



Mayor

M. Andy Moore

Mayor Pro-Tem

Roger A. Wood

Council Members

Marlon Lee

Sloan Stevens

Travis Scott

David Barbour

John A. Dunn

Stephen Rabil

Town Attorney

Robert Spence, Jr.

Town Manager

Michael L. Scott

Finance Director

Greg Siler

Town Clerk

Shannan Parrish

**Town Council  
Working Meeting  
Agenda  
Packet**

Meeting Date: Tuesday, February 20, 2024

Meeting Time: 6:30 p.m.

Meeting Place: Town Hall Council Chambers  
350 East Market Street  
Smithfield, NC 27577





**TOWN OF SMITHFIELD  
TOWN COUNCIL AGENDA  
WORKING MEETING FEBRUARY 20, 2024  
6:30 PM**

**Call to Order**

**Approval of Agenda**

**Business Items:**

**Page**

- 1. Discussion concerning the structure of the working meeting**  
(Town Manager – Michael Scott) See attached information.....1
- 2. Continued discussion of Post-Employee Health Benefits**  
(Town Manager – Michael Scott) See attached information.....3
- 3. Continued discussion on Fee in Lieu of Sidewalks (ZA-23-07)**  
(Planning Director – Stephen Wensman) See attached information.....9
- 4. Continued discussions on Article 10 Amendments to the Unified Development Ordinance (ZA-23-06)**  
(Planning Director – Stephen Wensman) See attached information.....17
- 5. FY 2024-2025 Continued Budget Discussion**  
(Town Manager – Michael Scott)

**Adjourn**





# Request for Town Council Action

**Business**   **Work**  
**Agenda**   **Meeting**  
**Item:**   **Content**  
**Date:**   02/20/2024

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**Subject:** Work Meeting Content  
**Department:** General Government  
**Presented by:** Town Manager – Michael Scott  
**Presentation:** Business Item

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## Issue Statement

The Town Council has scheduled working meetings on the third Tuesday of each month beginning on February 20<sup>th</sup>. The meetings are scheduled to begin at 6:30 pm. This time is scheduled to discuss the content of these meetings

## Financial Impact

N/A

## Action Needed

Provide staff with parameters for work meetings.

## Recommendation

See staff report.

Approved:  Town Manager  Town Attorney

Attachments:

1. Staff Report



# Staff Report

<b>Business Agenda Item:</b>	<b>Work Meeting Content</b>
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Staff suggests the best use of the Council's time would be to hold public hearings during the work session. This would allow the Council to move quickly during the regular meetings to make decisions using information derived from the public hearings and address any other business items. The Mayor, and/or Council, could identify items from regular meetings that need to be moved to work sessions. These items can be discussed during the work meetings when public hearings are not held or are minimal.

Staff has prepared the meeting schedule and content for the February 20<sup>th</sup> meeting from discussion items and closed public hearings that the Council previously stated it wanted to further discuss during work sessions.

The "budget item" is planned to remain on the work meeting schedule until the budget is approved, likely in June.



# Request for Town Council Action

**Business  
Agenda Item:** PEHB  
**Date:** 02/20/2024

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**Subject:** Post Employee Health Benefit  
**Department:** General Government  
**Presented by:** Town Manager – Michael Scott  
**Presentation:** Business Item

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## Issue Statement

During a previous Council Meeting, the Manager was asked to prepare information on offering some sort of post employee health benefit to employees who were hired after June 30, 2007. This presentation is part of that request.

## Financial Impact

Financial impact would begin in Fiscal Year 2033, and is dependent on the amount of benefit offered for retiree healthcare.

## Action Needed

Council should discuss information and make decisions based on its own advice.

## Recommendation

Discuss Post Employee Health Benefit and provide the Manager direction, as to how to proceed.

Approved:  Town Manager  Town Attorney

Attachments:

Staff Report

1. Police Spreadsheet
2. Fire Spreadsheet
3. Combined Spreadsheet with Current Benefits



# Staff Report

**Business  
Agenda PEHB  
Item:**

During a previous Council session, the Manager was asked to review possibilities of adding a post-employment health benefit for employees that retire from the Town and were hired after June 30, 2007. Attached are spreadsheets for public safety departments and estimated costs associated with such a benefit, along with benefits currently being paid.

The manager was asked to review the possibility of adding this benefit to assist with recruitment and retention in the police department, specifically. The attached information also includes the fire department, though police and fire are listed separately.

Currently the Town has a benefit for those employees hired before July 1, 2007. These employees are allowed to remain in the Town's insurance risk pool if they leave the Town's employment with at least 20 years of service. This benefit is paid 100 percent by the Town until the employee's 65<sup>th</sup> birthday. At this point, the employee's Medicare Supplement is reimbursed by the Town until the employee's death. Currently the annual health benefit for employees and retirees who are less than 65 years of age is \$9,722.68 annually.

The Manager's recommendation would be to not include retirees hired after June 30, 2007 in the Town's insurance risk pool. By having retirees in the employee risk pool, the cost of benefits increase for all employees, along with the employee share of this benefit.

The manager is recommending a benefit for public safety employees, hired after June 30, 2007, completing 25 years of continuous service, will receive an annual stipend, reimbursing the employee up to \$10,000 of insurance premiums per fiscal year. The benefit would terminate at the end of the month of the employee's 65<sup>th</sup> birthday.

If the Council wanted to offer this benefit to all employees, the listed amounts would double in cost for the General Fund. Employees in the Enterprise Funds would be paid based on fee revenue, which may need to be adjusted in fiscal year 2033 in the Water/Sewer Department. The Electric Department will have the defeasance debt (\$1.1 million annually) paid off prior to 2033 and will be able to afford the benefit with proper planning.

By providing this benefit in the manner described, all retirees would be excluded from the insurance risk pool by fiscal year 2047. This will lower insurance premiums to assist paying for the new retiree benefits.







**Retiree Health Insurance August 1, 2023-Projection-Cigna Plus New Benefit**

		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047		FY	Add Police	Sub Total	Add Fire	Total		
		24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24		Cost Per Year							
																										FY 24	\$ 233,331.84	\$ 20,000	\$ 253,331.84	\$ 10,000	\$ 302,220	\$ 10,000	\$ 302,220
																										FY 25	\$ 233,331.84	\$ 20,000	\$ 253,331.84	\$ 10,000	\$ 282,488	\$ 10,000	\$ 292,488
	24																									FY 26	\$ 243,054.00	\$ 30,000	\$ 273,054.00	\$ 10,000	\$ 282,776	\$ 10,000	\$ 292,776
																										FY 27	\$ 233,331.84	\$ 30,000	\$ 263,331.84	\$ 10,000	\$ 273,332	\$ 10,000	\$ 283,332
																										FY 28	\$ 223,609.68	\$ 40,000	\$ 263,609.68	\$ 20,000	\$ 283,609.68	\$ 20,000	\$ 303,609.68
	23																									FY 29	\$ 213,887.52	\$ 40,000	\$ 253,887.52	\$ 40,000	\$ 293,887.52	\$ 40,000	\$ 333,887.52
																										FY 30	\$ 213,887.52	\$ 40,000	\$ 253,887.52	\$ 40,000	\$ 293,887.52	\$ 40,000	\$ 333,887.52
	22																									FY 31	\$ 194,443.20	\$ 40,000	\$ 234,443.20	\$ 40,000	\$ 274,443.20	\$ 40,000	\$ 314,443.20
																										FY 32	\$ 252,776.16	\$ 30,000	\$ 282,776.16	\$ 30,000	\$ 312,776.16	\$ 30,000	\$ 342,776.16
	26																									FY 33	\$ 272,220.48	\$ 30,000	\$ 302,220.48	\$ 30,000	\$ 332,220.48	\$ 30,000	\$ 362,220.48
																										FY 34	\$ 262,488.32	\$ 30,000	\$ 292,488.32	\$ 30,000	\$ 322,488.32	\$ 30,000	\$ 352,488.32
																										FY 35	\$ 252,776.16	\$ 30,000	\$ 282,776.16	\$ 30,000	\$ 312,776.16	\$ 30,000	\$ 342,776.16
																										FY 36	\$ 233,331.84	\$ 40,000	\$ 273,331.84	\$ 40,000	\$ 313,331.84	\$ 40,000	\$ 353,331.84
																										FY 37	\$ 243,054.00	\$ 40,000	\$ 283,054.00	\$ 40,000	\$ 323,054.00	\$ 40,000	\$ 363,054.00
																										FY 38	\$ 194,443.20	\$ 40,000	\$ 234,443.20	\$ 40,000	\$ 274,443.20	\$ 40,000	\$ 314,443.20
																										FY 39	\$ 155,554.56	\$ 30,000	\$ 185,554.56	\$ 30,000	\$ 215,554.56	\$ 30,000	\$ 245,554.56
																										FY 40	\$ 116,665.92	\$ 30,000	\$ 146,665.92	\$ 30,000	\$ 176,665.92	\$ 30,000	\$ 206,665.92
																										FY 41	\$ 116,665.92	\$ 30,000	\$ 146,665.92	\$ 30,000	\$ 176,665.92	\$ 30,000	\$ 206,665.92
																										FY 42	\$ 77,777.28	\$ 40,000	\$ 117,777.28	\$ 40,000	\$ 157,777.28	\$ 40,000	\$ 197,777.28
																										FY 43	\$ 58,332.96	\$ 50,000	\$ 108,332.96	\$ 50,000	\$ 158,332.96	\$ 50,000	\$ 208,332.96
																										FY 44	\$ 38,888.64	\$ 50,000	\$ 88,888.64	\$ 50,000	\$ 138,888.64	\$ 50,000	\$ 188,888.64
																										FY 45	\$ 19,444.32	\$ 60,000	\$ 79,444.32	\$ 60,000	\$ 139,444.32	\$ 60,000	\$ 199,444.32
																										FY 46	\$ 9,722.16	\$ 70,000	\$ 79,722.16	\$ 70,000	\$ 149,722.16	\$ 70,000	\$ 219,722.16
																										FY 47	\$ 8,000	\$ 80,000	\$ 88,000	\$ 80,000	\$ 168,000	\$ 80,000	\$ 248,000
																										FY 48	\$ 130,000	\$ 130,000	\$ 260,000	\$ 110,000	\$ 370,000	\$ 110,000	\$ 480,000
																										FY 49	\$ 230,000	\$ 230,000	\$ 460,000	\$ 110,000	\$ 570,000	\$ 110,000	\$ 680,000
																										FY 50	\$ 230,000	\$ 230,000	\$ 460,000	\$ 90,000	\$ 550,000	\$ 90,000	\$ 640,000
																										FY 51	\$ 220,000	\$ 220,000	\$ 440,000	\$ 90,000	\$ 530,000	\$ 90,000	\$ 620,000
																										FY 52	\$ 210,000	\$ 210,000	\$ 420,000	\$ 80,000	\$ 500,000	\$ 80,000	\$ 580,000
																										FY 53	\$ 210,000	\$ 210,000	\$ 420,000	\$ 80,000	\$ 500,000	\$ 80,000	\$ 580,000
																										FY 54	\$ 210,000	\$ 210,000	\$ 420,000	\$ 60,000	\$ 480,000	\$ 60,000	\$ 540,000
																										FY 55	\$ 200,000	\$ 200,000	\$ 400,000	\$ 60,000	\$ 460,000	\$ 60,000	\$ 520,000
																										FY 56	\$ 190,000	\$ 190,000	\$ 380,000	\$ 60,000	\$ 440,000	\$ 60,000	\$ 500,000
																										FY 57	\$ 170,000	\$ 170,000	\$ 340,000	\$ 60,000	\$ 400,000	\$ 60,000	\$ 460,000
																										FY 58	\$ 180,000	\$ 180,000	\$ 360,000	\$ 70,000	\$ 430,000	\$ 70,000	\$ 500,000
																										FY 59	\$ 180,000	\$ 180,000	\$ 360,000	\$ 80,000	\$ 440,000	\$ 80,000	\$ 520,000
																										FY 60	\$ 180,000	\$ 180,000	\$ 360,000	\$ 80,000	\$ 440,000	\$ 80,000	\$ 520,000
																										Total	\$ 4,102,751.52	\$ 4,102,751.52	\$ 8,205,503.04	\$ 800,000	\$ 9,005,503.04	\$ 800,000	\$ 9,805,503.04

Retiree Health Insurance August 1, 2023-Projection-Cigna

Add \$100,000 annually for 65+ supplement reimbursement.

FY	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	FY	
	24																								FY 24	
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																	12									FY 40
																		12								FY 41
																			8							FY 42
																				6						FY 43
																					4					FY 44
																						2				FY 45
																							1			FY 46
																								1		FY 47
																										Total
																										\$ 4,107,751.52



# Request for Town Council Action

**Business  
Item:** ZA-23-07  
**Date:** 02/20/2024

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**Subject:** Zoning Text Amendment  
**Department:** Planning Department  
**Presented by:** Planning Director – Stephen Wensman  
**Presentation:** Business Item

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## Issue Statement

Request to amend the Unified Development Ordinance, Article 2, Section 2.22, to allow payment in lieu of required sidewalk construction with Town Council approval.

## Financial Impact

None.

## Action Needed

The Town Council is respectfully requested to review the zoning text amendment and to make a decision whether to approve, approve with changes, or to deny the request.

## Recommendation

Planning Staff and the Planning Board recommend approval of the zoning text amendment, ZA-23-07, with a statement declaring the request consistent with the Town of Smithfield Comprehensive Growth Management Plan and that the request is reasonable and in the public interest.

Approved:  Town Manager  Town Attorney

## Attachments:

1. Staff Report
2. Draft Zoning Text Amendment
2. Consistency Statement
3. Application



# Staff Report

**Business Item: ZA-23-07**

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## **REQUEST:**

Staff and the Planning Board recommend approval of the following amendment to the Unified Development Ordinance, Article 2, Section 2.22 to allow payment in lieu of required sidewalk construction with Town Council approval.

## **ANALYSIS:**

The Town requires a 5' wide sidewalk along all new commercial development and subdivisions. Developers and contractors often complain about, "sidewalks to nowhere" because adjacent properties do not have sidewalks. The intent of the requirement is to slowly build a network of sidewalks as sites develop or redevelop, but in some instances, the complaint is valid in that an actual sidewalk network is unlikely to develop or it is so far into the future, the sidewalks do not make practical sense.

This ordinance would allow a fee in lieu of sidewalk construction with Town Council approval on a site-by-site basis when requested. It would base the fee on an engineer's estimate for the actual sidewalk construction and the fee in lieu would be held in separate account to be spent yearly on sidewalks elsewhere in town where they are most needed. The intent would be to use the funds to fill in gaps in existing sidewalk networks and build out from commercial centers as needed.

## **PLANNING BOARD REVIEW/RECOMMENDATION:**

The Planning Board reviewed the request on July 13, 2023, and recommended approval, but recommended the fee in lieu be granted only when the developer has shown hardship and that the Town Attorney review the ordinance.

## **CONSISTENCY STATEMENT (STAFF OPINION):**

Staff finds the zoning text amendment as consistent with the Town of Smithfield Comprehensive Growth Management Plan and other adopted plans, and that the amendment is reasonable and in the public interest.

## **RECOMMENDATION:**

Planning Staff and the Planning Board recommend approval of the zoning text amendment, ZA-23-07, for a fee in lieu of sidewalk construction with a statement declaring the request consistent with the Town of Smithfield Comprehensive Growth Management Plan and that the request is reasonable and in the public interest.

**STAFF RECOMMENDED MOTION:**

Staff recommends the following motions:

“move to approve zoning text amendment, ZA-23-07, amending Article 2, Section 2.22, to allow a fee in lieu of sidewalk construction finding the amendment consistent with the Town of Smithfield Comprehensive Growth Management Plan and other adopted plans, and that the amendment is reasonable and in the public interest.”

**THE TOWN OF SMITHFIELD  
UNIFIED DEVELOPMENT ORDINANCE  
AMENDMENT CONSISTENCY STATEMENT  
BY THE SMITHFIELD TOWN COUNCIL  
ZA-23-07**

**Whereas** the Smithfield Town Council, upon acting on a zoning ordinance amendment to the *Unified Development Ordinance* and pursuant to NCGS §160A-383, is required to approve a statement describing how the action is consistent with the Town of Smithfield *Comprehensive Growth Management Plan*; and

**Whereas** the Smithfield Town Council, upon acting on a zoning ordinance amendment to the *Unified Development Ordinance* and pursuant to NCGS §160A-383, is required to provide a brief statement indicating how the action is reasonable and in the public interest.

**NOW THEREFORE, BE IT ADOPTED BY THE SMITHFIELD** Town Council **AS APPROPRIATE:**

**IN THE EVENT THAT THE MOTION TO RECOMMEND APPROVAL OF THE ORDINANCE AMENDMENT,**

That the final action regarding zoning ordinance amendment, ZA-23-07, is based upon review of and consistency with, the Town of Smithfield *Comprehensive Growth Management Plan* and any other officially adopted plan that is applicable, along with additional agenda information provided to the Town Council and information provided at the regularly scheduled meeting of Town Council; and

It is the objective of the Town of Smithfield Town Council to have the *Unified Development Ordinance* promote regulatory efficiency and consistency and the health, safety, and general welfare of the community. The zoning ordinance amendment promotes this by offering fair and reasonable regulations for the citizens and business community of the Town of Smithfield as supported by the staff report and attachments provided to the Town Council at their regularly scheduled meeting. Therefore, the ordinance amendment is reasonable and in the public interest.

**IN THE EVENT THAT THE MOTION TO RECOMMEND APPROVAL OF THE ORDINANCE FAILS,**

That the final action regarding zoning ordinance amendment, ZA-23-07, is based upon review of, and consistency, the Town of Smithfield *Comprehensive Growth Management Plan* and other officially adopted plans that are applicable; and

It is the objective of the Town Council to have the *Unified Development Ordinance* promote regulatory efficiency and consistency and the health, safety, and general welfare of the community. The zoning ordinance amendment does not promote this and therefore is neither reasonable nor in the public interest.



**DRAFT ORDINANCE # ZA-23-07**  
**AN ORDINANCE TO AMEND THE TOWN OF SMITHFIELD**  
**UNIFIED DEVELOPMENT ORDINANCE**  
**ARTICLE 2, SECTION 2.22 TO ALLOW A FEE IN LIEU OF SIDEWALK**  
**CONSTRUCTION**

**WHEREAS**, the Smithfield Town Council wishes to amend certain provisions in the Town of Smithfield Unified Development Ordinance by making changes to Unified Development Ordinance Article 8, Section 8.9 as it pertains to building height in the B-3 Highway Entranceway Business District.

**WHEREAS**, it is the objective of the Smithfield Town Council to have the UDO promote regulatory efficiency and consistency and the health, safety, and general welfare of the community;

**NOW, THEREFORE**, be it ordained that the following Articles are amended to make the following changes set forth in the deletions (strikethroughs) and additions (double underlining) below:

[Amend Article 2, Section 2.22, allowing a fee in lieu of sidewalk construction with Town Council approval.]

**PART 1**

That the Unified Development Ordinance shall be page numbered and revision dated as necessary to accommodate these changes.

**SECTION 2.22 SIDEWALKS.**

**2.22.1.** All new O/I (Office/Institutional), B-1 (CBD), B-2 (General Business), and B-3 (Highway Entranceway Business) district construction permitted following the adoption of this Ordinance shall be required to construct five (5) foot sidewalk(s) on the street right-of-way. The sidewalk(s) shall comply with the Town of Smithfield Standards and Specifications document and NCDOT requirements.

**2.22.2.** Payment in lieu of sidewalk construction may be permitted by the Town Council on a case-by-case basis. When authorized by the Town Council, the developer shall pay to the Town the costs of that required sidewalk construction. When costs are paid in lieu of construction for a project, the developer shall have no further obligation to the Town for sidewalk construction for that project. The Town shall place such fees in a designated fund used by the Town for general sidewalk construction throughout the Town.

**PART 2**

That the Unified Development Ordinance shall be page numbered and revision dated as necessary to accommodate these changes.

**PART 3**

That these amendments of the Unified Development Ordinance shall become effective upon adoption.

Duly adopted this the \_\_\_\_ day of \_\_\_\_\_, 2024.

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M. Andy Moore, Mayor

ATTEST

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Shannan L. Parrish, Town Clerk

DRAFT



Town of Smithfield  
 Planning Department  
 350 E. Market St Smithfield, NC 27577  
 P.O. Box 761, Smithfield, NC 27577  
 Phone: 919-934-2116  
 Fax: 919-934-1134

**Petition for Amendment to the Unified Development Ordinance**

*Pursuant to Article 4 of the Town of Smithfield Unified Development Ordinance, Proposed amendments may be initiated by the Town Council, Planning Board, Board of Adjustment, members of the public, or by one or more interested parties. The application for any amendment shall contain a description of the proposed zoning regulation.*

**APPLICANT INFORMATION:**

Stephen Wensman PLANNING DIRECTOR      350 E. MARKET ST  
 Petitioner's Name      Address or PO Box  
 SMITHFIELD      919-934-2116 ext. 1114  
 City, State, Zip Code      Telephone

Proposed amendment to the Town of Smithfield Unified Development Ordinance:  
 Fee in lieu of sidewalk construction

(Attach additional sheets as necessary)

This application must be accompanied by a Statement of Justification which addresses the following:

1. How the amendment proposed would serve the public interest or correct an obvious error in the existing ordinance.
2. How the amendment proposed will enhance or promote the purposes and goals of the adopted plans and policies of the governing body.

The undersigned hereby authorizes the filing of this petition and certifies that the information contained herein stands alone based on the merits of this request and is accurate to the best of their knowledge and belief.

Stephen Wensman      7/1/23  
 Signature of Petitioner      Date

**FOR OFFICE USE ONLY**

File Number: \_\_\_\_\_ Date Received: \_\_\_\_\_ Amount Paid: \_\_\_\_\_





# Request for Town Council Action

**Business  
Agenda ZA-23-06  
Item:  
Date: 02/20/2024**

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**Subject:** Articles 2, 10, and Appendix A Updates  
**Department:** Planning Department  
**Presented by:** Planning Director – Stephen Wensman  
**Presentation:** Business Item

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### Issue Statement

Planning Staff requests the Town Council review the draft updates to UDO Articles 2, 10 and Appendix A.

### Financial Impact

None

### Action Needed

The public hearing for the rezoning was held on July 11, 2023, but the decision was tabled for Council to further review the amendments. The Council is requested to review the proposed UDO Amendments to Articles 2, 10 and Appendix A to approve, approve with changes, or deny the request.

### Recommendation

Staff and the Planning Board recommend approval of zoning text amendment, ZA-23-06, with a statement declaring the request consistent with the Town of Smithfield Comprehensive Growth Management Plan and that the request is reasonable and in the public interest.

Approved:  Town Manager  Town Attorney

### Attachments:

1. Staff Report
2. Draft UDO Articles 2, 10 and Appendix A
3. Consistency Statement
4. Application for Zoning Text Amendment
5. Smithfield Standard Detail and Specifications Manual (draft)



# Staff Report

**Business  
Agenda ZA-23-06  
Item:**

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## Note:

A public hearing was held on July 11, 2023, for this amendment, but the Council tabled the item for further review. Staff presented Article 2 changes and Article 10 Part I. Staff is requesting the Council to review the remaining amendment sections and to make a decision to approve, approve with changes or to deny the request.

## Overview:

For several years, Staff has been working on updates to the UDO, Article 10 development performance standards. These standards work hand in hand with Town's Standard Specifications and Details Manual (Manual) to guide new development. A draft of the updated Manual is included in this agenda item and will be brought back to Council at a future meeting.

This update:

- Moves street design specifications from the UDO to the Manual.
- Moves performance standards in the Manual to Article 10
- Moves performance standards in Article 2 are being moved to Article 10.
- Adds definitions for terms in the Table of Uses and some needed left out of the 160D update.
- Updates performance standards to address issues, clarifies vague wording, and breaks up large blocks of text into subsections.

## Draft Amendment:

The following summarizes the changes to each section:

### Article 2 - General Regulations

- Moves performance standards related to lot requirements and dimensions, driveways, and dumpsters to Article 10.
- Removes Section 2.21, Site Visibility Triangle standard replacing it with a reference to the Town's Standard Detail and Specifications Manual.
- Updates Section 2.22 Sidewalks to include reference to the Manual and the Pedestrian Plan.

### Article 10- Performance Standards - Part I. Off-Street Parking

- 10.2 - Clarifying, updating and breaking up Off-Street Parking Requirements to be more readable.
  - Requires paved parking (no gravel parking).
  - Requires new residential driveways to be paved, except in R20A
  - aligns junk vehicle exception with administrative code.
  - Adds a standard for semi-tractor and trailer parking.
  - Updates parking lot s with More than Four Spaces requirements.
  - Clarifies and updates curbing requirements.
  - Updates wheel bumper requirements.
  - 10.2.10 – Adds UDO administrator’s ability to waive lateral access if it provides no public benefit or if not feasible. Removes BOA Adjustment text. The BOA holds hearings on appeals and variances only.
  - 10.2.13.1 –BOA does not make modifications and appeals are already codified in Article 4.
- 10.3 – Update parking standards for Multi-family (from Clayton’s Code) and for Restaurants. Also allows UDO Administrator to determine parking requirements when standards are unclear. Appeals by BOA.
- 10.5 Off-Street Loading Requirements updated.
  - The BOA only hears variances and appeals.
- 10.6 Driveways section updated –
  - Requires paved driveways (concrete, bituminous, etc. – no gravel), except within the R-20A.
  - Residential driveways cannot exceed 50% of the front yard area.
  - Broke up the section for readability.
  - 10.6.4 –Driveway Location(s) section updated aligned with Manual.
  - 10.6.6 – Delete’s brick driveway section. Brick driveways are not permitted within the public right of way but are permitted on private property with a standard driveway apron in the public right of way.
  - References Standard Specifications and Details Manual

**Article 10- Performance Standards - Part II. Landscape Requirements**

- 10.8 Applicability Standards– Clarifies applicability.
  - 10.8.4.3 Triggers compliance with “Expansion of Structure by 25%” only, deleting and 10 or more parking spaces.
- 10.9 –Tree Resource Management
  - require a zoning permit for forestry activities to ensure compliance with State and local ordinances.
  - Removes the misplaced section car dealerships. Prior to final plat, the lots do not exist.
- 10.10.2 – The planting details are to be moved from Appendix B of the UDO to the Standard Specification and Details Manual.
- 10.13.1.8 – Fixes a typo in the street yard requirements.
- 10.14 – Adds dimensions to Type C and D buffer yards and removes the reference to PRD (no longer exists in UDO).
- 10.15.3 – Dumpster regulations from Section 2.27 moved and updated.
- 10.15.4 - Clarified Encroachment section.
- 10.15.5 – Create buffer requirements for double fronted lots.

- 10.16 – Added requirement that landscape plans identify planting bed edges, bed material, sod and seeded areas, identify irrigation if applicable, and landscape notes or planting instructions.

#### **Article 10- Performance Standards - Part IV. Lighting Ordinance**

- 10.34.3 – General Standards for Outdoor Lighting-
  - Site Plans are administrative and do not get reviewed by the Planning Board and Town Council.
  - 10.34.3.6 – Section deleted because it conflicts with requirement for cutoff fixtures.
- 10.34.4 – Updated lighting in parking lots and outdoor areas
  - PB and Town Council do not review site plans.
  - Require downcast shoebox style fixtures with LEDs
  - Updated outdoor display lighting standard.
  - Update to require recessed lighting for vehicular canopies.
- 10.34.7 – Section updated to prohibit flood lights and removes references to PB and TC review and approval because site plan approvals are administrative.

#### **Article 10- Performance Standards - Part V. Traffic Impact Study**

- 10.41.1 Struck reference to BOA as they have no involvement in Traffic Studies.

#### **Article 10- Performance Standards - Part VIX. Overlay Districts**

- 90.93 - ECO District regulations to be deleted. Article 7 requires outdoor storage to be screened with fencing and landscaping and requires paving.
- 10.94 – Struck rowhouses Section because the same can be achieved through the conditional zoning process.

#### **Article 10- Performance Standards - Part X. Subdivision Regulations**

- 10.96 – Added applicability incorporating Section 1.3.4.3 and updating to conform with 160D.
- 10.100 – Update code references in table.
- 10.107 – Update reference from NCDENR to NCDEQ.
- 10.xxx – Add Cluster Mailbox standards.
- 10.110 Streets
  - Add references to Standard Detail and Specifications Manual and deleted engineering standards (moved to Manual).
  - Updated to current Street terminology matching the Transportation Plan.
  - Incorporated Section 2.15 Lot Requirement/Dimensions.
  - Updated lot area requirements with reference to Article 8.
  - Increased the minimum lot area for septic lots to 1 acre based on a recommendation from Johnston County.
  - Added a minimum depth for double-fronted lots.
- 10.110.1.5 – Updated easement requirements.
- 10.110.2 – Updated private street requirements to reference the Standard Detail and Specifications Manual and HOA documents to be reviewed and approved by the Town Attorney.
- 10.110.3. Updated Marginal Street Access section with updated terminology.
- 10.110.5 – Updated section on half-streets.



- 10.110.9 - 10.110.17- street standards are contained in the Town’s Standard Detail and Specifications Manual referenced herein.
- 10.110.14 – Alley’s section updated.
- 10.110.19 – PUD Streets updated requiring sidewalks on both sides of PUD streets.
- 10.110.20 – Updated to reference Manual.
- 10.111.2. – Updated to match Fire Code.
- 10.111.6 - Updated temporary turnaround requirements to meet Fire Code.
- 10.112 – Sidewalks.
  - Updated sidewalk requirements.
  - Added reference to the Manual and the Pedestrian Plan.
- 10.113.1. Water and Sewerage Systems.
  - Added On-site wastewater (septic) systems shall be located on the lot in which the system serves unless an alternative location within an easement is approved by the Town Council.
  - Constructed according to the Standard Specifications and Details Manual.
- 10.116. Effect of Plat Approval on Dedications and Acceptances
  - Acceptance of dedications by resolution has been deleted and will now be administrative with the signing of the final plat by the Manager. The Town Council approves preliminary plats and the improvements. According to 160D-806. Effect of plat approval on dedications. The approval of a plat shall not be deemed to constitute the acceptance by the local government or public of the dedication of any street or other ground, public utility line, or other public facility shown on the plat. However, any governing board **may** by resolution accept any dedication made to the public of lands or facilities for streets, parks, public utility lines, or other public purposes, when the lands or facilities are located within its planning and development regulation jurisdiction.
- 10.117 Adjustments. Deleted this section. BOA approves variances per Section 4.10.
- 10.119 Added missing exempt plat certificate.

**Appendix A- Definitions**

- Added definitions per 160D.
- Added or modified definitions to reflect land use terminology in Section 6.6.

Note: *The UDO is a living document that will require continual refinement to address new land uses and situations.*

**Consistency Statement (Staff and Planning Board’s opinion):**

Planning Staff and Planning Board find the zoning text amendment consistent with the Town of Smithfield Comprehensive Growth Management Plan and other adopted plans, and that the amendment is reasonable and in the public interest.

**Recommendation:**

Planning Staff and the Planning Board recommend approval of zoning text amendment, ZA-23-06, with a statement declaring the request consistent with the Town of Smithfield

Comprehensive Growth Management Plan and that the request is reasonable and in the public interest.

**Suggested Motion:**

“move to approve zoning text amendment, ZA-23-06, finding the amendment consistent with the Town of Smithfield Comprehensive Growth Management Plan and other adopted plans, and that the amendment is reasonable and in the public interest.”

**THE TOWN OF SMITHFIELD  
UNIFIED DEVELOPMENT ORDINANCE  
AMENDMENT CONSISTENCY STATEMENT  
BY THE SMITHFIELD TOWN COUNCIL  
ZA-23-06**

**Whereas** the Smithfield Town Council, upon acting on a zoning ordinance amendment to the *Unified Development Ordinance* and pursuant to NCGS §160D-605, is required to approve a statement describing how the action is consistent with the Town of Smithfield *Comprehensive Growth Management Plan*; and

**Whereas** the Smithfield Town Council, upon acting on a zoning ordinance amendment to the *Unified Development Ordinance* and pursuant to NCGS §160D-605, is required to provide a brief statement indicating how the action is reasonable and in the public interest.

**NOW THEREFORE, BE IT ADOPTED BY THE SMITHFIELD TOWN COUNCIL AS APPROPRIATE:**

**IN THE EVENT THAT THE MOTION TO RECOMMEND APPROVAL OF THE ORDINANCE AMENDMENT,**

That the final action regarding zoning ordinance amendment ZA-23-06 is based upon review of and consistency with, the Town of Smithfield *Comprehensive Growth Management Plan* and any other officially adopted plan that is applicable, along with additional agenda information provided to the Town Council and information provided at the regularly scheduled meeting of Town Council; and

It is the objective of the Town of Smithfield Town Council to have the *Unified Development Ordinance* promote regulatory efficiency and consistency and the health, safety, and general welfare of the community. The zoning ordinance amendment promotes this by offering fair and reasonable regulations for the citizens and business community of the Town of Smithfield as supported by the staff report and attachments provided to the Town Council at their regularly scheduled meeting. Therefore, the ordinance amendment is reasonable and in the public interest.

**IN THE EVENT THAT THE MOTION TO RECOMMEND APPROVAL OF THE ORDINANCE FAILS,**

That the final action regarding zoning ordinance amendment ZA-23-06 is based upon review of, and consistency, the Town of Smithfield *Comprehensive Growth Management Plan* and other officially adopted plans that are applicable; and

It is the objective of the Town Council to have the *Unified Development Ordinance* promote regulatory efficiency and consistency and the health, safety, and general welfare of the community. The zoning ordinance amendment does not promote this and therefore is neither reasonable nor in the public interest.

**DRAFT ORDINANCE # ZA-23-06**  
**AN ORDINANCE TO AMEND THE TOWN OF SMITHFIELD**  
**UNIFIED DEVELOPMENT ORDINANCE**  
**ARTICLES 2, 10, AND APPENDIX A, UPDATE TO**  
**PERFORMANCE STANDARDS.**

**WHEREAS**, the Smithfield Town Council wishes to amend certain provisions in the Town of Smithfield Unified Development Ordinance by making changes to Unified Development Ordinance Articles 2, 10, and Appendix A for a general update of performance standards.

**WHEREAS**, it is the objective of the Smithfield Town Council to have the UDO promote regulatory efficiency and consistency and the health, safety, and general welfare of the community;

**NOW, THEREFORE**, be it ordained that the following Articles are amended to make the following changes set forth in the deletions (strikethroughs) and additions (double underlining) below:

**PART 1**

[Revise Article 2, striking sections to be moved to Article 10 Performance Standards and miscellaneous updates.]

