

SMITHFIELD



TOWN PLAN



VOLUME 4: APPENDIX
SEPTEMBER 5, 2019 DRAFT

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A PUBLIC ENGAGEMENT

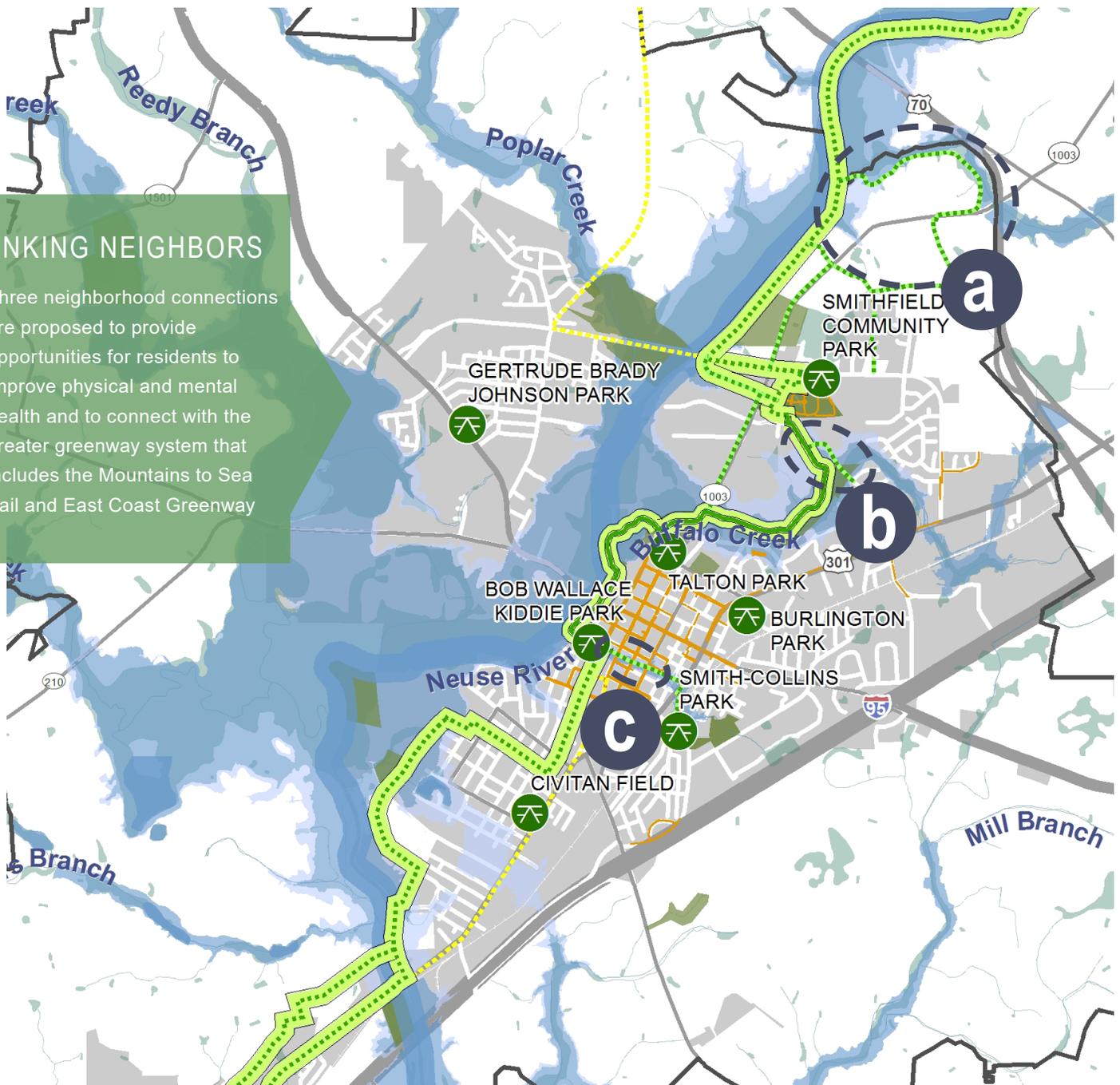


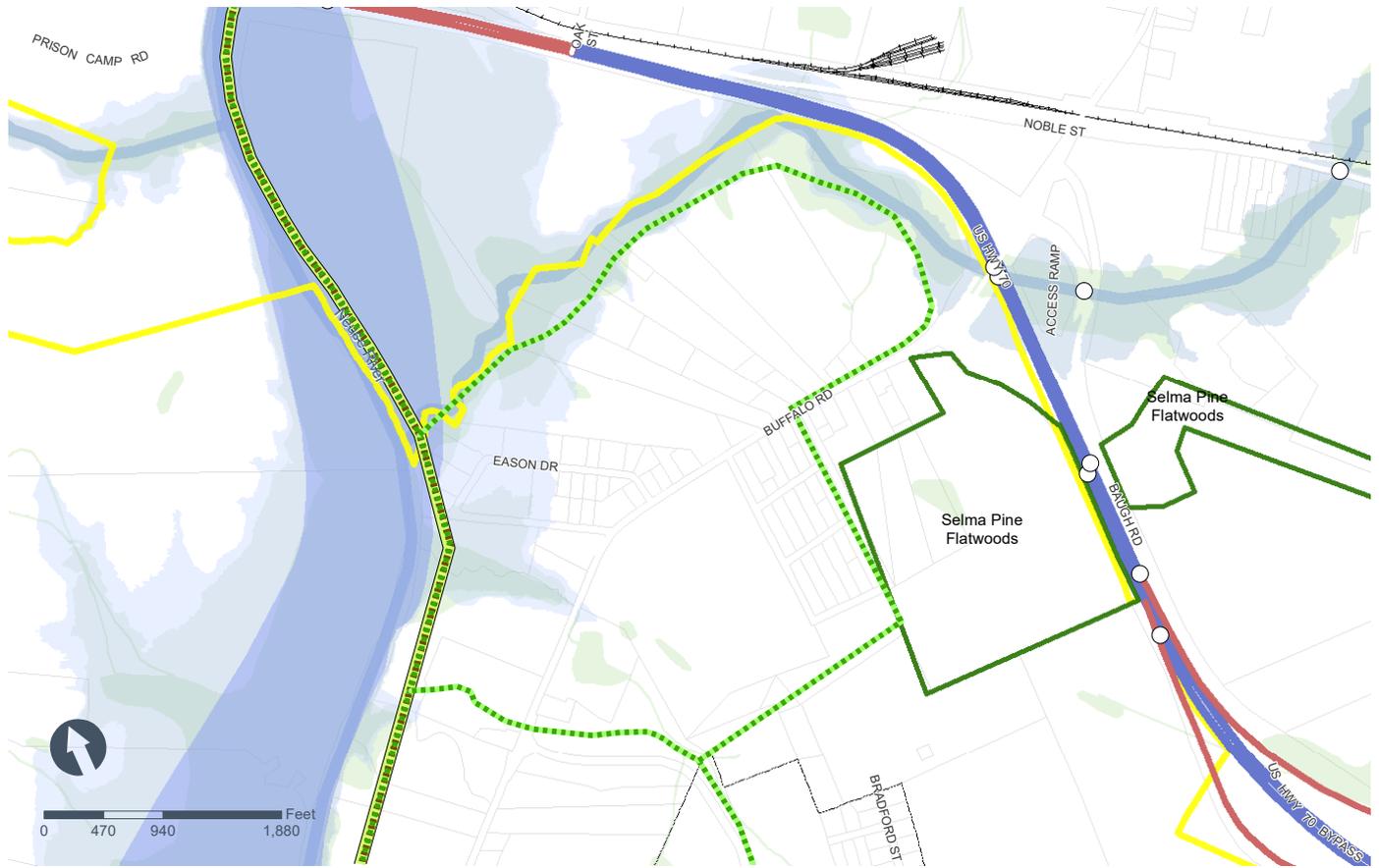
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B NEIGHBORHOOD GREENWAY CONNECTORS

LINKING NEIGHBORS

Three neighborhood connections are proposed to provide opportunities for residents to improve physical and mental health and to connect with the greater greenway system that includes the Mountains to Sea trail and East Coast Greenway

