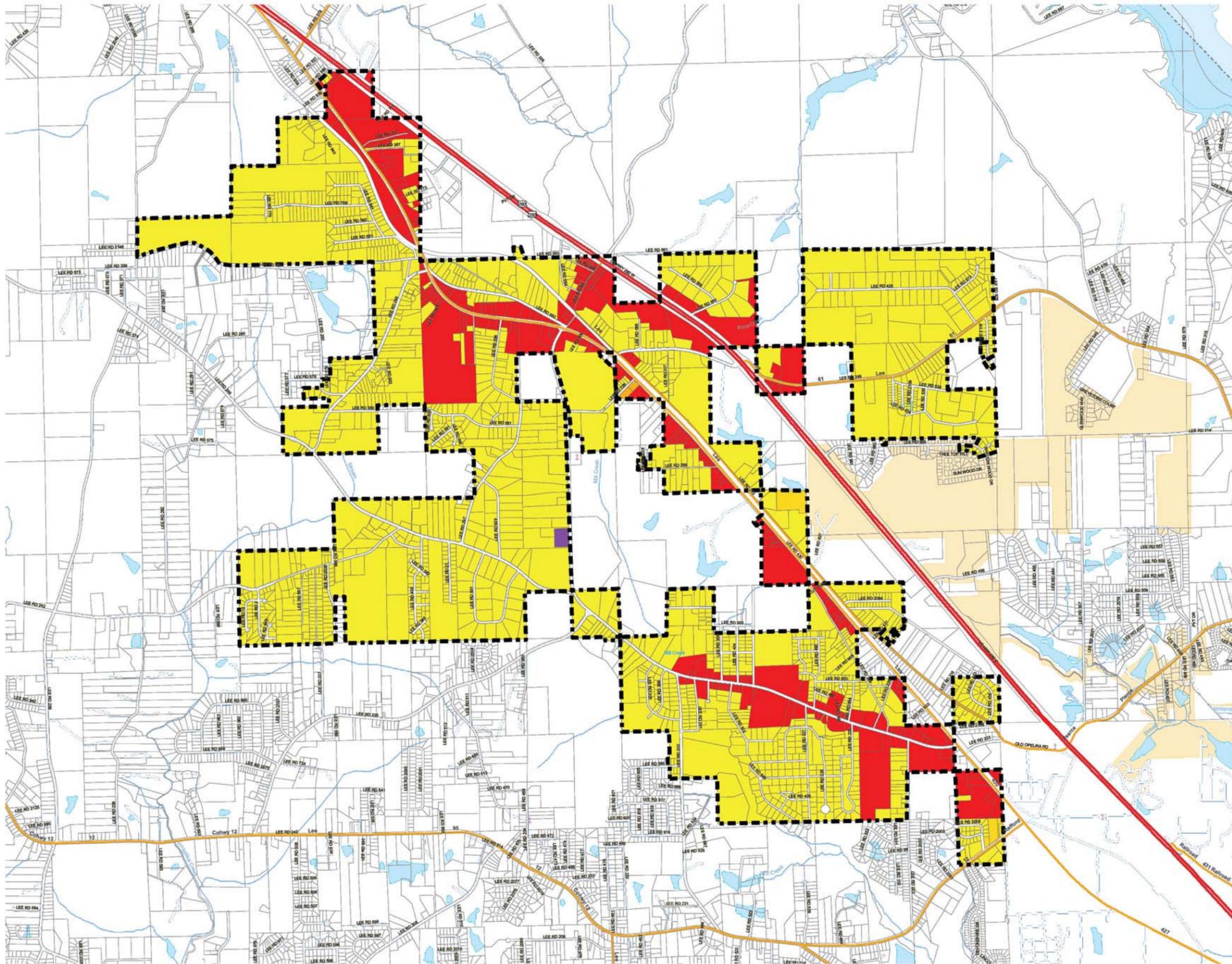


LEGEND

	Commercial
	Forest
	Industrial
	Institutional
	Recreational
	Religious
	Residential
	Undeveloped
	Utility
	Vacant
	Water

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EXISTING ZONING MAP



LEGEND

- C-1 Commercial
- M-1 Light Industrial
- M-2 Heavy Industrial
- R-1 Residential
- R-2 Multi-Family
- R-3 High Density Res.
- R-4 Manufactured Housing
- A Agriculture