**~~Sec. 2.15. Lot Requirements/Dimensions.~~**

**~~2.15.1. [Side Lot Lines.]~~**

~~Insofar as practical, side lot lines which are not right of way lines shall be at right angles to straight street lines or radial to curved street lines.~~

**~~2.15.2. [Sufficient Area.]~~**

~~Every lot shall have sufficient area, dimensions, and street access to permit a principal building to be erected thereon in compliance with all lot size and dimensions, yard space, setback, and other requirements of this ordinance.~~

**~~2.15.3. [Irregularly Shaped Lots.]~~**

~~The location of required front, side, and rear yards on irregularly shaped lots shall be determined by the UDO Administrator. The determination will be based on the spirit and intent of this ordinance to achieve an appropriate spacing and location of buildings and structures on individual lots.~~

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**~~Sec. 2.20. Driveways; Permit Required.~~**

### 2.20.1. [Obtaining a Permit.]

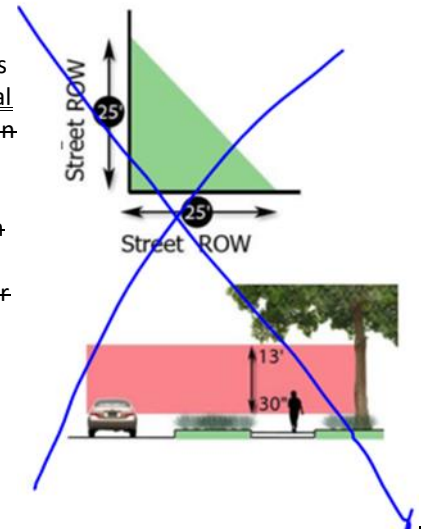
No person shall construct, reconstruct, or repair any driveway within the town without first obtaining from the UDO Administrator a zoning permit to do so. Such person shall construct, reconstruct, and repair such driveway under the supervision of the UDO Administrator, and in accordance with town specifications.

### 2.20.2. [Distance; Intersection.]

No portion of any residential driveway intersection with a town public street shall be closer than twenty (20) feet to the corner of any intersection, measured along the right-of-way line. In commercial and industrial zones, this distance shall be thirty six (36) feet. The width of any driveway intersection with the public street shall not exceed thirty six (36) feet at its intersection with curb and street line. Driveway connections to the State of North Carolina Department of Transportation controlled streets must be requested from and approved by DOT on its standard form. Driveways that have double lane ingress and egress (four [4] lanes) shall be a minimum forty eight (48) feet width at intersection with curb and street line.

## Sec. 2.21. Street Intersection Sight Visibility Triangle.

The land adjoining town-maintained street intersections or egress to a town-maintained street from off-street parking areas shall be kept clear of obstructions to protect the visibility and safety of motorists and pedestrians in accordance with the Smithfield Standard Detail and Specifications Manual and . On a corner lot, nothing shall be erected, placed, or allowed to grow in a manner so as materially to impede vision between a height of thirty (30) inches and thirteen (13) feet in a triangular area formed by a diagonal line between two (2) points on the right of way lines, twenty five (25) feet from where they intersect. A clear view shall be maintained on corner lots from thirty (30) inches to thirteen (13) feet in vertical distance. Intersections of or with state maintained streets shall comply with NCDOT sight distance triangle requirements. Parcels in the B-1 district are exempt from this section, unless otherwise required by NCDOT standards.



## Sec. 2.22. Sidewalks.

All new O/I (Office/Institutional), B-1 (CBD), B-2 (General Business), and B-3 (Highway Entranceway Business) district construction permitted following the adoption of this Ordinance shall be required to construct five (5) foot sidewalk(s) or eight (8) foot wide trail in accordance with the Town's Pedestrian Plan, on or adjacent to the street right-of-way. If the required sidewalk/trail is to be constructed adjacent to a thoroughfare right-of-way, it shall be constructed within an unobstructed easement of at least ten (10) feet in width. The sidewalk(s)/trails(s) shall comply with the Town of Smithfield Standard Detail and Specifications Manual. document and NCDOT requirements.

### **Sec. 2.23. Curb Cuts.**

Construction of curb cuts for purposes of ingress and egress to property abutting a town public right-of-way shall be approved by the UDO Administrator. The North Carolina Department of Transportation is the approval authority where said curbs affect access to State Highways. Provision for all access work done on state highway right-of-way is subject to approval by the NCDOT.

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### **Sec. 2.27. Dumpsters.**

~~In all zoning districts, dumpsters must be located on a concrete pad with a six-foot high solid enclosure with solid gates.~~

...

## **PART 2**

[Revise Article 10, to update performance standards in conjunction with updates to the Standard Detail and Specifications Manual.]

### **10.2.1. Off-Street Parking Requirements.**

There shall be provided at the time of the erection of any building, at the time an existing structure is demolished in order to permit new construction, or at the time any principal building is enlarged or increased in capacity by adding dwelling units, guest rooms, seats, or floor area; or before conversion from one ~~type of land use category or occupancy~~ to another, permanent off-street parking space in accordance with ~~in the amount specified by~~ this Ordinance. Such parking:

~~10.2.1.1. space may~~ shall be provided in a parking garage or properly graded and paved parking lot in accordance with this ordinance. ~~open space.~~

~~10.2.1.2. All parking areas~~ shall be designed so that ingress to and egress from such area shall be established and maintained so that all vehicular traffic shall enter and leave the lot by forward motion of the vehicle.

~~10.2.1.3. Except for multi-family and single-family uses, all off-street parking and loading in the Entry Corridor Overlay District shall be provided in the rear of the principal structure.~~

~~10.2.1.4. shall not be permitted in a~~ No off-street parking or loading shall be permitted in a required street yard or buffer yard, ~~or open space~~, except in the case of a single or two family dwelling. No required off-street parking shall be ~~or located on~~ within five feet of a right-of-way line, or within any public right-of-way ~~or encroach by more than 50% on any required setback, or into any required streetyard.~~ Under no circumstances shall parking be located within five feet of a right-of-way line.

...

### 10.2.3. Vehicle Storage.

**10.2.3.1. Residential Districts.** Vehicles intended for personal use may be parked or stored on property zoned for residential use, except within the R-20 A zoning district, on a driveway in accordance with Section 10. 6, except one (1) junked motor vehicle which can be located in the rear yard (off driveway, as defined by the town's zoning ordinance, if the junked motor vehicle is entirely concealed from public view from a public street and from abutting premises by an acceptable covering. The town inspector has the authority to determine whether any junked or inoperable motor vehicle is adequately concealed as required by this provision. The covering must remain in good repair and must not be allowed to deteriorate. Any additional junked motor vehicle must be kept in a garage or building structure that provides a complete enclosure so that the junked motor vehicle cannot be seen from a public street or abutting property. A garage or building structure means either a lawful, nonconforming use or a garage or building structure erected pursuant to the lawful issuance of a building permit and which has been constructed in accordance with all zoning and building code regulations. No more than one (1) commercial truck, van, or trailer may be driven home and must be parked in a garage or carport or in the driveway and never on the street. Inoperative vehicles, including trucks, vans, or trailers, may not be stored in a residential district.

**10.2.3.2. Business and Industrial Districts.** Customer and employee parking is permitted along with the parking and storing of governmental or commercial vehicles, in any business or industrial district. Inoperative vehicles shall only be permitted to be parked or stored while undergoing repairs at a commercial garage or automobile service station or if stored in an approved junk or wrecking salvage yard. Overnight parking or storage of tractor trailers in commercial districts is strictly limited to vehicles associated with the commercial establishment operating on the premises.

### 10.2.4. Parking Space Arrangements and Dimensions.

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**10.2.4.6 Semi-Tractor and Tractor Trailer Parking.** Semi-tractor and tractor trailer parking shall be paved with either asphalt or concrete except for Heavy and Light Industrial zoning districts which shall be in accordance with Section 7.2. Such parking shall be striped such that the parking space is at least 12 feet in width and at least 55 feet in length exclusive of driveways, aisles, ramps, maneuvering space, columns, work areas, and shall have a vertical clearance of not less than 14 feet.

### 10.2.5. Parking Lots with More than Four Spaces.

**10.2.5.1. Surfacing.** All required off-street parking lots and associated driveway, interior access drive to and from such off-street parking areas shall be hard surfaced with asphalt, concrete or other similar material to provide a durable, dust-free surface shall be graded and surfaced with blacktop, concrete, brick, or other such surfacing material to ensure a dustless surface condition.

**10.2.5.2. Markings.** Each parking stall shall be striped in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), with four (4) inch white lines, marked off and maintained so as to be distinguishable.

**10.2.5.3. Lighting.** Any lighting shall be so arranged as to direct the light and glare away from streets and adjacent property in accordance with Part IV of this ordinance.

**10.2.5.4. Yards.** Except in the Entry Corridor Overlay District, a All such required parking lots shall not encroach within a required streetyard or bufferyard and shall be in conformance with Section 10.2.1.4. observe a minimum front yard of of not less than five feet and a side yard on a corner lot of not less than five feet. Parking lots in residential agricultural and residential districts shall of have front yards of not less than 15 feet and side and rear yards of not less than five feet.

**10.2.5.5. Curb/Gutter.** ~~Curb and gutter is~~ The required for all new yards shall be set off from parking lots, driveways, and interior access driveways or interior access drives shall have continuous curb/gutter. Breaks in the curb/gutter may be permitted if the engineer's design of the parking lot requires a break to obtain effective stormwater control.

**10.2.5.6. Drainage.** Parking lots shall not drain onto or across public sidewalks, or into adjacent property except into a natural watercourse or a drainage easement. In already developed areas where this condition would be impossible to meet, the UDO Administrator may exempt the developer from this requirement, provided that adequate provision is made for drainage that protects the public safety and welfare.

**10.2.5.7.** At locations where a sidewalk abuts a 19-foot-deep parking bay, the sidewalk shall be a minimum width of six (6) feet. If less than 6 feet, a wheel bumper shall be required and ~~Separation of Bumper and Walkways. In the event any parking stall abuts upon a walkway,~~ there shall be a space of three and a half (3½) feet between the wheel bumper or curb and the edge of the walkway.

**10.2.5.8. Entrances and Exits.** These shall be provided in accordance with Section 10.6 of this ordinance.

**10.2.5.9.** Parking lots in the B-3 and Industrial Zoning Districts shall be in accordance with Section 7.2 of this Ordinance. ~~Special requirements apply to parking lots in the B-3 and the Industrial districts in addition to the requirements of this Article.~~

...

### **10.2.8. Separation from Walkways, Sidewalks, and Streets.**

All parking, loading, and service areas shall be separated from walkways, sidewalks, and streets by concrete curbing ~~or other suitable protective device~~ to prevent vehicles from intruding into these areas.

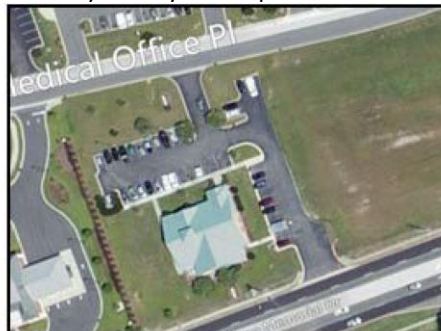
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### **10.2.10. Lateral Access.**

All new nonresidential development, specifically commercial development, shall provide lateral access to adjacent property which is either: (1) existing nonresidential, or (2) zoned nonresidential. In the site plan process review, lateral access shall be displayed and labeled clearly by showing the appropriate connections. All lateral access connections shall be a minimum of twenty (20) feet in width and maximum of twenty-four (24) feet in width. The UDO Administrator may waive from the lateral access requirements in circumstances where there would be little public benefit to providing a lateral access or the if the access is ~~if this section is determined not to be feasible due to particularities of the parcel, the Board of Adjustment may modify the requirements herein.~~



Cross access provided between sites



Cross access for future development

...



**10.2.13. Exceptions.**

10.2.13.1. The UDO Administrator may withhold a permit or certificate of occupancy if a parking layout not specifically prohibited by this section would be likely to cause avoidable safety or traffic congestion problems until modification is made. ~~The applicant may appeal the UDO Administrator's decision to the Board of Adjustment under the normal procedure for an appeal.~~

~~**10.2.13.2.** If a peculiar characteristic of an establishment makes the requirements in this section clearly unrealistic, the Board of Adjustment may grant the applicant a parking modification.~~

...

***Sec. 10.3. Minimum/Maximum Parking Requirements.***

The minimum number of required off-street parking spaces shall be calculated as follows. In the case of a building or use not expressly provided for, the number of off-street access spaces shall be the same as for a similar use or inclusive category which is provided for. Where there is more than one (1) use in a single structure, or on a single tract, or two (2) or more instances of the same use, the minimum number of required off-street parking spaces shall be equal to the sum of the requirements of the various uses, except for shopping centers which are expressly provided for.

Classification	Off-Street Parking Requirement
<b>RESIDENTIAL</b>	
Dwelling, Single-Family	2 spaces
Dwelling, Manufactured Home	2 spaces
Dwelling, Multi-Family	
- One bedroom	1.5 spaces per unit
<del>— Two bedrooms</del>	<del>1.75</del> <u>2</u> spaces per unit
<del>- Three</del> <u>Two</u> bedrooms <u>or</u> more	2 spaces per unit <u>plus 1 guest parking space per 4 units.</u>
<b>ACCESSORY USES/BUILDINGS</b>	
Accessory Business or Residential Unit (Incl. Home Occupations)	2 spaces per business or residence
Accessory Buildings	Same ratio as the principal use
<b>EDUCATIONAL, OFFICE/INSTITUTIONAL, AND RETAIL SALES AND SERVICES</b>	
Retail, Enclosed	1 space per 200 square feet
Retail, Outdoor (incl. commercial recreation)	1 space per 600 square feet of parcel area
Restaurant	<u>1 space per 3 seats including outdoor seats</u> <del>150 square feet enclosed floor area</del>
Office (including medical clinics)	4 spaces per 1,000 square feet
Lodging	1 space per room plus 1 space per employee
Institutional/Civic	5 spaces per 1,000 square feet
Hospital	1.5 spaces per patient room plus 3 spaces per 1,000 square feet of office area.
Child care facility/adult day care facility	1 space per 4 persons of licensed capacity.

Schools, Elementary or Junior High	3 spaces for each room used for administration offices, class instruction, or 1 space for each 6 seats in auditorium and other places of assembly or facilities available for the public, whichever is greater
Schools, Senior High	1 space per school employee and 1 space per 4 students
Assembly	1 space per 3 fixed seats plus 1 space per 3 movable seats
Other	Determined by the UDO Administrator in consideration of an approved study prepared by a registered engineer with expertise in Transportation Engineering
<b>MANUFACTURING AND INDUSTRIAL USES</b>	
Adult and sexually oriented businesses	1 space per 500 square feet of gross floor area
All other industrial uses	1 space per employee
<b>RECREATION USES</b>	
The most applicable of the following standards shall apply for all recreational uses, including auditoriums, assembly halls, or stadiums:	1 space per 4 fixed seats; 1 space for each 40 square feet of floor area available in establishment as a meeting room; 1 space for each 150 square feet of gross floor area; 1 space per 600 square feet of parcel area.
<b>TEMPORARY USES/STRUCTURES</b>	
To be determined by the UDO Administrator based on the site specific conditions and principal use.	
<b>AGRICULTURAL USES</b>	
To be determined by the UDO Administrator based on the site specific conditions.	

Note: The maximum parking allowed shall not exceed one hundred fifty (150) percent of the minimum parking specified in this section.

Special situations which are not covered by the above shall be ~~handled~~ determined by the ~~Board of Adjustment~~ UDO Administrator. ~~The Board of Adjustment shall make the final determination as to the number of spaces to be required, but shall in all cases give due consideration to the needs therefor.~~

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### 10.5.2. Design.

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**10.5.2.3.** Each required off-street loading space shall be designed with appropriate means of vehicular access and circulation to a street from a driveway in a manner which will least interfere with traffic movements. Loading areas shall be designed such that vehicles shall enter and leave the site by forward motion of the vehicle.

**10.2.2.4.** Parking areas for passenger vehicles are prohibited where it may conflict with truck circulation or maneuvering into the truck loading areas.

### 10.5.3. Spaces.

The loading and unloading area must be of sufficient size to accommodate the numbers and types of vehicles that are likely to use this area, given the nature of the development in question. The following table indicates the number and size of spaces that, presumptively, satisfy the standard set forth in this subsection. However, the permit-issuing authority may require more or less loading and unloading area if reasonably necessary to satisfy the foregoing standard.

Use	Off-Street Loading Requirement
Office and Institutional Uses including Hotels and Motels	One space for each 50,000 square feet of gross floor area or fraction thereof.
Retail Business	One space for each 20,000 square feet of gross floor area or fraction thereof.
Wholesale Trade and Industry	One space for each 10,000 square feet of gross floor area or fraction thereof.
Elementary, Junior High, High Schools, Kindergartens, Nurseries, and Day Care Centers	One space for each 50,000 square feet of gross floor area of fraction thereof, plus a safe place off the street for the loading and unloading of children from automobiles and buses.

~~Exceptions. If a peculiar characteristic of an establishment makes the requirements of this section clearly unrealistic, the Board of Adjustment may grant the applicant a modification of the loading requirements in regard to that particular establishment.~~

~~The UDO Administrator may allow a new use to be established in an existing building even if all loading requirements of this section cannot be met for the new use, provided that as much loading space as can reasonably be provided is provided by the use and traffic or safety hazards will not be created.~~

## **Sec. 10.6. Driveways.**

### 10.6.1. General.

~~After the date of passage of this section, only All driveways designed, approved, constructed, and surfaced in accordance with the provisions herein shall be allowed to provide motor vehicle access to or from any property upon which a building has been constructed, reconstructed, or physically altered.~~

~~10.6.1.1. All Driveways driveways shall be paved with either asphalt or concrete, or with alternative paving material (e.g., concrete pavers, brick, "turfstone" or similar pervious material) determined to exhibit equivalent wear resistance and load bearing characteristics as asphalt or concrete, except those for single-family properties in the R-20A zoning district.~~

~~10.6.1.2. Driveways and parking may cover a maximum of 50 percent of the front yard of single-family or two-family lot, unless restrictions on impervious surface coverage pose greater restrictions.~~

~~10.6.1.3. All new driveway aprons shall be constructed in accordance with the Town's Standard Detail and Specifications Manual.~~

~~10.6.1.4. Before a building zoning permit is issued for the construction, reconstruction, or change in use of any building or land ~~used for purposes other than a single or two-family residence~~, all driveways shall be reviewed and approved by the Planning Director-Administrator. ~~Private driveways serving single-family and two-family dwellings shall not be regulated by the provision of this Ordinance. "Construction, reconstruction, or change in use" refers to those improvements made to the site involving overall structure size or to~~~~

changes in use which would require the addition of one or more parking spaces under the provision of Article 10, Part I, Off Street Parking and Off Street Loading Requirements; it is not intended to refer to construction activities which merely involve changes to exterior architectural features (e.g., painting, addition of siding, roofing activities, etc.).

10.6.1.5. Discontinued driveway access. When the use of any driveway has been permanently discontinued, the property owner of that driveway shall, at his expense, replace all necessary curbs, gutters, aprons, sidewalks, and appurtenances thereto, within sixty (60) days of receipt of a written notice from the Administrator.

10.6.1.6. Driveway conflicts. No driveway shall conflict with any municipal facility such as traffic signal standards, catch basins, fire hydrants, crosswalks, loading zones, bus stops, utility poles, fire-alarm supports, meter boxes, and sewer clean-outs or other necessary structures, except with the express approval of the Director of Public Works. Any adjustments to municipal facilities to avoid such conflicts shall be at the expense of the driveway applicant.

## 10.6.2. Permit Requirements.

A permit must be obtained from the ~~Public Works Director~~ Planning Director with approval from the Public Works Director prior to the removal, alteration, or construction of any curb, driveway, gutter, and/or pavement or prior to the performance of any other work in any public or private street. Conditions governing the issuance of such a permit are:

**10.6.2.1.** A continuing indemnity bond with sufficient surety acceptable to the town may be required of the party performing the work. All work must be done in conformity with the standards established herein.

**10.6.2.2.** The town shall be indemnified for any damages it might sustain as a result of the breach of condition above. The damages payable to the town shall be the amount required to make such an improvement conform to town standards.

Based on the Town of Smithfield Schedule of Fees, a fee shall be paid to the town at the time the application for a driveway permit is made.

## 10.6.3. Submission of Plans.

Two copies of plans showing the location and dimensions of all proposed improvements shall be filed with the ~~Planning Director~~ Administrator for approval prior to the issuance of a driveway permit ~~for uses other than single or two-family residential.~~

All design and construction of driveways shall conform to ~~the requirements of the Town of Smithfield Standard Detail and Specifications Manual.~~ North Carolina Department of Transportation.

## 10.6.4. Driveway Location(s).

**10.6.4.1.** A safe means of ingress and egress shall be provided for all parking spaces that is in conformance with the Town's Standard Detail and Specifications Manual. ~~and All driveways for uses other than single and two-family residential and shall conform to the Town's Standard Detail and Specifications Manual.~~

**10.6.4.2.** Two (2) driveways entering the same street from a single lot shall be permitted only if the minimum distance between the closest edges of the driveways equals or exceeds fifty (50) feet, except for two-family residential lots.

**10.6.4.3.** Three (3) driveways entering the same street from a single lot shall be permitted only if the minimum distance between the closest edges of the driveways equals or exceeds one hundred fifty (150) feet and the third driveway is deemed necessary by the Town for reasonable service to the property without

undue impairment of safety, convenience, and utility of the roadway. Normally, not more than two driveways shall be permitted for any single property frontage.

~~10.6.4.4. Four (4) or more driveways entering the same street from a single lot shall be prohibited.~~

10.6.4.5. In no case may the total width of all driveways exceed fifty (50) percent of the total property frontage.

10.6.4.6. No driveway (nearest edge) shall be located within 10 feet of a side lot property line for multi-family, commercial or industrial property, except in the case of a shared driveway (single curb/access point) utilized by two or more lots.

10.6.4.7. No driveway (nearest edge) shall be located within 25 feet of a local road intersection ~~on a secondary road and~~ or within 40 feet of a on a primary collector road intersection except in the case where no other lot access to a public street or town-approved private road is available.

...

### **10.6.6. Brick Driveways.**

~~Brick driveways will be allowed consisting of smooth, hard-burned clay bricks with an appropriate concrete base conforming to the Town of Smithfield design standards of the Administrator. In the event repairs are required after brick driveways are installed due to utility replacement or other construction work, the driveway applicant shall pay that portion of the repair cost which exceeds the cost of repair using standard concrete six (6) inches in thickness. Normal maintenance or replacement will be the responsibility of the driveway applicant.~~

## PART II. LANDSCAPE REQUIREMENTS

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### ***Sec. 10.8. Applicability.***

The three (3) standard requirements in this section are: Parking Facility Requirements (Section 10.13), Bufferyard Requirements (Section 10.14), and Screening of Dumpsters (Section 10.15.3). ~~The requirements of this article 10, Part II~~ These three (3) standard requirements shall be applicable to the following situations:

#### **10.8.1. Single-Family-Residential-Development.**

When a major residential subdivision with new roadways are proposed.

#### **10.8.2. All New Single-Family-Residential Homes on Existing Lots.**

All new single-family and duplex dwellings on existing lots shall comply landscape regulations of Section 10.13.1.8.2, Single-Family and Town House Residential Developments.

#### **10.8.3. Multi-Family Residential Development.**

When ten (10) or more parking spaces are required for all phases of development excluding all manufactured home parks.

#### **10.8.4. Nonresidential Development.**

10.8.4.1. New Construction. When a permitted use, a use or combination of uses contained within a conditional use permit require ten (10) or more parking spaces.

**10.8.4.2.** Existing Development. When there is a change from an existing use to a new use which requires additional parking and the new use requires ten (10) or more parking spaces.

**10.8.4.3.** Expansion of Structure. When there is an expansion of an existing structure by greater than twenty-five (25) percent of the gross floor area ~~and that use requires ten (10) or more additional parking spaces.~~

**10.8.4.4.** Expansion of Site Improvements. When there is an expansion of site improvements by greater than twenty-five (25) percent of the site's hard surface area.

**10.8.4.5.** Reconstruction of Structure. When there is damage or destruction to an existing structure beyond fifty (50) percent of its assessed value, the reconstruction must conform to the new construction standards of this section.

**10.8.4.6.** Expansion of Parking Facility. When there is an expansion of the parking facility by a minimum of ten (10) percent of the parking with a minimum of ten (10) total spaces.

### ***Sec. 10.9. Tree Resource Management.***

Tree resource management regulations shall apply to all protected trees for both new and existing development in accordance with this Section 10.9. A zoning permit shall be required prior to removal of trees to ensure compliance with state and local regulations. ~~No building permit or certificate of occupancy shall be issued for any improvements upon a property where the provisions of this section have not been complied with.~~

#### **10.9.1. Exemptions.**

All properties within the town's jurisdiction shall comply with the requirements of Section 10.9, Tree Resource Management, except as otherwise exempted below:

**10.9.1.1.** Small Trees. Any tree with a diameter/caliper less than eight (8) inches (circumference of twenty-five (25) inches) or less measured at diameter at breast height (DBH) may be cut at any time without a permit, except replacement plantings.

**10.9.1.2.** Nursery. A business location where trees are grown specifically for sale, as part of a primary commercial activity, shall be exempt.

**10.9.1.3.** Utility Construction. Companies and governmental agencies installing and maintaining utilities in easements and rights-of-way shall be exempt when acting in accordance with approved construction plans.

**10.9.1.4.** Wetlands Mitigation. Wetlands mitigation shall be exempt when working in accordance with an approved plan of the US Army Corps of Engineers or North Carolina Department of Environment and Natural Resources (NCDENR).

**10.9.1.5.** Hazardous Conditions. If any tree shall be determined to be in a hazardous condition so as to (i) immediately endanger the public health, safety, or welfare, or (ii) cause an immediate disruption of public service, the Public Utilities/Public Works director may determine that replacement with additional trees is necessary. In making determinations, the Public Utilities/Public Works Director shall utilize such professional criteria and technical assistance as may be necessary.

**10.9.1.6.** Certain Forestry Activities. Only activity associated with growing, managing, and harvesting trees on lands taxed on a present-use value as forest land, or activity being conducted in accordance with a forest management plan shall be exempt from tree resource management. Forestry activities are only permitted in the R-20A Zoning District in accordance with Section 6.5, Table of Uses and Activities.

**10.9.1.7.** Acts of God. The UDO Administrator may waive the requirements of this article during an emergency such as a hurricane, tornado, windstorm, tropical storm, flood, or other act of God.

~~**10.9.1.8.** Certain Property Types. This article shall not apply to the following types of property in the manner noted:~~

~~10.9.1.8.1. Except for the construction of single family residences in subdivisions prior to the recording of a final plat for the subdivision, single family residences are exempt from this article.~~

~~10.9.1.8.2. Property used for a business primarily engaged in the sale and display of motor vehicles, manufactured housing, boats, recreational vehicles, or similar equipment may have the required landscaping within the streetyard installed at a minimum height of eighteen (18) inches at planting and not exceeding three (3) feet at maturity.~~

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**10.10.2. [Installation Details.]**

Plants shall be installed in accordance with the Town of Smithfield Standard Detail and Specifications Manual. ~~per the installation details included in Appendix B of this ordinance.~~

...

**10.13.1.8 Streets Yards.**

10.13.1.8.1. Commercial Developments. Street yards shall be provided with a minimum depth of fifty (50) percent of the required front or corner side yard setback as measured perpendicular to the street right-of-way, provided that no street yard in excess of fifteen (15) feet in depth shall be required. The width of the planting strip may vary, but the minimum width cannot be less than seven (7) feet and the average width shall be at least ten (10) feet. The planting area must be covered with living material, including trees, shrubs and/or ground cover, so that no soil is exposed at a rate of two (2) canopy tree and ~~twenty two~~ (20) shrubs per every one hundred (100) linear feet of road frontage. Canopy trees can be replaced by understory trees if in conflict with overhead utilities. Required trees shall be placed in a planting strip on private property and not within the street right-of-way. No required street yard tree can be planted further than fifteen (15) feet from the edge of the right-of-way to meet this requirement.

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***Sec. 10.14. Bufferyard Requirements.***

Bufferyards are required for multi-family residential development with ten (10) or more parking spaces and nonresidential development as outlined in Section 10.8. See the table below to determine the type of bufferyard required.

Zoning District and/or Use To Be Developed (below)	Adjacent Land Use				
	Industrial	Commercial	Single-Family Residential	Multi-Family Residential (10 or more parking), PUD, PRD	Open Space
Industrial	N/A	Type A	Type C	Type C or D	Type C or D

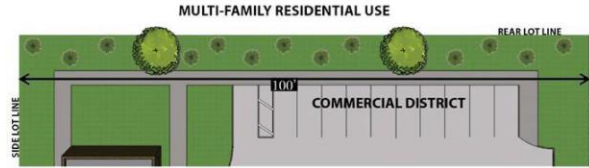
Commercial	Type A	50% of Type A	Type B	Type A	Type C or D
Multi-Family Residential (10 or more parking), PUD, PRD	Type C or D	Type A	Type A	N/A	N/A

Bufferyard requirements as they pertain to the Table of Uses and Activities (~~Section 6.5~~ Section 6.6) are as follows:

- (1) Industrial shall include all uses allowed within the LI and HI Districts.
- (2) Commercial shall include all uses allowed within the O/I, B-1, B-2, and B-3 Districts.
- (3) Multi-Family Residential shall include all uses allowed within the R-6, R-8, R-MH, PUD, B-1, B-2, and B-3 Districts.
- (4) Single-Family Residential shall include all uses allowed within the R-6, R-8, R-10, R-20A, R-MH, PUD, ~~RHO~~, O/I, B-1, B-2, B-3 Districts.
- (5) Manufactured Home Parks and Junkyards shall provide buffer Type C or D.

The following provides examples of Type A to D bufferyards.





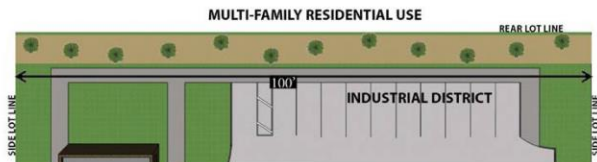
**Type A - Bufferyard Example:**  
 1000 Square Feet of Non-Residential Lot Line Adjacent to a Residential Use=  
 2 Canopy Tree and  
 12 Shrubs



**Type B - Bufferyard Example:**  
 1000 Square Feet of Residential Lot Line Adjacent to a Residential Use -OR- Non-Residential Lot Line Adjacent to a Non-Residential Use=  
 1 Canopy Tree and  
 8 Shrubs



**Type C - Bufferyard Example:**  
 Canopy Tree and  
 Shrubs  
 6' Max High Fence



**Type D - Bufferyard Example:**  
 8 Shrubs (May vary in Size)  
 6' Max High Fence  
 3:1 Max High Slope



**Type A Bufferyard Screening.**

Minimum of 10 feet wide. For every 1,000 square feet, the screen shall consist of a combination of a minimum of 2 Canopy Trees and 12 Shrubs distributed evenly throughout the Bufferyard. (Shrubs shall be 3' minimum at planting and 6' minimum at maturity.)

**Type B Bufferyard Screening.**

Minimum width of 20 feet, For every 1,000 square feet, or fraction thereof, the screen shall consist of a combination of a minimum of 1 Canopy Tree and 8 Shrubs. (Shrubs shall be 3' minimum at planting and 6' minimum at maturity.)

OPTIONS TO TYPE A AND/OR TYPE B

**Type C Bufferyard Screening.**

The design, color and materials of any fence or screen used to meet bufferyard requirements shall be approved by the UDO Administrator. The side of the fence facing the affected property owner shall be the finished side of the fence. The planting shall be three canopy trees and 12 shrubs per 100 linear feet of fencing. All planted screening required to be used in conjunction with a fence shall be approved by the UDO Administrator and planted on the finished side of the fence facing the affected use, and the remaining plantings shall be equally distributed in the bufferyard. The width of the planting bed shall be no less than five (5) feet and shall be wide enough to accommodate the plantings at maturity.

**Type D Bufferyard Screening.**

An earthen berm may be used in conjunction with planted vegetation made up of small, intermediate, and large shrubs, as approved by the UDO Administrator, provided that the combined height of the berm and planted vegetation shall be an installed minimum height of 6 feet. The slope of the berm shall be stabilized with vegetation and no steeper than 1½:1. The height of the berm shall be a maximum of 8 feet, with a level or rounded area on top of the berm. The berm shall be constructed of compacted earth. Depending upon plant type, plantings should be close enough to ensure an opaque screen at maturity.

NOTE: It is recommended and encouraged that native species and related cultivars be planted.

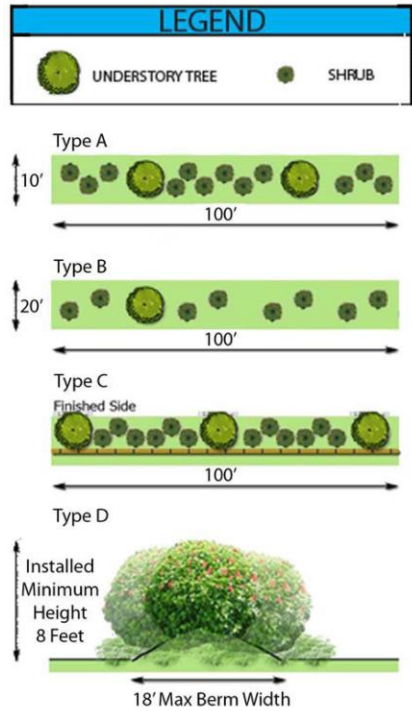
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**10.15.3. Dumpsters or Other Trash Holding Areas.**

~~All dumpsters or other trash holding areas shall be screened on three (3) sides by means of an opaque fence, opaque wall, or solid vegetative buffer.~~ In all zoning districts, dumpsters must be located on a concrete pad with a six (6) foot high solid enclosure with solid gates. All dumpsters or other trash holding areas shall be accessed internally to the site.

**10.15.4. Encroachment into Setbacks.**

**10.15.4.1.** If an existing building structure is located within a setback where the implementation of the streetyard and/or bufferyard requirements are physically impossible and the encroachment into the yard (streetyard or bufferyard) allows for a minimum of three (3) feet of planting area, only the required shrubs shall be planted.



**10.15.4.2.** If the encroachment into the yard (streetyard or bufferyard) allows for less than three (3) feet of planting area, no planting shall be required in that yard.