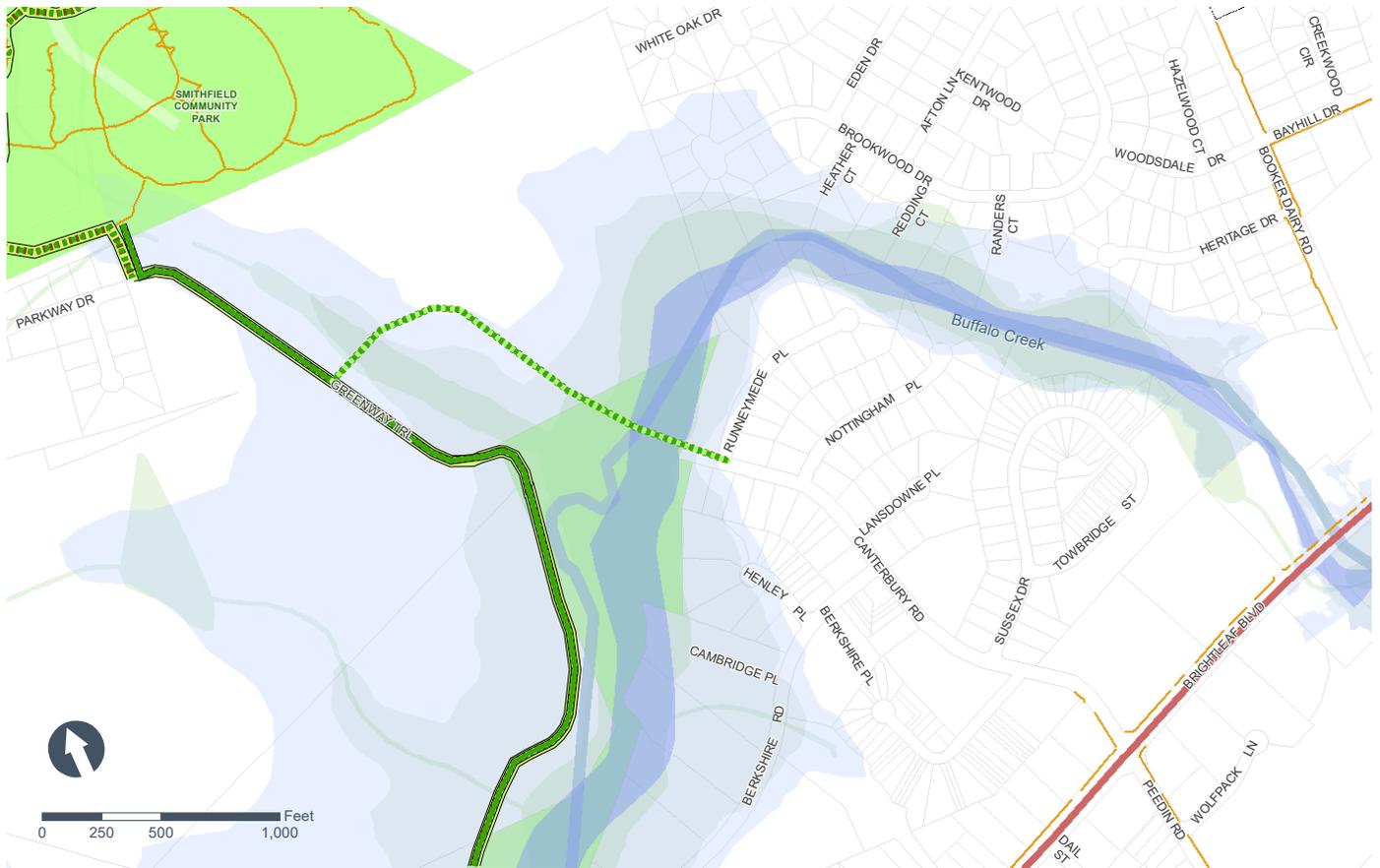




a

Buffalo Creek Loop

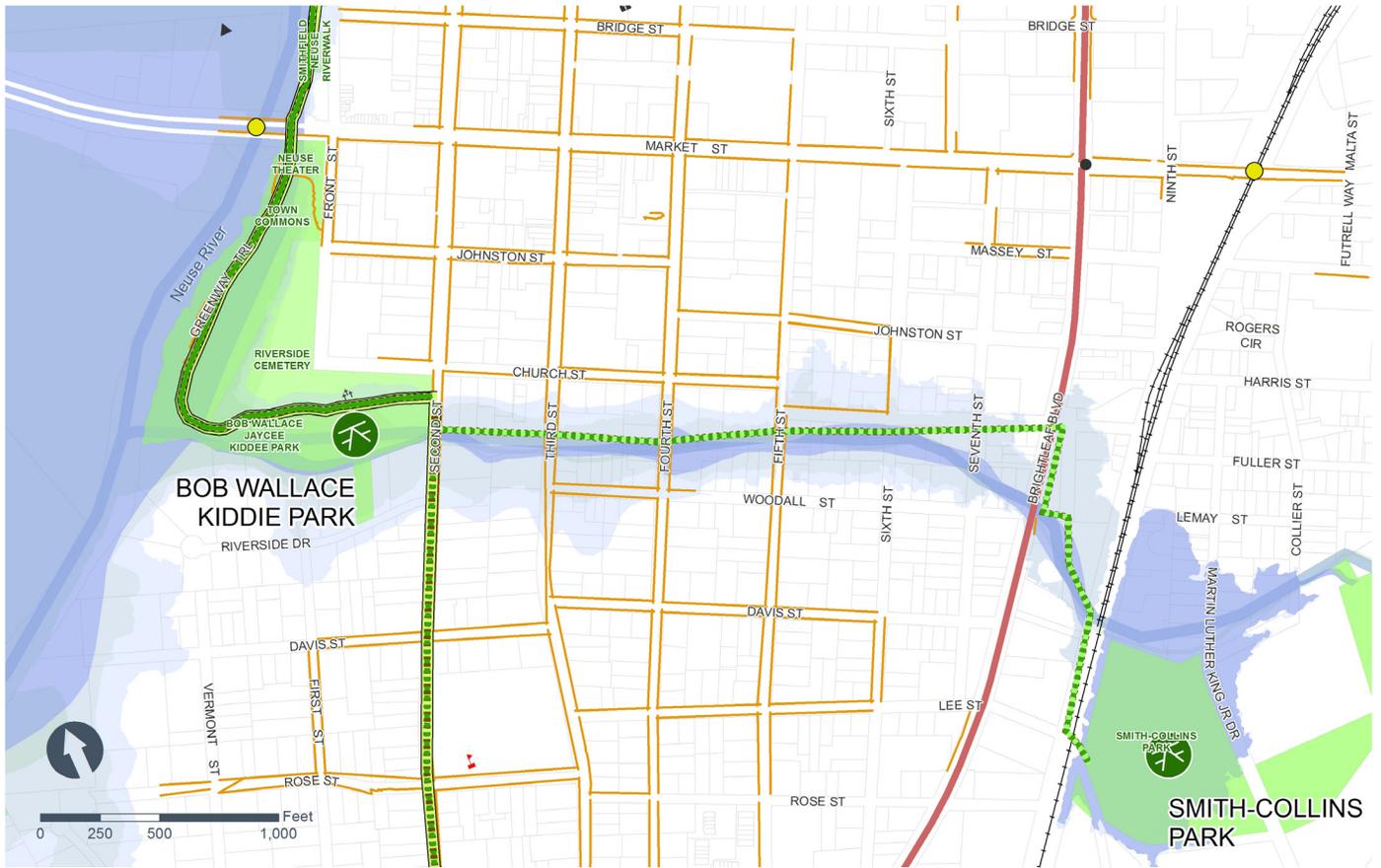
Links the Buffalo Creek / Neuse Riverwalk along Buffalo Creek in the north to the Northern Gateway area. It is envisioned to connect to the Selma Pine Flatwoods, a designated Natural Heritage Natural Area and future development south of Buffalo Creek with the proposed Mountains to Sea Trail and East Coast Greenway Corridors.



b

Canterbury Road Connection

Links the Buffalo Creek / Neuse Riverwalk to Canterbury Rd giving residents of this neighborhood an alternative to Brightleaf Boulevard and E. Booker Dairy Rd to access Smithfield-Selma Senior High, Smithfield Middle and the Smithfield Recreation and Aquatics Center. A connection is also made between the Mountains to Sea Trail and East Coast Greenway Corridors with the N Brightleaf Boulevard commercial area and Peedin Rd to Carolina Premium outlets.

