

**Town of Smithfield
Planning Board Minutes
November 6th, 2025
Council Chambers
6:00 PM**

Members Present:

Chairman Mark Lane
Vice-Chairman Doris Wallace
Nariman Jaminia
Jaime Beasley
Luke Stancil

Members Absent:

Ashley Spain
Alisa Bizzell

Staff Present:

Micah Woodard, Planner I
Julie Edmonds, Administrative Support Specialist

Staff Absent:

Stephen Wensman, Planning Director

CALL TO ORDER

PLEDGE OF ALLEGIANCE

SWEARING IN OF NEW PLANNING BOARD MEMBER LUKE STANCI

IDENTIFY VOTING MEMBERS

APPROVAL OF AGENDA Mark Lane added, he would like to discuss the functions of the Town of Smithfield Planning Board, the Johnston County Planning Board and the Planning Boards of other municipalities. He would like this discussed after S-25-06 and before the Comprehensive Growth Management Plan. Jaime Beasley made a motion to approve the amended agenda; seconded by Nariman Jaminia. Unanimously Approved

APPROVAL OF MINUTES October 2nd, 2025

Jaime Beasley made a motion to approve the minutes, seconded by Nariman Jaminia. Unanimously approved.

New Business

RZ-25-04 Johnson US 70 Bus. Rezoning: Public meeting to review a request by applicant Chris Johnson for a general rezoning of his ±4.89-acre tract from the existing B-3 (Highway Business) / R-20A (Residential Agricultural) Zoning Districts to LI (Light Industrial). This parcel is identified by Johnston County Tax ID 15078019C.

Planner, Micah Woodard briefly explained the reasoning for rezoning RZ-25-04 from B-3/R-20A to LI (Light Industrial). There are no current plans for this parcel; however, when there are it will be developed with all current LI (Light Industrial) standards. Planning staff recommends approval of RZ-25-04.

Luke Stancil made a motion to approve RZ-25-04; seconded by Nariman Jaminia. Unanimously Approved
This case will go before Smithfield Town Council on Tuesday, December 16th, 2025 at 7pm.

S-25-05 Waddell Dr. Townhomes: Public meeting to review a request by applicant Spectrum Realty, LLC for a preliminary plat of ±1.63 acres of land in the R-8 CZ Zone, located at 37 Waddell Drive, also identified by the Johnston County Tax ID 15005029, into 16 townhouse lots.

Micah Woodard stated this project came before the Planning Board in late 2024 for their conditional rezoning. It was approved and they're back to request their preliminary plat of 1.63 acres of land. The applicant would like to develop a 16-lot attached single family townhome development that is consistent with the approved conditional zoning master plan. The development will consist of 16 two-story, 1020 sq. ft., 2 bedrooms and 2 ½ bathroom townhomes within convenient walking distance to commercial areas and other community amenities.

Mark Lane asked the Planning Board if they understood their role in this case. He reminded them they will not make a motion to Town Council, only feedback to the applicant. This case will go before Smithfield Town Council on Tuesday, December 16th, 2025 at 7pm.

S-25-06 West Smithfield Business Park (Street Dedication/Recombination): SST Properties, LLC has applied for a Preliminary Plat to turn over an existing driveway to be a NCDOT maintained street, the proposed plat also consists of a recombination. The driveway is located and identified by Johnston County Tax ID#s 15078011G and 15077033C.

Micah Woodard explained this proposed preliminary plat will recombine the existing two lots and will dedicate the existing cul-de-sac to NCDOT. The road was constructed with the Amazon facility and was designed to accommodate future industrial users who would locate on these two remaining lots beside Amazon. There were already extensive NCDOT roadway improvements with turn lanes and signals to accommodate Amazon and the future development.

Josh Drye, Development Manager II with Samet Corporation came forward to answer any questions the Planning Board may have. He stated nothing is currently proposed for this site. It's more about turning the street over.

Planning Staff recommends approval of S-25-06 with the following condition:

1. That NCDOT take over the ownership and maintenance of the road after the industrial lots are developed.
2. That a stub road be constructed to the north as shown on the Town's Transportation Plan

The Planning Board doesn't make any motion on this, they only provide feedback to the developer.

Old Business

- Continue discussion for CA-25-01 Comp Plan Amendment: Staff is requesting the Planning Board review the Comprehensive Growth Management Plan amendments and make a recommendation to the Town Council.

Micah Woodard stated there have been an increasing number of changes to the Comprehensive Growth Management Plan through rezoning's. The town is growing through annexations and new areas opening to sewered growth. Many of these changes were not anticipated in the 2019 Town Plan. The proposed changes are the result of a meeting between Public Utilities, Planning, Parks and Recreation Departments, and the Assistant Town Manager.

Micah Woodard showed maps of the current comp plan and the draft comp plan with the 4 circled areas of interest.