**10.15.5. Double Fronted Lots.**

On all commercial, industrial, institutional, multifamily development (except townhouses) with street frontage on both the front and rear property lines, a 15' vegetated street yard shall be required along the rear frontage consisting of one tree per 50 lineal feet of road frontage: 20 shrubs per 100 lineal feet of road frontage. Single-family-dwelling and townhouses subdivisions shall provide a minimum 15' class C buffer.

***Sec. 10.16. Landscape Plan.***

Landscape plans shall be submitted with minor or major site plans, special use permit application, and/or request for a zoning certificate of compliance, if Section 10.8 applies. The plans shall be drawn to scale and prepared by a landscape architect, licensed landscape contractor, architect, engineer, or other licensed design professional. These plans shall contain the following information:

**10.16.1.** Date of plan preparation.

**10.16.2.** Project name and description of land use.

**10.16.3.** Project owner and mailing address.

**10.16.4.** A tree removal permit is required for the removal of any protected trees as specified in Section 10.9.2.

**10.16.5.** A map at a scale of one (1) inch equals one hundred (100) feet or less showing:

**10.16.5.1.** North arrow.

**10.16.5.2.** Scale.

**10.16.5.3.** Approximate locations and species of all existing hardwood trees at least eight (8) inches DBH, all conifer trees at least twelve (12) inches DBH, and all protected trees (see subsection 10.9.2.1). The canopy drip line of those trees shall be delineated. If groves of protected trees exist that will not be removed or disturbed, it is permitted to label the grove as such on the map, stating the approximate number of protected trees and species mix, without specifying data on each individual tree.

**10.16.5.4.** Note on plan stating that prior to any clearing, grading, or construction activity, tree protection fencing will be installed around protected trees or groves of trees. And no construction workers, tools, materials, or vehicles are permitted within the tree protection fencing.

**10.16.5.5.** Locations, dimensions and square footages of required buffer strips and parking lot landscaping.

**10.16.5.6.** Details of required landscaping showing species, dimensions, and spacing of planted materials, including turfgrass sod or seeded areas, and the use and protection of existing vegetation.

**10.16.5.7.** All existing and proposed utilities and if applicable, their associated easements.

**10.16.5.8.** Location and square footage of structures and parking lots.

**10.16.5.9.** Adjacent zoning districts.

**10.16.5.10.** Approximate locations of all trees greater than eight (8) inches DBH within required buffers and of all areas of natural vegetation to be used as part of the buffer.

**10.16.5.11.** Setbacks of all structures and specifications and shielding of certain uses, as required.

**10.16.5.12.** Location of planting bed edges with edging and mulch materials identified.

**10.16.5.13** Identification or notes indicating provisions for irrigation or other water supplies.

**10.16.5.14.** Landscape plan notes and special planting instructions.

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## **Sec. 10.34. Outdoor Lighting.**

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### **10.34.3. General Standards for Outdoor Lighting.**

**10.34.3.1.** Unless otherwise specified in Sections 10.34.4 through 10.34.9 below, the maximum light level shall be 0.5 maintained footcandle at any property line in a residential district, or on a lot occupied by a dwelling, congregate care, or congregate living structure, and 2.0 maintained footcandle at any public street right-of-way, ~~unless otherwise approved by the Planning Board and Town Council.~~

**10.34.3.2.** All flood lights shall be installed such that the fixture shall be aimed down at least forty-five (45) degrees from vertical, or the front of the fixture is shielded such that no portion of the light bulb extends below the bottom edge of an external shield. Flood lights and display lights shall be positioned such that any such fixture located within fifty (50) feet of a public street right-of-way is mounted and aimed perpendicular to the right-of-way, with a side-to-side horizontal aiming tolerance not to exceed fifteen (15) degrees from perpendicular to the right-of-way.

**10.34.3.3.** All flood lamps emitting one thousand (1,000) or more lumens shall be aimed at least sixty (60) degrees down from horizontal, or shielded such that the main beam from the light source is not visible from adjacent properties or the public right-of-way.

**10.34.3.4.** All wall pack fixtures shall be cutoff fixtures.

**10.34.3.5.** Service connections for all freestanding fixtures installed after application of this ordinance shall be installed underground.

~~**10.34.3.6.** Within the B-3 District, all outdoor lighting fixtures shall be at minimum semi-cutoff fixtures.~~

**10.34.3.7.** All light fixtures installed by public agencies, their agents, or contractors for the purpose of illuminating public streets are otherwise exempt from this regulation. For regulations regarding street lighting, see Section 10.35.

### **10.34.4. Lighting in Parking Lots and Outdoor Areas.**

**10.34.4.1.** Other than flood lights and flood lamps, all outdoor area and parking lot lighting fixtures ~~of more than two thousand (2,000) lumens~~ shall be cutoff fixtures or comply with subsection 10.34.4.3.

**10.34.4.2.** The mounting height of all outdoor lighting, except outdoor sports field lighting and outdoor performance area lighting, shall not exceed forty-one (41) feet above finished grade, ~~unless approved by the Planning Board and Town Council as having no adverse effect.~~

**10.34.4.3.** Lighting in parking lots shall be shoebox style, downward facing with flush lens and fixtures shall be LED with a correlated color temperature that does not exceed 3000K,

**10.34.4.4.** Outdoor display areas shall have a maximum point of illuminance of 24 maintained footcandles (FC).

#### **10.34.4.5. Exceptions:**

**10.34.4.5.1.** Non-cutoff fixtures may be used when the maximum initial lumens generated by each fixture shall not exceed nine thousand five hundred (9,500) initial lamp lumens per fixture.

**10.34.4.5.2.** All metal halide, mercury vapor, fluorescent, induction, white high pressure sodium, and color improved high pressure sodium lamps used in non-cutoff fixtures shall be coated with an internal white frosting inside the outer lamp envelope.

**10.34.4.5.3.** All metal halide fixtures equipped with a medium base socket must utilize either an internal refractive lens or a wide-body refractive globe.

**10.34.4.5.4.** All non-cutoff fixture open-bottom lights shall be equipped with full cutoff fixture shields that reduce glare and limit uplight.

### **10.34.5. Lighting for Vehicular Canopies.**

Areas under a vehicular canopy shall have a maximum point of horizontal illuminance of 24 maintained footcandles (FC). Areas outside the vehicular canopy shall be regulated by the standards of Section 10.34.4 above. Lighting under vehicular canopies shall be designed with a recessed fixture incorporating a lens cover that is either recessed or flush with the bottom surface (ceiling) of the vehicular canopy so as not to create glare off-site. ~~Acceptable methods include one or more of the following:~~

~~**10.34.5.1.** Recessed fixture incorporating a lens cover that is either recessed or flush with the bottom surface (ceiling) of the vehicular canopy.~~

~~**10.34.5.2.** Light fixture incorporating shields, or shielded by the edge of the vehicular canopy itself, so that light is restrained to five (5) degrees or more below the horizontal plane.~~

~~**10.34.5.3.** Surface mounted fixture incorporating a flat glass that provides a cutoff fixture or shielded light distribution.~~

~~**10.34.5.4.** Surface mounted fixture, typically measuring two (2) feet by two feet, with a lens cover that contains at least two (2) percent white fill diffusion material.~~

~~**10.34.5.5.** Indirect lighting where light is beamed upward and then reflected down from the underside of the vehicular canopy. Such fixtures shall be shielded such that direct illumination is focused exclusively on the underside of the vehicular canopy.~~

~~**10.34.5.6.** Other methods approved by the Planning Board.~~

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### **10.34.7. Lighting of Outdoor Display Areas.**

**10.34.7.1.** Parking lot outdoor areas shall be illuminated in accordance with the requirements for Section 10.34.4 above. Outdoor display areas shall have a maximum point of illuminance of twenty-four (24) maintained footcandles (FC).

**10.34.7.2.** All light fixtures shall meet the IESNA definition of cutoff fixtures. Forward throw fixtures (type IV light distribution, as defined by the IESNA) are required within twenty-five (25) feet of any public street right-of-way. ~~Alternatively, directional fixtures (such as flood lights) may be used provided they shall be aimed and shielded in accordance with Sections 10.34.3.1 and 10.34.3.2 of this ordinance.~~

**10.34.7.3.** The mounting height of outdoor display area fixtures shall not exceed forty-one (41) feet above finished grade, ~~unless approved by the Planning Board and Town Council as having no adverse effect.~~

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### 10.34.10. Permits.

~~A permit is required for any work involving outdoor lighting.~~ The applicant ~~for any permit required for work involving outdoor lighting~~ shall submit documentation at time of site plan ~~or plot plan~~ approval that the proposed lighting plan complies with the provisions of this Ordinance. The submission shall contain, but not be limited to the following, all or part of which may be part of or in addition to the information required elsewhere in this Ordinance:

**10.34.10.1.** A point-by-point footcandle array in a printout format indicating the location and aiming of illuminating devices. The printout shall indicate compliance with the maximum maintained footcandles required by this ordinance.

**10.34.10.2.** Description of the illuminating devices, fixtures, lamps, supports, reflectors, poles, raised foundations and other devices (including, but not limited to, manufacturers or electric utility catalog specification sheets and/or drawings, and photometric report indicating fixture classification [cutoff fixture, wall pack, flood light, etc.]).

The UDO Administrator or his/her designee(s) may waive any or all of the above permit requirements, provided the applicant can otherwise demonstrate compliance with this ordinance.

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## PART V. TRAFFIC IMPACT STUDY

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### 10.41.1. Special Use Permits.

**10.41.1.1.** Time of Submission. The traffic impact study shall be submitted to the UDO Administrator with, and as a part of, the application for the special use permit.

**10.41.1.2.** Implementation. The UDO Administrator and such other agencies or officials as may appear appropriate in the circumstances of the case shall review the impact study to analyze its adequacy in solving any traffic problems that will occur due to the proposed use.

The Town Council ~~or Board of Adjustment, as appropriate,~~ shall consider the impact study and the analysis of the impact study before the application is approved or denied. The Town Council ~~or Board of Adjustment, as appropriate,~~ may decide that certain improvements on or adjacent to the site or on roadways or intersections for which the improvements are needed to adequately and safely accommodate site traffic are mandatory for special use permit approval and may make these improvements conditions of approval, may require modifications in the use, or may deny the permit.

### 10.41.2. Site Plan Approval.

**10.41.2.1.** Time of Submission. The traffic impact study will be submitted to the UDO Administrator with, and as a part of, the site plan.

**10.41.2.2.** Implementation. The UDO Administrator and such other agencies or officials as may appear appropriate in the circumstances of the case shall review the impact study to analyze its adequacy in solving any traffic problems that will occur due to development proposed on the site plan. The UDO Administrator may recommend that certain improvements on or adjacent to the site or on roadways or intersections for which the improvements are needed to adequately and safely accommodate site traffic are mandatory for site plan approval and may require these improvements to be on the approved site plan.

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## PART IX. OVERLAY DISTRICTS

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### **~~Sec. 10.93. Entry Corridor Overlay Districts.~~**

~~These districts are established to provide development standards for particular roadway corridor areas as shown on the official zoning map which are in addition to those provided by the other zoning districts established by the Unified Development Ordinance. The purpose for establishing these entry corridor overlay districts is first, to recognize the importance that different roadway corridors play in defining the town's character as town entryways and, second, to protect and preserve both the aesthetics of these important roadways and their traffic handling capabilities, thereby contributing to the general welfare of the Town of Smithfield.~~

~~It is the intent of this ordinance that development existing as of the date of its enactment shall not be required to comply with the regulations contained herein unless such development is expanded by twenty (20) percent or more of the gross enclosed floor area of the principal structure.~~

#### **~~10.93.1. Permitted Uses.~~**

~~Same as for underlying zoning district(s).~~

#### **~~10.93.2. Special Uses.~~**

~~Same as for underlying zoning district(s).~~

#### **~~10.93.3. Prohibited Uses.~~**

~~Same as for underlying zoning district(s).~~

#### **~~10.93.4. Development Standards.~~**

~~Dimensional requirements and all other development standards shall be the same as for underlying zoning district(s) except as modified herein.~~

~~**10.93.4.1. Thoroughfare Protection.** No improvements other than driveways, sidewalks, parking, and landscaping shall be permitted within the limits of projected rights-of-way as specified in the Official Thoroughfare Plan.~~

~~**10.93.4.2. Setbacks.** Setbacks shall be the same as for the underlying zoning district; provided, however, one (1) or more principal structures may be authorized within the setback under the following circumstances:~~

~~**10.93.4.2.1.** Such principal structure(s) is not situated within ten (10) feet of the projected right-of-way line of an entry corridor roadway;~~

~~10.93.4.2.2.~~ Parking for the site is placed to the side or rear of such structure(s) so that it is screened from view from the entry corridor by means of such structure(s) and vegetative buffering as provided in Article 10, Part II.

~~10.93.4.2.3.~~ The landscaping requirement for parking lots located to the side or rear of the principal structure may be reduced by twenty (20) percent.

~~10.93.4.2.4.~~ The required parking spaces for parking lots located to the side or rear of the principal structure may be reduced by twenty (20) percent.

~~10.93.4.3.~~ Driveways. Driveways serving a development parcel shall be permitted in accordance with the standards of the North Carolina Department of Transportation (NCDOT); provided, however, a development parcel shall be limited to no more than one (1) driveway on any road and no more than three (3) driveways total, unless a major site plan has been approved with additional driveways. Additional driveways may be permitted when they are necessary to improve traffic movement, increase sight distances, or for other safety reasons. Developers are encouraged to share parking areas and driveways with adjoining developments.

~~10.93.4.4.~~ Outdoor Storage. Outdoor storage shall be screened from view with six-foot high opaque vegetation or fencing, so that it is not visible from a roadway or adjacent properties. Provided, however, this section shall not apply to the outdoor display of goods for sale.

~~10.93.4.5.~~ Signs. Signs shall be governed by the regulations contained in Article 10, Part III except as modified below:

~~10.93.4.5.1.~~ Pole Signs. Pole signs are prohibited.

~~10.93.4.5.2.~~ Freestanding Signs. Each development parcel may include no more than one (1) freestanding sign, which shall not exceed seventy (70) square feet in size and ten (10) feet in height, measured from street grade, for each thoroughfare on which the site has driveway access. For purposes of this paragraph, a development parcel does not include out parcels associated with approved major site plans.

~~10.93.4.6.~~ Exceptions:

~~10.93.4.6.1.~~ Single family and two family residential dwellings shall be required to comply with the provisions of subsections 10.93.4.1 to 10.93.4.3, above, but they shall not be required to comply with the remaining regulations of the Entry Corridor Overlay Zoning Classification.

~~10.93.4.6.2.~~ Small lots, defined as lots with less than one hundred (100) feet of frontage on an entry corridor roadway or with less than one hundred (100) feet of depth, may have site constraints which make strict compliance with the regulations contained in this section a hardship. In such cases, the Board of Adjustment for the town may approve deviations from such regulations so long as the plans of development are consistent with an approved minor site plan.

~~10.93.4.7.~~ Nonconformities. Uses, structures, and lots rendered nonconforming by this ordinance shall be governed by the provisions of Article 9 of the Unified Development Ordinance; provided, however, structures, other than signs, existing as of the effective date of this ordinance which are destroyed by fire or other act of God shall be entitled to be rebuilt in their preexisting location regardless of the degree of damage.

### ***Sec. 10.94. Rowhouse Overlay Districts.***

This district is established to provide development standards for high density single family residential areas which are in addition to those provided by the underlying zoning districts established by the Unified Development Ordinance. The purpose of establishing this rowhouse overlay district is to allow high density single family residential development in locations where it will be compatible with adjacent land uses.



**~~10.94.1. Allowable Zoning Districts.~~**

~~B-1, R-6, R-8, and O/I.~~

**~~10.94.2. Permitted Uses.~~**

~~None~~

**~~10.94.3. Special Uses.~~**

~~Dwelling, single family; accessory uses; and home occupations.~~

**~~10.94.4. Prohibited Uses.~~**

~~All uses not specifically permitted by issuance of a special use permit.~~

**~~10.94.5. Parking.~~**

~~All required parking shall be located in the rear yard.~~

**~~10.94.6. Minimum Zoning District Area.~~**

~~Twenty thousand (20,000) square feet of contiguous area within the RHO Overlay District. (Note: It is intended that the RHO District will include multiple parcels.)~~

**~~10.94.7. Yard, Area, and Height Requirements.~~**

~~Refer to Article 8. Minimum yard requirements may be modified through the issuance of a special use permit~~

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PART X. SUBDIVISION REGULATIONS

***Sec. 10.96. Applicability.***

Sec. 10.96. Applicability.

10.96.1. Subdivision regulations shall be applicable to all divisions of a tract or parcel of land into two or more lots, building sites, or other divisions when any one or more of those divisions is created for the purpose of sale or building development, whether immediate or future, and shall include all divisions of land involving the dedication of a new street or a change in existing streets.

10.96.2. Exempt Plats

Exempt plats are not subject to the regulations of this Ordinance and include the following:

10.96.2.1. The combination or recombination of portions of previously subdivided and recorded lots where the total number of lots is not increased and the resultant lots are equal to or exceed the standards of the local government as shown in its subdivision regulations.

10.96.2.2. The division of land into parcels greater than 10 acres where no street right-of-way dedication is involved.

10.96.2.3. The public acquisition by purchase of strips of land for the widening or opening of streets or for public transportation system corridors.

10.96.2.4 The division of a tract in single ownership whose entire area is no greater than 2 acres into not more than three lots, where no street right-of-way dedication is involved and where the resultant lots are equal to or exceed the standards of this Ordinance.

10.96.2.5. The division of a tract into parcels in accordance with the terms of a probated will or in accordance with intestate succession under Chapter 29 of the General Statutes.

10.96.3 Minor Subdivision Plats

Plat recordation is required for the division of a tract or parcel of land in single ownership if all of the following criteria are met:

10.96.3.1. The tract or parcel to be divided is not exempted under subdivision (2) of subsection (a) of this section.

10.96.3.2. No part of the tract or parcel to be divided has been divided under this subsection in the 10 years prior to division.

10.96.3.3. The entire area of the tract or parcel to be divided is greater than 2 acres.

10.96.3.4. After division, no more than three lots result from the division.

10.96.3.5. After division, all resultant lots comply with all of the following:

- a. All lot dimension size requirements of the applicable land-use regulations, if any.
- b. The use of the lots is in conformity with the applicable zoning requirements, if any.
- c. A permanent means of ingress and egress is recorded for each lot.

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***Sec. 10.101. Information To Be Provided On Preliminary And Final Plats.***

The preliminary and final plats shall depict or contain the information indicated in the following table. An "X" indicates that the information is required.

Information	Preliminary Plat	Final Plat
Vicinity map (6" W x 4" H) showing location of subdivision in relation to neighboring tracts, subdivision, roads, and waterways (to include streets and lots of adjacent developed or platted properties). Also include corporate limits, town boundaries, county lines if on or near subdivision tract.	X	
Boundaries of tract and portion to be subdivided, including total acreage to be subdivided, distinctly and accurately represented with all bearings and distances shown.	X	X
Proposed street layout and right-of-way width, lot layout and size of each lot. Number lots consecutively throughout the subdivision.	X	X
Name of proposed subdivision.	X	X

Statement from the Johnston County Health Department that a copy of the sketch plan has been submitted to them, if septic tanks or other onsite water or wastewater systems are to be used in the subdivision, AND/OR statement from the County Public Utilities that application has been made for public water and/or sewer permits.	X	
Graphic scale.	X	X
North arrow and orientation.	X	X
Concurrent with submission of the Preliminary Plat to the town, the subdivider or planner shall submit copies of the Preliminary Plat and any accompanying material to any other applicable agencies concerned with new development, including, but not limited to: District Highway Engineer, County Board of Education, U.S. Army Corps of Engineers, State Department of Natural Resources and Community Development, for review and recommendation.	X	
List the proposed construction sequence.	X	
Stormwater plan see Article 10, Part VI.	X	
Show existing contour lines with no larger than five-foot contour intervals.	X	
New contour lines resulting from earth movement (shown as solid lines) with no larger than five-foot contour intervals (existing lines should be shown as dotted lines).	X	
Survey plat, date(s) survey was conducted and plat prepared, the name, address, phone number, registration number and seal of the Registered Land Surveyor.	X	X
Names, addresses, and telephone numbers of all owners, mortgagees, land planners, architects, landscape architects and professional engineers responsible for the subdivision (include registration numbers and seals, where applicable).	X	X
Date of the drawing(s) and latest revision date(s).	X	X
The owner's name(s) of adjoining properties and Zoning District of each parcel within 100' of the proposed site.	X	
State on plans any variance request(s).	X	
Show existing buildings or other structures, water courses, railroads, bridges, culverts, storm drains, both on the land to be subdivided and land immediately adjoining. Show wooded areas, marshes, swamps, rock outcrops, ponds or lakes, streams or stream beds and any other natural features affecting the site.	X	
The exact location of the flood hazard, floodway and floodway fringe areas from the community's FHBM or FIRM maps (FEMA). State the base flood elevation data for subdivision.	X	X
Show the minimum building setback lines for each lot.	X	X
Provide grading and landscape plans. Proposed plantings or construction of other devices to comply with the screening requirements of Article 10, Part II.	X	

Show location of all proposed entrance or subdivision signage (see Section 10.23.1).	X	
Show pump station detail including any tower, if applicable.	X	
Show area which will not be disturbed of natural vegetation (percentage of total site).	X	
Label all buffer areas, if any, and provide percentage of total site.	X	X
Show all riparian buffer areas.	X	X
Show all watershed protection and management areas per Article 10, Part VI.	X	X
Soil erosion plan.	X	
Show temporary construction access pad.	X	
Outdoor illumination with lighting fixtures and name of electricity provider.	X	
<b>The following data concerning proposed streets:</b>		
Streets, labeled by classification (see Town of Smithfield construction standards) and street name showing linear feet, whether curb and gutter or shoulders and swales are to be provided and indicating street paving widths, approximate grades and typical street cross-sections. Private roads in subdivisions shall also be shown and clearly labeled as such.	X	X
Traffic signage location and detail.	X	
Design engineering data for all corners and curves.	X	X
For office review; a complete site layout, including any future expansion anticipated; horizontal alignment indicating general curve data on site layout plan; vertical alignment indicated by percent grade, PI station and vertical curve length on site plan layout; the District Engineer may require the plotting of the ground profile and grade line for roads where special conditions or problems exist; typical section indicating the pavement design and width and the slopes, widths and details for either the curb and gutter or the shoulder and ditch proposed; drainage facilities and drainage.	X	
Type of street dedication; all streets must be designated public. (Where public streets are involved which will be dedicated to the town, the subdivider must submit all street plans to the UDO Administrator for approval prior to preliminary plat approval).	X	X
When streets have been accepted into either the municipal or the state system before lots are sold, a statement explaining the status of the street in accordance with the Town of Smithfield construction standards.	X	X
If any street is proposed to intersect with a state maintained road, a copy of the application for driveway approval as required by the Department of Transportation, Division of Highways Manual on Driveway Regulations.	X	
(1) Evidence that the subdivider has applied for such approval.	X	
(2) Evidence that the subdivider has obtained such approval.	X	

<b>The location and dimensions of all:</b>		
Utility and other easements.	X	X
Pedestrian and bicycle paths.	X	X
Areas to be dedicated to or reserved for public use.	X	X
The future ownership (dedication or reservation for public use to governmental body or for owners to duly constituted Homeowners' association) of recreation and open space lands.	X	X
Required riparian and stream buffer per Article 10, Part VI.	X	X
<b>The site/civil plans for utility layouts including:</b>		
Sanitary sewers, invert elevations at manhole (include profiles).	X	
Storm sewers, invert elevations at manhole (include profiles).	X	
Best management practices (BMPs)	X	
Stormwater control structures	X	
Other drainage facilities, if any.	X	
Impervious surface ratios	X	
Water distribution lines, including line sizes, the location of fire hydrants, blow offs, manholes, force mains, and gate valves.	X	
Gas lines.	X	
Telephone lines.	X	
Electric lines.	X	
Plans for individual water supply and sewage disposal systems, if any.	X	
<b>Provide site calculations including:</b>		
Acreage in buffering/recreation/open space requirements.	X	X
Linear feet in streets and acreage.	X	X
The name and location of any property or buildings within the proposed subdivision or within any contiguous property that is located on the US Department of Interior's National Register of Historic Places.	X	X
Sufficient engineering data to determine readily and reproduce on the ground every straight or curved line, street line, lot line, right-of-way line, easement line, and setback line, including dimensions, bearings, or deflection angles, radii, central angles and tangent distance for the center line of curved property lines that is not the boundary line of curved streets. All dimensions shall be measured to the nearest one-tenth of a foot and all angles to the nearest minute.	X	X
The accurate locations and descriptions of all monuments, markers, and control points.	X	X
Proposed deed restrictions or covenants to be imposed upon newly created lots. Such restrictions are mandatory when private recreation areas are established. Must include statement of compliance with state, local, and federal regulations.	X	X
A copy of the erosion control plan submitted to the Regional Office of NCDEQ-DNRCD, when land disturbing activity amounts to one acre or more.	X	

All certifications required in Section 10.119.	X	X
Any other information considered by either the subdivider, UDO Administrator, Planning Board, or Town Council to be pertinent to the review of the plat.	X	X
Improvements guarantees (see Section 5.7.8.10 5.8.2.6).		X

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**Sec. 10.107. Erosion and Sedimentation Control.**

The preliminary plat shall be accompanied by a written statement from NCDEQ ~~NCDEMR~~, or the UDO Administrator, as the case may be, that any required soil erosion and sedimentation control plan has been approved.

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**Sec. 10.109 Cluster Mailbox Units (CBU).**

A shelter for any United States Postal Service (USPS)-required CBUs in districts permitting residential units is required and shall meet the following additional requirements:

**10.109.1. Location.**

**10.109.1.1.** Mail kiosks should be located on a lot deeded to a homeowners’ association and be no more than 50 feet from an off-street motorized vehicle parking lot as measured from curb to CBU

**10.109.1.2. On-Street.** Mail kiosks may be located along (outside) a public right-of-way with parallel on-street parking, where other location options are not feasible, where provided in compliance with the provisions of this Subsection. The required 12-foot travel lanes in either direction shall be maintained at all times.

**10.109.2. Structural Cover.** A structural cover, meeting the North Carolina State Building Code, may be provided over mail kiosks. Such cover shall have a minimum overhang of two (2) feet where mail is delivered and unloaded. For purposes of this ordinance, structural covers provided for mail kiosks shall not be considered accessory structures and therefore do not require compliance with accessory structure standards.

**10.109.3. Pedestrian Access.** Mail kiosks shall be provided with ADA compliant sidewalks. When located in a subdivision or development where sidewalks are required, a sidewalk connection shall be provided from the mail kiosks to the sidewalk network within the public right-of-way. When located in a subdivision or development where sidewalks are not provided, such sidewalk access to the mail kiosks shall connect to the required parking.

**10.109.4. Parking.** In addition to satisfying off-street Motorized Vehicle Parking space requirements the following minimum and maximum off-street short-term (marked and signed for 10-minute maximum) motorized vehicle parking space requirements must also be met:

<u>Number of Mailboxes</u>	<u>Required Parking Spaces</u>
<u>0-20</u>	<u>3</u>
<u>21-60</u>	<u>2</u>

<u>61-80</u>	<u>3</u>
<u>81-100</u>	<u>4</u>
<u>101+</u>	<u>4 plus 1 per each additional 50 mailboxes or portion thereof above 100</u>

**Sec. 10.110. Streets.**

**10.110.1. Design Standards.**

The design of all streets and roads within the jurisdiction of this ordinance shall be designed, dedicated and constructed in accordance with town policies, standards of this ordinance, the adopted Transportation Plan, and the as it pertains to Town of Smithfield Standard Detail and Specifications Manual, or ~~accepted policies of the North Carolina Department of Transportation, Division of Highways, as taken or modified from the American Association of State Highway Officials (AASHO) manuals. The North Carolina Department of Transportation, Division of Highways' Subdivision Roads, Minimum Construction Standards, January 1, 2000, or the current North Carolina Department of Transportation standards, shall apply for any items not included in this ordinance, or where stricter than this ordinance.~~ The property owner/developer shall utilize good land planning practices and Town standards for the type of subdivision or development proposed. The street network shall provide for the continuation or appropriate extensions of principal streets to adjacent and surrounding areas and provide reasonable means of ingress and egress for the thoroughfare network within or adjacent to the proposed development. The arrangement of streets shall provide for pedestrian connectivity with existing and proposed streets, sidewalks, greenways, multi-use trails, parks, schools and other civic and service uses, and in addition:

**10.110.1.1. Conformity to Existing Maps and Plans.**

**10.110.1.1.1.** The location and width of all proposed streets shall be in conformity with the officially adopted ~~Thoroughfare~~ Transportation Plan for the Town of Smithfield and shall be in conformity with all current plans of the Town of Smithfield.

**10.110.1.1.2.** The proposed street system within a subdivision shall, whenever possible, be tied in with the existing street system. The proposed street system shall also provide for the continuation of the existing town and state systems, whenever possible.

**10.110.1.1.3. Connect to Destinations.** A proposed subdivision or development shall provide multiple direct connections with the existing local street network to and between local destinations where feasible, such as parks, schools, and shopping without requiring the use of major or minor thoroughfares and streets.

**10.110.1.2.** All streets shall be labeled on the preliminary plat as: Arterial, Collector, Local Streets, Major Streets and ~~Highways; Collector Streets; Minor Streets;~~ or Cul-de-sacs.

**10.110.1.3. Blocks.**

**10.110.1.3.1.** Blocks shall be a maximum of one thousand (1,000) feet and a minimum of four hundred (400) feet in length.

**10.110.1.3.2.** Blocks shall have sufficient width to provide two (2) tiers of lots, except where another design may be necessary to separate residential development from through traffic or other non-residential uses.

**10.110.1.4. Lots.** ~~All newly created lots shall comply with the following minimum requirements: The size, shape, and orientation of non-residential lots shall be such as the Planning Board and Town Council deem appropriate for the type of development or use proposed; however, residential, as well as non-residential lots, shall comply with the following minimum requirements:~~

**10.110.1.4.1** Insofar as practical, side lot lines which are not right-of-way lines shall be at right angles to straight street lines or radial to curved street lines.

**10.110.1.4.2.** Every lot shall have sufficient area, dimensions, and street access to permit a principal building to be erected thereon in compliance with all lot size and dimensions, yard space, setback, and other requirements of this Ordinance.

**10.110.1.4.3** The location of required front, side, and rear yards on irregularly shaped lots shall be determined by the UDO Administrator. The determination will be based on the spirit and intent of this Ordinance to achieve an appropriate spacing and location of buildings and structures on individual lots.

**10.110.1.4.4. Lot Area.** ~~All lots shall have a minimum gross area of at least 8,000 square feet in accordance with the standards found in Article 8.~~ Additional lot area shall be required when:

**10.110.1.4.1.1.** ~~A lot is served by either public sewer, but not water water or sewer, but not both shall have a minimum lot area of 20,000 square feet.~~

**10.110.1.4.1.2.** A lot is not served by either public water or sewer shall have a minimum lot area of 25,000 43,560 square feet.

**10.110.1.4.5. Lot Width and Depth.** All lots shall have a minimum width and street frontage as required in Article 8, except in the case of the turning circle of cul-de-sacs where a minimum width at the street right-of-way line of 25 feet is permissible. ~~Corner lots shall have an extra width of 10 feet to permit adequate setback from side streets.~~ The minimum lot depth of single tier lots (when approved) shall be 125 feet. All other lots shall ~~be~~ have a minimum depth of 110 feet in depth. Additional lot width and depth shall be required when:

**10.110.1.4.5.1.** A lot is served by either public water or sewer, but not both: shall have a minimum: Lot width - 100 feet; Lot depth - 200 feet.

**10.110.1.4.5.2.** A lot is not served by either public water or sewer shall have a minimum: Lot width - 125 feet; Lot depth - 200 feet.

**10.110.1.4.6.** Lot size, shape, and location shall be made with due consideration to topographic conditions, contemplated use, and the surrounding area.

**10.110.1.4.7.** Every lot shall maintain required street frontage as required in Article 8 on one of the following:

**10.110.1.4.7.1.** A public street dedicated to and maintained by the Town of Smithfield or the North Carolina Department of Transportation.



**10.110.1.4.7.2.** A privately owned street constructed in conformance with the Town's Standard Detail and Specifications Manual and maintained by an Homeowner's Association. ~~To the standards of the Town or Smithfield or the North Carolina Department of Transportation, with a written agreement concerning the future maintenance of the street.~~

**10.110.1.4.8.** Double frontage and reverse frontage lots shall be avoided except where necessary to separate residential development from through traffic or non-residential development. The minimum lot depth of any approved double fronted lot shall be 125 feet.

~~**10.110.1.4.9.** Side lot lines shall be substantially at right angles or radial to street lines.~~

**10.110.1.4.10.** Flag-shaped lots shall only be permitted in cases where the minimum lot width and lot depth of this ordinance are complied with and the lot has a minimum street frontage of at least sixty (60) feet in width.

#### **10.110.1.5. Easements.**

**10.110.1.5.1.** To provide service to public utility facilities easements of not less than thirty (30) feet in width may be provided for on a subdivision plat.

**10.110.1.5.2.** To provide access to required engineered stormwater control facilities including ~~BMP~~ SCMs. Easements for stormwater management facilities shall conform to the requirements of the NCDEQ Stormwater Design Manual.

**10.110.1.5.3.** To provide public access for trails, easements of not less than 30 feet shall be provided for on a subdivision plat.

**10.110.1.5.4.** The location and extent of such an easement shall be finalized before the approval of the preliminary plat.

#### **10.110.2. Private Streets.**

**10.110.2.1.** Streets designated as private may be allowed in subdivisions when in the opinion of the Town Council they provide adequate ingress and egress onto collector streets, and sufficient assurance is provided through a legally established Homeowners' association, that the street shall be properly maintained.

**10.110.2.2.** All such streets shall be designated a "private street" on the preliminary plans and final plats. Whenever a private street intersects a U.S. or North Carolina highway or North Carolina secondary road, a statement of approval for the intersection, signed by the District Engineer, North Carolina Department of Transportation, Division of Highways for Johnston County, shall be submitted concurrent with the final plat.

**10.110.2.3.** All private streets shall conform to the Town's Standard Detail and Specifications Manual ~~must meet Department of Transportation~~ standards for construction and maintenance.