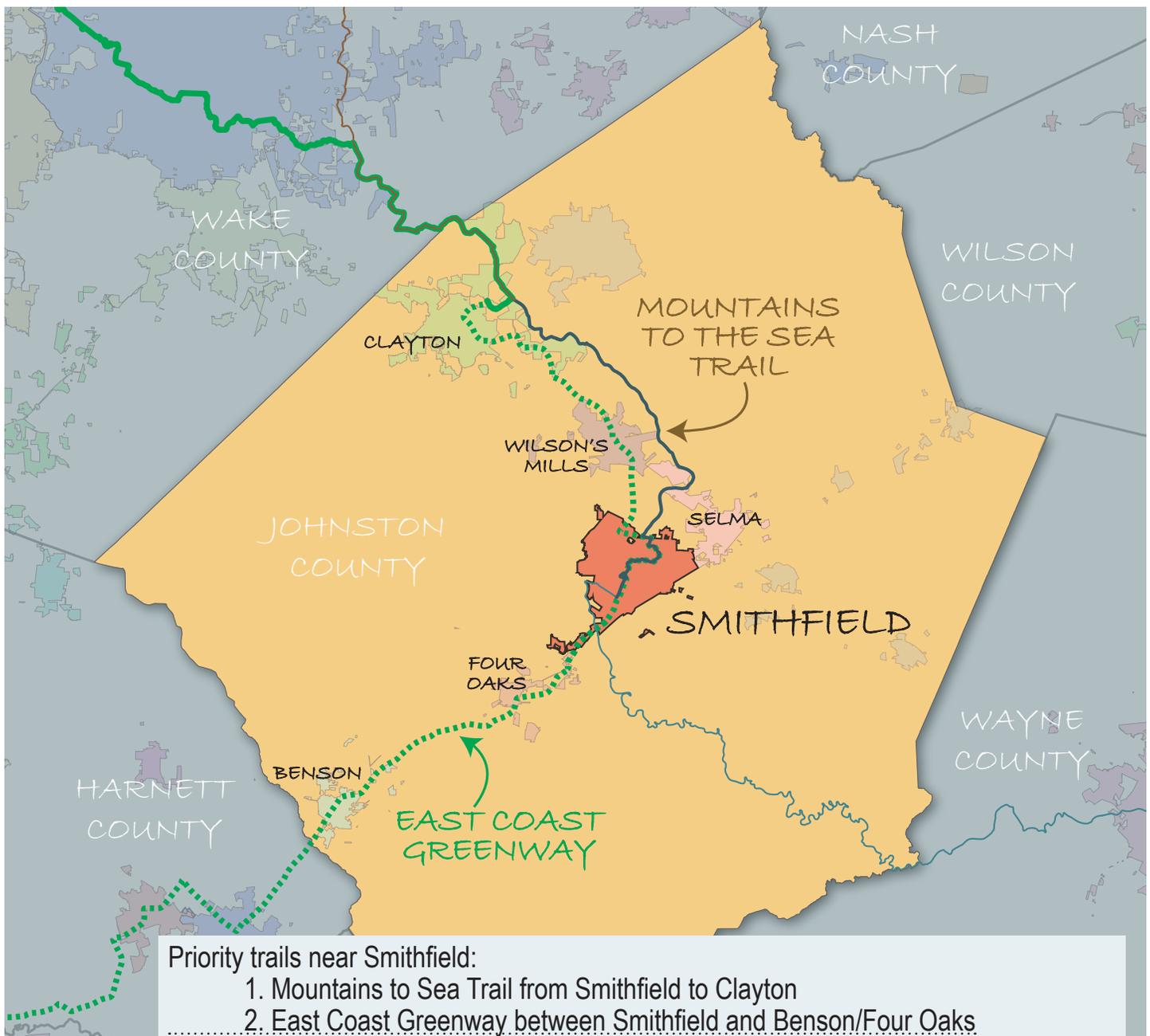


C

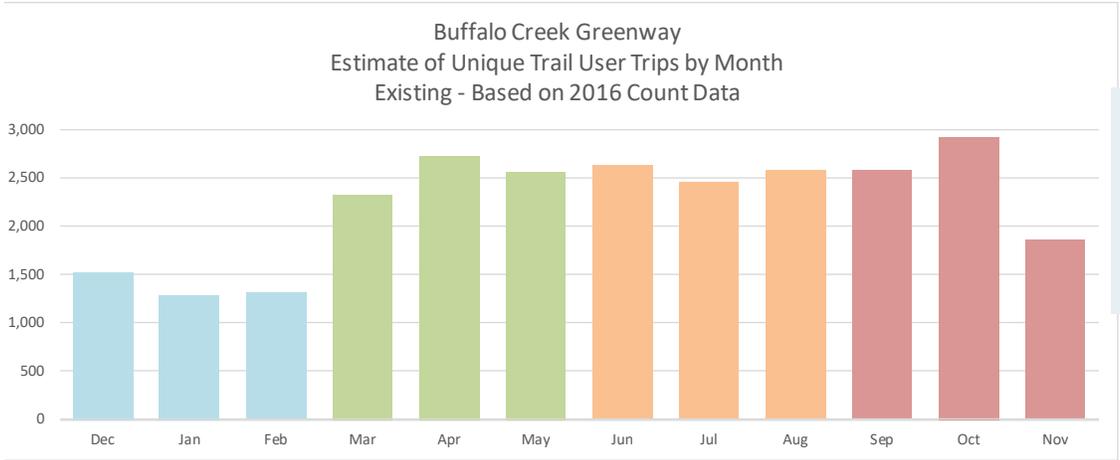
Spring Branch Greenway

Links the Buffalo Creek / Neuse Riverwalk to approximately Sixth Street. This trail is envisioned along the Spring Branch, a stream running east of downtown Smithfield that drains the Central portion of town to the Neuse River.

C ECONOMIC CONTRIBUTION OF TRAILS TO SMITHFIELD



2015 Johnston County Parks and Recreation Master Plan, Survey Responses



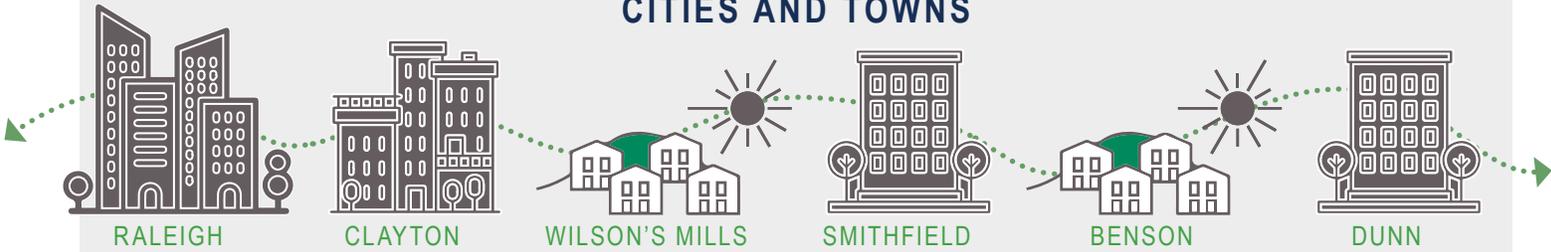
The Buffalo Creek Greenway averages over 2,200 trail users per month.



The Buffalo Creek Greenway and Neuse Riverwalk are the completed portions of the East Coast Greenway and Mountains to Sea Trail through Smithfield.

What do the East Coast Greenway and Mountains to Sea Trail connect?

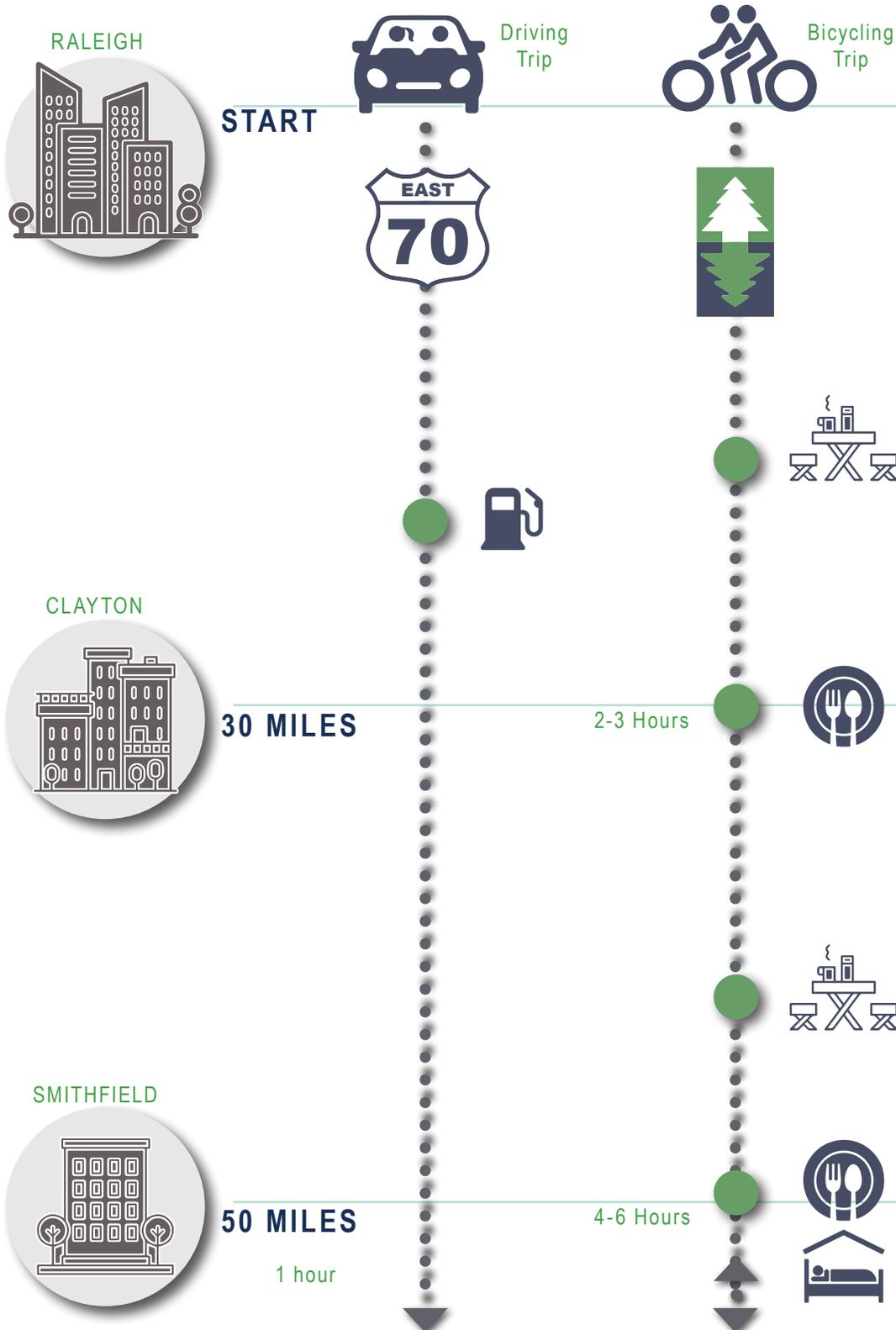
CITIES AND TOWNS



PEOPLE, PARKS AND PLACES



HOW BICYCLE TOURISM WORKS



The average touring bicyclist will ride between 13 and 16 mph on the bike over the course of a typical day, stopping along the way to rest, eat, and sleep. For rural communities, that kind of expenditure can greatly increase viability and trail towns have the opportunity to capitalize on it.