Appendix

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Streets and Transportation

The main access to Smiths Station area is primarily served by a US Highway arterial composed of US Highway-280 and US Highway-431 which connects between Opelika and Phenix City and beyond. Other major collector roads in the Smiths Station area include Lee Road-430, Lee Road-248, Lee Road-223, Lee Road-240 and Lee Road-246. These major collectors distribute traffic to the various neighborhoods and districts within

Figure 5: Accidents within the Smiths Station Area

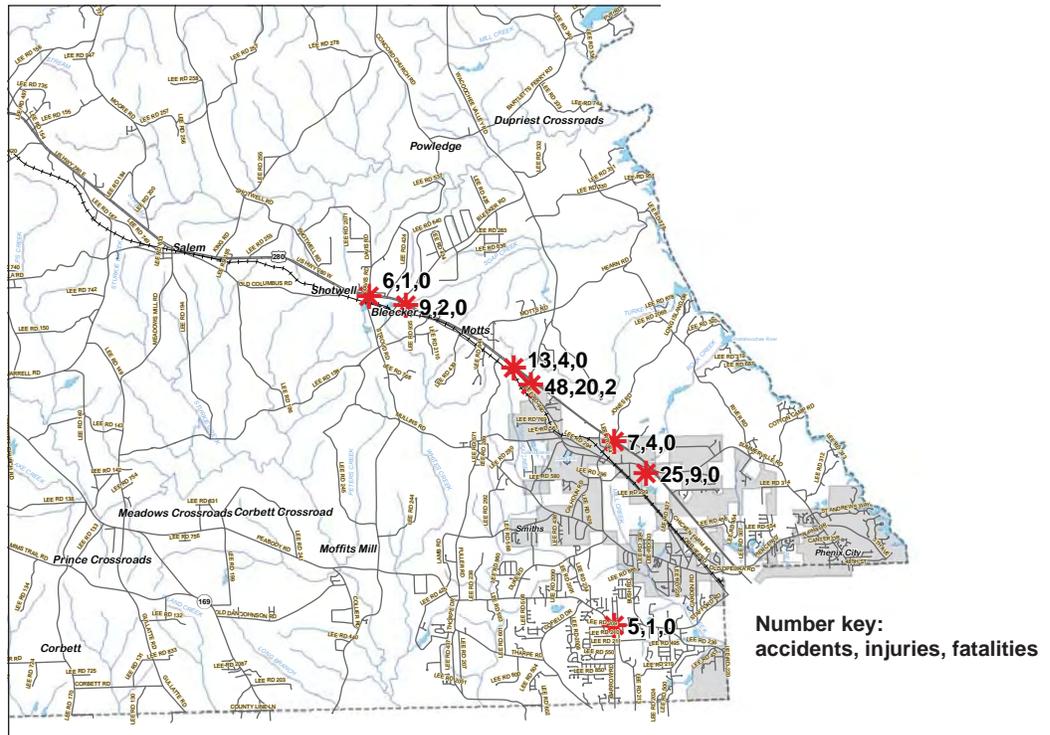
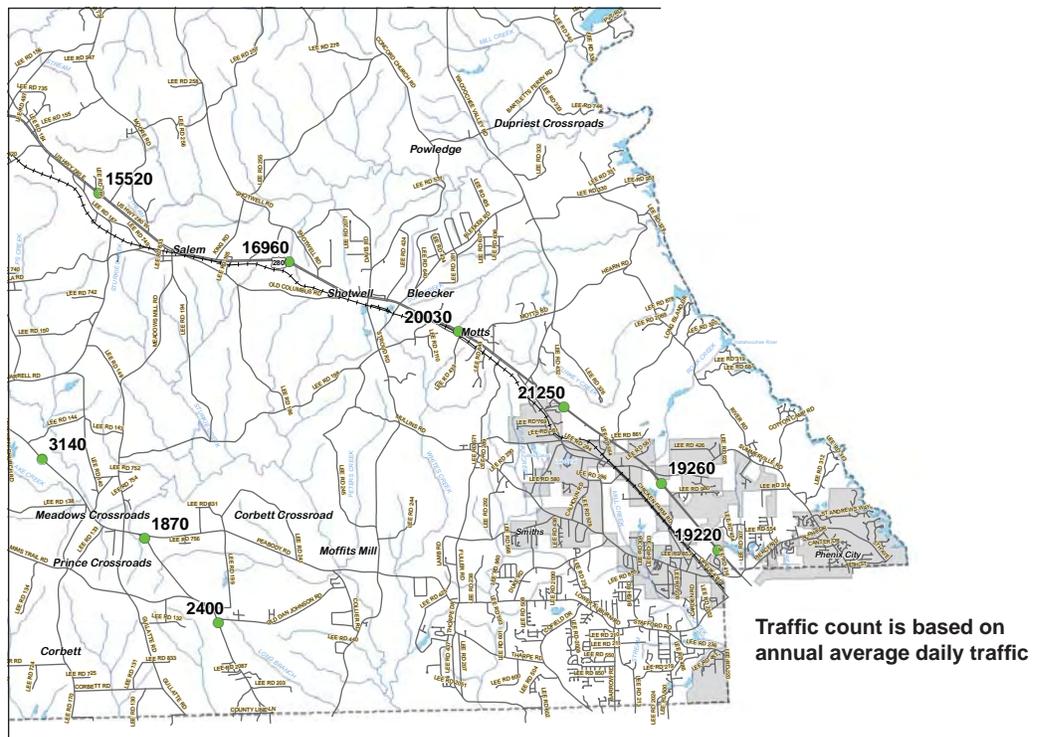