**10.110.2.4.** A Homeowners' association shall be established for each subdivision containing private streets and drainage systems. The final plat for each such subdivision shall contain a certificate indicating the book and page number of the Homeowners' association covenants, conditions, and restrictions. The covenants, conditions, and restrictions shall specify lot owners' responsibilities for maintenance of private streets and drainage systems and shall provide for assessments to finance all maintenance activities. Covenants shall provide that the Homeowners' association will construct all stub streets prior to offering any connecting for acceptance by NCDOT or the town. Final plats for subdivisions containing private streets and drainage improvements will not be approved until the subdivider's homeowners' association documents have been submitted and approved by ~~the Town Council~~ the Town Attorney.

### 10.110.3. Marginal Access Streets.

Where a tract of land to be subdivided adjoins a ~~principal~~ arterial street, the subdivider may be required to provide a marginal access street parallel to the arterial street or reverse frontage on a ~~minor~~ local street for the lots to be developed adjacent to the arterial street. Where reverse frontage is established, private driveways shall be prevented from having direct access to the ~~expressway~~ arterial street. In the case of minor subdivisions fronting on ~~an arterial~~ a major highway, the ~~Planning Board~~ Town Council may regulate access onto an existing or proposed highway by requiring:

**10.110.3.1.** That access be limited to a ~~minor~~ local or collector street, when available.

**10.110.3.2.** That another access design, such as joint driveways, be used to achieve the intent of this regulation.

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### 10.110.7. Collector and ~~Minor~~ Local Streets.

Collector and ~~minor~~ local streets shall be so laid out that their use by through traffic will be discouraged. Streets shall be designed or walkways dedicated to assure convenient access to parks, playgrounds, schools, and other places of public assembly.

### 10.110.8. Nonresidential Streets.

The subdivider of a nonresidential subdivision shall provide streets in accordance with the Town's Standard Detail and Specifications Manual, I.F. 4 of the North Carolina Roads, Minimum Construction Standards, January 1, 2000; or current applicable North Carolina Department of Transportation Standards; and the standards of this Ordinance, whichever are stricter in regard to each particular item.

### 10.110.9. Right-of-Way Widths.

Right-of-way widths shall be in accordance with the Smithfield Standard Detail and Specifications Manual and the Smithfield Transportation Plan. ~~not be less than the following:~~

~~Principal Arterial (Freeways)—350 feet.~~

~~Principal Arterial (Other)—200 feet.~~

~~4-5 Lane Arterial with median—~~

~~4-Lane Arterial—76 feet.~~

~~2-Lane Collector—60~~

~~Major Thoroughfare other than Freeway and Expressway—90 feet.~~

~~Minor Thoroughfare—60 feet.~~

~~Local Street—60 feet (may be no less than 50 feet if approved by Town Council due to special conditions).~~

~~Cul-de-sac turnaround—100 feet diameter for turnaround and 45 feet for street right-of-way.~~

### **10.110.10. Pavement Widths, Street Design**

Streets shall be designed in accordance with the Smithfield Standard Detail and Specifications Manual.

Pavement widths or graded widths shall be as follows:

	<u>Streets with Curb and Gutter</u>	<u>Streets without Curb and Gutter</u>
Minor Thoroughfare Collector	28 ft.	40 ft.
Local Road	24 ft.	20 ft.
Marginal Access (frontage)	24 ft.	20 ft.
Cul-de-sac	24 ft.	20 ft.
Cul-de-sac turnaround	100 ft. in dia.	80 ft. in dia.

Pavement widths for principal arterials and major thoroughfares shall be determined in concert with the Town of Smithfield or the North Carolina Department of Transportation standards and the current and the Smithfield Thoroughfare Plan.

### **10.110.11. Roads and Street Surfaces.**

All public subdivision streets and roads shall be constructed and paved to meet the current requirements of the North Carolina Department of Transportation, Division of Highways' standards for state maintenance.

### **10.110.12. Tangents.**

A tangent of at least one hundred (100) feet shall be provided between reverse curves on all streets.

### **10.110.13. Street Intersections.**

Street intersections shall be laid out as follows:

**10.110.13.1.** All streets shall intersect as nearly as possible at right angles and no street shall intersect at less than sixty (60) degrees.

**10.110.13.2.** Intersections with a major street shall be at least one thousand (1,000) feet apart, measured from centerline to centerline.

**10.110.13.3.** Where a centerline offset (jog) occurs at an intersection, the distance between centerline of the intersecting streets shall be not less than two hundred (200) feet.

**10.110.13.4.** Property lines at intersections should be set so that the distance from the edge of pavement of the street turnout to the property line will be at least as great as the distance from the edge of pavement to the property line along the intersecting streets. The property line can be established as a radius or as a sight triangle. Greater offsets from the edge of pavement to the property lines will be required, if necessary, to provide sight distance for the vehicle on the side street.

**10.110.13.5.** Turn lanes or deceleration lanes may be required to be constructed within one hundred fifty (150) feet of any intersection, or other point of ingress or egress, where a substantial number of conflicting turning movements is anticipated, if the Council determines that the safety of motorists and pedestrians merit such construction.

#### 10.110.14. Alleys.

~~10.110.14.1.~~ Alleys shall may be required to serve lots used for commercial and industrial purposes ~~except that this requirement may be waived where other definite and assured provision is made for service access.~~ Alleys shall not be provided in residential subdivisions unless if necessitated by necessary due to unusual circumstances , they are to privately owned and maintained by an homeowners association and are approved by the Planning Board and Town Council.

~~10.110.14.2.~~ All alleys shall be designed in accordance with the Town of Smithfield Standard Detail and Specifications Manual. Department of Transportation, Division of Highways' specifications and standards and shall meet the following requirements:

Right-of-way width	20 feet
Property line radius at alley intersection	15 feet
Minimum centerline radius when deflection angle of not more than 10 degrees occurs	35 feet
Minimum turnaround diameter of dead end alley (right-of-way width)	80 feet

~~10.110.14.3.~~ Sharp changes in alignment and grade shall be avoided.

10.110.14.4. All alleys shall be designed in accordance with North Carolina Department of Transportation Standards.

#### 10.110.15. Geometric Characteristics.

~~The standards outlined below shall apply to all subdivision streets proposed for addition to the state highway system or municipal street system. In cases where a subdivision is sought adjacent to a proposed thoroughfare corridor, the requirements of dedication and reservation discussed under right-of-way shall apply.~~

~~10.110.15.1.~~ Design Speed. The design speeds for subdivision type streets shall be:

<u>Urban</u>	<u>Desirable (mph)</u>	<u>Minimum (mph)</u>
Minor Thoroughfares	60	50
Local Streets	40	40

~~10.110.15.2.~~ Desirable and Minimum Grades. The desirable/minimum for subdivision type streets grades in percent shall be:

	<u>60 Desirable</u> (50 Minimum)	<u>40 Desirable</u> (40 Minimum)
Type of Topography		
Flat NCDOT Divisions 1, 2, 3, 4, and 5	3 (4)	5 (5)

~~The minimum grade in no case shall be less than one-half (0.5) percent. Grades for one hundred (100) feet each way from intersections should not exceed five (5) percent.~~

#### 10.110.16. Minimum Sight Distances.

In the interest of public safety, the minimum sight distance applicable shall be provided in every instance. Vertical curves that connect each change in grade shall be provided and calculated using the following parameters.

(General practice calls for vertical curves to be multiples of fifty (50) feet. Calculated lengths should be rounded up in each case.)

<u>Design Speed, MPH</u>	<u>20</u>	<u>30</u>	<u>40</u>	<u>50</u>	<u>60</u>
Stopping Sight Distance					
—Min. Stopping Distance, Ft.	150	200	275	350	475
—Des. Stopping Distance, Ft.	150	200	300	450	650
Minimum K* Value For:					
—Min. Crest Vert. Curve	16	28	55	85	160
—Des. Crest Vert. Curve	16	28	65	145	300
—Min. SAG Vert. Curve	24	35	55	75	105
—Des. SAG Vert. Curve	24	35	60	100	155
Passing Sight Distance					
—Min. Passing Distance, Ft. (2 lane)		1,100	1,500	1,800	2,100
—Min. K* Value for Crest Vert. Curve		365	686	985	1,340

K\* is a coefficient by which the algebraic difference in grade may be multiplied to determine the length in feet of the vertical curve which will provide minimum sight distance.

Sight distance provided for stopped vehicles at intersections should be in accordance with the Unified Development Ordinance for the Town of Smithfield.

### 10.110.17. Design Speeds.

The following table shows the maximum degree of curve and related maximum superelevation for design speeds. The maximum rate of roadway superelevation (e) for roads with no curb and gutter is .08. The maximum rate of superelevation for streets with curb and gutter is .06, and .04 being desirable.

<u>Design Speed MPH</u>	<u>Maximum e*</u>	<u>Minimum Radius (Rounded)</u> <u>Feet</u>	<u>Maximum Degree of Curve</u> <u>(Rounded)</u> <u>Degrees</u>
20	.04	125	45.00
30	.04	302	19.00
40	.04	573	10.00
50	.04	955	6.00
60	.04	1528	3.45
20	.06	115	50.00
30	.06	273	21.00
40	.06	509	11.15
50	.06	844	6.45
60	.06	1380	4.15
20	.08	110	53.50
30	.08	252	22.45
40	.08	468	12.15
50	.08	764	7.30
60	.08	1206	4.45

\*Maximum rate of roadway superelevation, foot per foot.

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### **10.110.19. PUD Streets.**

**10.110.19.1.** A dense network of narrow streets with reduced curb radii may be fundamental to sound design. This network serves to both slow and disperse vehicular traffic and provide a pedestrian friendly atmosphere. Such alternate guidelines are encouraged in PUDs when the overall design ensures that non-vehicular travel is to be afforded every practical accommodation that does not adversely affect safety considerations. The overall function, comfort, and safety of a multi-purpose or "shared" street are more important than its vehicular efficiency alone.

**10.110.19.2.** PUDs should have a high proportion of interconnected streets, sidewalks, and paths. Sidewalks should be provided on both sides of each street. Streets and rights-of-ways are shared between vehicles (moving and parked), bicycles, and pedestrians. A dense network of PUD streets will function in an interdependent manner, providing continuous routes that enhance non-vehicular travel. Most PUD streets should be designed to minimize through traffic by the design of the street and the location of land uses. Streets should be designed to only be as wide as needed to accommodate the usual vehicular mix for that street while providing adequate access for moving vans, garbage trucks, fire engines, and school buses.

### **10.110.20. Street Construction Standards.**

All streets must be constructed ~~to the Town of Smithfield Construction Standards.~~ in conformance with the Town of Smithfield Standard Detail and Specifications Manual.

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## ***Sec. 10.111. Street Connectivity Requirements.***

### **10.111.1. [Interconnected Street System.]**

An interconnected street system is necessary in order to protect the public health, safety, and welfare in order to ensure that streets will function in an interdependent manner, to provide adequate access for emergency and service vehicles, to enhance nonvehicular travel such as pedestrians and bicycles, and to provide continuous and comprehensible traffic routes. All proposed new streets shall be platted according to the current town ~~thoroughfare~~ transportation plan. In areas where such plans have not been completed, the streets shall be designated and located in relation to existing and proposed streets, the topography, to natural features such as streams and tree cover, to public safety and convenience, and to the proposed use of land to be served by such streets.

...

### **10.111.6. [Extensions.]**

Where necessary to provide access or to permit the reasonable future subdivision of adjacent land, rights-of-way, and improvements shall be extended to the boundary of the development. A temporary turnaround may be required where the dead end exceeds one hundred and fifty ~~five hundred (500)~~ (150) feet in length. The platting of partial width rights-of-way shall be prohibited except where the remainder of the necessary right-of-way has already been platted, dedicated, or established by other means.

### **10.111.7. [Utility Stub-Outs.]**

Utility stub-outs shall be provided at all required points of street connectivity.

**10.111.8 Ingress/Egress.**

Single-family or two-family developments with 30 or more lots and multi-family residential developments with more than 100 dwelling units shall have a minimum of two (2) ingress/ egress points onto a public street, or as required by the Fire Code.

**10.111.9. Exemptions.**

New subdivisions that intend to provide one (1) new cul-de-sac street shall be exempt from the connectivity requirement when the UDO Administrator determines that the subdivision will provide for connectivity with adjacent future development and there are no options for providing stub streets due to topographic conditions, adjacent developed sites, or other limiting factors.

***Sec. 10.112. Sidewalks.***

**10.112.1. [Construction Required.]**

Except as provided in Section 10.112.3, the Town Council may require the construction of sidewalks adjacent to one (1) side of new streets in subdivisions. The sidewalks required by this section shall be ~~four (4)~~ five (5) feet in width ~~if on both sides of the street and five (5) feet in width if on one (1) side of the street.~~ All sidewalks shall be constructed according to the Smithfield Standard Detail and Specifications Manual ~~specifications set forth in the Town of Smithfield construction standards.~~

### **10.112.2. [Pedestrian Access.]**

Whenever the town finds that a means of pedestrian access is necessary from a subdivision to schools, parks, open space, playgrounds, roads, or other facilities and that such access is not conveniently provided by sidewalks adjacent to the streets, the developer shall be required to reserve an unobstructed easement of at least ten (10) feet in width and a five-foot sidewalk to provide such access.

### **10.112.3. [Subdivisions.] Exception.**

Subdivisions fronting on major thoroughfares are required to construct ~~four~~-five (5) foot wide sidewalk(s) on the thoroughfare right-of-way or adjacent to the right-of-way in a public easement. If the Smithfield Pedestrian Plan identifies a trail on the thoroughfare frontage or an eight (8) foot wide trail shall be installed in lieu of a sidewalk ~~or~~ whether or not a sidewalk exists on the opposite side of the street. The sidewalk(s) and trails shall comply with the Town of Smithfield Standard Detail and Specifications Manual ~~construction standards and NCDOT requirements~~.

Payment in lieu of sidewalk construction may be permitted by the Town Council.

## ***Sec. 10.113. Utilities.***

### **10.113.1. Water and Sewerage Systems.**

**10.113.1.1.** When available, the subdivider shall connect to the water and sewerage systems owned and operated by the town. For all residential and commercial development, the town may require that the developer install lines larger than required by the development in order to support future growth. The town will pay the material cost difference between the required utilities and the upsized lines.

**10.113.1.2.** Where public or community water supply and/or sewerage systems are not available or to be provided, a written statement from the County Health Department shall be submitted with the preliminary plat indicating that each lot has adequate land area and soil conditions suitable to accommodate the proposed methods of water supply and sewage disposal. The statement from the County Health Department shall be based upon a field investigation. The field investigation for sewage disposal shall include a sufficient number of percolation tests (at least one (1) per acre) to determine absorption capacity of the soil and test holes at least six (6) feet deep (as needed) to determine the depth to the ground water table, and the presence of rock formations or other impervious strata.

**10.113.1.3.** All Town utilities shall be installed ~~per town requirements~~ in accordance with the Smithfield Standard Detail and Specifications Manual and at the direction of the Public Utilities Director.

**10.114.1.4** On-site wastewater (septic) systems shall be located on the lot which the system serves unless an alternative location within an easement is approved by the Town Council.

...

### **10.116.2. - Acceptance of Dedications.**

**10.116.2.1.** At the time of submittal of a preliminary plat with streets, utilities, or other proposed to be dedicated for acceptance by the town as public, the Town Council will decide if it will approve the dedication, subject to the street(s), parks, utilities, sidewalks, or other complying with all town requirements for acceptance. The Town of Smithfield is not obligated to accept any offer of dedication.

**10.116.2.2.** Acceptance of dedication will be provided by ~~adoption of a resolution of~~ administrative approval of the final plat ~~by the Town of Smithfield Town Council.~~



**~~Sec. 10.117. Adjustments.~~**

The Board of Adjustment may authorize an adjustment from these regulations when, in its opinion, undue hardship may result from strict compliance. In granting any adjustment, the Board of Adjustment shall make the findings required below, taking into account the nature of the proposed subdivision, the existing use of land in the vicinity, the number of persons to reside or work in the proposed subdivision and the probable effect of the proposed subdivision upon traffic conditions in the vicinity. The Board of Adjustment deliberations of the request must follow quasi-judicial procedures. No adjustment shall be granted unless the Board finds:

~~10.117.1. There are special circumstances or conditions affecting that property such that the strict application of the provisions of this Ordinance would deprive the applicant of the reasonable use of this land.~~

~~10.117.2. The adjustment is necessary for the preservation and enjoyment of a substantial property right of the petitioner.~~

~~10.117.3. The circumstances giving rise to the need for the adjustment are peculiar to the parcel and are not generally characteristic of other parcels in the jurisdiction of this ordinance.~~

~~10.117.4. The granting of the adjustment will not be detrimental to the public health, safety, and welfare or injurious to other property in the territory in which the property is situated.~~

An appeal to the Board's decision on an adjustment request shall be made to the Town Council. The Council's consideration of the appeal must follow quasi-judicial procedures.

...

**Sec. 10.119. Final Plat Certifications and Other Documentation.**

**10.119.1. Exempt Plats.**

10.119.2.1. Exempt Certification. I hereby certify that this recorded plat has been found to comply with the subdivision ordinance of the Town of Smithfield, North Carolina, and that this plat has been approved for recording in the register of deeds of Johnston County.

\_\_\_\_\_  
UDO Administrator

\_\_\_\_\_  
Date

**PART 3**

[Revise Appendix A, to reflect required 160D changes and to better reflect terms in the table of uses and activities and performance standards.]

**Sec. A.3. Definitions.**

**Abutting.** A property which directly touches another piece of property, including those separated by a street, railroad, or other transportation corridor.

**Agricultural products.** Agricultural products are defined as products obtained primarily through farming or agricultural activities, including but not limited to: pumpkins; grains and seed crops; fruits of all kinds; vegetables; nursery, floral, ornamental, and greenhouse products; trees and forest products, including Christmas trees, firewood, and pine straw; bees and beekeeping products; seafood; dairy products, any USDA-recognized

agricultural product. Processed or prepared food products of any kind shall not be considered as agricultural products.

**Art gallery.** An establishment engaged in the sale, loan, or display of art books, paintings, sculpture, or other works of art. This classification does not include libraries, museums, or non-commercial art galleries.

**Assembly Uses/Event Center.** The principal use of a site or facility owned and/or operated for social, educational, or recreational purposes for-profit or non-profit. Typical uses include but are not limited to weddings, receptions, private parties, educational/informational workshops, fraternal organizations and union halls defined as assembly uses in the NC State Building Code.

**Automobile off street parking (commercial lot).** Any building or premises, except a building or premises described as a private garage, used for the storage of motor vehicles for the public or private businesses, including O&I uses.

**Automobile repair shop.** A building or other structure where the following uses and activities are permitted: major mechanics, body work, straightening of body parts, along with all uses and activities of an automotive care center. The use of a site for the repair of automobiles, noncommercial trucks, motorcycles, motorhomes, recreational vehicles, or boats, including the sale, installation, and servicing of equipment and parts. This use includes muffler shops, auto repair garages, tire sales and installation, wheel and brake shops, body and fender shops, and similar repair and service activities, but excludes dismantling or salvage.

**Automobile service stations.** A building or lot dedicated to the rendering of services such as the sale of gasoline, oil, grease, and accessories and the minor repair of automobiles, excluding body work, overhauling, and painting.

**Automobile wash or automatic car wash.** A building or structure where chain conveyors, blowers, steam cleaners, and other mechanical devices are employed for the purpose of washing motor vehicles.

**Automotive care center.** Three (3) or more automotive care uses planned and constructed as a single unit, where the following uses and activities associated with each would be permitted:

- (1) — Auto parts store
- (2) — Muffler shop
- (3) — Transmission shop
- (4) — Tune up shop
- (5) — Lubrication shop
- (6) — Auto trim and detail shop, including wash, wax, and vacuum.
- (7) — Tire store with service (including alignment)
- (8) — Brake shop

Uses permitted do not include major mechanical and body work, straightening of body parts, storage of automobiles not in operational condition, or other work involving noises, glare, fumes, smoke, or other characteristics to an extent greater than normally found in facilities of this type.

An automotive care center is not a garage for the general repair of automobiles, or a body shop, but does include an automotive trim shop.

**Bulk storage system.** A facility containing storage tanks, pipe network, power, and control systems which allow dry bulk materials to be aerated and handled as required. Normally used to store materials which are consumed in relatively large quantities (i.e., barite, bentonite, and cement).

**Car wash.** A building or structure where chain conveyors, blowers, steam cleaners, and other mechanical devices are employed for the purpose of washing motor vehicles.

**Collocation.** (Amended 10/3/2017) The placement, installation, maintenance, modification, operation, or replacement of wireless facilities on, under, within, or on the surface of the earth adjacent to existing structures, including utility poles, town utility poles, water towers, buildings, and other structures capable of structurally supporting the attachment of wireless facilities in compliance with applicable codes. The term "collocation" does not include the installation of new utility poles, Town utility poles, or wireless support structures.

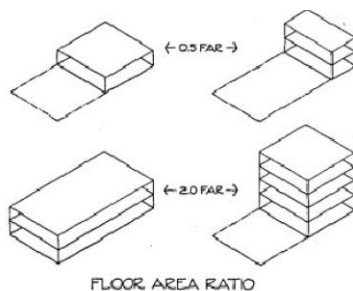
**Commercial amusement use.** Any use which provides entertainment, amusement, or recreation activities for commercial gain. This definition shall not include special events or functions customarily sponsored by or associated with schools, churches, nonprofit organizations, civic groups, fraternal orders, and charitable institutions.

**Data Center.** A data center is a building, dedicated space within a building, or a group of buildings used to house computer systems and associated components, such as telecommunications and storage systems.

**Entertainment, Indoor.** An establishment offering entertainment or games of skill to the general public for a fee or charge where the activity takes place indoors. Typical uses include bowling alleys; indoor tennis facilities; indoor swimming pools; inflatable play equipment; racquet clubs; game rooms including but not limited to video games, mechanical games, pay devices, or tables for which charge in money or some other valuable is made either directly or indirectly; laser tag; escape rooms; climbing walls; trampoline park; and electric go-karts.

**Entertainment, Outdoor.** An establishment offering entertainment or games of skill to the general public for a fee or charge wherein any portion of the activity takes place in the open, excluding golf courses and public parks. Typical uses include archery ranges, athletic fields, batting cages, golf driving ranges and miniature golf courses, swimming pools and tennis courts.

**FAR (Floor Area Ratio).** The maximum square foot amount of total floor area including all stories and all uses permitted for each square foot of land area.



**Gross density.** The numerical value obtained by dividing the total number of dwelling units in a development by the gross area of the tract of land (in acres) within a development. This would include all nonresidential land uses and private streets of the development, as well as rights-of-way of dedicated streets; the result being the number of dwelling units per gross acre of land.

**Home occupation.** An incidental use of a dwelling unit for gainful employment involving the manufacture, provision, or sale of goods and/or services. The term "home occupation" shall not be deemed to include a tourist home.

**Industrial, Heavy.** Wholesale and industrial uses that requires an NPDES permit for an industrial discharge and/or requires the use or storage of any hazardous material for the purpose of manufacturing, processing, assembling, finishing, cleaning or developing any product or commodity.

**Industrial, Light.** Wholesale and warehousing and industrial uses that include fabrication, manufacturing, assembly or processing of materials that do not require an NPDES permit for an

industrial discharge or requires the use or storage of any hazardous material or requires the use or storage of any hazardous material for the purpose of manufacturing, processing, assembling, finishing, cleaning or developing any product or commodity.

**Lawn and garden stores.** A place of business where retail and wholesale products and produce are sold to the consumer. These stores, which may include a nursery and/or greenhouses, import most of the items sold, and may include plants, nursery products and stock, potting soil, hardware, power equipment and machinery, hoes, rakes, shovels, and other garden and farm variety tools and utensils.

**Lot, flag.** (Amended 4/3/2018) A lot with two (2) distinct parts:

- (1) The flag, which typically contains building site; and is located behind another lot; and
- (2) The pole, which connects the flag to the street; provides the only street frontage for the lot; and at any point is no less than 60 feet in width ~~than or equal to the minimum lot width for the zone.~~

## M

**~~Major and/or multi-unit development.~~** Development consisting of:

- ~~(1) Structures on a tract of two (2) acres or more, or~~
- ~~(2) Nonresidential structures having a total floor area of ten thousand (10,000) square feet or more.~~

**Manufacturing and processing.** An establishment engaged in the manufacture, predominantly from previously prepared materials, of finished products or parts, including processing, fabrication, assembly, treatment and packaging of such products, and incidental storage, sales and distribution of such products, but excluding heavy industrial processing. Typical uses include food processing and beverage bottling, large-scale bakeries, electronics assembly, pharmaceuticals, monuments, tobacco products, dry cleaning plants and printing and publishing.

**Mini-storage/self-service storage.** A building or group of buildings consisting of individual, self-contained units leased to individuals, organizations, or businesses for self-service storage of personal property.

**Multifamily development.** A single building on a single lot or tract containing more than two (2) dwelling units.

**Net acreage, acres, land area, square footage of land area.** Land area with streets, rights-of-way, driveways which serve as access to more than two (2) dwelling units or uses, and major transmission line easements not included in its measurement.

**Parking facility structures and underground parking garages, commercial.** Any area (except an accessory use), either open or enclosed, structural or natural, for the storage of a vehicle or vehicles. Each parking facility structure shall have an approved means of ingress and egress. ~~A parking lot is a subclassification of a parking facility.~~

**Plant nursery.** A use for which the principal purpose is the growing of plants outside or in a greenhouse for wholesale or retail sales.

**~~Shopping center, major.~~** Two (2) or more commercial establishments, planned and constructed, as a single unit with off-street parking and loading facilities provided on the property ~~with a total building area of twenty-five thousand (25,000) square feet or greater.~~

**~~Shopping center, minor.~~** Two (2) or more commercial establishments, planned and constructed, as a single unit with off-street parking and loading facilities provided on the property ~~with a total building area less than twenty-five thousand (25,000) square feet.~~

**Stormwater management definitions.** For the purposes of Article 10, Part VI, Stormwater Management, the following items, phrases and words shall have the meaning herein:

- (1) **Approved accounting tool.** The most recent version of the accounting tool for calculating nutrient loading and reduction approved by the Division for the relevant geography and development type under review.
- (2) **Built-upon area (BUA).** Means the same as defined in N.C.G.S. 143-214.7(b2).
- (3) **Design Manual.** The State Stormwater Design Manual approved by the Department for the proper implementation of the State Minimum Design Criteria for engineered stormwater controls. All references herein to the Design Manual are to the latest published edition or revision.
- (4) **Developer.** Means the same as defined in N.C.G.S. 160D-102(11).
- (5) **Development.** Any of the following actions taken by a public or private individual or entity:
  - (a) The division of a lot, tract, or parcel of land into two (2) or more lots, plots, sites, tracts, parcels, or other divisions by plat or deed.
  - (b) Any land change, including, without limitation, clearing, tree removal, grubbing, stripping, dredging, grading, excavating, transporting, and filling of land.

Means the same as defined in N.C.G.S. 143-214.7(a1)(1).
- (6) **Division.** The Division of Water Resources in the Department.<sup>1</sup>
- (7) **Existing development.** An individual non-residential site with site plan approval by the Planning Department or a non-residential subdivision with preliminary subdivision approval from the Planning Board. Means the same as defined in 15A NCAC 02H .1002(18).
- (8) **Engineered stormwater control.** A physical device designed to trap, settle out, filter, or otherwise remove pollutants from stormwater runoff; to alter or reduce stormwater runoff velocity, amount, timing, or other characteristics; to approximate the pre-development hydrology on a developed site; or to achieve any combination of these goals. Engineered stormwater control includes physical practices such as constructed wetlands, vegetative practices, vegetated conveyances, filter strips, grassed swales, and other methods installed or created on real property. "Engineered stormwater control" is synonymous with "structural practice," "Primary SCM", "stormwater control facility," "stormwater control practice," "stormwater treatment practice," "stormwater management practice," "stormwater control measures," "structural stormwater treatment systems," and similar terms used in this ordinance. It is a broad term that may include practices that do not require design by a professionally licensed engineer.
- (9) ~~**Land disturbance.** Removal of topsoil, grubbing, stump removal, and/or grading.~~
- (10) **Land disturbing activity.** Means the same as defined in 15A NCAC 02B .0202(33). **Load.** Means the mass quantity of a nutrient or pollutant released into surface waters over a given time period. Load in this ordinance refers to pounds of nitrogen or phosphorus per year.
- (11) **Loading rate.** Means the mass quantity of a nutrient or pollutant released from a given area into surface waters over a given time period. Loading rate in this ordinance refers to pounds of nitrogen or phosphorus per acre per year.
- (12) **Minimum Design Criteria.** Means the same as defined in 15A NCAC 02H .1002(24).
- (13) **Nitrogen.** Means total nitrogen unless specified otherwise.

- (14) **1-year, 24-hour storm.** Means the same as defined in 15A NCAC 02H .1002(30).
- (15) **Outfall.** A point at which stormwater (1) enters surface water or (2) exits the property of a particular owner.
- (16) **Owner.** The legal or beneficial owner of land, including but not limited to a mortgagee or vendee in possession, receiver, executor, trustee, or long-term or commercial lessee, or any other person or entity holding proprietary rights in the property or having legal power of management and control of the property. "Owner" shall include long-term commercial tenants; management entities, such as those charged with or engaged in the management of properties for profit; and every person or entity having joint ownership of the property. A secured lender not in possession of the property does not constitute an owner, unless the secured lender is included within the meaning of "owner" under another description in this definition, such as a management entity.
- (17) **Permanent nutrient offset credits.** Means the same as defined in 15A NCAC 02B .0701(38).
- (18) **Redevelopment.** Means the same as defined in N.C.G.S. 143-214.7(a1)(2).
- (19) **Runoff treatment.** Means the same as defined in 15A NCAC 02H .1002(43).
- (20) **Runoff volume match.** Means the same as defined in 15A NCAC 02H .1002(44).
- (21) **Total nitrogen.** Means the sum of the organic, nitrate, nitrite, and ammonia forms of nitrogen in water.

**Street.** A public thoroughfare which affords access to abutting property and is recorded as such in the office of the Johnston County Register of Deeds. The following classifications apply:

- ~~(1) **Superhighway.** Major thoroughfares consisting of interstates, freeways, expressways, or parkway links that are characterized by limited access control.~~
- ~~(2) **Major arterial.** A major street in the town's street system that serves as an avenue for the circulation of traffic into, out, or around the town and carries high volumes of traffic. It is designed to carry more than twelve thousand (12,000) but less than twenty four thousand (24,000) trips per day.~~
- ~~(3) **Minor arterial.** A major street in the town's street system that serves as an avenue for the circulation of traffic into, out, or around the town and carries high volumes of traffic. It is designed to carry more than five thousand (5,000) but less than twelve thousand (12,000) trips per day.~~
- ~~(4) **Collector.** A street whose principal function is to carry traffic between minor, local, and subcollector streets and arterial streets but that may also provide direct access to abutting properties. It is designed to carry more than two thousand five hundred (2,500) but less than five thousand (5,000) trips per day. Typically, a collector is able to serve, directly or indirectly, between two hundred and fifty (250) and five hundred (500) dwelling units.~~
- ~~(5) **Subcollector.** A street whose principal functions are both to carry traffic between minor and local streets and collectors, or to join two (2) collectors, or a collector and an arterial, and to serve abutting properties. It is designed to carry more than five hundred (500) but less than two thousand five hundred (2,500) trips per day. Typically, a subcollector is able to serve, directly or indirectly, between fifty (50) and two hundred fifty (250) dwelling units.~~
- ~~(6) **Local road.** A street whose sole function is to provide access to abutting properties. It is designed to carry more than one hundred fifty (150) but less than five hundred (500) trips per day. Typically, a local road is able to serve, directly or indirectly, between fifteen (15) and fifty (50) dwelling units.~~
- ~~(7) **Minor street.** A street whose sole function is to provide access to abutting properties. It is designed to carry one hundred fifty (150) or less trips per day. Typically, a minor street serves fifteen (15) or fewer dwelling units.~~
- ~~(8) **Alley.** A strip of land, owned publicly or privately, set aside primarily for vehicular service access to the back or side of properties otherwise abutting on a street.~~

- (1) Arterial. The arterial system should serve the major centers of activity of an urban area, the highest traffic volume corridors, and the longest trip desires; and should carry a high proportion of the total urban area travel on a minimum of mileage. Arterials consist of Interstates; Other Freeways and Expressways; and Other Principal Arterials.
- (2) Collector. The collector street system provides land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination.
- (3) Local. The local street system consists of all roads not defined as arterials or collectors and primarily provides access to land with little or no through movement.
- (4) Alley. A strip of land, owned publicly or privately, set aside primarily for vehicular service access to the back or side of properties otherwise abutting on a street.

**Subdivision, major.** All subdivisions shall be considered major subdivision except those defined as minor subdivisions or exempt from subdivision regulations:

- (1) The combination or recombination of portions of previously subdivided and recorded lots where the total number of lots is not increased and the resultant lots are equal to or exceed the standards of the local government as shown in its subdivision regulations.
- (2) division of land into parcels greater than 10 acres where no street right of way dedication is involved.
- (3) The public acquisition by purchase of strips of land for the widening or opening of streets or for public transportation system corridors.
- (4) The division of a tract in single ownership whose entire area is no greater than 2 acres into not more than three lots, where no street right of way dedication is involved and where the resultant lots are equal to or exceed the standards of the local government, as shown in its subdivision regulations.
- (5) The division of a tract into parcels in accordance with the terms of a probated will or in accordance with intestate succession under Chapter 29 of the General Statutes.

**Subdivision, minor.** A subdivision shall be considered a minor subdivision if all the following criteria are met:

- (1) The tract or parcel to be divided is not exempted under subdivision (2) of subsection (a) of this section.
- (2) No part of the tract or parcel to be divided has been divided under this subsection in the 10 years prior to division.
- (3) The entire area of the tract or parcel to be divided is greater than 5 acres.
- (4) After division, no more than three lots result from the division.
- (5) After division, all resultant lots comply with all of the following:
  - a. All lot dimension size requirements of the applicable land use regulations, if any. NC General Statutes Chapter 160D Article 8 2
  - b. The use of the lots is in conformity with the applicable zoning requirements, if any.
  - c. A permanent means of ingress and egress is recorded for each lot. (2019-111, s. 2.4; 2020-3, s. 4.33(a); 2020-25, s. 51(a), (b), (d).)