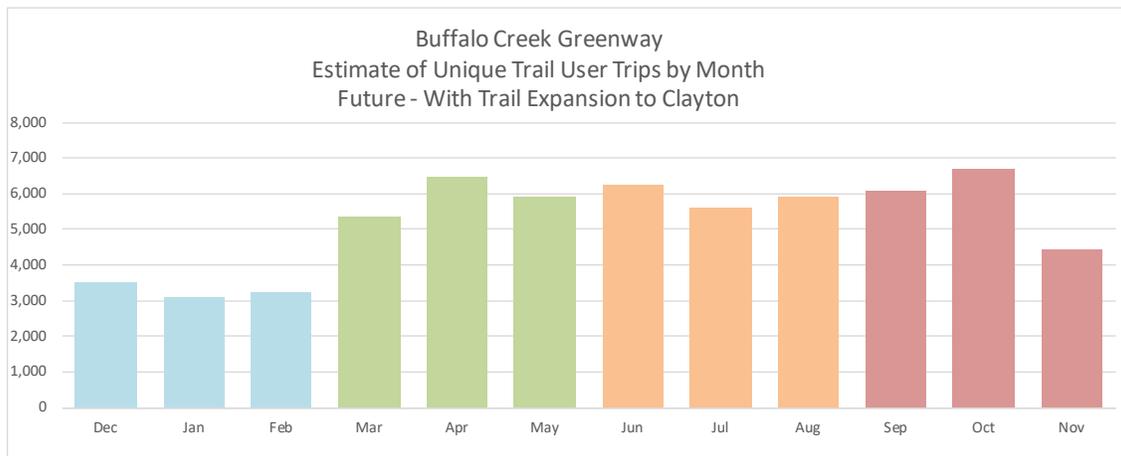
Trail users spend money! According to recent trail data in North Carolina, approximately 18% of households make restaurant purchases specifically related to their trip on the trail. These food purchases average about \$17.00 per trip. Trail users stop for groceries (8%) and retail items (3%).. too. Trail related purchases are already estimated to add up to \$236,000 annually by users of the Buffalo Creek Greenway!..

Estimate of Current and Future Direct Expenditures related to Buffalo Creek Greenway Trail Usage

Type of Expenditure	Restaurant	Grocery	Retail	Entertainment	Total
% of Households Making Expenditure Type*	18%	8%	3%	1%	N/A
Average Expenditure by Household*	\$17.00	\$29.00	\$93.00	\$43.33	N/A
Estimate of Annual Direct Expenditures (Current)	\$80,489	\$64,767	\$83,080	\$7,742	\$236,100
Estimate of Annual Direct Expenditures (Future)	\$187,708	\$151,042	\$193,750	\$18,056	\$550,600
Difference	\$107,219	\$86,275	\$110,670	\$10,313	\$314,500

* Data averaged from over 5,000 trail user intercept surveys on the Brevard Greenway and American Tobacco Trail in North Carolina. (Evaluating the Economic Contribution of Shared Use Paths in NC, NCDOT, 2016. Technical Briefs.)

Trail user data was obtained on the Buffalo Creek Greenway from March 8-16, 2016. Using annualization methods that apply a seasonal adjustment factor and eliminate double counting of trail users who complete a round trip, we estimate of 26,800 Annual Unique Trips on the Buffalo Creek Greenway currently. To estimate future trail users after completion of the trail to Clayton, NC we applied an inflation factor of 133% to estimate the future annual unique trips on the trail at 62,500.



With future expansion, trail users have the ability to generate a total of \$1 million dollars in business revenues and \$400,000 in labor income annually.

The inflation factor is based on a before and after study of completing a critical gap in the American Tobacco Trail in Durham, NC. The estimate of annual users is probably a conservative estimate considering the northern end of the Neuse River Trail in Wake County sees 150,000 annual unique trips per year. There is currently no usage data on the Southern portion of the Neuse River Greenway.

Trail usage estimates are combined with expenditure data to determine the economic contribution of the current and future trail. Four retail categories are estimated - restaurant, grocery, retail, and entertainment. With an estimate of over 62,000 unique trail trips annually, expansion to connect with the Neuse River Trail in Clayton has the ability to generate a total of \$1 million dollars in business revenues and \$400,000 in labor income annually. Trail user expenditures alone are estimated to support 14 jobs.

Economic Contribution of Current and Future Trail Users on the Buffalo Creek Greenway and Comparison with Two NC Trails

		American Tobacco Trail Durham, NC*	Brevard Greenway Brevard, NC*	Buffalo Creek Greenway (Current)	Buffalo Creek Greenway (Future)
Unique Annual Trips		480,000	76,000	26,800	62,500
Business Revenues	Direct	\$3,000,000	\$831,000	\$236,100	\$550,600
	Indirect	\$1,202,000	\$331,000	\$94,400	\$220,200
	Induced	\$1,466,000	\$404,000	\$113,300	\$264,300
Total Annual Business Revenues				\$443,800	\$1,035,100
Jobs	Direct	59	16	5	11
	Indirect	8	2	1	1
	Induced	11	3	1	2
Total Annual Jobs Supported				7	14
Labor Income	Direct	\$1,370,000	\$380,000	\$118,750	\$261,250
	Indirect	\$375,000	\$105,000	\$50,000	\$50,000
	Induced	\$465,000	\$129,000	\$43,000	\$86,000
Total Labor Income				\$211,750	\$397,250
* Data from Evaluating the Economic Contribution of Shared Use Paths in NC, NCDOT, 2016. Technical Briefs.					

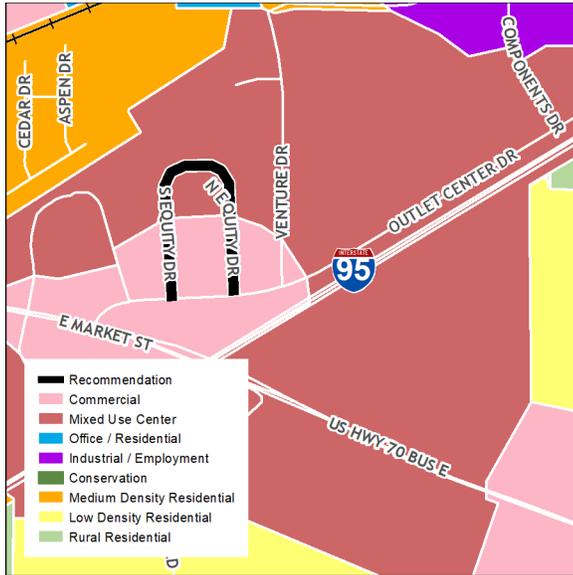
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D PROJECT SHEETS



Equity Drive

Outlet Center Drive to Outlet Center Drive



PROJECT DESCRIPTION

The modernization project on Equity Drive would upgrade the road to a 60 foot right of way treatment per the standards of a suburban corridor. Additionally, this upgrade is suggested to include widening travel lanes and paved shoulders, adding ADA compliant features, adding sidewalks, and improving intersection turning lanes. Integrating these improvements could enhance the safety, functionality, and multimodal accessibility of Equity Drive. Furthermore, improving Equity Drive is crucial as a new proposed collector street is recommended to use a portion of the roadway to allow for a connection between Outlet Center Drive and Venture Drive.

PROJECT AT A GLANCE

Improvement Type: Modernization

Length: 0.52 miles

Estimated Project Cost: \$827,000 (2018 \$)

Multimodal Characteristics: Sidewalk one side

Project Timeline: Near-Term

KEY DESTINATIONS

- Carolina Premium Outlets and hotels
- Outlet Center Drive
- Interstate 95 Connectivity

FUTURE CONSIDERATIONS

Pedestrian and aesthetic improvements along this corridor may help support existing and future commercial uses.

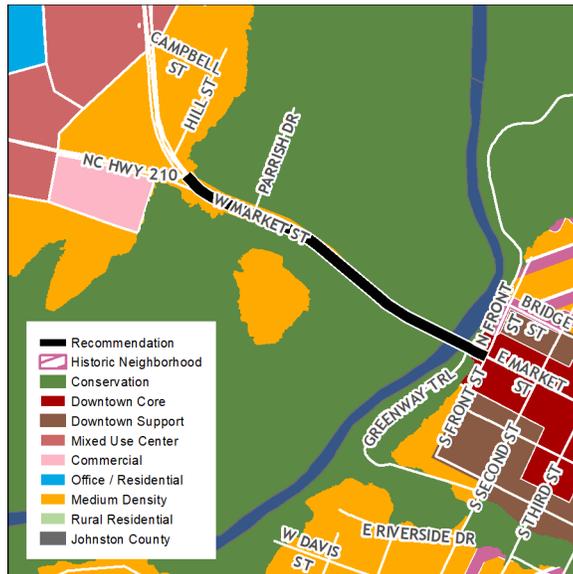
ATTRIBUTES

Street Typology: Suburban Corridor

Land Use: The future land use in the surrounding project area builds upon the existing commercial and mixed use center areas. Additional medium density residential and industrial/employment uses are in the periphery of the project area along Aspen Drive and Peedin Road. Modernizing roads to prescribed standards will make the surrounding area more attractive to potential commercial and mixed uses such as retail, restaurant, and entertainment.

Market Street (US 70 Business)

NC 210 to Front Street



PROJECT DESCRIPTION

Market Street from NC 210/US 70 BUS to South Front Street is recommended as an access management project. This improvement type enhances the efficiency and safety of traffic along Market Street without adding travel lanes. This project would include a shared use pathway for bikes and pedestrians that connects Downtown Smithfield to other key destinations. The surrounding area includes conservation land uses, which could facilitate additional recreation along this corridor and along the East Coast Greenway.

PROJECT AT A GLANCE

Improvement Type: Access and Operations

Length: 0.59 miles

Estimated Project Cost: \$3,630,000 (2018 \$)

Multimodal Characteristics: Sidewalk one side/
Shared use pathway

Project Timeline: Near-Term

KEY DESTINATIONS

- East Coast Greenway
- Downtown Smithfield
- West Smithfield
- Smithfield Town Commons Park

FUTURE CONSIDERATIONS

Marketing this area as a gateway into Smithfield and as a recreational center could increase investment in downtown.