Figure 6: Traffic counts within the Smiths Station Area



the area. Lee Road-430, one of those major collectors, passes through the central of the portion of the community and serves the primary access to the schools within the area. The collector roads and local roads within the area are County Highways that are maintained by Lee County.

Road maintenance has been an issue that has continually been pressed in Smiths Station. Because the city does not have a maintenance crew, the City relies on the County to perform needed maintenance on the roads and rights-of-way.

Based on traffic count data available from ALDOT, the intersection of US Highway-280/431 and Lee Road-379 is the most heavily traveled intersection in the Smiths Station area. Data from ALDOT also suggests that this same intersection has the highest accident count in the Smiths Station area. Consideration should be emphasized at this intersection from a safety perspective as well as general improvement for the surrounding community.

Infrastructure

The Smiths Water and Sewer Authority provides water and sewer services to the Smiths Station area. Water service across the City and service areas are adequate, however, sewer service is very limited. Because of limited sewer service, businesses might be reluctant to locate in the Smiths Station area. Also, that limited service has caused a proliferation of underground septic systems in areas which might not be conducive to proper percolation.

A new sanitary sewer line will soon be under construction along Mill Creek in the Smiths Station area. The line will run from approximately near the existing high school along Mill Creek and connect back into the Phenix City sanitary sewer system just past the Lee County, Russell County Line.

Community Facilities and Services

Parks

The City of Smiths Station and the Lee County Commission have partnered to create a large sports park on the western portion of the City. This partnership has resulted in baseball and softball fields along with a walking trail. Also at the same location is the newly constructed Senior Citizens Center.

Education

Smiths Station is served by the Lee County School System and is in the Smiths Station service area. The schools within the Smiths Station service area include Smiths Station Primary School, Smiths Station Elementary School, Smiths Station Intermediate School, Wacoochee Junior High School, and Smiths Station High School. Of these facilities, only Wacoochee Junior High School is not within the immediate area of the City of Smiths Station. Currently under construction is a new Smiths Station High School which will accommodate grades 10 to 12. Also under consideration is the addition of another elementary school within the Smiths Station service area.

County Service

The Lee County Revenue Commissioner maintains a satellite office in the Smiths Station Government Center. This office provides for basic Revenue Commission services such as real estate tax payments, real property assessments, motor vehicle registration and manufactured home registration.

Sample of the Workshop Flyer

City of Smiths Station Community Workshop

For the Update to the City Comprehensive Master Plan

**Thursday May 7th
7:00 pm EST
High School Cafeteria**

- Who?** Any citizen living in the City of Smiths Station concerned about the future of their community should come and contribute.
- What?** The master plan will be the guide which Smiths Station uses to help make future decisions about growth and development.
- Where?** Smiths Station High School Cafeteria
- When?** Thursday May 7 at 7:00 pm EST
- Why?** Because character and community is important, you should come and share your vision for the future of the City of Smiths Station.



Alabama
Meet me at the Station!