A minor subdivision is a tract to be subdivided which is five (5) acres or less in size, and three (3) or fewer lots result after subdivision:

- (1) — All of which front on an existing approved public street;
- (2) — Not involving any new public streets or public street improvements, right of way dedication, or prospectively requiring any new street for access to interior property;
- (3) — Not requiring drainage improvements or easements to serve the applicant's property or interior properties;
- (4) — Not involving any utility extensions; and

(5) ~~Not requiring any easements, other than rear and side lot line easements.~~

(6) ~~Not creating any new or residual parcels which do not satisfy the requirements of this ordinance.~~

**Temporary emergency, construction or repair residence.** A subordinate residence (which may be a Class ~~B~~ A manufactured home, travel trailer) that is ~~is~~ located on the same lot as a single-family dwelling made uninhabitable by fire, flood, or other natural disaster and occupied by the persons displaced by such disaster, ~~or~~ ~~(#)~~ is located on the same lot as ~~a~~ while the primary residence that is under construction or undergoing substantial repairs or reconstruction and is occupied by the persons intending to live in such permanent residence when the work is completed.

**Temporary office units/modular office units.** Factory-fabricated, transportable buildings that are designed to arrive at the site ready for occupancy, except for minor unpacking and connection to utilities, and designed for removal to, and installation at other sites.

**Video arcade.** An indoor area containing coin-operated video games.

**Yard, street.** A landscaped area located along a street.

#### **PART 4**

That the Unified Development Ordinance shall be page numbered and revision dated as necessary to accommodate these changes.

#### **PART 5**

That these amendments of the Unified Development Ordinance shall become effective upon adoption.

Duly adopted this the \_\_\_\_\_ day of \_\_\_\_\_, 2024.

---

M. Andy Moore, Mayor

ATTEST

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Shannan L. Parrish, Town Clerk



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**SECTION 1.00  
DEFINITIONS AND ABBREVIATIONS**

**1.01 DEFINITIONS**

CONTRACTOR	The successful Bidder to whom a contract has been awarded and who has executed the contract documents.
EASEMENT	A property right to use or control real property of another.
INSPECTOR	The Planning Director/Town Engineer/Public Works Director or other representative duly authorized by the Town to perform inspections.
INVERT	The lowest point in the internal cross section of a pipe or other culvert.
PLANS	The approved plans, profiles, standard details, supplemental plans and working drawings, which show the location dimensions and details of the work to be done.
RIGHT OF WAY	the land area between the back of curb or edge of pavement and the property boundary and including the area containing the street.
STANDARD SPECIFICATIONS	The general term comprising all the directions, provisions, and requirements contained or referred to in this book entitled, "Smithfield Standard Specifications and Details" and in any subsequent revisions or additions to this book.
SUBGRADE	That portion of the roadbed prepared as a foundation for the pavement structure.

**1.02 ABBREVIATIONS**

ASSHTO	American Association of State highway and Transportation Officials
A.B.S.	Acrylonitrile Butadiene Styrene
A.F.F.	Above Finish Floor
ANSI	American National Standards Institute
ASTM	American Society of Testing and Materials
AWWA	American Water Works Association
°C	Degrees Celsius
cfs	cubic feet per second
CO	Certificate of Occupancy
DIP	Ductile Iron Pipe
DIPRA	Ductile Iron Pipe Research Association
ETJ	Extra Territorial Jurisdiction
°F	Fahrenheit

ft.	foot
gpd	gallons per day
ID	Internal Diameter
lbs.	pounds
MSL	Mean Sea Level
MUTCD	Manual on Uniform Traffic Control Devices
NCDEQ	North Carolina Department of Environmental Quality
NCDOT	North Carolina Department of Transportation
N.E.C.	National Electric Code
NFPA	National Fire Protection Association
OD	Outside Diameter
OSHA	Occupational Safety and Health Administration
P.C.	Point of Curvature
P.E.	Professional Engineer
P.L.S.	Professional Land Surveyor
PPM	Parts per million
psi	pounds per square inch
P.T.	point of Tangency
PVC	Polyvinyl Chloride
P.V.C	Point of curvature on Vertical Curve
P.V.T.	Point of Tangency on Vertical Curve
Q(max)	maximum discharge
Q(min)	minimum discharge
RH	Relative Humidity
RLA	Registered Landscape Architect
NRCS	Natural Resources Conservation Service
sec.	second
s. f.	square feet
SU	Single Unit Truck (with 20 feet wheelbase and 30 feet overall length)

UDO Town of Smithfield Unified Development Ordinance  
UL Underwriters' Laboratories, Inc.  
V volts  
VAC Voltage – Alternating Current

END OF SECTION 1.00

**SECTION 2.00  
GENERAL PROVISIONS**

**2.01 GENERAL**

All construction shall conform to the requirements and dimensions on the construction plans, Town Standard Details, the Town of Smithfield Unified Development Ordinance or as stated in these specifications. The design of streets, water systems, sanitary sewer systems, storm drainage systems, and grading plans shall be signed and sealed by a licensed North Carolina Professional Engineer, Registered Land Surveyor, or Registered Landscape Architect in accordance with N.C. General Statute Chapters 89A, and 89C.

**2.02 QUALITY OF MATERIALS**

It is the intent of this specification to provide materials of the highest standard known to the trade and to provide materials free from defects in workmanship and product. Equal material not specified may be used provided documentation and samples necessary for the Engineer to determine the acceptability and ISSUE A WRITTEN APPROVAL are provided to him a MINIMUM OF 14 DAYS before being brought onto the construction site. Current specifications and /or the latest revision shall apply in all cases where materials are described by these specifications.

**2.03 INSPECTIONS**

The Contractor shall provide the necessary manpower and equipment required as part of the inspection process. The presence of the Engineer or Inspector at the work site shall in no way lessen the Contractor's responsibility for conformity with the plans and specifications. Should the Engineer or Inspector accept material or work that does not conform with plans and specifications, whether from lack of discovery or for any other reason, it shall in no way prevent later rejection or corrections to the unsatisfactory materials or work when discovered. The Contractor shall have no claim for losses suffered due to any necessary removals or repairs resulting from the unsatisfactory work. Any work which has been covered without the Inspector's approval, shall, at the Inspector's request, be uncovered and be made available for inspection at the Contractor's expense. Work performed before or after Town staff's normal work hours or during the weekend or Town Holidays shall comply with the Town Code and shall include only such tasks that do not require observations by an Inspector.

If during the process of routine inspection of a project and related infrastructure being installed under these regulations, it is found that improper or substandard materials or construction methods are being used or if significant deviation from the approved construction plans is detected, the Town reserves the right to assign an inspector to the project. The Inspector shall have authority to act on behalf of the Town in checking all construction for compliance with State and Local standards. The Inspector shall also have the authority to halt any work not meeting Town standards and specifications. All costs associated with the Inspector shall be the responsibility of the Owner and shall be billed accordingly by the Town.

**2.04 CLEARING AND GRUBBING**

The work of clearing and grubbing shall consist of the cutting, removal, and satisfactory dispose of all vegetation and all surface debris. Clearing end grubbing shall be conducted in a manner to prevent damage to vegetation that is intended to remain growing and to prevent damage to adjacent property.

## **2.05 EARTHWORK**

Earthwork shall be defined as removal of earth or soft rock from its natural location or as the depositing of such material into the proper fill areas as designated on the plans.

Rock excavation shall be defined, in the opinion of the Engineer, as all ledge rock or boulders over 0.5 cubic yard that cannot be excavated without blasting.

A written PERMIT FOR BLASTING must be obtained from the Smithfield Fire Department a MINIMUM of 24 hours before any explosive material or blasting agents are transported into the Corporate Limits of Smithfield.

Fill Material shall be free from construction material, debris, frozen material, organic matter or unstable material.

No fill material shall be used weighing less than 100 pounds per cubic foot. Backfill material shall be free from stones greater than 4 inches.

For all areas under a proposed roadway, the top twelve (12) inches of subbase, and the entire base course shall be compacted to a density of 100 PERCENT maximum Standard Proctor density as determined by AASHTO method T99. For that portion of fill under roadways and extending at a slope of 1 to 1 beyond the back of curb, compact to a density of No LESS THAN 95 PERCENT of the maximum Standard Proctor dry density as determined by AASHTO method T99. Fill material shall be placed in lifts of 8 inches or less of uncompacted soil.

Other fill material shall be compacted to a density of No LESS THAN 90 PERCENT of the maximum Standard Proctor dry density as determined by AASHTO method T99. Backfill material shall be placed in lifts of 12 inches or less of uncompacted soil.

Owner shall provide geotechnical testing/verification of all subgrade evaluations/proof rolls, fill areas and trench backfill. Testing personnel shall be required on site during all subgrade evaluations, proof rolls, fill and backfilling operations. Copies of all test reports shall be provided to the Town prior to acceptance of the public infrastructure.

## **2.06 MAINTENANCE OF TRAFFIC**

### **A. General**

When construction occurs in a traffic zone, traffic control devices must be erected, maintained, relocated, and removed in accordance with the plans, specifications, NCDOT Supplement to the MUTCD, or MUTCD. This requirement shall apply for all construction occurring on public streets, including construction or repairs by utility companies. The MUTCD referred to in this provision the current edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, as adopted by the Federal Highway Administration, including all standard documents referred to in **Section 1 A-7** of the MUTCD. The current edition shall be the edition current at the time of

construction. Traffic control devices shall include but not be limited to signs, drums, barricades, cones, delineators, flashing arrow panels, temporary guardrail, temporary concrete median barrier, vehicle-mounted temporary impact attenuators, pavement marking, raised reflective pavement markers, flaggers, and pilot vehicles.

#### **B. Materials**

Unless otherwise required, materials used in the fabrication and installation of construction traffic control devices shall be in accordance with the applicable provisions of the MUTCD.

All enclosed lens (Engineers Grade) sheeting required for use on traffic control devices shall have an identification mark on the surface. This mark signifies that the sheeting meets the requirements of Federal Specification L-S-300C for Minimum Reflectivity I Sheeting and Tape. The identification mark shall not interfere with the function of the device but shall be visible both day and under illumination at night without the use of special devices.

#### **C. Installation and Maintenance**

Existing public streets or highways shall be kept open to traffic at all times by the Contractor unless permission to close the street, or portions thereof, is granted by the Town Engineer. The Town of Smithfield Police Department must be contacted BY THE CONTRACTOR A MINIMUM OF 24 HOURS before any streets are closed or partially closed.

Work on any project shall not start until all traffic control devices required for the particular work activity are properly installed.

Traffic control devices shall be properly maintained, relocated as necessary, cleaned and operated during the time they are in use. During periods when use of the devices is not warranted, they shall be removed from the work area, covered, or otherwise positioned so that they do not convey their message to the traveling public. The location, legends, sheeting, dimension, number of supports, and horizontal and vertical placement of warning signs, barricades, and other traffic control devices shall be as required by the plans or the MUTCD.

Weeds, brush, trees, construction materials, equipment, etc. shall not be allowed to obscure any traffic control device in use.

Competent and properly trained, attired and equipped flaggers, using "stop" and "slow" paddles shall be provided when two-way traffic cannot be maintained.

The Contractor shall assume full responsibility for the continuous and expeditious maintenance or replacement of all construction warning signs, barricades, and other traffic control devices. The Contractor shall continuously review and maintain all traffic control measures to assure that adequate provisions have been made for the safety of the public and workers. Failure to maintain all traffic control devices in a satisfactory condition shall be cause for suspension of construction operations until proper traffic control is re-established.

### **2.07 CONCRETE**

Concrete shall be only plant-mixed or transit-mixed concrete conforming to ASTM C33 for aggregates and to ASTM C94 for ready-mixed concrete. Any concrete poured that has a slump over 4 inches as



per ASTM C143, or has a batched time of more than 90 minutes, will be considered unacceptable. Concrete shall not be deposited on frozen subgrade. Concrete shall not be poured when the air temperature is falling below 40 degrees Fahrenheit, and the predicted low temperature for the succeeding 24-hour period is less than 32 degrees Fahrenheit.

All concrete when placed in the forms shall have a temperature of between 50 and 90 degrees Fahrenheit and shall be maintained at a temperature of not less than 50 degrees Fahrenheit for at least 72 hours for normal concrete and 24 hours for high early strength concrete, or for as much time as is necessary to secure proper rate of curing and designed compressive strength.

Concrete shall be air entrained with 5-7 % air. Retarders and accelerators shall be used only as directed by the Engineer.

## **2.08 PERMITS**

During the course of design, and prior to any construction, all permits or approvals shall be obtained from the appropriate Town, State or Federal agencies, as applicable. These shall include but shall not be limited to:

1. Site Plan Approval -Town of Smithfield
2. Subdivision Plat Approval -Town of Smithfield
3. Burning Permit -Town of Smithfield Fire Department
4. Sedimentation and Erosion Control - NCDEQ
5. Water System Extension -NCDEQ
6. Sewer System Extension -NCDEQ
7. NCDOT Encroachment/Driveway Permit - NCDOT
8. Wetlands Disturbance 401/404 Permits - US Army Corps of Engineers

## **2.09 ACCEPTANCE PROCEDURES**

All improvements intended for public maintenance are eligible for acceptance by the Town of Smithfield following the procedures outlined below:

After the installation of improvements in accordance with Town Council approved plans and Town Standard Specifications and Details, the Owner /Developer or designee shall contact the Town and schedule a completion (final) inspection.

The Town will accept the improvements or respond with a punch list within 30 days of the request.

The Owner /Developer or designee must complete all items indicated on the punch and any additional items noted, within 60 days or the punch list will be void. The Owner /Developer or designee must then request another completion (final) inspection.

Upon the acceptable completion of all punch list items and payment of any outstanding fees, the Owner /Developer or designee will receive an acceptance letter from the Town of Smithfield. This acceptance begins a warranty for materials and workmanship for not less than one year from the date of acceptance. The warranty will be to the Town from the owner /Developer or designee. The Town will perform routine maintenance during the warranty period.

Upon completion of, or just prior to the end of, the warranty period, the Owner /Developer or designee shall request a final inspection from the Town.

The Town will respond with final acceptance or a punch list on workmanship or materials within 30 days of the request.

The owner /Developer or designee must complete all items indicated on the punch list, and any additional items noted within 60 days, or the punch list will be void. The Owner/Developer or designee must then request another final inspection.

Upon the acceptable completion of all punch list items, the Owner /Developer or designee will receive a letter of acceptance from the Town. The Town will begin total maintenance as of the date of the final acceptance letter. Until a letter of final acceptance has been issued, all materials and workmanship are the responsibility of the Owner/Developer. Until a letter of final acceptance has been issued, all materials and workmanship are the responsibility of the Owner /Developer.

## **2.10 PLANTINGS OR STRUCTURES WITHIN TOWN UTILITY EASEMENTS**

An "easement" shall mean any area to which the Town has unlimited access for servicing utility lines.

Any plantings or structures installed within an easement may be damaged or destroyed during the course of servicing. The Town is not liable for damage to plantings or structures within an easement. The Town will reseed as necessary any bare or disturbed soil for erosion control purposes.

## **2.11 LICENSE REQUIREMENTS**

All contractors performing any construction activity involving the Town of Smithfield utility system or street system shall be licensed to practice general contracting in the State of North Carolina. The contractor shall be classified in the appropriate area of license for the type construction to be performed and shall not perform construction activity which exceeds the limitations of the designated contractor's license.

## **2.12 RETAINING WALLS**

All retaining walls providing cumulative vertical relief greater than five (5) feet in height within a horizontal separation distance of 50 feet or less must be designed by a professional engineer and shall be signed and sealed. The design shall be submitted to the Town Engineer for approval prior to construction. All necessary permits (e.g., building permit) must be obtained prior to any construction associated with the retaining wall.

## **2.13 OSHA STANDARDS**

All contractors and their employees must comply with all OSHA standards while working on Town projects and while on Town of Smithfield property or rights of way.

## **2.14 SAFETY AND HEALTH HAZARDS**

The operations of any Town contractor shall not expose Town Smithfield employees to any hazardous chemicals or other occupational safety and health hazards. All contractors working on Town projects or on Town of Smithfield property shall inform the project engineer concerning

hazardous chemicals which the contractor might be using and to which Town employees might become exposed by working in that area.

The contractor shall also advise the Town of the appropriate control measures to be used by the Town employees to prevent exposure and to minimize of exposure.

**END OF SECTION 2.00**

## SECTION 3.00

### STREETS

#### 3.01 GENERAL

The latest revision of the "Standard Specifications for Roads and Structures" of the North Carolina Department of Transportation shall apply unless otherwise specified herein.

Whenever the following terms are used in above said specifications the intended meaning of such terms shall be as follows: "State" or "Commission" shall be replaced by "Town of Smithfield".

"Resident Engineer" shall be replaced by the words "Town Engineer", in which context it shall mean the duly authorized Engineer, assistant, or representative acting within the scope of the duties assigned or of the authority given by the Town Manager.

"Sampling and testing by Commission" shall be replaced by the words "sampling and testing by the Town or its authorized testing agent".

"Inspection by Commission" shall be replaced by "Inspection by Town or its duly authorized representative".

#### 3.02 DESIGN

All streets (private and public) shall be designed and constructed to Town of Smithfield Standard Specifications and Details unless NCDOT Standard Specifications are applicable. NCDOT standards shall be used on all existing state roads, extensions of existing state roads, or roads to be maintained by NCDOT.

##### A. Street Classifications for Street Specifications

Arterial – The arterial system should serve the major centers of activity of an urban area, the highest traffic volume corridors, and the longest trip desires; and should carry a high proportion of the total urban area travel on a minimum of mileage. Arterials consist of Interstates; Other Freeways and Expressways; and Other Principal Arterials. Refer to Arterial Street Details 03.05 and 03.06.

Collector – The collector street system provides land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Refer to Collector Street Details 03.02 and 03.04.

Local – The local street system consists of all roads not defined as arterials or collectors and primarily provides access to land with little or no through movement. Refer to Local Street Detail 03.01.

##### B. Horizontal Street Design

All streets shall conform to the Smithfield, "Town Plan", Transportation Plan and UDO when applicable or shall be designed and located in proper relation to existing streets and environment. Collector streets and arterials shall be as directional as possible but consistent with topography and preserving developed properties and community values.

Residential (local and collector) streets shall be designed to discourage high speed traffic and minimize excessive cuts, excessive fills and cut through traffic.

Horizontal Street Design shall be in conformance with the latest NCDOT Standards.

Intersections with a collector street or arterial street shall be at least 1000 feet apart. There shall be a minimum of 200 feet between centerlines of street jogs on collectors and arterial streets. All local streets shall not be offset less than 150 from their centerline.

Superelevation, when applicable, shall conform to NCDOT and AASHTO standards for superelevation design.

Streets with medians shall be designated to allow for proper turning movements for a SU (single unit truck) design vehicle. AASHTO guidelines should be followed for the actual median design and median opening dimension.

### **C. Vertical Design**

Vertical Design shall conform to NCDOT Standards.

Street grades shall be established with respect to existing topography to avoid excessive grading and the removal of existing trees and vegetation whenever practical.

The minimum grade allowed on any street shall be one-half of one percent (1/2%).

The maximum grade allowed when approaching an intersection is five percent (5%) for the last 100 feet of pavement before the intersection.

### **D. Geometrics**

#### **Radii**

A minimum radius of 25 feet to the back of curb shall be required where local streets intersect.

A minimum radius of 30 feet measured to the back of curb shall be required where a local street intersects with a collector or arterial street.

It is recommended that the designer consider larger radii or 3-centered compound curves where needed to provide for turning movements of larger vehicles.

A minimum radius of 40 feet will be required where collectors intersect arterial streets.

### **Cul-de-sacs**

Cul-de-sac dimensions shall be as shown in Town of Smithfield Standard Detail 03.07.

A cul-de-sac radius shall be a minimum of 48 feet, measured from curb face to curb face. The standard maximum length for a cul-de sac shall be 750 feet. The length of a cul-de-sac shall be measured from the last point of alternate access within the subdivision. No median shall be allowed in a 48-foot radius cul-de-sac. A median may be permitted where the cul-de-sac radius is increased, and it can be demonstrated that all emergency vehicles can be readily accommodated.

### **Driveways**

Residential Driveway Aprons –A standard concrete driveway apron as shown in Standard Detail 03.10 shall be used for all residential driveways with concrete curb and gutter. Standard driveway aprons as shown in Standard Detail 03.11 shall be used for residential driveways where there is no curb or gutter on the street. Residential drives shall be located a minimum of 10 feet from the point of tangency of curb radii of street intersections. Standard driveway aprons for as shown in Standard Detail 0312 shall be used only when specifically authorized by the Town Council approved subdivision plat.

Commercial Driveway Aprons – A standard concrete driveway apron as shown in Standard Detail 03.13 shall be used for commercial driveways with curb and gutter along the street. A standard concrete driveway apron as shown in Standard Detail 03.14 shall be used for commercial driveways with no curb and gutter along the street.

Street type turnouts shall be used for commercial driveways when the driveway ADT is greater than 500 vehicles or when access by larger trucks must be accommodated. A minimum radius of 25 feet shall be used on all street type turnouts. Larger radii may be permitted depending on the need to provide access for larger trucks. Street type driveways shall have a minimum width travel lane of 24 feet and a maximum width of 36 feet. Any curb and gutter used will be in addition to the 24-foot minimum width.

Commercial driveways without islands shall be a minimum of 24 feet wide for two-way operation. Commercial driveways with islands shall have a 16-foot entrance lane. A 16-foot exit lane shall be required when one exit lane is used, and a 24-foot exit shall be used for 2 exit lanes.

### **Curb and Gutter**

Curb and gutter shall be required on all Town streets.

Streets in the Town's Extra-jurisdictional Territory (ETJ) designed without curb and gutter must meet all of the following requirements:

- a. 60-foot right of way;
- b. Conform to NCDOT standards;
- c. Driveways across swales shall be constructed to provide for the passage of the 10-year storm, and have a minimum 15" culvert pipe;
- d. All non-residential driveway pipes shall have flared end sections or headwalls on inlet and outlet ends of the pipe.

All median curb shall be standard 1 '6" mountable curb as shown in **Standard Detail 03.08**. All other curb and gutter shall be a minimum of 2'-6" curb and gutter shown **in Standard Detail 03.08**. No valley curb shall be used on public streets unless specifically authorized by the Town Council in association with an approved subdivision.

A minimum five (5) foot section of curb and gutter shall remain when removing curb for the installation of a driveway, street turnout or repair of curb and gutter. When less than five (5) feet of the curb remains, the curb shall be removed to the next joint.

### **Sidewalks**

All sidewalks shall be constructed in accordance with **Standard Detail 03.15**. The minimum thickness of a sidewalk shall be 4 inches. At locations where a driveway crosses a sidewalk a 6-inch depth is required. Sidewalks shall have a uniform slope toward the roadway of not less than 1 / 4 inch per foot nor greater than 1 / 2 inch per foot. The utility strip slope between the sidewalk and the back of curb shall not be less than 1 / 4 inch per foot nor greater than 1 / 2 inch per foot toward the roadway.

Where sidewalks intersect any section of curb and gutter, a curb ramp in accordance with Standard **Details 03.16A and 03.16B** shall be installed.

### **E. Pavement Design**

The minimum pavement design for local and collector streets shall be:

- a. 8-inches ABC stone (base course)
- b. 1.5-inches S9.5B (initial asphalt)
- c. 1.5-inches S9.5B (final course)

The final course shall not be placed until all of the construction traffic is done using the street. Any damaged or bad areas of the road shall be removed and replaced prior to placing the final asphalt course. There shall be no more than 2 years between the initial lift of asphalt and the final course, regardless of the number of developed lots within a project.

The final course shall not be placed until all of the construction traffic is done using the street. Any damaged or bad areas of the road shall be removed and replaced prior to placing the final asphalt course. There shall be no more than 2 years between the initial lift of asphalt and the final course, regardless of the number of developed lots within a project.

**F. Pavement Markings**

Arterials and collectors shall be marked in accordance with the latest revisions of the MUTCD unless otherwise approved by the Town Engineer. This shall be noted on roadway and subdivision plans as a requirement of the Developer and shall be done prior to issuance of a Certificate of Occupancy for the development or final acceptance of the roadway by the Town of Smithfield. The pavement markings for all collector streets and arterials shall be thermoplastic. These markings are to be applied in accordance with the manufacturer's instructions.

**G. Roadway Widening**

All roadway widening shall be in conformance with NCDOT Standards and Specifications.

**3.03 SIGHT DISTANCE**

Sight distance shall mean the length of roadway visible to the driver traveling along the roadway or waiting to enter or cross the roadway.

Nothing shall be erected, placed, planted, or allowed to grow between a height of two and one-half feet and ten feet above the level of the center of the adjacent intersection in a manner which obstructs the view of motorists using any street or approach to any street intersection so as to constitute a traffic hazard or a condition dangerous to the public safety. The foregoing shall not apply to fire hydrants, public utility poles, street markers, governmental signs, and traffic control devices located within such triangular areas or to signalized intersections with stop/ go phases on all approaches.

Intersection sight distance is calculated according to NCDOT Roadway Design Manual and ASSTO Greenbook.

The Town shall insure that sight visibility adjacent to Town maintained streets is maintained. The Town will notify the N.C. Department of Transportation of sight distance obstructions located within the right of way of State maintained roadways. The Town shall notify property owners of sight obstructions which exist on private property. The property owner shall be responsible for the removal of the obstruction on their property and shall be solely liable for any and all consequences resulting from their failure to remove the obstruction.

In case of any conflict between Town site distance standards and NCDOT site distance standards, NCDOT standards shall apply. Refer to Town of Smithfield Standard Detail **03.17**



### 3.04 MATERIALS

Portland cement concrete for curb and gutter, driveways, and sidewalks shall have a minimum 28-day compressive strength of 3000 psi, a non-vibrated slump between 2.5 and 4 inches, a minimum cement content of 564 pounds per cubic yards, an air entrainment of 5-7 %, and a maximum water-cement ratio of 0.532. Use a mix that contains at least 526 lbs. of cement per cubic yard, a maximum water cement ratio of 0.559, an air content in the range of 4.5% to 5.5%, a maximum slump of 1.5 inches, a minimum flexural strength of 650 psi at 28 days and a minimum compressive strength of 4,500 psi at 28 days. For NCDOT concrete road pavement Section 1000.

Joint filler shall be a non-extruding joint material conforming to ASTM D-1751.

Concrete Curing Agents shall be free from any impurities which may be detrimental to the concrete and meet Section 1026 of NCDOT Standard Specifications for Roads and Structures.

Aggregate for Portland cement concrete shall meet the requirements for fine and course aggregate of Section 1014 of the NC DOT Standard Specifications for Roads and Structures.

Portland Cement and admixtures shall meet the requirements of Section 1000 of the NCDOT Standard Specifications for Roads and Structures.

Water for mixing or curing the concrete shall be free from injurious amounts of oil, salt acid, or other products injurious to the finished product.

Aggregate Base Course shall consist of an approved coarse aggregate produced in accordance with the requirements indicated in Section 1006 and 1010 in the NCDOT Standard Specifications for Roads and Structures.

Bituminous Surface Course, Type S9.5, shall consist of a mixture of coarse and fine aggregates, asphalt cement, and shall meet the requirements in Section 610 of the NCDOT Standard Specifications for Roads and Structures.

Bituminous Concrete Base Course, Type B25, shall conform to the general, material, and construction specifications as specified in Section 610 of NCDOT Standard Specifications for Roads and Structures.

Bituminous Concrete Intermediate Course, Type I19, shall conform to the general, material, and construction specifications as specified in Section 610 of NCDOT Standard Specifications for Roads and Structures.

Tack Coat shall be asphalt or asphalt cement and shall meet the general, material, and construction specifications as specified in Section 605 of NCDOT Standard Specifications for Roads and Structures.

Concrete Pavement shall meet Section 700 of NCDOT Standard Specifications for Roads and Structures.

Geotextile Fabric may be used to stabilize a roadway, subgrades, slopes, and for other uses as necessary. At least one week prior to using this fabric, a sample and its associated engineering data shall be submitted to the Town Engineer for approval. Areas stabilized with fabric shall be indicated on "as-built" drawings with the manufacturer name and type fabric indicated.

### **3.05 CONSTRUCTION AND INSPECTION**

No construction shall be conducted until at a minimum the following applicable items have been obtained: all grading permits, NCDEQ Erosion Control Permits (as applicable), NCDOT Encroachment Agreements, NCDEQ water and sewer permits, performance bonds, wetland impact permits and Town of Smithfield subdivision and/or site plan approval and a zoning permit has been issued.

#### **A. Streets**

No base material shall be placed on a roadway until the storm sewer, subgrade, utilities, and all appurtenances have been inspected and conform to the Town of Smithfield Standard Specifications.

The Town's Public Works Director may require field density testing of the subgrade soils from a certified soils laboratory. The soils laboratory shall perform sufficient Proctors to evaluate the compaction characteristics of various soils used in the roadbed. The Inspector may also require field density testing of the ABC used and an asphalt mix formula before either is inspected or approved.

The subgrade shall be compacted as described in Section 2.05 Earthwork. Inspection of the subgrade prior to placement of base course, and inspection of the base course prior to placement of asphalt shall be performed by proof rolling and/or field density testing at the direction of the Public Works Director.

The Public Works Director should be notified at least 48-hours in advance of any proof-roll. Any areas marked by the Town for repair shall be excavated and suitable material shall be placed and compacted within the repair area. Compaction shall meet all ASTM Standards. After repairs are made, the contractor shall notify the Public Works Director at least 48-hours in advance of the follow-up proof-roll.

#### **B. Curb and Gutter, Driveways, and Sidewalks**

No concrete shall be placed until the forms and subgrades have been approved by the Public Works Director. The Public Works Director shall be notified at least 48 hours in advance of any proof-roll of the subgrade and proposed installation of curb in gutter.

The surface of sidewalks shall be finished to grade and cross section with a float, troweled smooth and finished with a broom. Subgrade shall be excavated to the required depth and

shaped to the proper cross-section. Where tree roots are encountered, they shall be removed to a depth of 1 foot for the full width of the excavation.

The subgrade shall be stable and thoroughly compacted.

Forms shall be set and maintained true to the required lines, grades, and dimensions. Forms shall be constructed with material of such strength and rigidity to prevent any appreciable deflection between supports. Straight forms shall be within a tolerance of 1/2-inch in 10 feet from a true line horizontally or vertically. Forms shall be thoroughly cleaned of all dirt, mortar, and foreign material before being used. All inside form surfaces shall be thoroughly coated with commercial quality form oil.

Grooved Contraction Joints shall be cut to a depth equal to at least 1/3 of the total slab thickness. The joint shall be no less than 1/8 inch in width and cut at intervals equal to the width of the sidewalk. A 1/2-inch expansion joint filled with joint filler shall be placed between all rigid objects and placed no farther than 50 feet apart for sidewalks and curb and gutter, extending the full depth of the concrete with top of the filler 1 /2 inch below the finished surface.

### **3.06 FIRE LANES**

Fire Lanes shall be installed and inspected in accordance with the 2018 North Carolina State Building Code: Fire Prevention Code, Appendix D or as required by the latest edition. The general requirement designates that any building located more than 150 feet from a public road, or which exceeds 30-feet in height and is set back more than 50-feet from a public road shall have a fire lane.

Fire lanes shall be a minimum width of 26 feet and shall be properly marked and signed to designate the access as a "fire lane" as specified by the Fire Marshal. The surface of the fire lane shall be paved with an all-weather surface capable of carrying a 75,000 lb. fire truck.

All fire lanes shall be marked in accordance with one of the following requirements:

- 1) Continuously pointed yellow striping along the fire lane with "No Parking Fire Lane" printed with minimum eight (8) inch high letters at forty (40) foot intervals or as directed by the Fire Marshal.
- 2) Continuously pointed yellow curb with "No Parking -Fire Lane" along the fire lane with "No Parking -Fire Lane" printed with minimum eight (8) inch high letters at forty (40) foot intervals or as directed by the Fire Marshal.
- 3) The installation of the MUTCD standard sign showing "No Parking Fire Lane" placed at each end of the fire lane and at fifty (50) foot intervals with arrows on the signs or a continuously pointed yellow strip along the designated fire lane.

### **3.07 TRAFFIC CONTROL AND STREET NAME SIGNS**

Traffic Control and Street Name Signs shall be consistent with the MUTCD.

### **3.08 TRAFFIC CONTROL DEVICES**

All traffic control devices (rumble strip, raised pavement markers, speed humps, etc.) must be shown and approved as a part of a site plan prior to installation and must be in conformance with NCDOT standards. The traffic control devices and all related signs and pavement markings shall be maintained by the Owner as a part of the approval of the plan.

#### **Pedestrian Crossings**

All Pedestrian crosswalks with pavement marking and signage shall be in accordance with MUTCD.