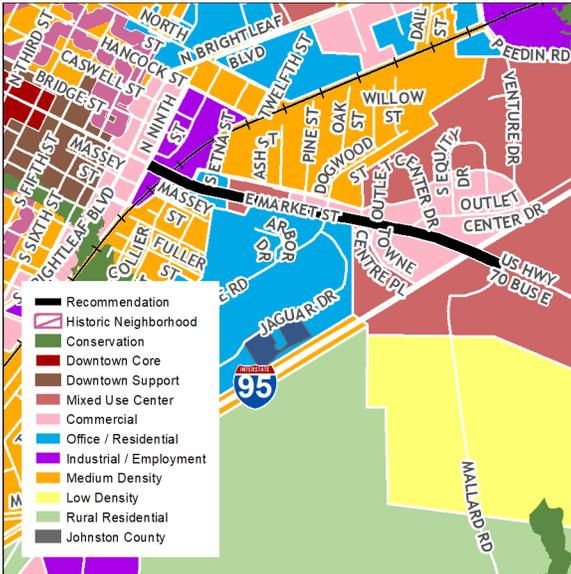
ATTRIBUTES

Street Typology: Suburban Corridor

Land Use: The majority of the surrounding future land use for the recommended improvement along West Market Street is conservation and some medium density residential uses. To the east of the greenway, there are medium density residential uses, and downtown support uses surrounding the downtown core area. West of the recommended project there are office and residential uses as well as a mixed use center planned.

Market Street (US 70 Business)

Ninth Street to Interstate 95



PROJECT DESCRIPTION

Project improvements on Market Street between Ninth Street and Interstate 95 are divided into two phases. Phase 1 includes access management improvements intended to improve safety, efficiency, and predictability within the corridor. Phase 2 would include widening the corridor to a four-lane median divided section between US 301 and I-95 to accommodate projected future capacity needs. Phase 2 would also include the replacement of the railroad bridge, which would be raised to permit sufficient truck clearance and to mitigate flooding. Both phases of the project are recommended to include bicycle and pedestrian accommodations, with preferred amenities including a sidewalk along the northern side and a shared use path along the southern side of the corridor.

PROJECT AT A GLANCE

Improvement Type: Phase 1: Access and Operations/ Phase 2: Widening

Length: 1.01 miles

Estimated Project Cost: Phase 1: \$6,925,000 (2018 \$); Phase 2: \$11,611,000 (2018 \$)

*Cost does not include the replacement of the railroad bridge.

Multimodal Characteristics: Sidewalk one side, Shared use path one side

Project Timeline: Phase 1: Near-Term/ Phase 2: Long-Term

KEY DESTINATIONS

- Downtown Smithfield
- Johnston Community College and Arboretum
- Carolina Prime Outlets

FUTURE CONSIDERATIONS

Phase 1 and Phase 2 for this project should consider the safety and connectivity for alternative modes of transportation as this area becomes a more vibrant gateway into Downtown Smithfield.

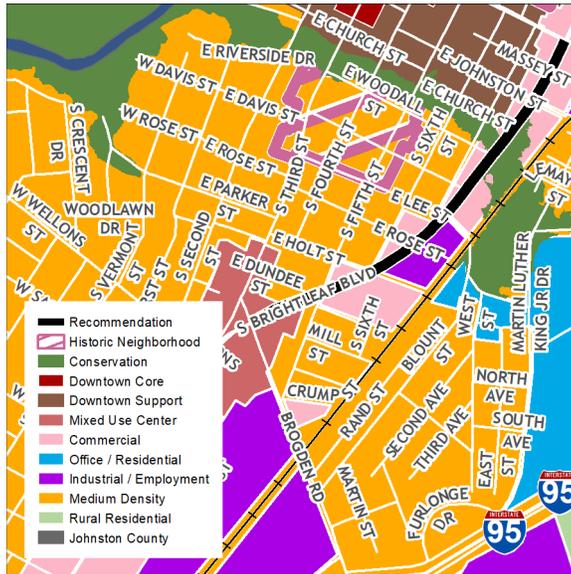
ATTRIBUTES

Street Typology: Suburban Corridor

Land Use: The surrounding future land uses include commercial, mixed use center, downtown support, office/residential, industrial/ employment, medium density residential, low density residential, and rural residential. A mixed use center designation is planned to surround Interstate 95 in the future. The variety of uses helps facilitate a strong, vibrant gateway to Downtown while also providing safe pedestrian and cyclists routes.

S Brightleaf Boulevard (US 301)

Brodgen Road to Market Street (US 70 Business)



PROJECT DESCRIPTION

The access management improvements along US 301 extend from Brodgen Road to Market Street/US 70 Business. Improvements along this corridor are also included within an RPO recommendation for access management improvements between US 701 and NC 39. The land use is primarily a combination of medium density residential and commercial directly along side the improvement. There is also conservation that acts as a natural buffer between the medium density residential and the downtown area. Access management improvements in this area may include installation of a median, designation of turn lanes, consolidation of driveways, intersection and signal enhancements, and sidewalks.

PROJECT AT A GLANCE

Improvement Type: Access and Operations

Length: 0.90 miles

Estimated Project Cost: \$5,095,000 (2018 \$)

Multimodal Characteristics: Sidewalk both sides

Project Timeline: Near-Term

ATTRIBUTES

Street Typology: Suburban Corridor

Land Use: The future land uses in the project area include medium density residential, office/residential, commercial, industrial/employment, conservation, and smaller pockets of downtown core and downtown support in the northern part of the vicinity.

KEY DESTINATIONS

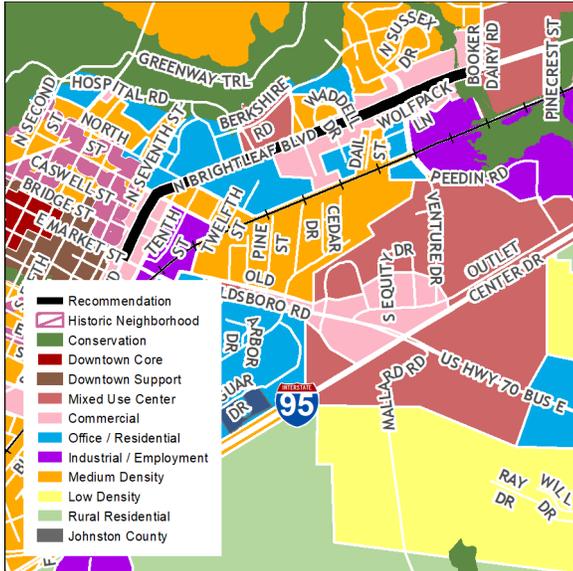
- Downtown Smithfield and southern historic neighborhoods
- Smith-Collins Park
- Restaurants and retail

FUTURE CONSIDERATIONS

As development or redevelopment occurs along this corridor, a priority should be placed on shared driveways and the reduction of existing driveway cuts.

N Brightleaf Boulevard (US 301)

Market Street (US 70 Business) to Booker Dairy Road



PROJECT AT A GLANCE

Improvement Type: Access and Operations

Length: 1.57 miles

Estimated Project Cost: \$5,825,000 (2018 \$)

Multimodal Characteristics: Sidewalks on both sides

Project Timeline: Near-Term

KEY DESTINATIONS

- Johnston Health
- Restaurants and retail

FUTURE CONSIDERATIONS

As development or redevelopment occurs along this corridor, a priority should be placed on shared driveways and the reduction of existing driveway cuts.

PROJECT DESCRIPTION

Brightleaf Boulevard (US 301) between Market Street and Booker Dairy Road is recommended for access management improvements. Improvements along this corridor are also included within an RPO recommendation for access management improvements between US 701 and NC 39. The land use is primarily a combination of commercial, mixed use centers, and office/residential, with some medium density residential directly adjacent to the improvement. Access management improvements in this area may include installation of a median, designation of turn lanes, consolidation of driveways, intersection enhancements, and sidewalks. A traffic signal retiming effort is already underway.

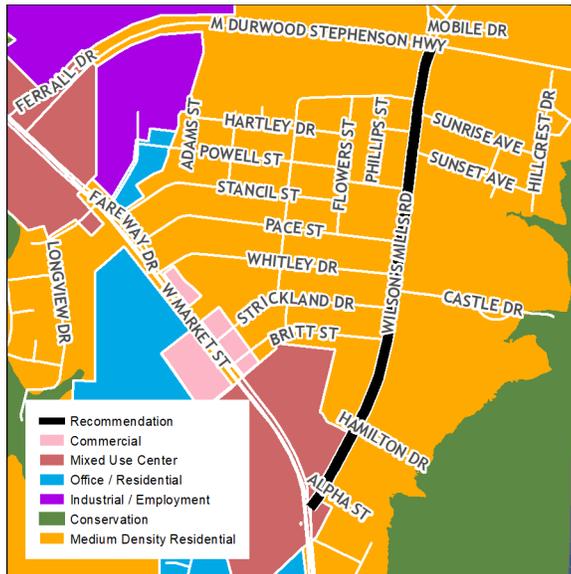
ATTRIBUTES

Street Typology: Suburban Corridor

Land Use: The future land uses in the project area include medium density residential, office/residential, commercial, industrial/employment, and mixed used centers. South of the corridor is generally medium density residential and mixed use centers.

Wilson's Mills Road

Market Street (US 70 Business) to M Durwood Stephenson Highway



PROJECT DESCRIPTION

The recommended improvements along Wilson's Mills Road between Market Street (US 70 Business) to M Durwood Stephenson Highway include widening the corridor from a two lane section to a three lane section with a center turn lane. A center turn lane allows vehicles the space to wait as they attempt to turn, which reduces the risk of rear-end crashes and enhances the corridor capacity.

PROJECT AT A GLANCE

Improvement Type: Widening

Length: 0.99 miles

Estimated Project Cost: \$7,855,000 (2018 \$)

Multimodal Characteristics: Sidewalk one side

Project Timeline: Near-Term

KEY DESTINATIONS

- West Smithfield
- Poplar Creek and Neuse River
- Gertrude Brady Johnson Memorial Park

FUTURE CONSIDERATIONS

The future of Wilson's Mills Road will be impacted by the conversion of US 70 to an interstate and the resulting proposed interchange. Additional improvements may need to be considered following this change to accommodate added traffic pressures.

