

## **AGENDA ITEM**

May 17, 2022

**Subject:** Amendments to the Comprehensive Plan

**Department:** Administration

This Ordinance will amend the 1984 Comprehensive Plan to allow commercial development along Austin Blvd from Adams Street to Chestnut Street.

The Planning Commission by Resolution No. 1 on November 12, 2002 and approved and ratified by the City Council by Resolution No. 1021 on November 19, 2002 updated the 1984 Comprehensive plan to include: *“The Hwy, 54 corridor from Adams Street west to the Cottey College is one of our few remaining residential frontages along the highway. Although high traffic counts and excellent visibility makes this corridor attractive for commercial and retail development, the community and adjacent neighborhoods place a high priority on preserving the residential character of this area as a unique gateway to Nevada that reflects the quality of life in our community.”*

### **Manager’s Notes:**

- A Master Plan or Comprehensive Plan is a policy document that guides the current and future development of a community. A zoning ordinance is law. It regulates things including land use; building form, placement, size, spacing, parcel area, width, depth; types of land uses allowed in a district. Because an ordinance is law, it includes consequences for violations.

**BILL NO. 2022-049**

**ORDINANCE NO.**

**A SPECIAL ORDINANCE OF THE CITY OF NEVADA, MISSOURI, AMENDING, ADOPTING AND EXTENDING THE COMPREHENSIVE PLAN FOR THE CITY OF NEVADA, MISSOURI**

**WHEREAS**, pursuant to the authority granted under Revised Missouri Statutes Sections 89.300 to 89 .490, and Section 2-47 of the Municipal Code of the City of Nevada Missouri, the City of Nevada, Missouri desires to amend, restate and adopt a Comprehensive Plan for the City; and

**WHEREAS**, the Comprehensive Plan seeks to guide and accomplish the coordinated development of the City which, in accordance with existing and future needs, will best promote the general welfare, as well as efficiency and economy, in the community development process; and

**WHEREAS**, The Council finds that the Planning Commission held a public hearing on May 10, 2022 for which notice was duly published, all in accordance with Section 37-11 of the Municipal Code of the City of Nevada, Missouri and the change comes with a positive recommendation by that body; and

**WHEREAS**, The Council held a public hearing after publication of this notice, all in accordance with Section 37-11 of the Municipal Code of the City of Nevada, Missouri.

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF NEVADA, MISSOURI THAT:**

**Section 1.** The Council finds the adoption of the proposed plan amendment as recommended by the Planning Commission is in the best interest of the City of Nevada.

**Section 2.** The Council of the City of Nevada hereby adopts the Amendment as depicted by Exhibit "A" attached hereto and incorporated herein by reference.

**Section 3.** This ordinance shall be in full force and effect after its passage.

**PASSED, APPROVED and ADOPTED** by the City Council of the City of Nevada, Missouri, this \_\_\_\_\_ day of June, 2022.

CITY OF NEVADA, MISSOURI

(SEAL)  
ATTEST

\_\_\_\_\_  
George Knox, Mayor

\_\_\_\_\_  
Stephanie M. Martin, City Clerk

## EXHIBIT "A"

### MASTER PLAN NOTES AND UPDATES

1. **The Interstate 49 (I-49) interchange at Austin and KK** is an important retail location due to its traffic counts, excellent highway visibility, and the presence of regional retail destination attractions and highway service facilities including food, fuel and lodging. Future upgrade will require consideration of an access point to Austin for a frontage road to parallel I-49 south to Hwy BB. In addition, a "backage" road may be required to consolidate and minimize access points to facilitate traffic circulation between Barrett and Johnson Streets south of Austin.
2. **The Interstate 49 (I-49) interchange at Highland** is an important employment location for service and manufacturing industries due to its proximity to industrial building and industrial parks to the east, and educational facilities to the west. Industrial facilities to the east have direct access to rail service to support heavy industry. In addition, future residential development to the east of these facilities that would be incompatible with heavy industry. To the west of the Highland interchange, future development of Joe Kraft Boulevard is predicated upon development of light manufacturing and service industries that would be compatible with adjacent residential areas and proximity to North Campus educational facilities.
3. **The Vernon County courthouse square** is the historic heart of Nevada that has transitioned over the past thirty years from a retail center to a governmental services and employment center that has attracted associated professional, commercial and retail support businesses. The community places a high priority on preserving the extensive inventory of historic buildings and enhancing the character and identity of this area.