**END OF SECTION 3.00**



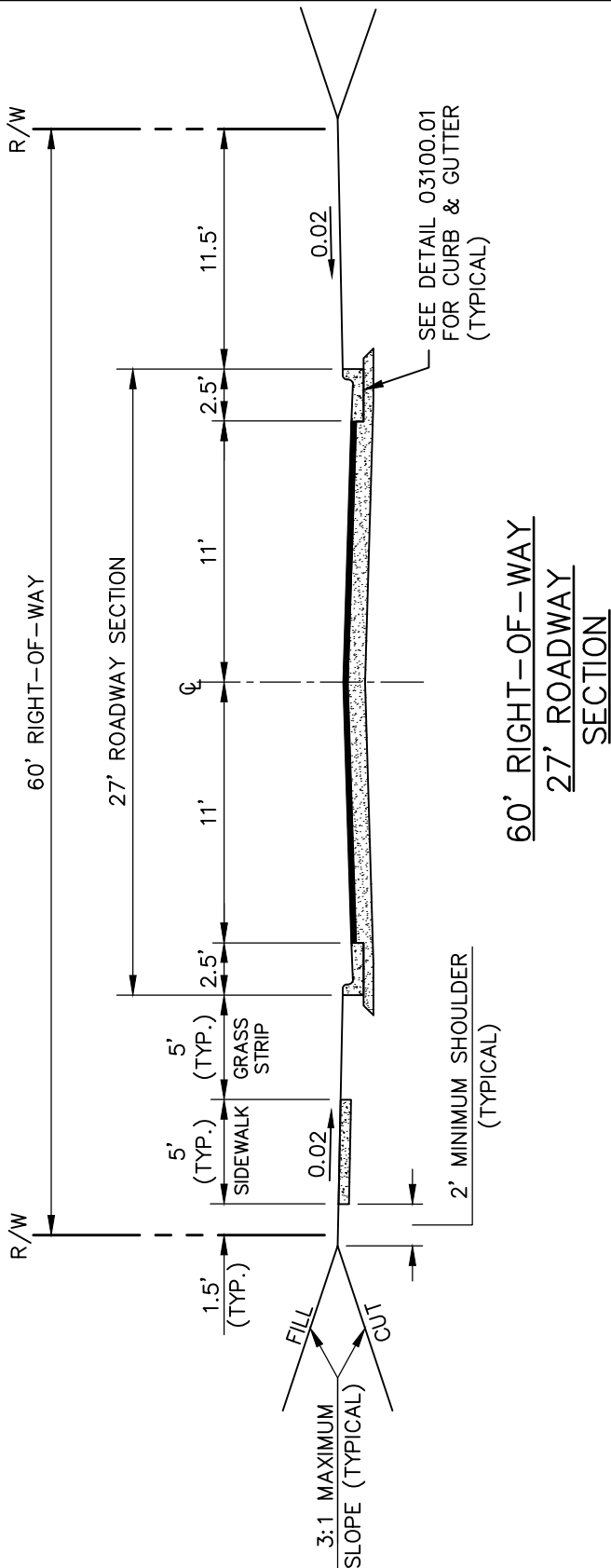
STANDARD LOCAL STREET

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE:  
NTS

DETAIL NO.  
03.01

DATE: 06/16/23



60' RIGHT-OF-WAY  
27' ROADWAY  
SECTION

NOTES:

1. PAVEMENT DESIGN SHALL BE IN ACCORDANCE WITH NCDOT STANDARDS OR AS OTHERWISE REQUIRED BY THE TOWN OF SMITHFIELD.



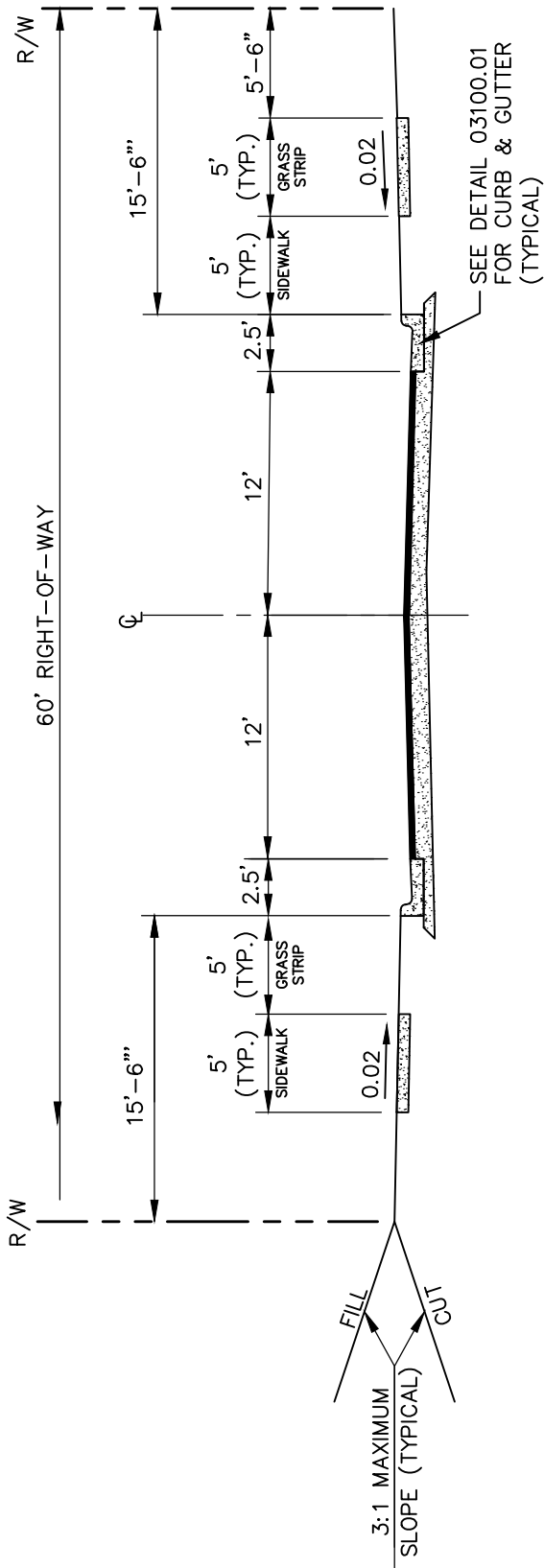
2-LANE COLLECTOR  
WITH SIDEWALKS

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE:  
NTS

DETAIL NO.  
03.02

DATE: 06/16/2023



60' RIGHT-OF-WAY  
2-LANE COLLECTOR  
SECTION

NOTES:

PAVEMENT DESIGN SHALL BE IN ACCORDANCE WITH NCDOT STANDARDS OR AS OTHERWISE REQUIRED BY THE TOWN OF SMITHFIELD.



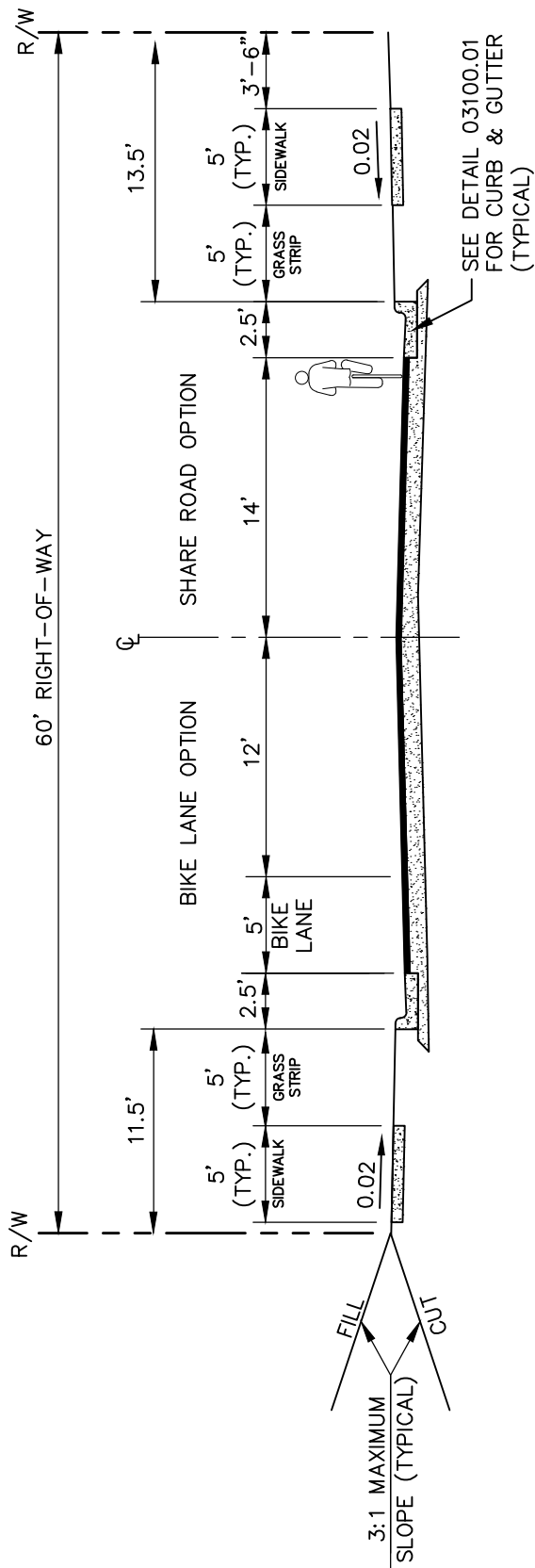
## 2-LANE COLLECTOR WITH BIKE LANE OPTION

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE:  
NTS

DETAIL NO.  
03.04

DATE: 06/16/2023



## 60' RIGHT-OF-WAY 2-LANE COLLECTOR WITH BIKE LANE OPTION SECTION

NOTES:

PAVEMENT DESIGN SHALL BE IN ACCORDANCE WITH NCDOT STANDARDS OR AS OTHERWISE REQUIRED BY THE TOWN OF SMITHFIELD.



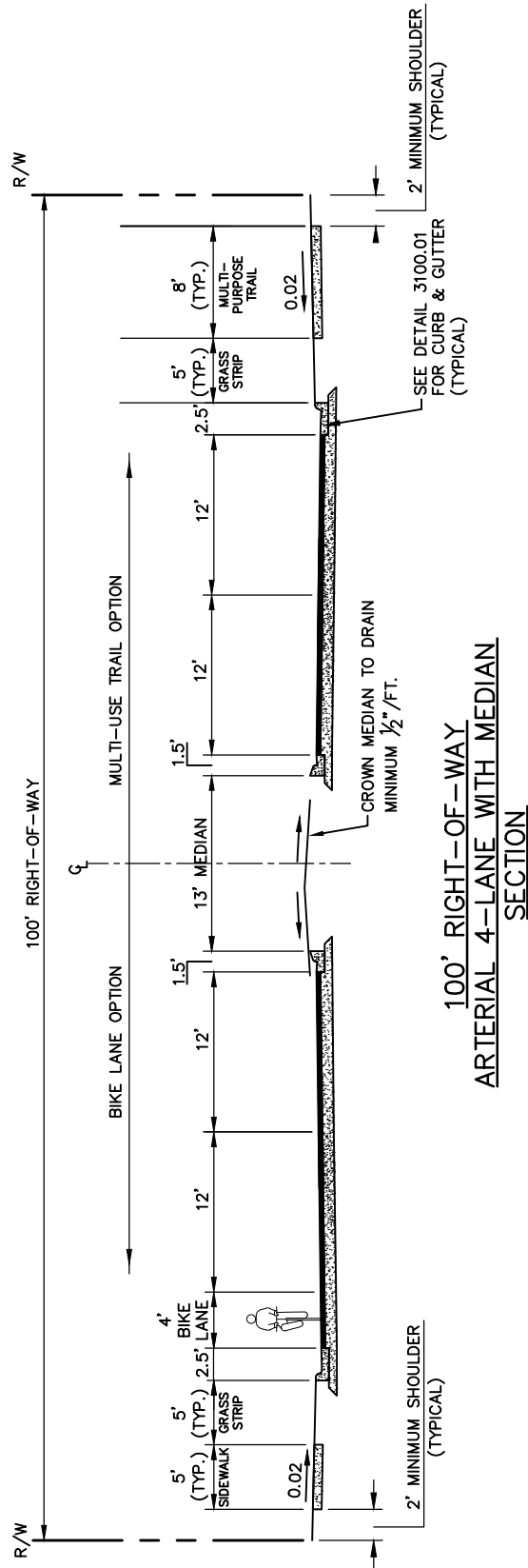
### 4-LANE ARTERIAL WITH MEDIAN

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE:  
NTS

DETAIL NO.  
03.05

DATE:06/16/2023



### 100' RIGHT-OF-WAY ARTERIAL 4-LANE WITH MEDIAN SECTION

**NOTES:**

1. PAVEMENT DESIGN SHALL BE IN ACCORDANCE WITH NCDOT STANDARDS OR AS OTHERWISE REQUIRED BY THE TOWN OF SMITHFIELD.





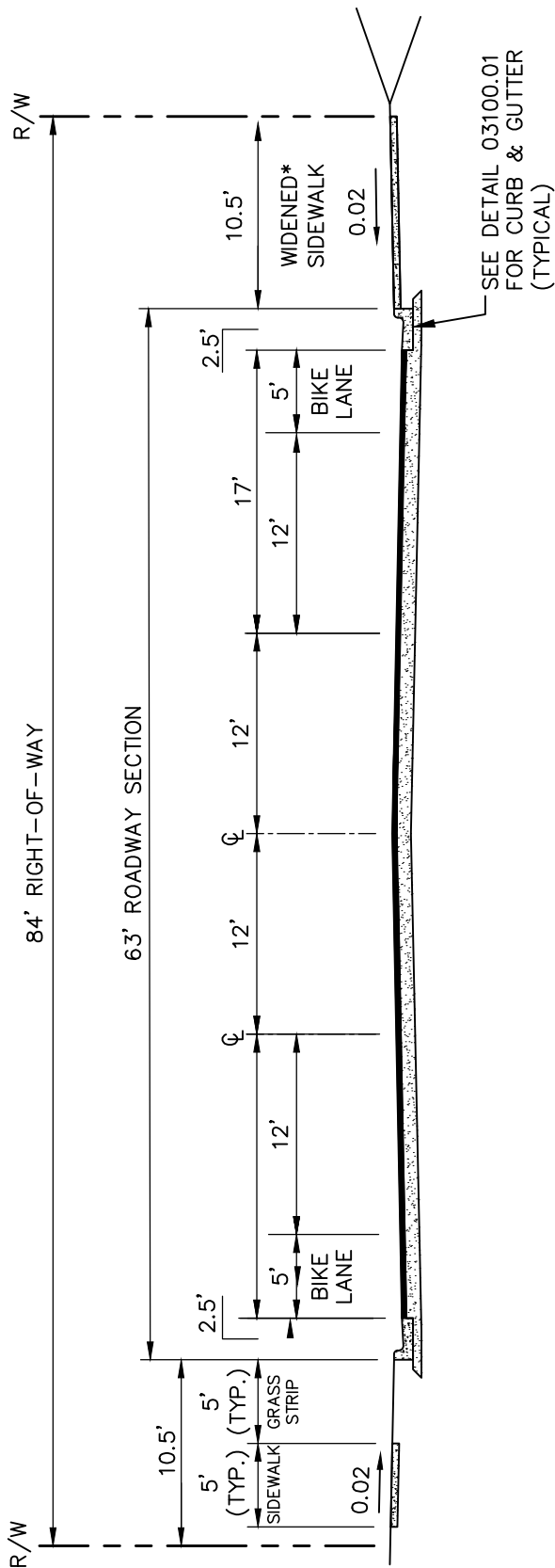
4-LANE ARTERIAL WITH BIKE LANES

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE:  
NTS

DETAIL NO.  
03.06

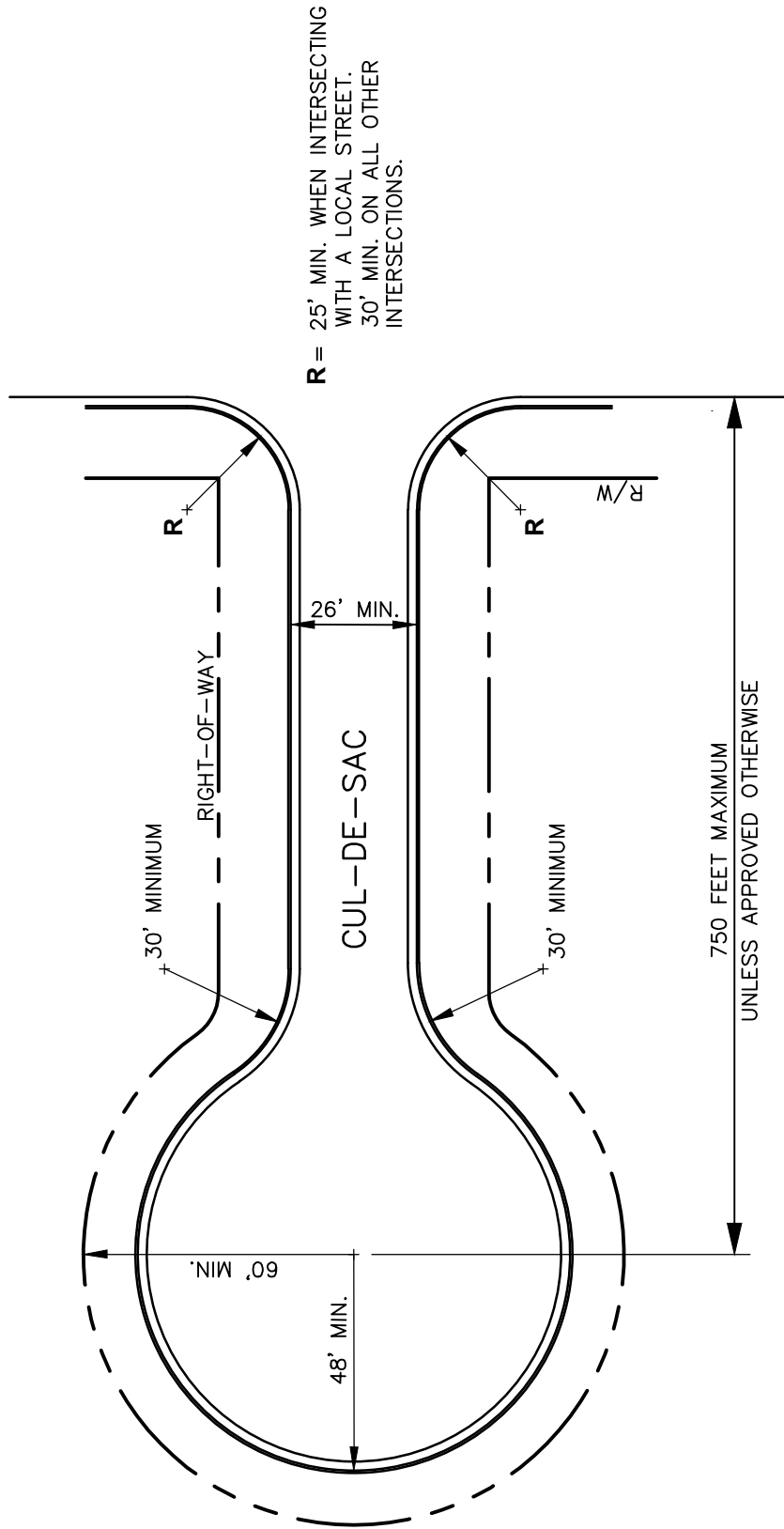
DATE: 06/16/2023



4-LANE ARTERIAL WITH BIKE LANES  
84' RIGHT OF WAY  
63' ROADWAY SECTION

NOTES:

1. PAVEMENT DESIGN SHALL BE IN ACCORDANCE WITH NCDOT STANDARDS OR AS OTHERWISE REQUIRED BY THE TOWN OF SMITHFIELD.
- \* WIDENED SIDEWALKS MAY BE APPROVED WITH PUD APPROVAL.



## STANDARD CUL-DE-SAC DIMENSIONS

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

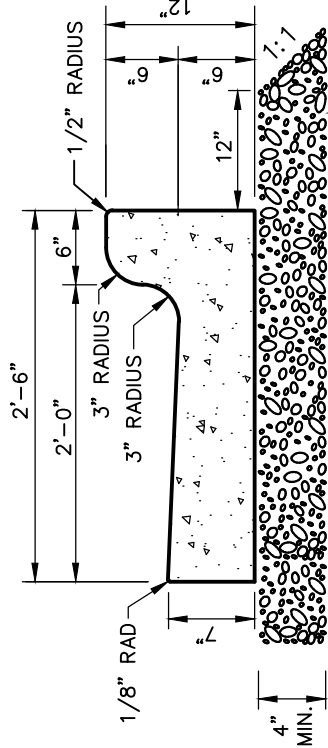
SCALE:  
NTS

DETAIL NO.  
03.07

DATE: 06/16/2023

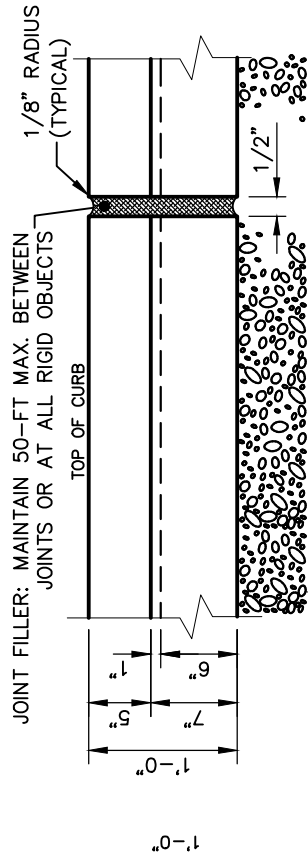


STANDARD CURB TYPE



STANDARD 30" CURB & GUTTER

SIDE VIEW

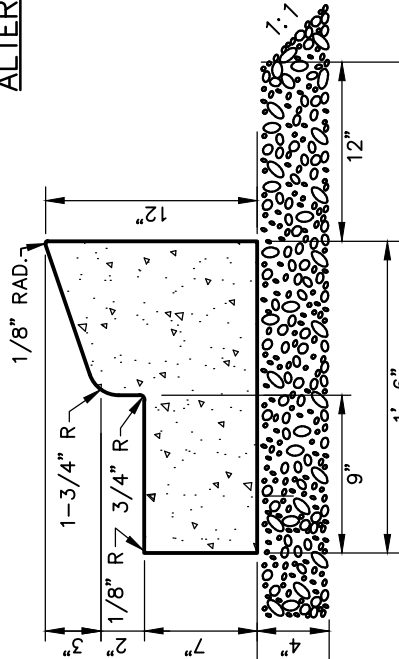


FRONT VIEW  
TRANSVERSE EXPANSION JOINT

STANDARD CONCRETE  
CURB & GUTTER

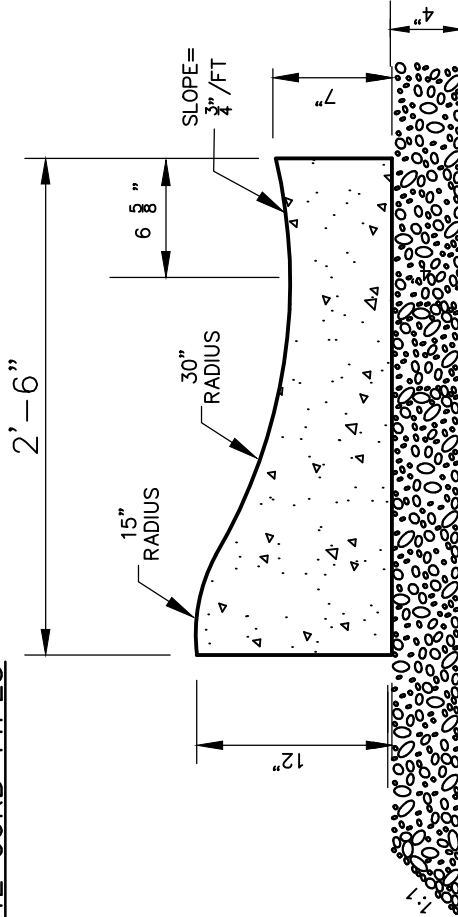
SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

ALTERNATE CURB TYPES



MEDIAN CURB & GUTTER

SIDE VIEW



ROLLED CURB

SIDE VIEW

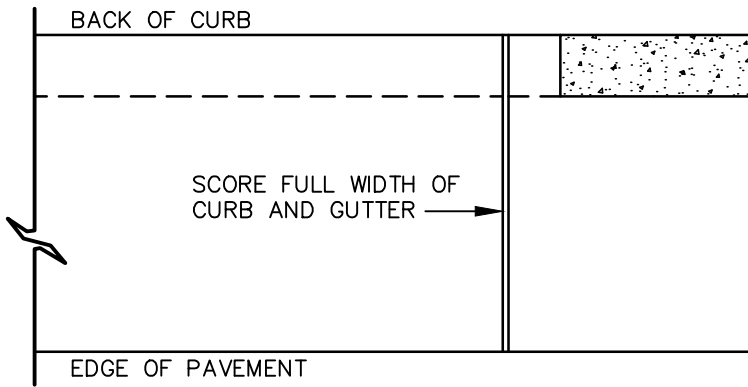
NOTES:

1. CONCRETE SHALL BE 3,000 P.S.I.
2. CONTRACTION JOINTS SHALL BE SPACED AT 10 FOOT INTERVALS. (A 15 FOOT SPACING WILL BE ALLOWED WHEN A MACHINE IS USED)
3. FINISH ALL CONCRETE WITH CURING COMPOUND.
5. MEDIANS AND ROLL CURBS SHALL ALSO REQUIRE 4-INCHES OF ABC STONE AS BASE.
6. ROLL CURBS ARE ONLY ALLOWED WHEN SPECIFICALLY APPROVED BY THE TOWN COUNCIL WITH THE APPROVAL OF THE SUBDIVISION.

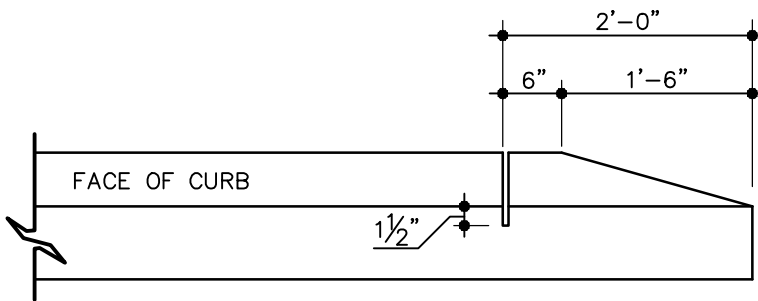
SCALE:  
NTS

DETAIL NO.  
03.08

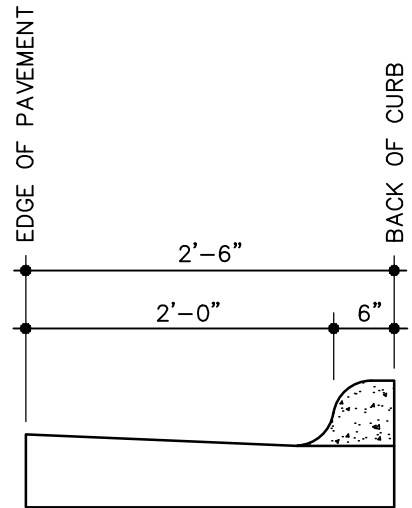
DATE: 06/16/2023



PLAN



FRONT



END



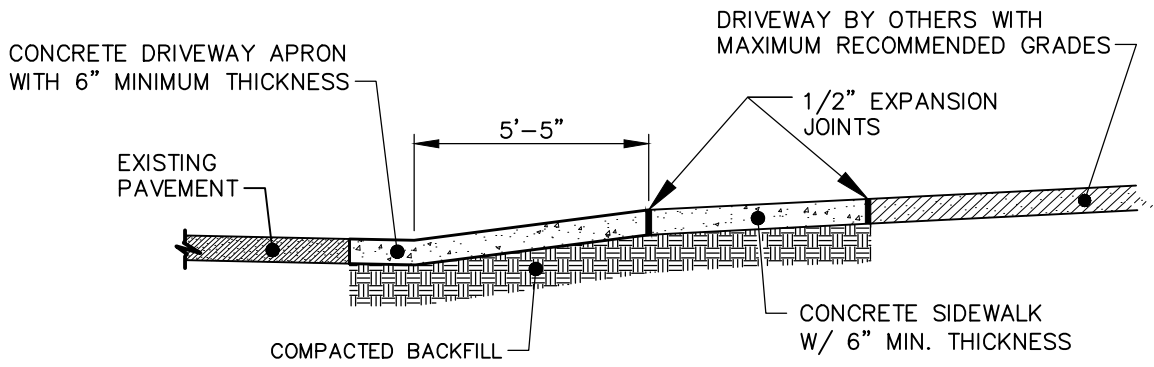
STANDARD METHOD OF ENDING  
CURB & GUTTER

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE:  
NTS

DETAIL NO.  
03.09

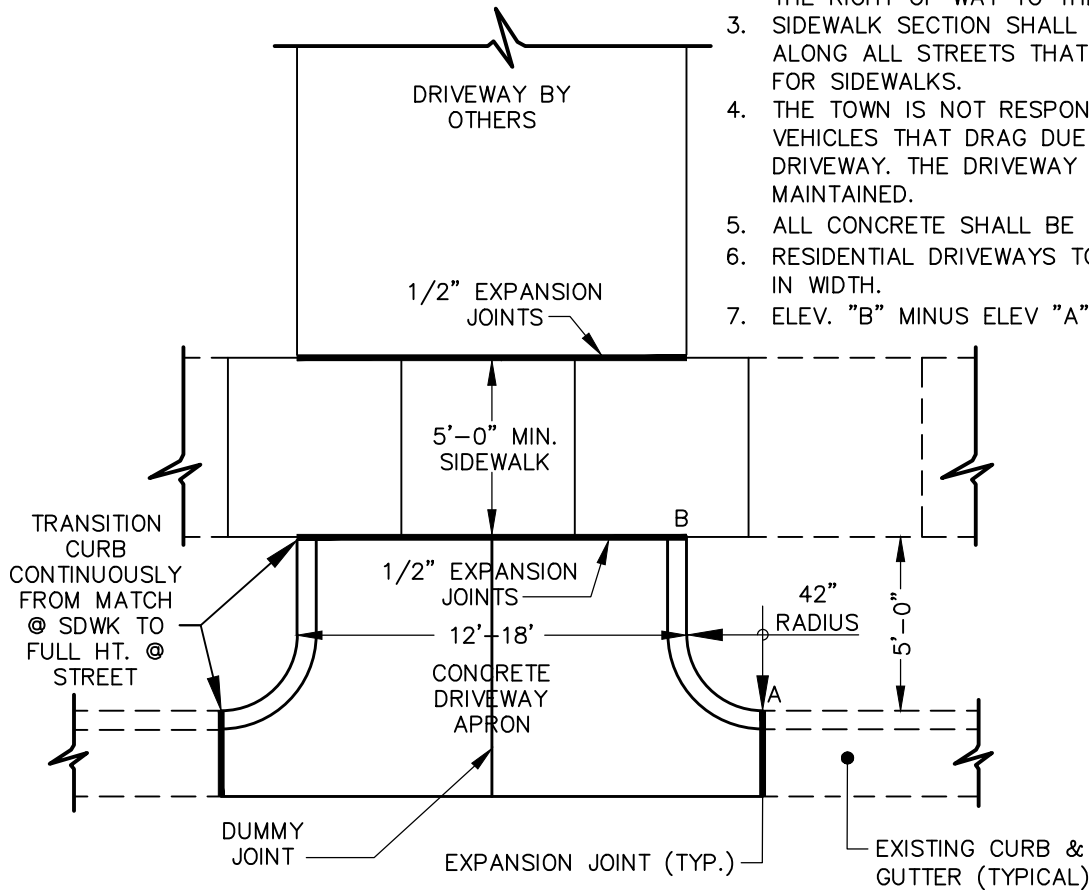
DATE: 06/16/2023



TYPICAL SECTION

**NOTES:**

1. CURB SHALL BE TAPERED TO FINISH FLUSH WITH SIDEWALK.
2. BEGINNING RADIUS SHALL NOT ENCROACH ON ADJACENT PROPERTIES BASED ON A PROJECTION OF THE PROPERTY LINE FROM THE RIGHT OF WAY TO THE CURB LINE.
3. SIDEWALK SECTION SHALL BE REQUIRED ALONG ALL STREETS THAT ARE PLANNED FOR SIDEWALKS.
4. THE TOWN IS NOT RESPONSIBLE FOR VEHICLES THAT DRAG DUE TO GRADE OF DRIVEWAY. THE DRIVEWAY IS PRIVATELY MAINTAINED.
5. ALL CONCRETE SHALL BE 3,000 PSI (MIN).
6. RESIDENTIAL DRIVEWAYS TO BE 12' TO 18' IN WIDTH.
7. ELEV. "B" MINUS ELEV "A" EQUALS 1 INCH



PLAN VIEW



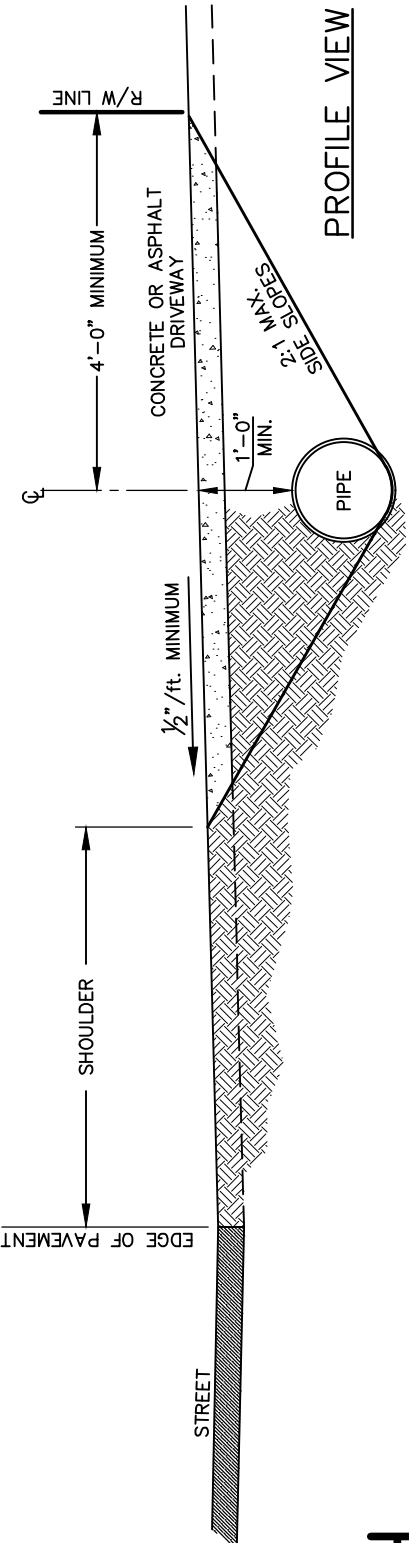
**STANDARD RESIDENTIAL DRIVEWAY  
APRON DETAIL**