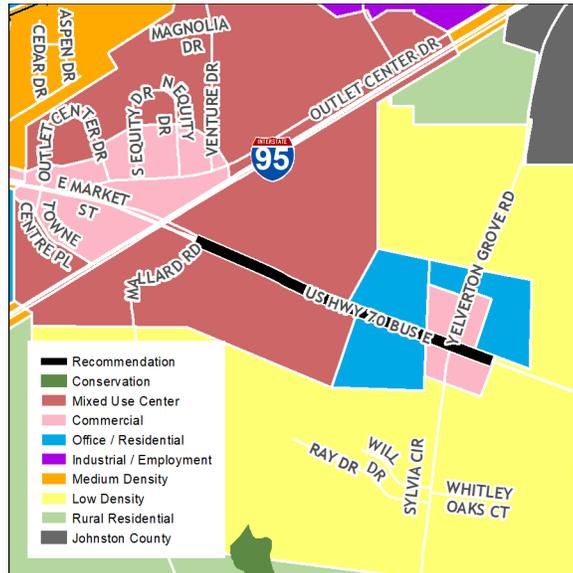
ATTRIBUTES

Street Typology: Suburban Residential

Land Use: The future land use directly along the Wilson's Mills Road is medium density residential. Along Market Street there are pockets of commercial, mixed use center, commercial and residential uses, as well as industrial/employment. To the east of the project buffering the Neuse River is conservation.

Market Street (US 70 Business)

Mallard Road to Yelverton Grove Road



PROJECT DESCRIPTION

Market Street (US 70 Business) is recommended to be widened to a four-lane median divided section between Mallard Road and Yelverton Grove Road. This improvement has been previously recommended as part of Johnston County's Comprehensive Transportation Plan. These improvements will facilitate the growth of the proposed mixed use development along the majority of this segment of Market Street. In addition, it will provide greater connectivity between the Outlet Center area and the areas east of I-95, and will facilitate connections with future I-42.

PROJECT AT A GLANCE

Improvement Type: Widening

Length: 0.79 miles

Estimated Project Cost: \$5,480,000 (2018 \$)

Multimodal Characteristics: Sidewalks on both sides, On-street bicycle/ Shared use path

Project Timeline: Mid-Term

KEY DESTINATIONS

- Connectivity to Interstate 95
- Johnston County Public Schools
- Polecat Branch

FUTURE CONSIDERATIONS

Interim improvements such as turn lanes and intersection improvements may be considered as new development comes into this area.

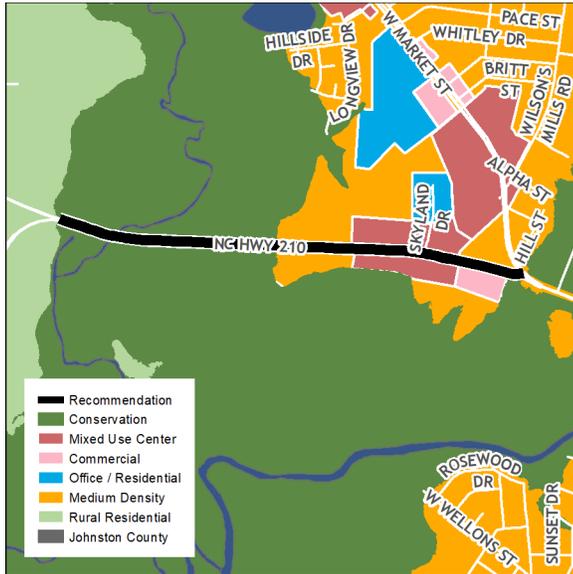
ATTRIBUTES

Street Typology: Suburban Corridor

Land Use: Future land use considerations enhance existing mixed use developments currently present in the project area and expand commercial and low density residential uses. Other industrial/ employment uses and medium density residential uses are planned northwest of I-95.

NC 210

Market Street (US 70 Business) to Cleveland Road



PROJECT DESCRIPTION

Modernization improvements are recommended along NC 210 from Market Street (US 70 Business) to Cleveland Road. This improvement is intended to provide shoulders, widen lanes, and add turn lanes where appropriate. This modernization project connects the medium density and mixed use land uses in the east to rural residential areas in the west.

PROJECT AT A GLANCE

Improvement Type: Modernization

Length: 1.55 miles

Estimated Project Cost: \$9,215,000 (2018 \$)

Multimodal Characteristics: Sidewalk both sides, On-street bicycle/ Shared use path (Suburban Corridor), Paved shoulder (Countryside)

Project Timeline: Mid-Term

KEY DESTINATIONS

- West Smithfield
- Swift Creek

FUTURE CONSIDERATIONS

The future impacts of improving and modernizing NC 210 will have a significant effect on how future development will expand within the Smithfield ETJ.

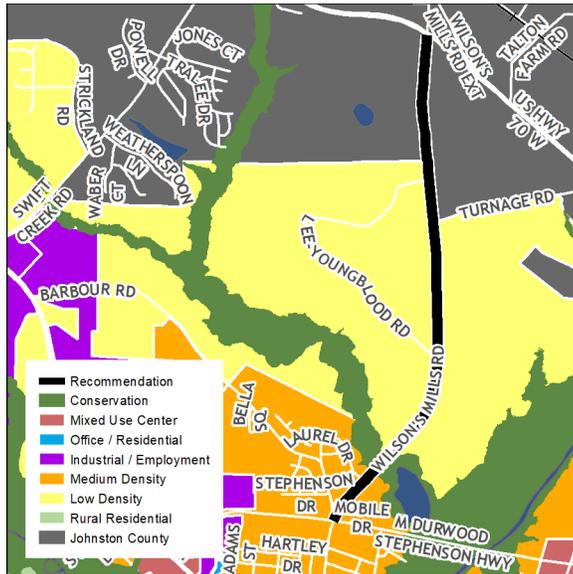
ATTRIBUTES

Street Typology: Suburban Corridor/Countryside

Land Use: The future land use along NC 210 includes rural residential, conservation, medium density residential, and office/residential uses. Within the project boundary, there are additional medium density residential and office/residential uses in addition to mixed use centers, industrial/employment, and commercial spaces.

Wilson's Mills Road

M Durwood Stephenson Highway to US 70 (Future I-42)



PROJECT DESCRIPTION

Modernization improvements are recommended along Wilson's Mills Road between M Durwood Stephenson Highway and US 70 (Future I-42). This improvement is intended to provide shoulders, widen lanes, and add turn lanes where appropriate. As low and medium residential continues to grow in this area, it is key to ensure the safety for all modes. This corridor has been identified as a community driven pedestrian priority area. Having sidewalks or a shared use path for pedestrians, as well as paved shoulders for cyclists can not only improve safety conditions, but additionally allow people to travel along a critical roadway connection without the use of a personal vehicle.

PROJECT AT A GLANCE

Improvement Type: Modernization

Length: 2.70 miles

Estimated Project Cost: \$14,335,000 (2018 \$)

Multimodal Characteristics: Sidewalk one side or Shared Use Path

Project Timeline: Mid-Term

KEY DESTINATIONS

- Poplar Creek
- Connections to major arterial roadways

FUTURE CONSIDERATIONS

The future of Wilson's Mills Road will be impacted by the conversion of US 70 to an interstate and the resulting proposed interchange. Additional improvements may need to be considered following this change to accommodate added traffic pressures.

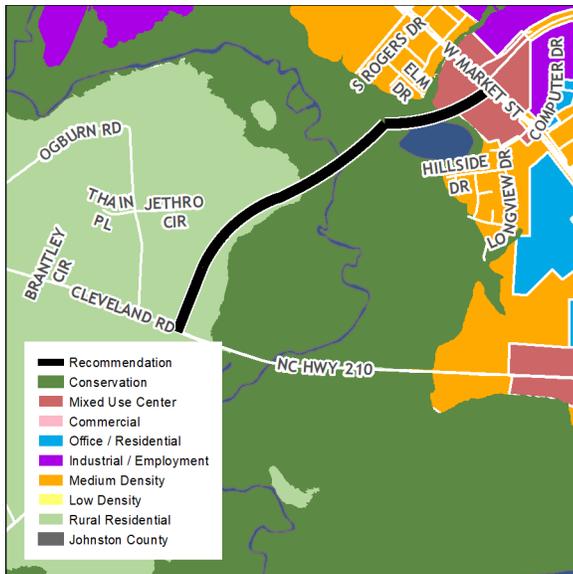
ATTRIBUTES

Street Typology: Suburban Residential/ Rural Developed

Land Use: The land use directly along the Wilson's Mills Road is low and medium density residential.

M Durwood Stephenson Highway Extension

Market Street (US 70 Business) to Cleveland Road (NC 210)



PROJECT DESCRIPTION

The creation of the Durwood Stephenson Highway Extension would provide a key connection for West Smithfield between US 70 Business and NC 210. This suburban corridor would significantly provide another option for traffic traveling in and around Smithfield, particularly for freight uses. By providing another high-quality route through Smithfield, this project would support multimodal travel options and also allow for Market Street through the heart of Smithfield to be less focused on freight traffic.

PROJECT AT A GLANCE

Improvement Type: New Location

Length: 1.36 miles

Estimated Project Cost: \$13,500,000 (2018 \$)

Multimodal Characteristics: Sidewalks on both sides, On-street bicycle/ Shared use path

Project Timeline: Long-Term

KEY DESTINATIONS

- West Smithfield
- Swift Creek

FUTURE CONSIDERATIONS

Considerations for continued pedestrian enhancements should be made to connect with recommendations on the existing portion of M Durwood Stephenson Highway.