Area 1:

The Town Plan envisions a large area of light industrial in West Smithfield which is now anchored by the Amazon facility and Johnston County Regional Airport. Further to the north there is a pocket of light industrial uses where Tk Studio and AdvanceTech are located. When the Town Plan was prepared, staff were unaware of the county's sewer policy which reserved sewer capacity for industrial development. Staff believed sewer to be unavailable in this area, so the area was guided for low density residential (septic system-residential). The county has a sewer policy to provide sewer for industrial, and the county has guided the land north of Smithfield's ETJ along US 70 Business West for employment uses. The Town Council recently rezoned a parcel north of TK Studio to Light Industrial and correspondingly amended the Comprehensive Plan. This proposed amendment would guide all the land in this area for industrial/employment uses. Industrial in this area makes sense given the US 70 Business designation and easy access to I-42 on US 70 Business W and Swift Creek Road. The Town Plan also envisions low density residential septic development in the area. Since the Town Plan was adopted, the county has constructed a large pump station on the JNX Airport property. There is developable land to the north of the pump station that could feasibly be sewered. And has been of interest to the development community for some time. With the pump station now operational, medium density residential is feasible. Medium density translates to residential densities as high as 9.61 units per acre and can include townhouses and multi-family apartment development.

Luke Stancil stated he sees the need for more medium density in the area so new homebuyers aren't paying such high mortgages. In reference to building townhomes near the Johnston County Airport, he has a concern with the busy Hwy 70 traffic and the airport traffic. He questions if this is the best fit for a project like that.

Micah Woodard stated there has been a lot of residential growth approved but it doesn't necessarily mean it will be developed. The Planning Department staff welcomes any feedback on where the residential growth should go.

Mark Lane would like Area 1 to remain the same. He doesn't want it changed to medium density.

Nariman Jaminia asked if another traffic study had been conducted since the Amazon facility had opened? Naturally more traffic passes through there, he thinks one should be done if it hasn't already. It's important to find out if the road can maintain the volume of traffic needed to develop in that area.

Micah Woodard recapped Area 1. He said the board is ok with the industrial development but not changing from low to medium density. Everyone was in agreement.

Area 2:

Within this area the Bellamy Subdivision is being planned which will bring sewer to the north side of Poplar Creek. Sewer is also feasible to the east of Swift Creek Road, potentially by being bored under the Neuse River from the Buffalo Road area. Therefore, staff is recommending guiding all this area for medium density residential. Medium density translates to residential densities as high as 9.61 units per acre and can include townhouses and multi-family apartment development.

Jaime Beasley isn't in agreement to Bellamy Subdivision being developed. She stated it wasn't the town's place to approve a development as proposed beside a farm.

Nariman Jaminia stated he isn't opposed to this area being medium density.

Mark Lane said he couldn't agree to anything north of Poplar Creek being anything but low density. However, anything south of Poplar Creek, he would be fine with it being medium density.

Luke Stancil mentioned the hog lagoon beside the proposed Bellamy Subdivision. He is opposed to residential being developed in this area. He stated there had to be a better area to build than by hogs.

Mark Lane said there are actually two hog lagoons. One owned by the Youngblood family and the other by the Stephenson family.

Area 3:

Area 3 includes the existing Local 70 Mixed Use PUD. The PUD area will be developed for light industrial or commercial uses. The Town Plan had envisioned a mixed-use center around Buffalo Road at the interchange to future I-42, and some office/residential to the south. The update recommends moving the mixed-use center to the north side of Buffalo Road and creating a larger area for industrial/employment. This makes sense given easy access to future I-42 and the need for industrial growth in the town.

Mark Lane asked what rural residential was?

Micah Woodard said we call that zone R20-A. It's one dwelling unit per acre. Primarily single-family detached and not served by sewer.

Nariman Jaminia would like to see what's being guided for industrial to be guided for commercial.

Area 4:

Area 4 encompasses the entire area east of I-95. The Town Plan did not envision sewer growth in this area, but Mallard Crossing changes all that.

- Industrial. Given the need for industrial growth and the proximity to I-95, Staff is recommending a larger Light Industrial area near the Brogden Road interchange.
- Mixed use. The Town Plan envisioned mixed use around the US 70 Business East/I-95 interchange. With the completion of the connector road and elimination of Mallard Road connection to the Ramp, Staff are envisioning an even larger commercial/mixed use area.

- Low and Medium Density Residential. Mallard Crossing is a medium density project and with sewer on the east side of I-95, Staff recommends guiding all the land to medium and low density residential.

Minor Pedestrian Plan Update:

- NCDOT has asked staff that the proposed Sidewalk and Multiuse Path be switched along Brogden Rd.

The board was in agreement with Area 4 as proposed.

Training/Refresher

Mark Lane spoke on the role of the planning board. They make recommendations to Town Council and provide feedback to developers. He doesn't want to lose anymore board members due to them feeling their services aren't needed or a waste of time.

Micah Woodard disagreed, he stated this board is very much needed and there are roles that are beneficial to the town. You are an advisory board to the Town Council. Your primary role is to make recommendations on legislative decisions and to review quasi-judicial decisions, ultimately guiding and accomplishing a coordinated and harmonious development within Smithfield.

Mark Lane requested again to setup a meeting with Town Council. Micah Woodard said he would relay the request Stephen Wensman and Michael Scott.

Adjournment

Luke Stancil made a motion to adjourn; seconded by Jaime Beasley. Unanimously approved.

Next Planning Board meeting is December 4th, 2025, at 6pm.

Respectfully Submitted,



Julie Edmonds
Administrative Support Specialist