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

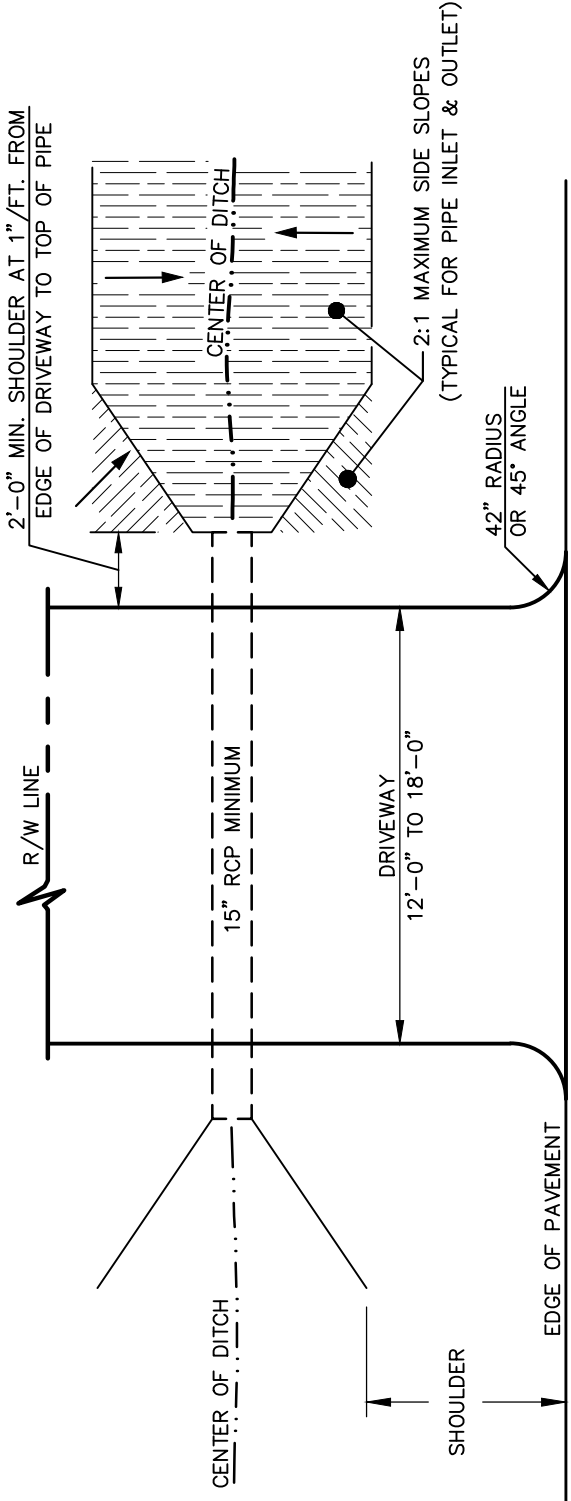
SCALE:  
NTS

DETAIL NO.  
03.10

DATE:06/16/2023



**PROFILE VIEW**



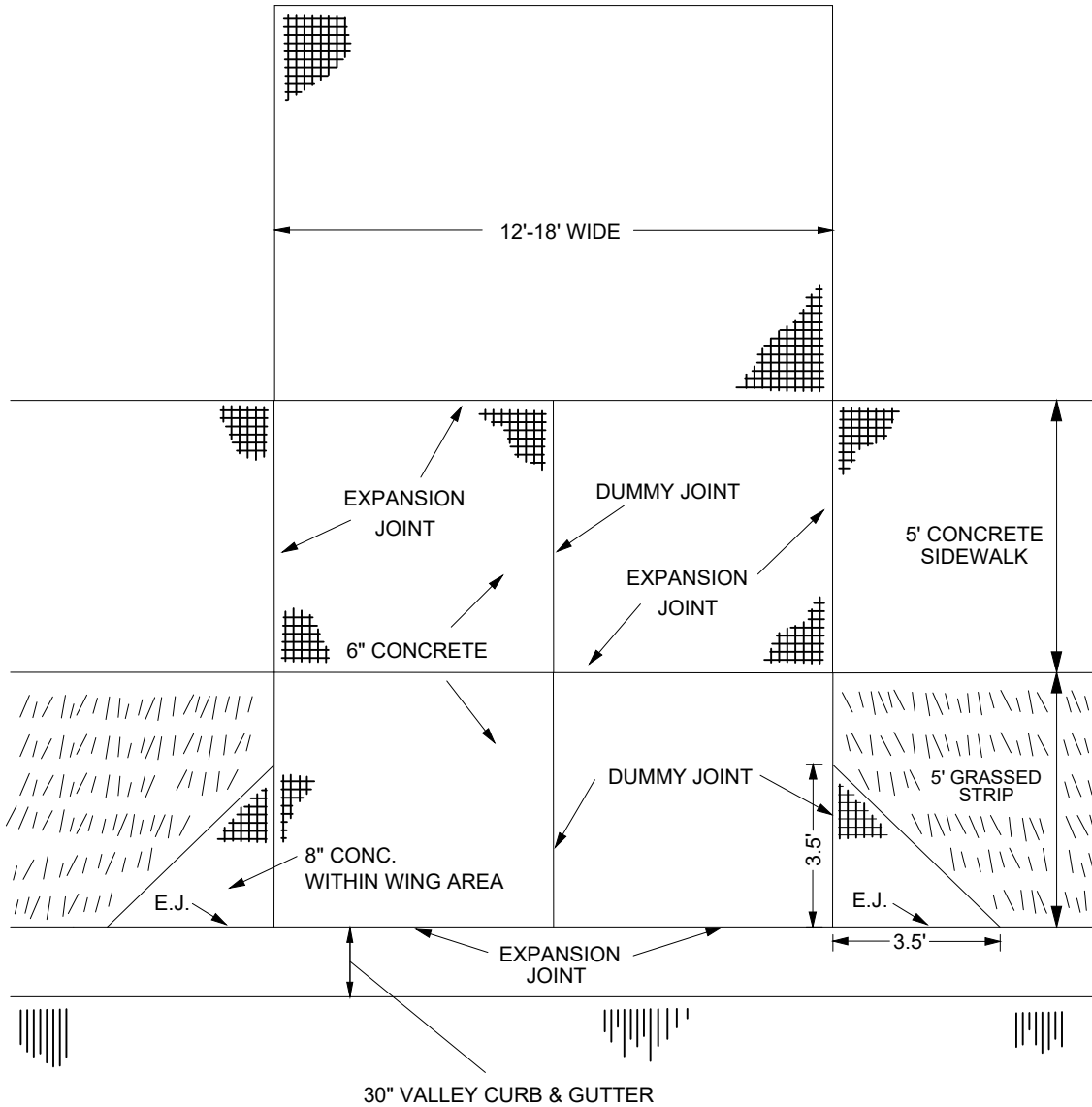
- NOTES:**
1. PIPE SHALL BE SIZED BY ENGINEER.
  2. DRIVEWAY TO BE 12 TO 18 FEET IN WIDTH.
  3. BACKFILL PIPE TRENCH TO 95% COMPACTION PER AASHTO METHOD T99 AND TOC STANDARD 5020.
  4. THE TOWN IS NOT RESPONSIBLE FOR VEHICLES THAT DRAG DUE TO GRADE OF DRIVEWAY. THE DRIVEWAY AND STORM DRAIN PIPE ARE PRIVATELY MAINTAINED.



**STANDARD RESIDENTIAL DRIVEWAY  
APRON WITHOUT CURB & GUTTER**

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE: NTS
DETAIL NO. 03.11
DATE: 06/16/2023



**NOTES:**

1. EXPANSION MATERIAL SHALL EXTEND THE FULL DEPTH OF THE CONCRETE.
2. ALL CONCRETE SHALL BE 3000 PSI (MIN.).
3. DRIVEWAY APRON SHALL HAVE A MINIMUM 2% SLOPE TOWARD THE STREET.



**STANDARD DRIVEWAY APRON FOR  
VALLEY CURBS**

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE:  
NTS

DETAIL NO.  
03.12

DATE: 06/16/2023



# STANDARD NON-RESIDENTIAL CONCRETE DRIVEWAY APRON

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

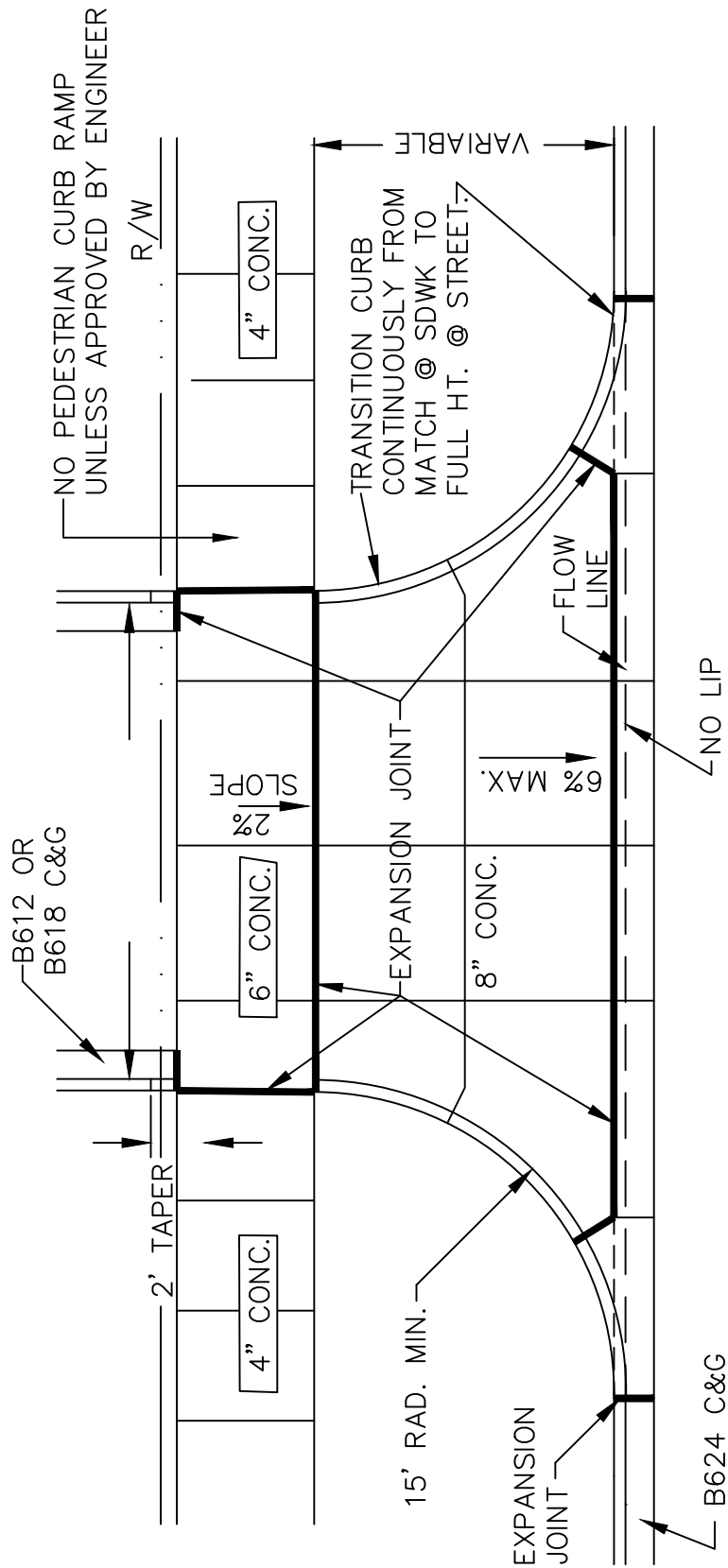
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DETAIL NO.  
03.13

DATE: 06/16/2023

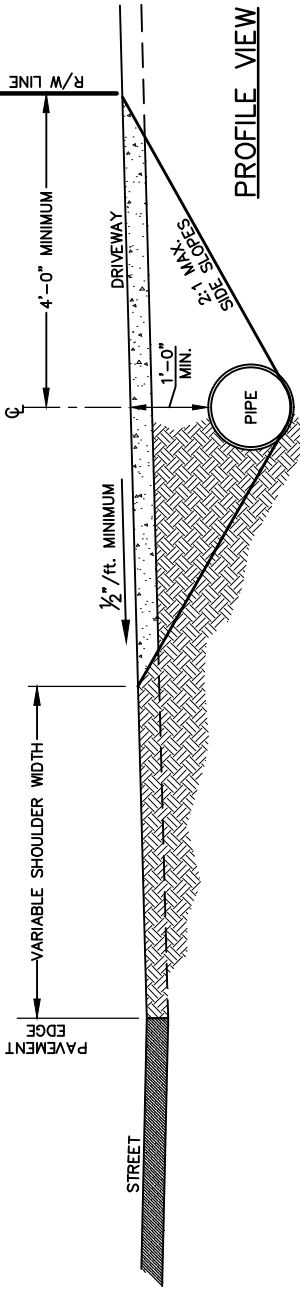
**NOTE:**

- EACH DRIVEWAY PANEL NOT TO EXCEED 100 SF.
- REINFORCEMENT BARS OR WELDED WIRE FABRIC (STEEL MESH) ARE NOT ALLOWED IN THE RIGHT-OF-WAY
- CLASS 5 AGGREGATE BASE REQUIRED UNDER CURB AND GUTTER.
- IF PRESENT, STREET LIGHT, SIGNAL AND INTERCONNECT CONDUIT OR DIRECT BURIED STREET LIGHT WIRING MUST BE EXPOSED FOR INSPECTION PRIOR TO POUR
- DRIVEWAY SHALL HAVE A MINIMUM WIDTH OF 24 FT. AND A MAXIMUM WIDTH OF 36 FT.

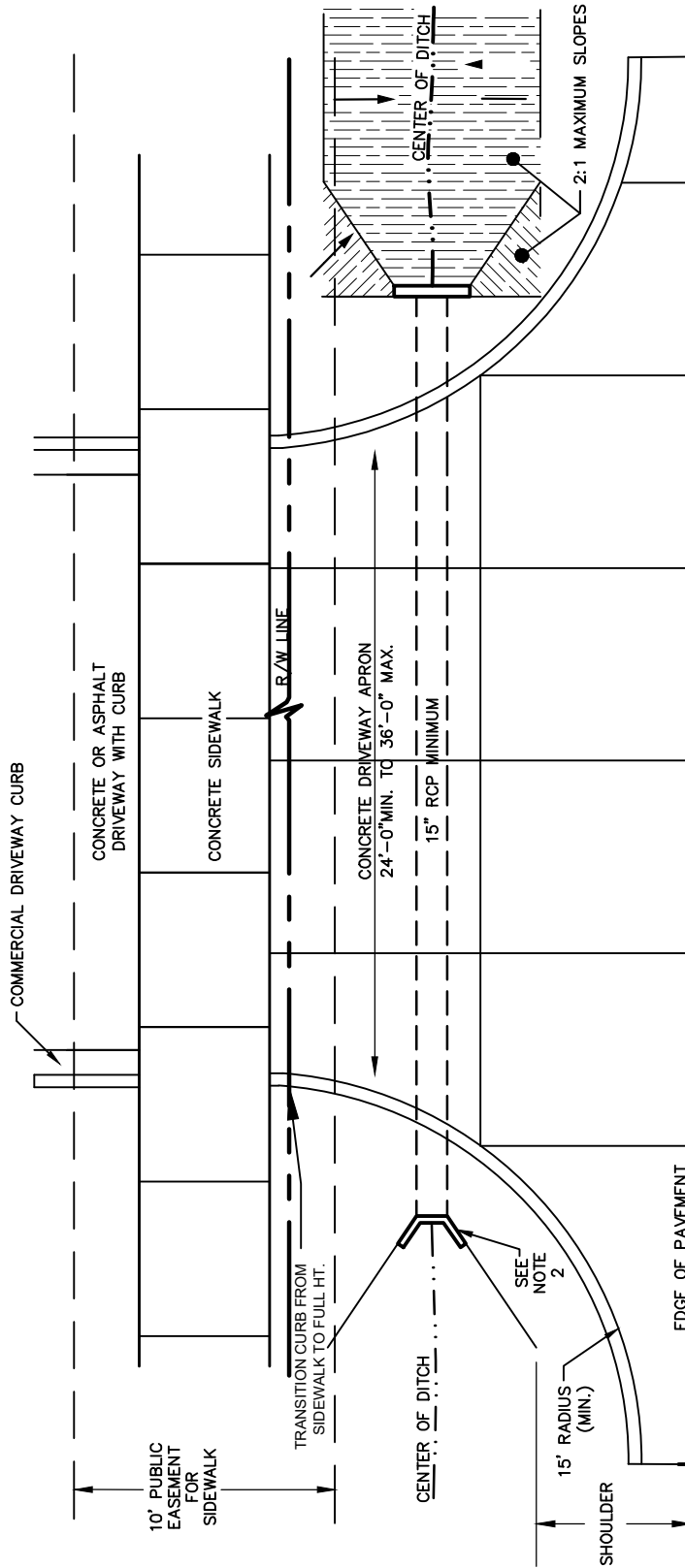


## NON-RESIDENTIAL CONCRETE DRIVEWAY APRON





**PROFILE VIEW**



**PLAN VIEW**

- NOTES:**
1. PIPE SHALL BE SIZED BY ENGINEER. PIPE CLASS AND COVER TO BE DETERMINED BY LOAD.
  2. HEADWALLS, ENDWALLS, OR FLARED END SECTIONS SHALL BE INSTALLED AT ENDS OF PIPE CULVERTS THAT ARE GREATER THAN 60" IN DIAMETER, OR ON MULTIPLE PIPE CULVERTS GREATER THAN 36" IN DIAMETER.
  3. DRIVEWAY TO BE 24 FEET (MIN.) TO 36 FEET (MAX.) IN WIDTH.
  4. BACKFILL PIPE TRENCH TO 95% COMPACTION PER AASHTO METHOD T99 AND TOC STANDARD 5020.
  5. THE DRIVEWAY AND STORM DRAIN PIPE ARE PRIVATELY MAINTAINED.
  6. ALL CONCRETE SHOULD BE 6" THICK.
  7. WHERE CURB ENDS AT STREET, TRANSITION STORM FLOW FROM GUTTER SECTION TO DITCH SECTION



**STANDARD NON-RESIDENTIAL  
DRIVEWAY APRON WITHOUT CURB  
& GUTTER**  
SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE: NTS
DETAIL NO. 03.14
DATE:06/16/2023

**SECTION 4.00**  
**SOIL EROSION AND SEDIMENTATION CONTROL**

**4.01 SCHEDULING**

Temporary and permanent erosion control measures shall be provided for all land disturbing work in accordance with an erosion control plan approved by the NCDEQ for sites where over an acre of land is disturbed.

The Town reserves the right to require that soil erosion and sedimentation control measures be established for sites where disturbed areas will be less than one acre.

All permanent erosion control measures shall be incorporated into the work at the earliest practical time. All temporary measures shall be maintained until the permanent measures have taken effect. Temporary and permanent measures shall be coordinated to provide effective and continuous erosion control throughout the construction and post-construction period to minimize siltation of streams, lakes, reservoirs, and other impoundments, ground surfaces, and other property.

**4.02 TEMPORARY MEASURES**

Silt Fence shall be installed at the toe of all fill slopes and any other necessary locations as required. Silt fence shall be erected in accordance with **Standard Detail 04.01**.

Diversion Ditches shall be installed at the top of cut and fill slopes and any other necessary locations as required. Diversion ditches shall be installed in accordance with Standard Detail 4.08.

Construction Entrances shall be installed at all points of access to construction sites. Any access point which does not have a construction entrance shall be barricaded to prevent its use. Construction entrances shall be installed in accordance with **Standard Detail 04.02** NCDEQ Standards.

Sediment Basins or Filter Basins shall be installed at all points where accumulated runoff is released to natural drainage channels as required. Sediment basins and filter basins shall be sized to hold 1800 cubic feet of sediment for every acre of denuded area tributary to the structure. Sediment basins shall be installed in accordance with **Standard Detail 04.02**. Filter basins shall be installed in accordance with Standard Details **04.03-04.05**.

Temporary Seed is the use of rapid growing annual grasses, small grains or legumes to provide initial, temporary cover for erosion control on disturbed areas for less than twelve (12) months. Seed bed preparations and soil amendments shall be in accordance with the method described under "Seeding and Mulching".

Seeding and Mulching shall be done immediately behind construction. All disturbed areas shall be dressed to a depth of 8 inches. The top 3 inches shall be pulverized to provide a uniform seedbed. Agricultural lime shall be applied at the rate of 95 lbs./1000 sq. ft. immediately before plowing.

**Grass seed shall be applied at the rates outlined in Tables 4.1 and 4.2.**

10-10-10 fertilizer in Fall, or 5-10-10 fertilizer in Spring shall be applied to all disturbed areas at a rate of 2 tons/acre and mulching shall consist of small grain straw applied at a rate of 1-2 tons/acre. Mulched areas shall be tacked with asphalt or other approved method sufficient to hold the straw in place, 435 gallons per acre.

If active construction ceases in any area for more than 15 days all disturbed areas must be seeded, mulched, and tacked unless written approval is granted by the Town.

#### **4.03 PERMANENT MEASURES**

##### **Ground Cover**

After construction is complete, all disturbed areas shall receive a permanent ground cover in accordance with the seeding and mulching schedule in Section 4.02 "Seeding and Mulching". Permanent seeding and temporary seeding differ only in the type of seed to be used annual versus perennial.

Permanent Ground Cover is the establishment of perennial vegetation cover for periods longer than twelve (12) months. **Seed bed preparations and soil amendments shall be in accordance with Section 4.02 "Seeding and Mulching"**. As a part of permanent seeding, maintenance may be required to maintain vegetative growth for twelve (12) months. This maintenance shall be considered a part of establishing permanent ground cover.

##### **Riprap Dissipation Pads and Riprap Protection**

After construction is complete, all points of stormwater release shall be protected by riprap dissipation pads designed to reduce discharge velocities to nonerosive levels.

The dissipation pads shall be designed and constructed with an engineering fabric between the dissipation pad and the natural ground. Calculations shall be furnished to indicate the sufficiency of the dissipation pads specified. Riprap pad design shall be in accordance with NCDOT or NCDEQ methods. Filter fabric shall be used on all sediment basins, riprap dissipators, or channel designs.

#### **4.04 COMPUTATIONS**

Erosion and sedimentation control measures, structures, and devices shall be planned, designed, and constructed to control the calculated peak runoff from a 10-year frequency storm. Runoff rates shall be calculated using the NCRS TR-55 Method, the Rational Method, or other acceptable

calculation procedures. Runoff computations shall be based on rainfall data published by the National Weather service for this area.

#### **4.05 CONSTRUCTION SEQUENCE**

The construction sequence on projects shall be as follows:

- 1) Preconstruction meeting recommended with the Town.
- 2) Obtain Site Plan/Zoning Approval in accordance with the Town of Smithfield Unified Development Ordinance
- 3) Sedimentation and Erosion Control Plan Approval NCDEQ/Town;
- 4) Install all erosion control measures as required;
- 5) Proceed with grading;
- 6) Clean sediment basins when one-half full;
- 7) Seed and mulch denuded area within fifteen (15) days after finished grades are established;
- 8) Inspect erosion control measures within 24-hours after any 10-year storm event for washouts. Repair or replace devices as necessary.
- 9) Maintain soil erosion control measures until permanent ground cover is established;
- 10) Remove soil erosion control measures and stabilize these areas.

**END OF SECTION 4.00**



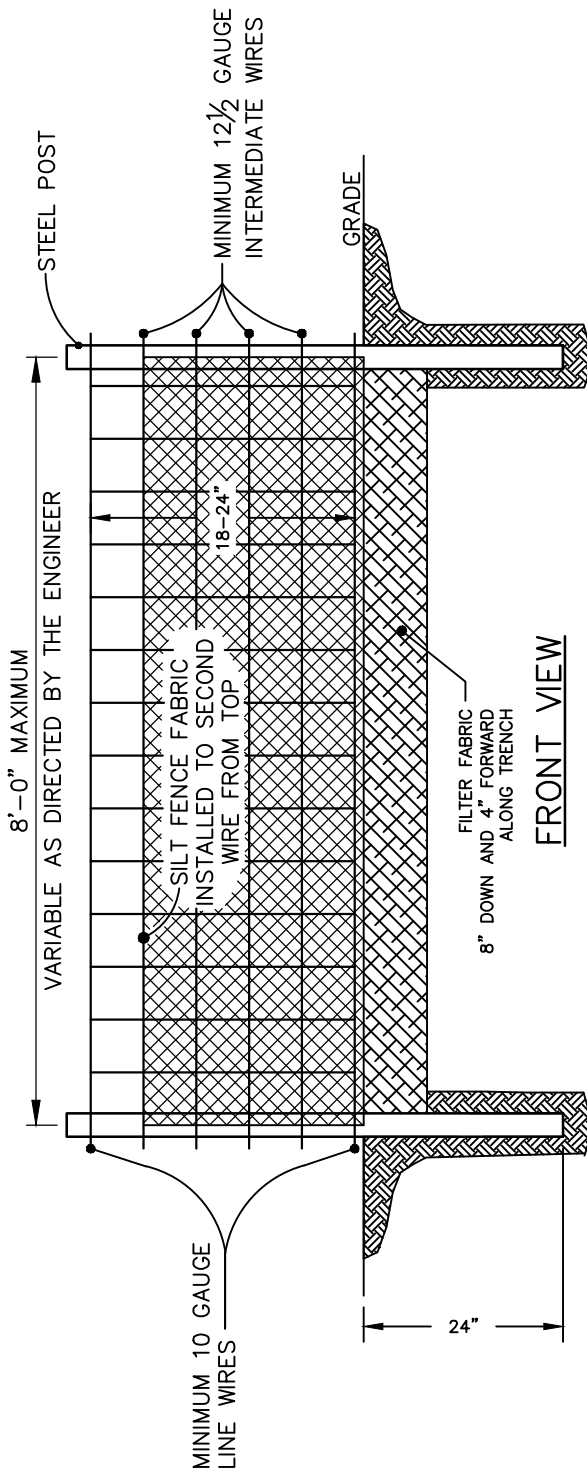
# STANDARD SILT FENCE

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

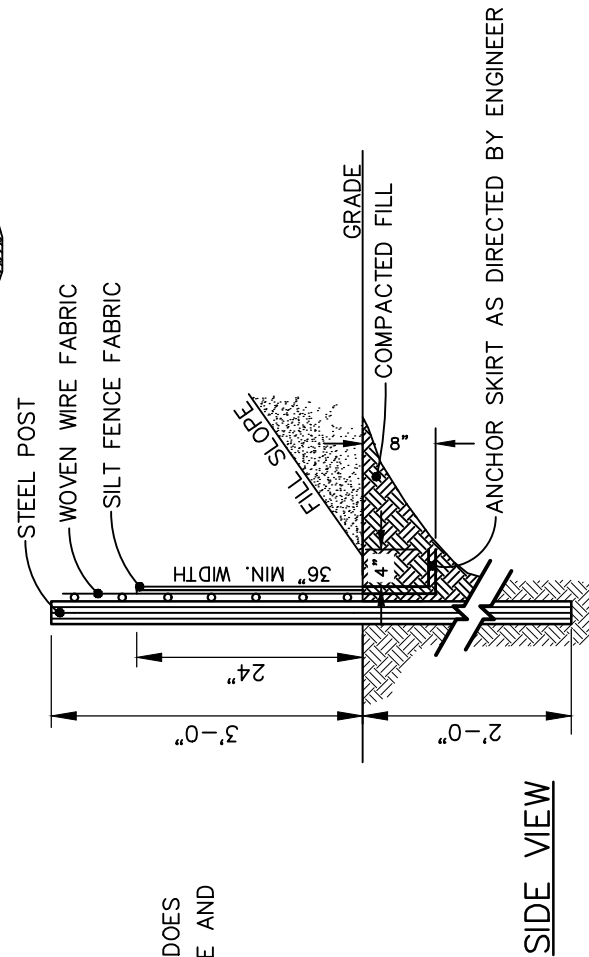
SCALE:  
NTS

DETAIL NO.  
0401

DATE: 07/08/2021



**FRONT VIEW**



**SIDE VIEW**

**NOTES:**

- 1) USE SILT FENCE ONLY WHEN DRAINAGE AREA DOES NOT EXCEED 1/4 ACRE PER 100 FT. OF FENCE AND NEVER IN AREAS OF CONCENTRATED FLOW.
- 2) OVERLAP 12 INCHES WHEN SPlicing FABRIC.
- 3) FOR REPAIR OF SILT FENCE FAILURES USE DETAIL 4000.23.



# STANDARD SILT FENCE

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

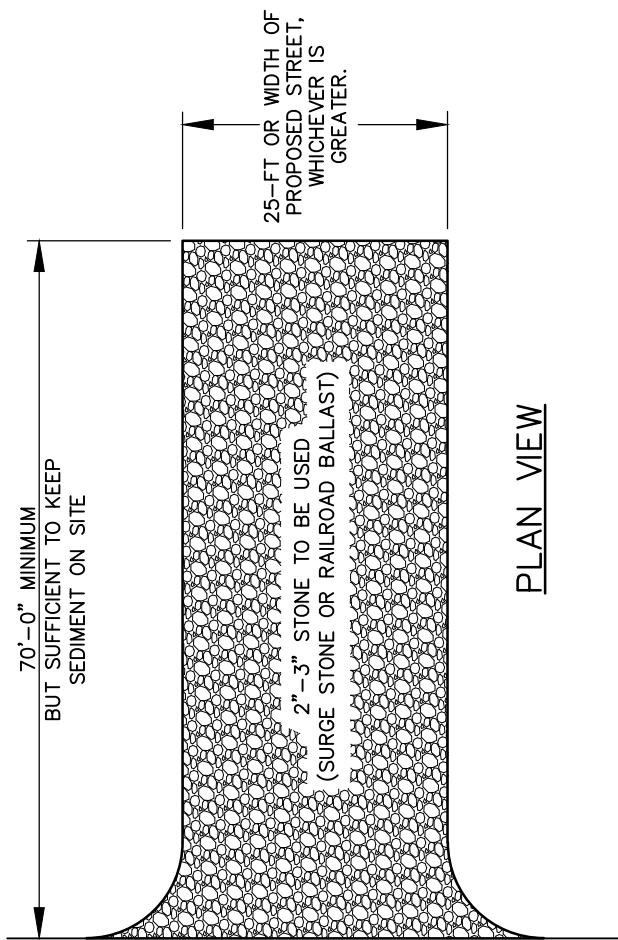
SCALE:  
NTS

DETAIL NO.  
0401

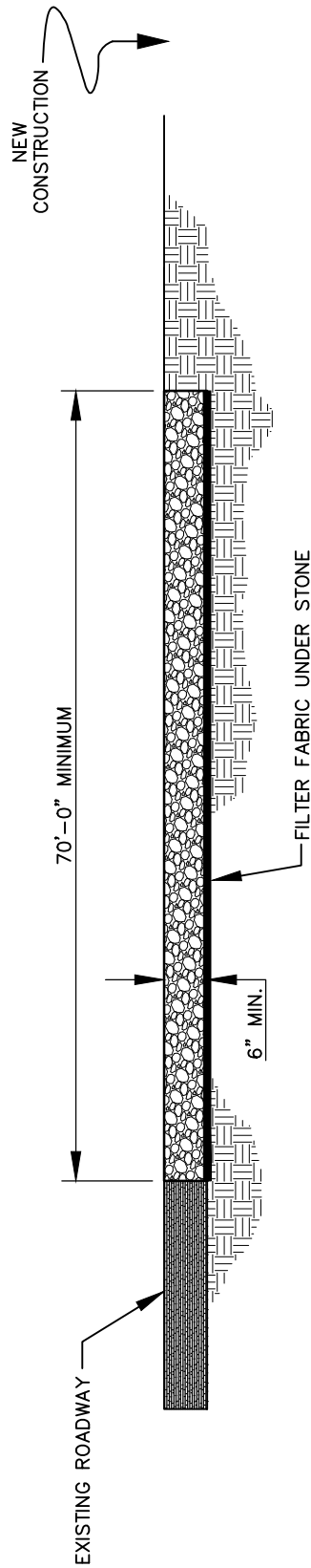
DATE: 07/08/2021

**NOTES:**

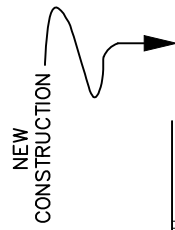
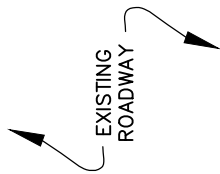
- 1) PUT SILT FENCE OR TREE PROTECTION FENCE UP TO ENSURE CONSTRUCTION ENTRANCE IS USED.
- 2) IF CONSTRUCTION ON THE SITES ARE SUCH THAT THE MUD IS NOT REMOVED BY THE VEHICLE TRAVELING OVER THE STONE, THEN THE TIRES OF THE VEHICLES MUST BE WASHED BEFORE ENTERING THE PUBLIC ROAD.
- 3) WHEN CONSTRUCTION ENTRANCE CROSSES A SIDEWALK, ADA REQUIREMENTS REMAIN INTACT.



PLAN VIEW



CROSS SECTION



## **SECTION 5.00 PIPE TRENCHES**

### **5.01 EXCAVATION AND PREPARATION OF PIPE TRENCHES**

Trenches for water distribution lines, sanitary sewer lines, force mains, and storm sewer lines shall be excavated to the required depth to permit installation of the pipe along the lines and grades shown on the construction drawings. The minimum trench width at the top of the pipe shall be at least 18 inches greater than the outside diameter of the pipe. Where excavation is in rock, the rock shall be removed to a depth of at least 6 inches below grade and shall be backfilled with materials in accordance with these specifications. Wet trenches shall be stabilized with #78 M stone or with a base layer of #57 stone.

### **5.02 PIPE LAYING AND BACKFILLING**

All pipe shall be laid in accordance with the manufacturer's recommendations. The subgrade at the bottom of the trench shall be shaped to secure uniform support throughout the length of the pipe. A space shall be excavated under the bed of each pipe to provide space to relieve bearing pressure on the bell and to provide room to adequately make the joint. Open ends of pipe shall be plugged with a standard plug or cap at all times when pipe laying is not in progress. Trench water shall not enter the Backfill material shall be free from construction material, debris, frozen material, organic material, or unstable material. The top 2 feet of backfill material shall be free from stones greater than 4 inches in diameter.

Under roadways and extending at a slope of 1 to 1 beyond the back of curb, measured perpendicular from centerline, backfill shall be compacted to a density of no less than 95% standard Proctor maximum dry density as measured by AASHTO method T99. Backfill shall be placed in lifts of 8 inches or less of the uncompacted soil. Other fill material shall be compacted to a density of no less than 90% of the maximum dry density as measured by AASHTO method T99. Backfill material shall be placed in lifts of 12 inches or less of the uncompacted soil. Suitable backfill material shall be utilized and compacted in accordance with Town compaction requirements and the pavement repair shall be in accordance with **Standard Detail 05.01**.

All trenches shall be properly backfilled at the end of each working day. All pavement cuts shall be repaired within a maximum of three (3) days from the date the cut is made. If conditions do not permit a permanent repair within the given time limit, permission to make a temporary repair must be obtained from the Town Engineer.

In locations where backfill material is temporarily stockpiled on the roadway surface, a layer of 1-1/2 inches of screenings shall be used between the pavement surface and the backfill material.

### **5.03 BORING AND JACKING**

All crossings of Town streets shall be by bore and jock method in order to minimize pavement cuts and maintenance problems. The Town shall recommend that all crossings of State maintained streets within the Town corporate limits be by the bore and jack method. In cases where circumstances such as utility conflicts will not allow crossing by bore and jock method, the Town may consider approving other methods of crossing with additional requirements to minimize pavement failure and maintenance problems.

In locations where open pipe trenches are not allowed, dry bore and jock operations may be allowed. Smooth wall or spiral welded steel pipe may be jacked through dry bores slightly larger than the pipe bored progressively ahead of the leading edge of the advancing pipe. The spoil material shall be mucked by the auger back through the pipe during the boring operation. As dry boring new section of the encasement pipe shall be butt-welded to the section progresses, each previously jacked into place.