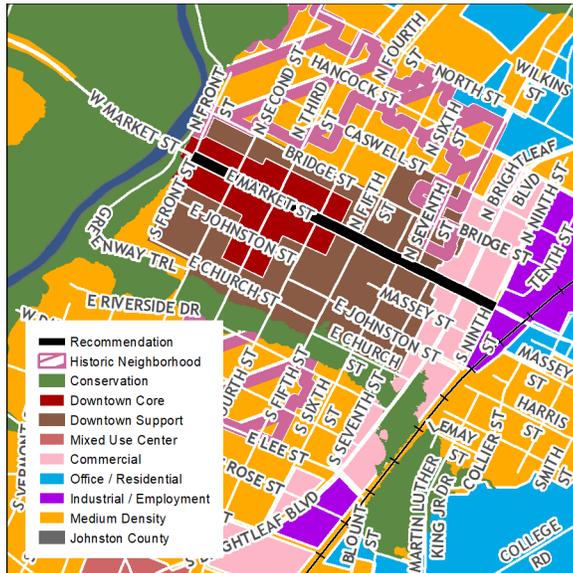
ATTRIBUTES

Street Typology: Suburban Corridor

Land Use: The future land use along the proposed highway extension includes connecting mixed use centers, medium density residential, and industrial employment with rural residential uses. There are areas designated for conservation along Swift Creek.

Market Street (US 70 Business)

Front Street to Ninth Street



PROJECT DESCRIPTION

Lane reallocation on Market Street from Front Street to Ninth Street is recommended as a long term project. This project could involve reducing the total number of travel lanes, thereby providing an overall safer environment for pedestrians, cyclists, and patrons of Downtown Smithfield who park on the street. Additionally, this project recommends restricting freight traffic from this section to support a more pleasant experience for downtown residents, employees, and visitors. These recommendations would require ownership of the road to transfer from NCDOT to the Town. As such, this project requires the identification of an alternate freight route such as M Durwood Stephenson Highway.

PROJECT AT A GLANCE

Improvement Type: Lane Reallocation

Length: 0.67 miles

Estimated Project Cost: \$2,765,000 (2018 \$)

Multimodal Characteristics: Sidewalk both sides,
On-street bicycle/ Shared bicycle

Project Timeline: Long-Term

KEY DESTINATIONS

- Downtown Smithfield
- East Coast Greenway
- Neuse River

FUTURE CONSIDERATIONS

As Downtown Smithfield continues to grow, the Town should consider moving parking from Market Street to side streets and expanding pedestrian and cyclist facilities

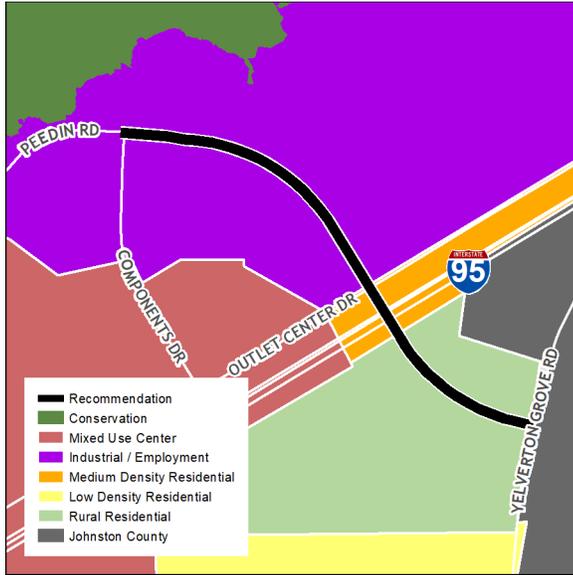
ATTRIBUTES

Street Typology: Urban Center

Land Use: The majority of the surrounding future land uses for the recommended improvement along East Market Street is downtown core and support uses with some general commercial. Surrounding this is medium density residential as well as some conservation area where a future greenway is proposed to connect the existing East Coast Greenway with the 5th Street Community Garden.

Peedin Road Extension

Components Drive to Yelverton Grove Road



PROJECT DESCRIPTION

The extension of Peedin Road at Components Drive across Interstate 95 to Yelverton Grove Road would provide additional connectivity across I-95. This would help with connections to Carolina Premium Outlets as well as Outlet Center Drive. The capacity and mobility would not only reduce congestion, but also disperse existing traffic through an alternative route. The construction of this connector street would also provide an opportunity to integrate pedestrian and bicyclists, improve emergency response times, and accommodate lower speed traffic.

PROJECT AT A GLANCE

Improvement Type: New Location

Length: 0.55 miles

Estimated Project Cost: \$5,415,000 (2018 \$)

Multimodal Characteristics: Sidewalks on both sides, On-street bicycle/ Shared use path

Project Timeline: Long-Term

KEY DESTINATIONS

- Carolina Premium Outlets
- Smithfield Cinemas

FUTURE CONSIDERATIONS

This roadway extension could be a catalyst for new development on the eastern side of the I-95 interchange. Potential development opportunities in this area should consider this proposed roadway to find new connections across I-95 and the railway to provide a greater interconnected network.

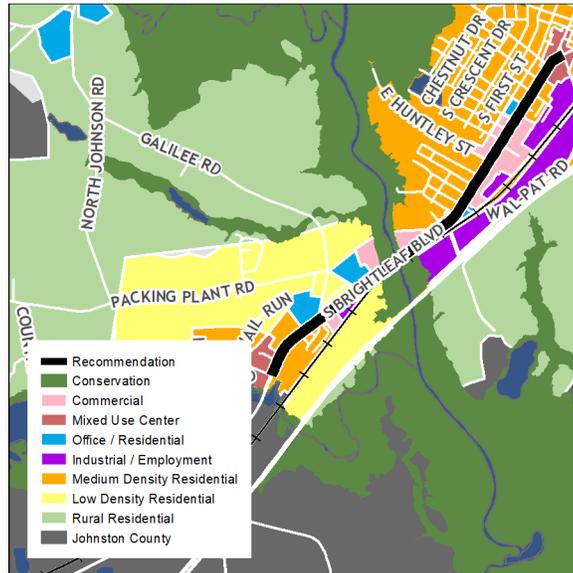
ATTRIBUTES

Street Typology: Suburban Corridor

Land Use: The future land use in the project area is a combination of industrial/employment uses, mixed use center, low density residential, and rural residential uses. Since Peedin Road provides connectivity to the Carolina Premium Outlets, the future land uses build on the retail and commercial land uses already in existence.

S Brightleaf Boulevard (US 301)

Brogden Road to Country Club Road



PROJECT DESCRIPTION

It is recommended that S Brightleaf Boulevard (US 301) be widened from 3 lanes to 4 lanes with a divided median from Brogden Road to Country Club Road. Improvements along this corridor is part of a larger Johnston County project meant to convert the roadway to a continuous boulevard from US 701 to NC 39. Widening in this area is particularly important near the Brightleaf Flea Market as this area currently experiences congestion and traffic delays.

PROJECT AT A GLANCE

Improvement Type: Widening

Length: 2.75 miles

Estimated Project Cost: \$35,930,000 (2018 \$)

Multimodal Characteristics: Sidewalk both sides,
On-street bicycle

Project Timeline: Long-Term

KEY DESTINATIONS

- Holts Lake
- Neuse River
- Brightleaf Flea Market

FUTURE CONSIDERATIONS

Creating enhanced pedestrian facilities, including crossings, near and around Brightleaf Flea Market will make it safer for both pedestrians and drivers alike and should be considered a priority.