Sample of the Open House Flyer

City of Smiths Station Open House Review

of the Update to the City Comprehensive Master Plan

**Wednesday November 18th
4:00 pm EST
Government Center**

Who? Any citizen living in the City of Smiths Station concerned about the future of their community should come and contribute.

What? The master plan will be the guide which Smiths Station uses to help make future decisions about growth and development.

Where? Smiths Station Government Center

When? Wednesday November 18th at 4:00 pm EST

Why? Because character and community is important, you should come and review the update to the City's Comprehensive Plan Master Plan.



Alabama
Meet me at the Station!

RESOLUTION PC 2010-003

A RESOLUTION FOR THE PLANNING COMMISSION TO APPROVE AND RECOMMEND THE COMPREHENSIVE COMMUNITY MASTER PLAN TO THE CITY COUNCIL OF THE CITY OF SMITHS STATION, ALABAMA, FOR THEIR CONSIDERATION.

WHEREAS, the Smiths Station Planning Commission has reviewed a Draft Comprehensive Community Master Plan; and,

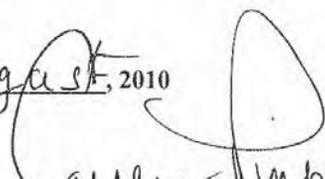
WHEREAS, various community meetings, studies, and recommendations have been considered in preparation of the Plan; and

WHEREAS, the Planning Commission has conducted a public hearing on said draft plan.

NOW THEREFORE, BE IT RESOLVED, that the Smiths Station Comprehensive Community Master Plan, dated June 08, 2010 be approved and recommended to the Smiths Station City Council for consideration subject to:

1. Corrections, additions or deletions per Planning Commission Recommendations
2. Addition of supporting maps and graphics consistent with the text adopted by the Planning Commission.
3. Certification of final plan by the Chairman of the Planning Commission or Secretary.

ADOPTED this 3rd day of August, 2010


Carolyn Pinkney, Chairperson Planning Commission

Attested:

Jerry Bentley, Secretary Planning Commission

RESOLUTION 2010-166

A RESOLUTION FOR THE CITY OF SMITHS STATION, ALABAMA TO APPROVE AND ADOPT THE SMITHS STATION COMPREHENSIVE COMMUNITY MASTER PLAN DATED JUNE 8, 2010.

BE IT RESOLVED AND ORDERED BY THE CITY COUNCIL OF SMITHS STATION, ALABAMA as follows:

WHEREAS, the Smiths Station Planning Commission has recommended consideration of the Comprehensive Community Master Plan for the City of Smiths Station; and

WHEREAS, the Smiths Station City Council has reviewed the Draft Comprehensive Community Master Plan for the City of Smiths Station; and

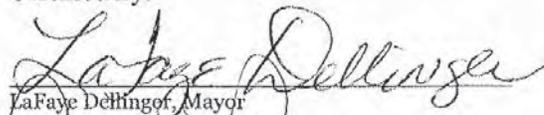
WHEREAS, there have been various community meetings, studies, and recommendations considered as part of the comprehensive planning process; and

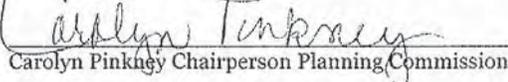
WHEREAS, the Planning Commission and the City Council have conducted public hearings on the Draft Plan.

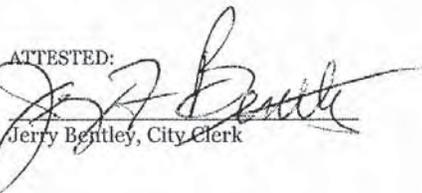
NOW THEREFORE, BE IT RESOLVED, that the Smiths Station City Council hereby approves the Smiths Station Comprehensive Community Master Plan, dated June 8, 2010, subject to any revisions, changes, or modifications approved in part of this resolution and final edits as required for final printing of the plan, including the addition of maps and graphics depicting recommendations in the plan, and certified by the Smiths Station Planning Commission Chairperson and the Mayor of the City of Smiths Station.

Approved and adopted this 10th day of August, 2010.

Certified By:


LaFaye Dellinger, Mayor


Carolyn Pinkney Chairperson Planning Commission

ATTESTED:

Jerry Bentley, City Clerk

(SEAL)

SMITHS STATION, ALABAMA
COMPREHENSIVE COMMUNITY MASTER PLAN