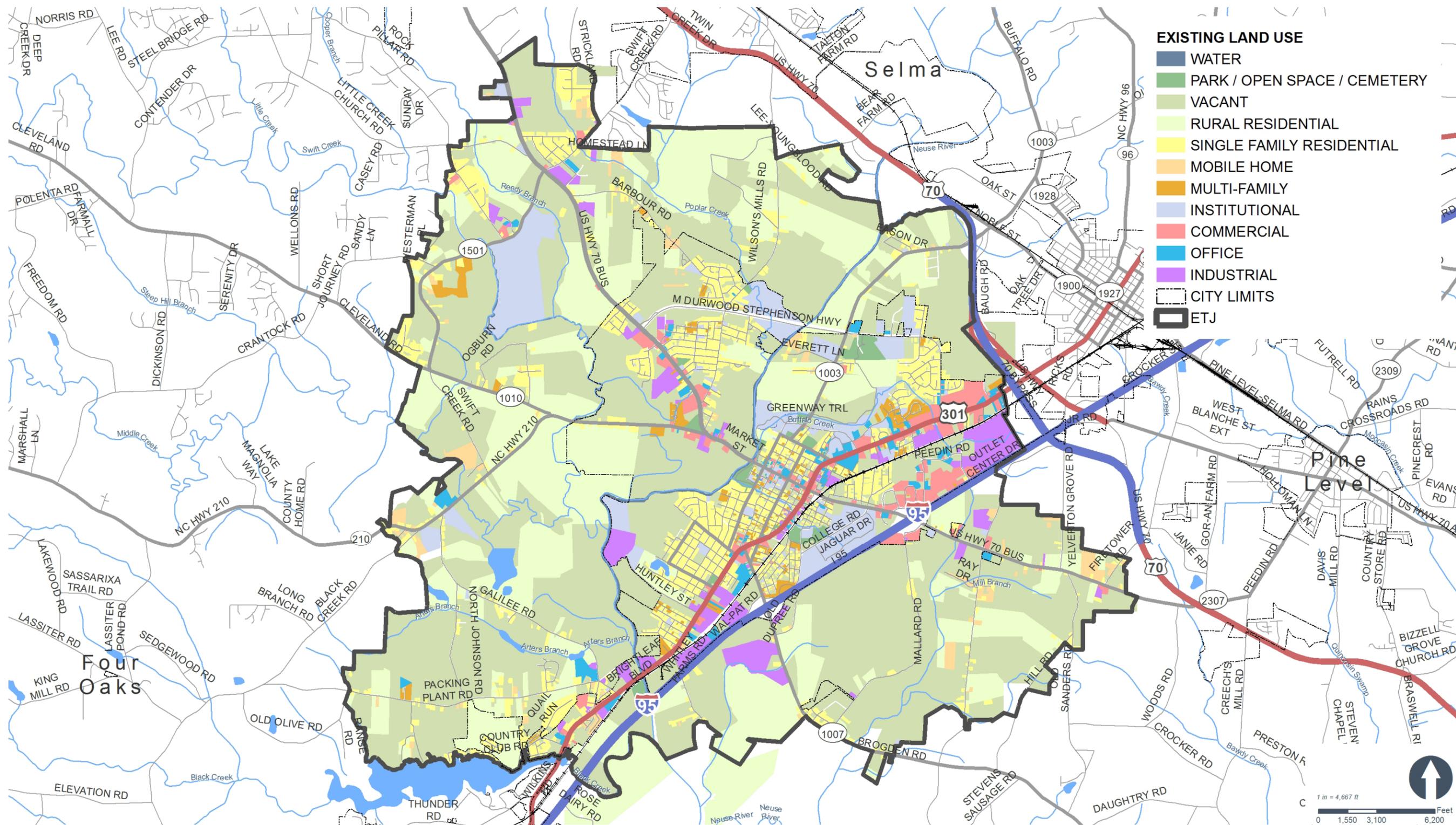
ATTRIBUTES

Street Typology: Suburban Corridor

Land Use: The future land uses in the project area include low and medium density, office and residential, commercial, industrial/employment, and mixed use center. North and south of the area is surrounded by rural residential.

E MAPS

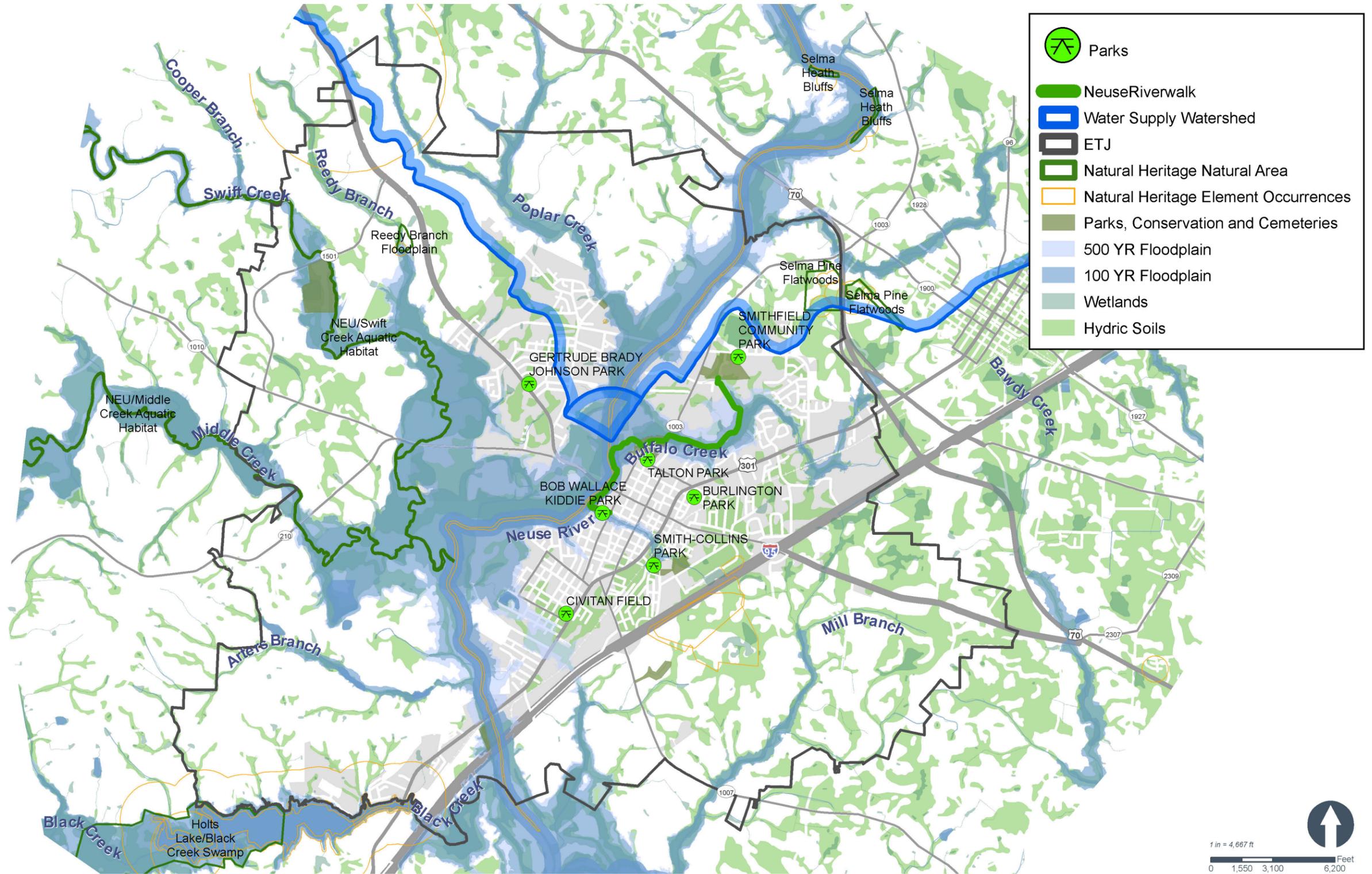




SMITHFIELD GROWTH MANAGEMENT PLAN

Existing Land Use

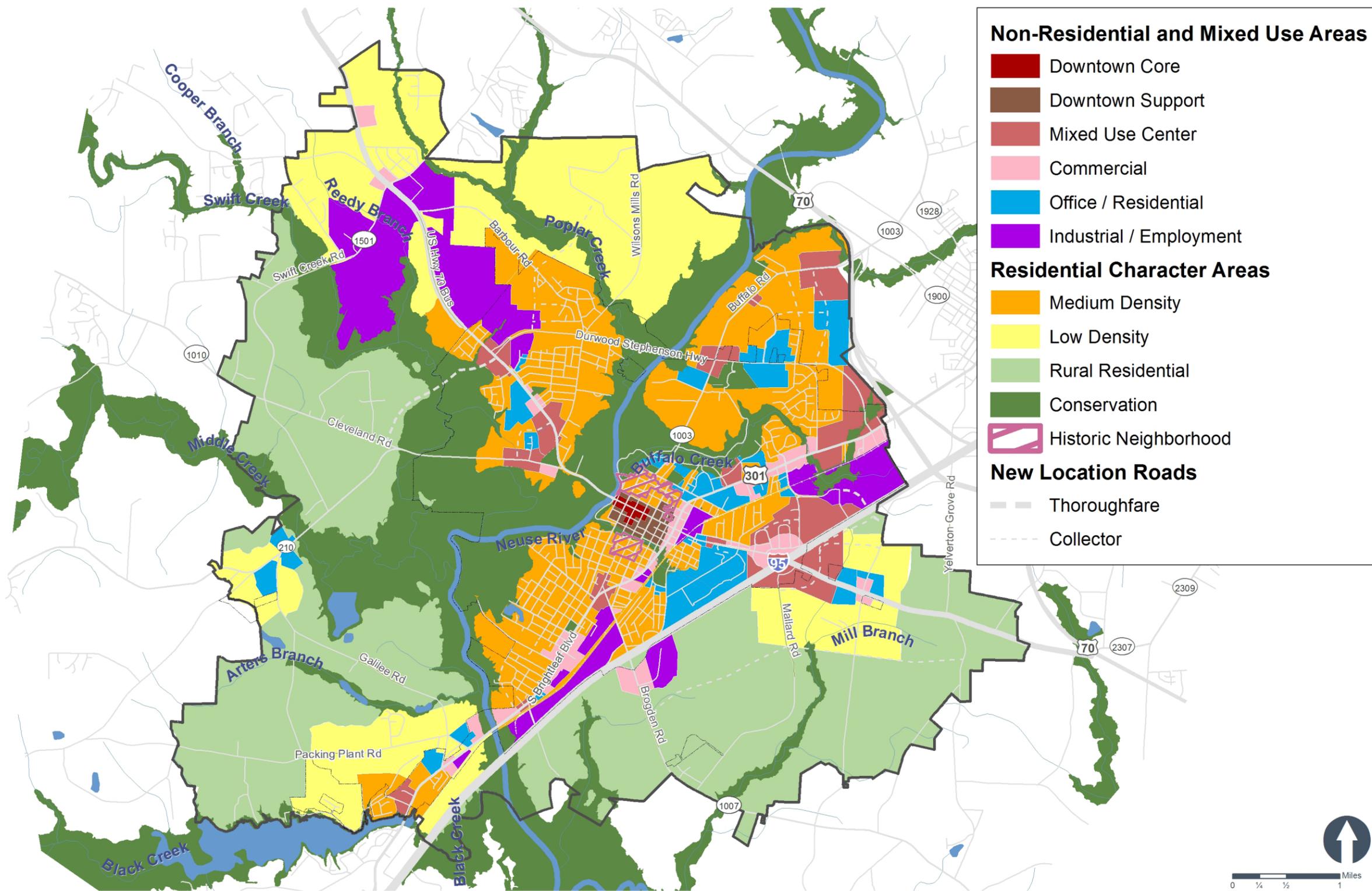




SMITHFIELD GROWTH MANAGEMENT PLAN

Natural Resources & Parks





SMITHFIELD GROWTH MANAGEMENT PLAN

Future Land Use - Draft 09/05/2019



Document Path: \\stewart-eng.local\stewart\BPI\Projects\2018\C18032 - Smithfield Growth Management Plan\GIS\Mapping\Draft_FLU_Concept_11x17_20190904.mxd