The steel pipe shall be manufactured of grade 'B' steel with a minimum yield strength of 35,000 psi in accordance with ASTM A 139 and A283. When used along or under a roadway maintained by NCDOT, the encasement pipe shall be coated to meet NCDOT requirements.

If voids are encountered while installing encasement pipe thirty (30) inches and larger, grout holes shall be installed at ten (10) foot centers and filled with 1:3 Portland cement grout at sufficient pressure to prevent settlement of the roadway, unless NCDOT approval stipulates otherwise. Other grout mixtures may be submitted for approval.

In the event that an obstruction is encountered during the boring and jacking operation, the auger is to be withdrawn and the excess pipe is to be cut off, copped, and filled with 1 :3 Portland cement grout at a sufficient pressure to fill all voids before moving to another boring site. Size and wall thickness of smooth wall or spiral welded encasement pipe shall be as follows:

Pipe Size (O.D.)	Wall Thickness (in.)
12-3/4"	0.188
16"	0.250
18"	0.250
20"	0.250
24"	0.250
30"	0.312
36"	0.375

Casing pipe shall be installed with a minimum cover of 3 feet under pavement.

All carrier pipe shall be slip joint ductile iron pipe resting on treated timber skids as shown on **Standard Detail 05.02** so as to prevent damage to the pipe bell. Pipe bells shall not contact the interior of the casing pipe. No blocks or spacers shall be wedged between the pipe and the top of the casing. Casing pipe shall have the following minimum sizes:



<b>Carrier Pipe Size (in)</b>	<b>Casing Pipe Size (in.)</b>
4	12-3/4
6	12-3/4
8	18
10	20
12	24
14	26
16	28

**END OF SECTION 5.00**



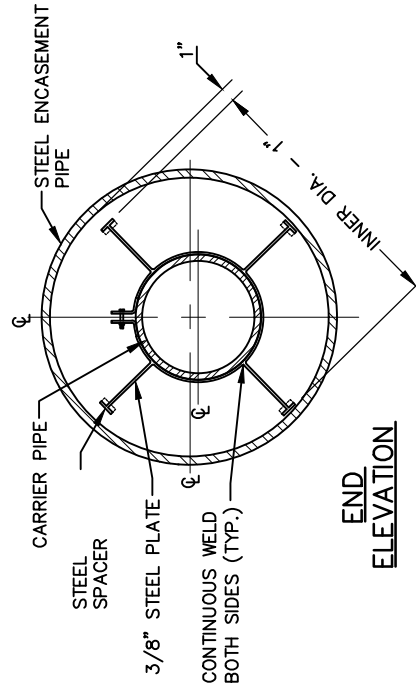
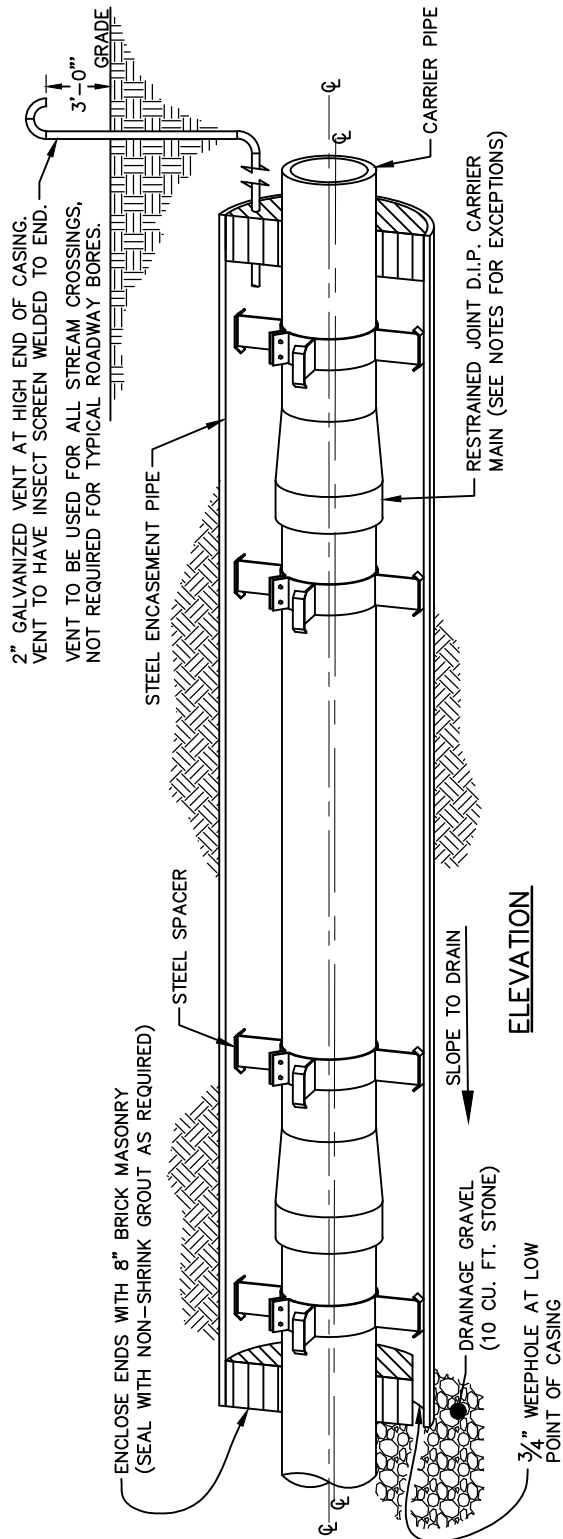
# CARRIER PIPE

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE:  
NTS

DETAIL NO.  
05.02

DATE:06/16/2023



- NOTES:
1. STEEL SPACERS SHALL BE USED FOR SUPPORT OF THE CARRIER PIPE WITHIN THE CASING PIPE.
  2. A MINIMUM SPACING OF 2 SPACERS PER JOINT OF CARRIER PIPE SHALL BE REQUIRED. 3 SPACERS ARE REQUIRED FOR CARRIER PIPE  $\geq$  36 INCHES.
  3. THE SPACERS SHALL BE LOCATED EVENLY ALONG THE CARRIER PIPE SUCH THAT EACH SPACER SUPPORTS THE SAME UNIT WEIGHT OF THE CARRIER MAIN.
  4. FOR CASING SIZE SEE STANDARD SPECIFICATION SECTION 5000.
  5. RECLAIMED WATER LINE SHALL BE PVC WITH RESTRAINED JOINTS.
  6. VENT OPENING SHALL BE INSTALLED 12" ABOVE 100-YEAR FLOOD ELEVATION OR 36" ABOVE EXISTING GRADE, WHICHEVER IS HIGHER.

2" GALVANIZED VENT AT HIGH END OF CASING. VENT TO HAVE INSECT SCREEN WELDED TO END. VENT TO BE USED FOR ALL STREAM CROSSINGS. NOT REQUIRED FOR TYPICAL ROADWAY BORES.

RESTRAINED JOINT D.I.P. CARRIER MAIN (SEE NOTES FOR EXCEPTIONS)

ELEVATION

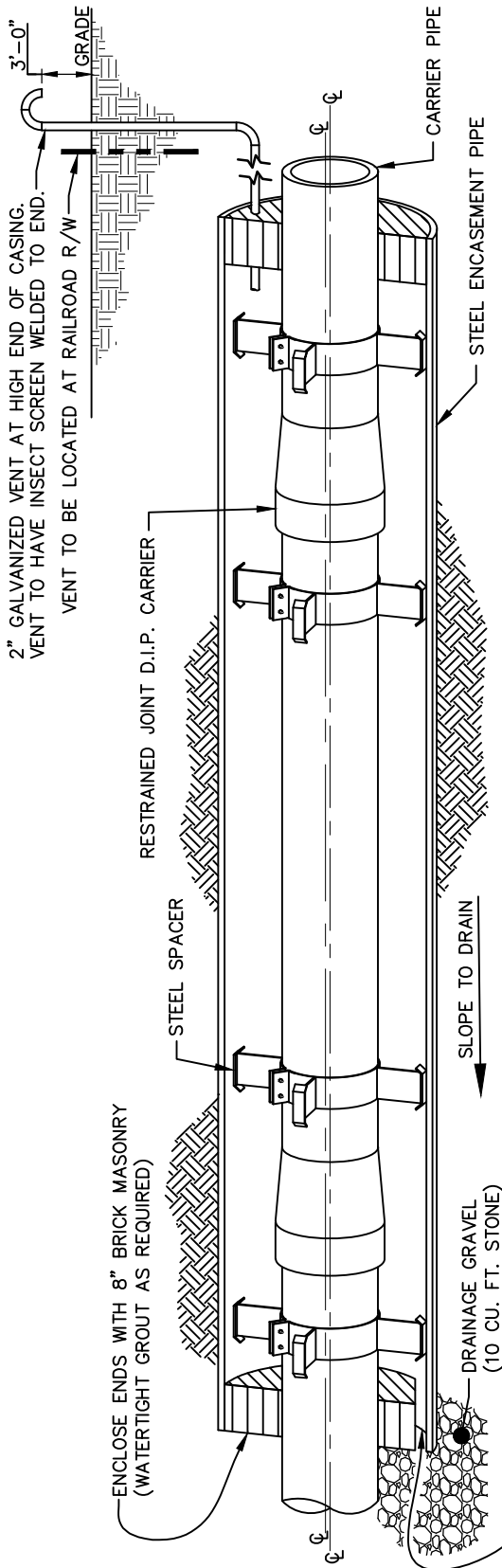
END ELEVATION



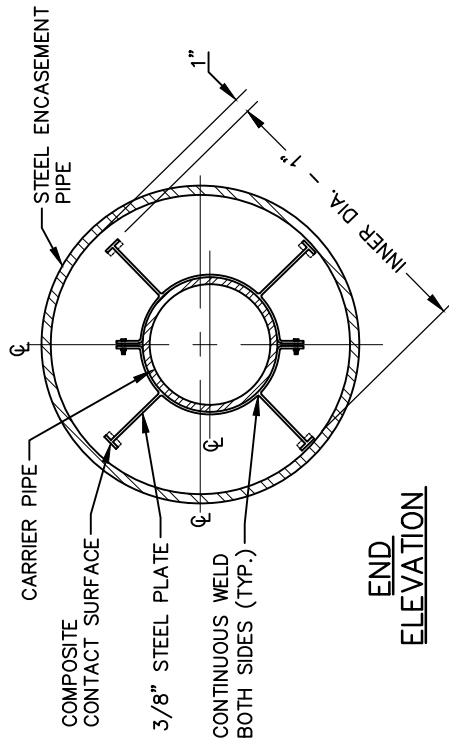
# CARRIER PIPE - UNDER RAILROAD

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE: NTS
DETAIL NO. 05.03
DATE:06/16/2023



ELEVATION



END ELEVATION

**NOTES:**

1. STEEL SPACERS SHALL BE USED FOR SUPPORT OF THE CARRIER PIPE WITHIN THE CASING PIPE. FOR RAILROAD CROSSINGS WITH IMPRESSED CURRENT OR WITH ENCASUREMENT PIPES REQUIRING CATHODIC PROTECTION, STEEL SPACERS WITH EPDM OR COMPOSITE CONTACT SURFACES SHALL BE USED.
2. A MINIMUM SPACING OF 2 SPACERS PER JOINT OF CARRIER PIPE SHALL BE REQUIRED. 3 SPACERS ARE REQUIRED FOR CARRIER PIPE  $\geq$  36 INCHES.
3. THE SPACERS SHALL BE LOCATED EVENLY ALONG THE CARRIER PIPE SUCH THAT EACH SPACER SUPPORTS THE SAME UNIT WEIGHT OF THE CARRIER MAIN.
4. THE PROPOSED ENCASUREMENT PIPE & CARRIER PIPE SHALL COMPLY WITH ALL APPLICABLE CARY & OTHER JURISDICTIONAL REQUIREMENTS, WHICHEVER IS MORE STRINGENT.
5. NO BLASTING ALLOWED IN RAILROAD RIGHT-OF-WAY.

**SECTION 8.00  
STORM DRAINAGE**

**8.01 STORM DRAINAGE MATERIALS**

**A. Pipe Materials**

- 1) Reinforced Concrete Pipe shall be as per ASTM C76, Table III or Table IV with a minimum 12 inch inside diameter. Joints shall be sealed with a plastic cement putty meeting Federal Specification SS-S-00210, such as a butyl rubber sealant.
- 2) Corrugated Steel Pipe or Pipe-Arch shall have a minimum 12-inch nominal diameter and conform to AASHTO M36 with pipe ends having no less than 2 round corrugations on each end. Bands for connecting pipes shall be corrugated with a minimum of 2 corrugations for each pipe. Pipe shall be fully bituminous coated with an asphalt paved invert in accordance with the requirements of AASHTO M 190 for Type C pipe.
- 3) ADS N-12 High Density Polyethylene Corrugated Storm Sewer Pipe shall have a minimum 12-inch nominal diameter and shall be used only in areas outside of public right of way. ADS pipe shall not be installed under any pavement or curb and gutter and shall be installed with Class I or Class II bedding to the spring line of the pipe. Pipe material shall meet the product specifications of ASTM F667 and shall have a smooth interior.

**B. Structure Materials**

All storm drainage structures such as manholes, inlets, junction boxes and catch basins shall be constructed of either solid block, or precast concrete.

- 1) Concrete Block shall be solid and conform to ASTM C139 as to design and manufacture. The block shall be embedded in a mortar bed to form a ½ inch mortar joint.
- 2) Precast Concrete Manholes shall meet ASTM C478 as to design and manufacture. All manhole cones shall be the eccentric type. Manhole joints shall be sealed with a plastic cement putty meeting Federal Specification SS-S-00210, such as Ram-Nek or a butyl rubber sealant.
- 3) Manhole Frames and Covers shall be cast iron or ductile iron with "Storm Sewer" stamped on the cover and two 1-inch holes. Costings shall be machined to give even and continuous bearing on the full length of the frame. Castings shall be free of porosity and blow holes, and shall receive one coat of Koppers Super Service Bitumostic black paint. Paint shall be kept off of bolt threads, and surfaces shall be thoroughly wire brushed before painting. All manhole rings in roadways shall be installed in accordance with **Standard Detail 07.03.**

- 4) Manhole Steps shall be of polypropylene material reinforced with a 1/2-inch diameter reinforcing rod. They shall be designed for a vertical load of 400 pounds and a horizontal pullout load of 1000 pounds, and shall be set 16" on center. Holes for the installation of manhole steps shall not project through the manhole wall, but shall stop a minimum of one inch from the outside wall. Steps shall be at least 10 inches clear width and shall project at least 4 inches from the wall into which they are embedded. Steps in precast concrete structures shall be installed by the manufacturer.
- 5) Catch Basins (curb inlets) for street drainage shall be in accordance with Standard detail 8.03 or 8.04. Precast concrete boxes are allowed, but precast manholes are not acceptable for use as catch basins.
- 6) Headwalls and endwalls may be cast in place per NCDOT Standard Details 838.01 through 838.75, or precast with wing walls and apron by an approved manufacturer. Installation of precast headwalls and endwalls shall be in accordance with the manufacturer's recommended installation procedures and specifications.
- 7) Frame, Grate and Hood shall be cast iron and meet AST requirements set forth in the latest edition of the NCDOT "Standard Specifications for Roads and Structures" and the dimensional requirements set for the latest edition of the NCDOT "Roadway Standard Drawings #840.03". Grate shall be stamped with the NCDOT Specification number as evidence of satisfying the above requirements. Hoods and Drop Inlets grates shall be stamped with "Drains to River" Lettering 3/4" height and shall be clean crisp and free of defects.

## 8.02 STORM SEWERS

### A. Location

- 1) All public storm sewers shall be installed in dedicated street right of way or dedicated easements. Minimum widths of storm sewer easements shall be 20 feet for pipes up to and including 48 inches in diameter and 30 feet for pipes greater than 48 inches in diameter. The Town may revise the minimum easement width for storm drainage pipe based on depth.
- 2) See Sections 6.00 and 7.00 for horizontal and vertical separation requirements between storm drainage pipe, water lines, and sanitary sewer lines.
- 3) The Town of Smithfield shall maintain only the storm sewer systems within Town maintained rights of way, Town dedicated storm drainage easements, and on Town owned property. Storm drainage systems located on private property shall be maintained by the property owner(s).

- 4) Unless prevented by topographic constraints, storm sewer shall not discharge into front yards of lots but shall extend to within 20 feet of the rear property line in lots up to 1/2 acre in size and shall extend a minimum of 150 feet from right of way in lots larger than 1/2 acre.

## **B. Sizing and Design**

- 1) Storm sewer systems shall be designed on the basis of the 2-year storm for inlet spacing following NCDOT guidelines for allowable gutter spread, the 10-year storm for street drainage pipe sizing, the 25-year storm for cross-street drainage, and the 100-year storm for flood plain areas. Pipes shall be designed to flow 7/8 full.
- 2) Runoff rates shall be calculated by the Rational Method, NRCS Method, or other acceptable procedure. Runoff computations shall be based on rainfall data published by the National Weather Service for this area.
- 3) The Rational Method is recommended to calculate runoff for drainage areas up to 100 acres in size. For drainage areas greater than 100 acres, the NRCS-Method or other recognized method is recommended.
- 4) Time of concentration (tc) shall be appropriate for the drainage area in question using Kirpich Equation (Bureau of Reclamation, 1974, p.71 ).
- 5) Storm duration shall equal the time of concentration (tc).
- 6) Storm sewer pipe shall be sized in accordance with the Manning Equation.
- 7) Storm sewers shall be designed to provide a velocity of at least 2 feet per second at design flow.
- 8) The minimum pipe diameter shall be 12 inches where the inlet is grated and 15 inches where the inlet is not grated.

## **C. Installation**

- 1) All storm sewers shall be installed to provide a true line and grade between structures.
- 2) Structures shall be installed at each deflection of line and/or grade.
- 3) The maximum length between access points shall be 400 feet for all pipe sizes.
- 4) No inaccessible storm drainage structures shall be allowed.

- 5) Pipe may enter through the corner of all structure material types except precast concrete "waffle" boxes.
- 6) A reinforced concrete slab designed by an engineer may be used at oversized structures to adjust an inlet to standard dimensions. Slabs shall be designed to meet H-20 loading.
- 7) The minimum cover for storm sewer pipe shall be 2 feet to finished subgrade under roads and 1 foot to finished grade under nonloadbearing areas. Trench excavation and backfilling shall be in accordance with Section 5.00. ~~of these specifications unless more stringent installation requirements are listed with specific material type and certified by an engineer.~~
- 8) Pipe shall not project into a drainage structure but shall be finished flush with the inside of the structure. Voids shall be filled with non-shrink grouting. The exterior annulus between the box and the pipe shall be filled with non-shrink grout and wrapped with an approved joint seal material.
- 9) Catch basins between 5 and 20 feet in depth shall have minimum interior dimensions of 4 feet by 4 feet, and those over 20 feet in depth shall have minimum interior dimensions of 5 feet by 5 feet.
- 10) Each drainage structure shall have a shaped invert constructed from concrete, and a bench with a maximum 5:1 slope. The bench shall begin at a height of one-half the pipe diameter for 12-to-24-inch pipe, one-third the pipe diameter for 30-to-48-inch pipe, and one-fourth the diameter for pipe greater than 48 inches in diameter.
- 11) Precast concrete structures may be installed only to depths certified as acceptable by the manufacturer.

#### **D. Pipe Inlets and Outlets**

- 1) Headwalls, endwalls or flared end sections shall be installed at all inlets and discharge points.
- 2) Flared end sections shall be installed on single pipe culverts up to and including 60 inches in diameter, and on multiple pipe culverts up to and including 36 inches in diameter.
- 3) Headwalls and endwalls shall be installed on single pipe culverts greater than 60 inches in diameter, and on multiple pipe culverts greater than 36 inches in diameter.
- 4) Precast headwalls shall only be installed at single pipe culverts.

- 5) Energy dissipators shall be installed at all discharge points and shall be properly sized to ensure that stormwater is released at a nonerosive velocity.
- 6) A fabric or washed stone barrier shall be installed between the dissipation pad and the natural ground.
- 7) The stormwater design shall include scour protection for the drainage way.
- 8) Storm drainage channels and ditches shall be designed to carry the design flow at nonerosive velocities. Calculations indicating design velocities shall be provided along with typical channel cross-sections. The maximum allowable design velocity in grass channels is 4 feet per second.
- 9) The Town may require additional information on the impact of stormwater discharge on adjacent properties.

#### **E. Street Drainage**

- 1) Stormwater shall not be allowed to flow across streets at intersections. Drainage structures shall be provided to intercept flow prior to the radius of intersections, or the street design shall provide for a continuous grade around the radius to channel flow down the intersecting street.
- 2) No stormwater inlets shall be placed within travel areas of a roadway, driveway or parking lot.
- 3) Curb inlets shall be designed to intercept stormwater before the gutter spread exceeds  $\frac{1}{2}$  of a lane width for the 2-year storm. In areas of heavy pedestrian traffic, the maximum allowable spread may be decreased by the Town Engineer.

### **8.03 STORMWATER IMPOUNDMENTS**

Stormwater Impoundments, where required, shall meet the following criteria:

Retention (wet) facilities shall be utilized where the upstream drainage area is ten (10) acres or greater unless otherwise approved by the Town.

Detention (dry) facilities may be utilized where the upstream drainage area is less than ten (10) acres.

Retention (wet) facilities shall be designed in accordance with the most current NC DEQ Standards.

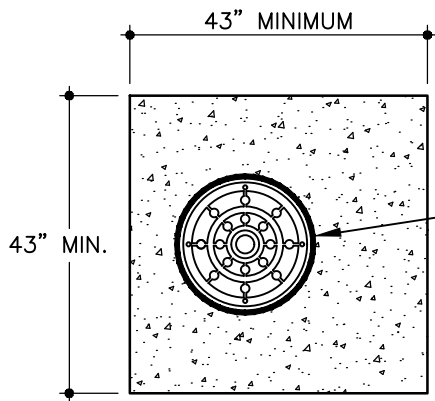
The following general guidelines should be followed when designing both retention and detention facilities:

- 1) Side slopes shall be no steeper than 3: 1 and no flatter than 10: 1.



- 2) Both barrel and riser shall be concrete, and the riser shall be located in or near the embankment.
- 3) The riser inlet shall be covered with a trash rack to prevent clogging.
- 4) The principal spillway shall be designed for 10-year post-development storm; the emergency spillway shall be designed for the 100-year storm.
- 5) The minimum length to width ratio shall be 2: 1; The maximum length to width ratio shall be 5:1 unless otherwise approved by this Town.
- 6) A maintenance access to and around the perimeter of the facility shall be provided via a minimum fifteen (15) foot wide travel area adequate to withstand heavy equipment. The access road shall not cross the emergency spillway and shall have a maximum slope of 5:1.
- 7) On-site disposal areas capable of receiving sediment from at least two (2) clean-out cycles should be reserved in adjacent open space, if available.
- 8) All inflow points and outlet channels shall be protected by appropriately designed velocity dissipators.
- 9) Embankments shall allow for a minimum one (1) foot freeboard.
- 10) Anti-seep collars shall be installed around the barrel and a core trench shall be installed under the embankment to key it to the substrate.
- 11) Such facilities may be used as erosion control devices during construction; however, conversion to the SCM must occur prior to approval of a final plat for a phase that drains to the structure, or a bond provided for the conversion cost. If the development proposes to direct multiple phases to an SCM and delay conversion, approval by the Town Engineer is required. Without such approval, subsequent phases will not be allowed to proceed with construction.
- 12) The Town shall receive, for all stormwater impoundments, design calculations including, but not limited to, hydrographs, routing and outlet sizing, and a maintenance plan and schedule for sediment removal and disposal.

**END OF SECTION 8.00**

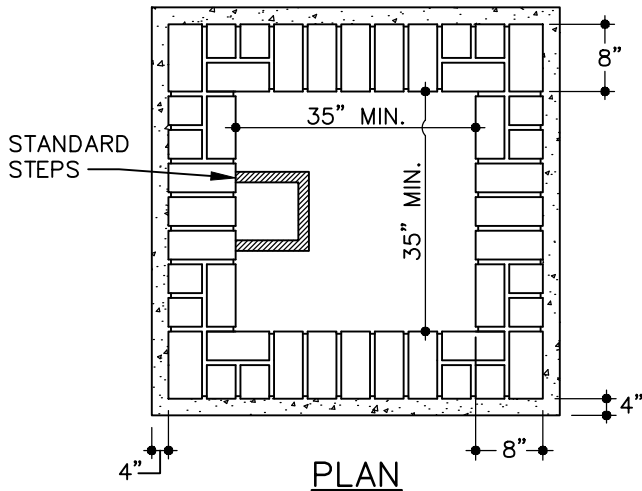


STANDARD MANHOLE RING AND COVER (PER STANDARD DETAIL 7.03) MAY BE CAST IN SLAB OR SECURED TO TOP OVER STEPS

**CONCRETE SLAB**

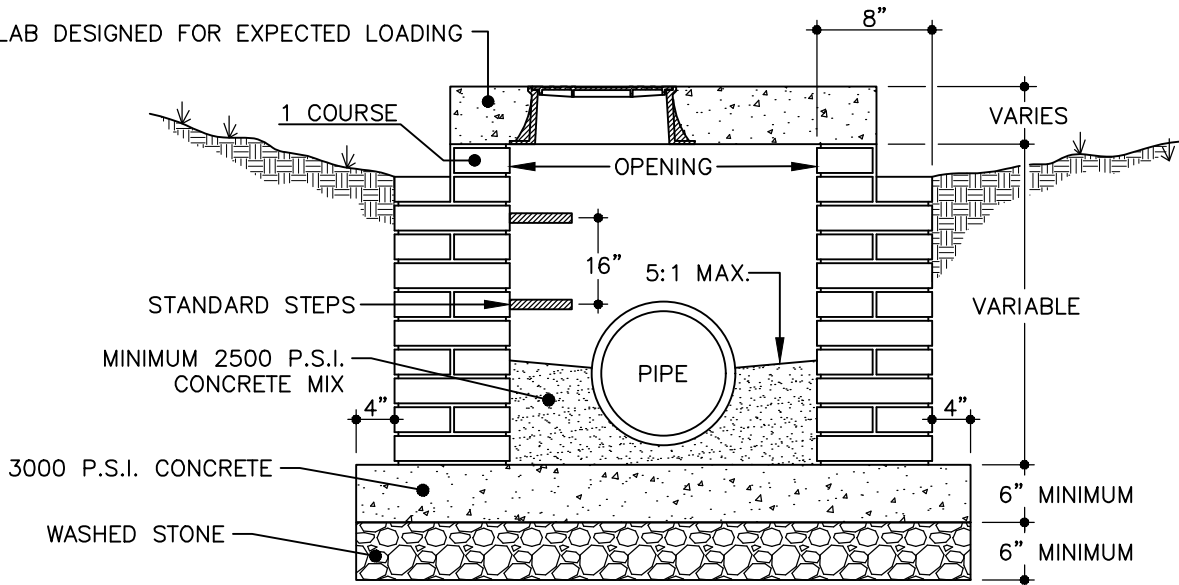
**NOTES:**

1. EITHER SOLID BLOCK, OR PRECAST CONCRETE MAY BE USED.
2. TOP AND BOTTOM STEPS REQUIRED.
3. USE MINIMUM 3,000 P.S.I. CONCRETE MIX FOR SLABS.
4. INSIDE DIMENSION FOR 24 INCH PIPE AND GREATER USE PIPE DIAMETER PLUS 12 INCHES.
5. WHERE DEPTH EXCEEDS 3 FEET, MANHOLE RING AND COVER TO BE LOCATED OVER STEPS.



**PLAN**

CONCRETE SLAB DESIGNED FOR EXPECTED LOADING



**SECTION**



**STANDARD YARD INLET WITH CONCRETE SLAB**

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE:  
NTS

DETAIL NO.  
8.01

DATE: 6/15/23



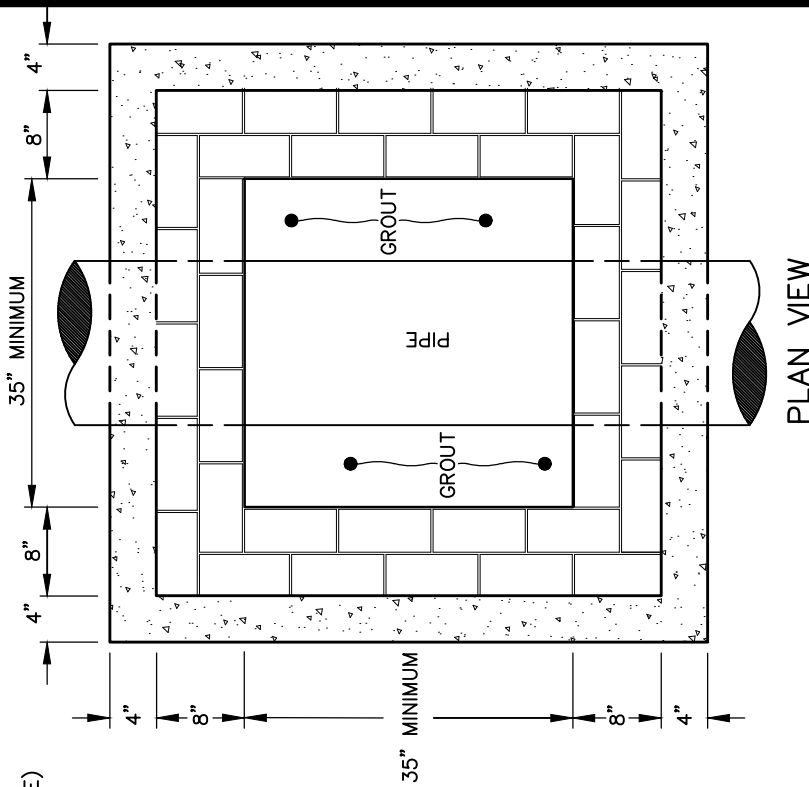
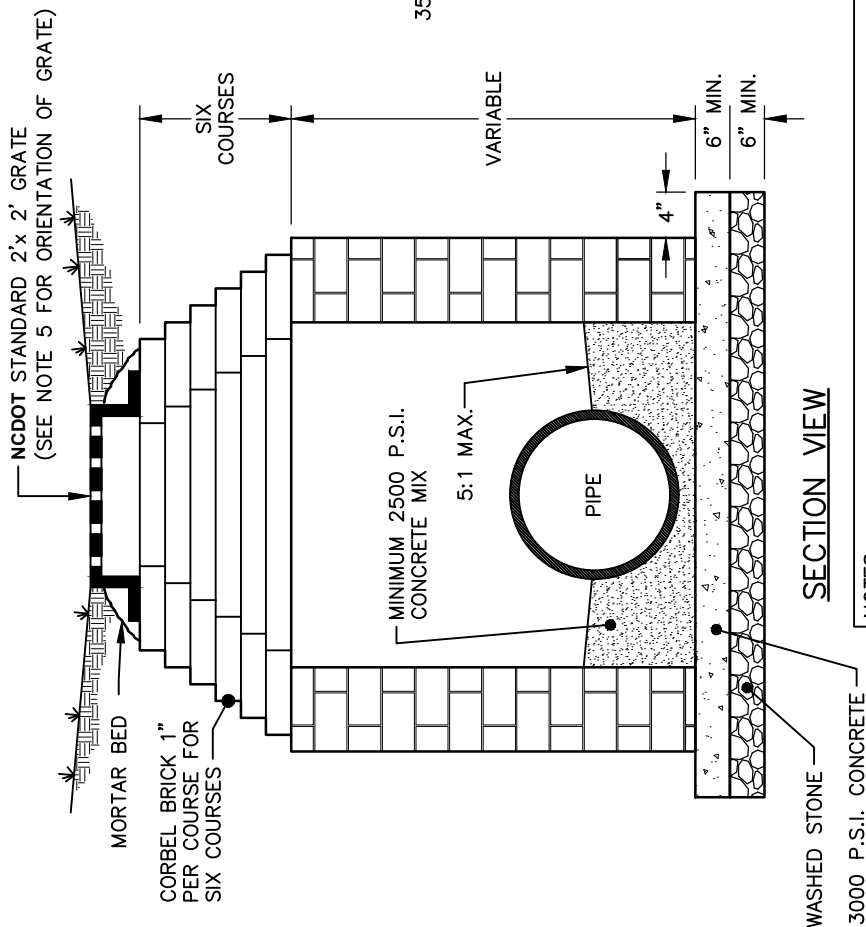
# STANDARD YARD INLET WITH GRATE & FRAME

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE:  
NTS

DETAIL NO.  
8.01B

DATE: 6/15/23



- NOTES:**
1. EITHER SOLID BLOCK, OR PRECAST CONCRETE MAY BE USED.
  2. FOR 24 INCH RCP AND LARGER USE PIPE DIAMETER PLUS 12 INCHES FOR MINIMUM INSIDE DIMENSION.
  3. GRATED INLETS SHALL NOT BE USED WITHIN TRAVEL AREAS.
  4. TOP AND BOTTOM STEPS REQUIRED.
  5. WHERE STEPS ARE REQUIRED, USE OF PRECAST CONCRETE SLAB SHALL BE USED AS TOP AND GRATE POSITIONED OVER STEPS.
  6. YARD INLETS DEEPER THAN 10 FEET SHALL REQUIRE DOUBLE WALLS.

**PLAN VIEW**

**SECTION VIEW**



# STANDARD CONCRETE BLOCK CATCH BASIN

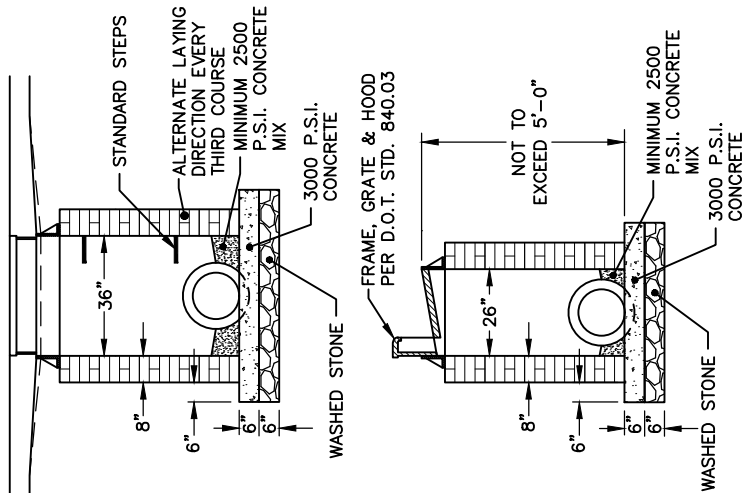
SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE:  
NTS

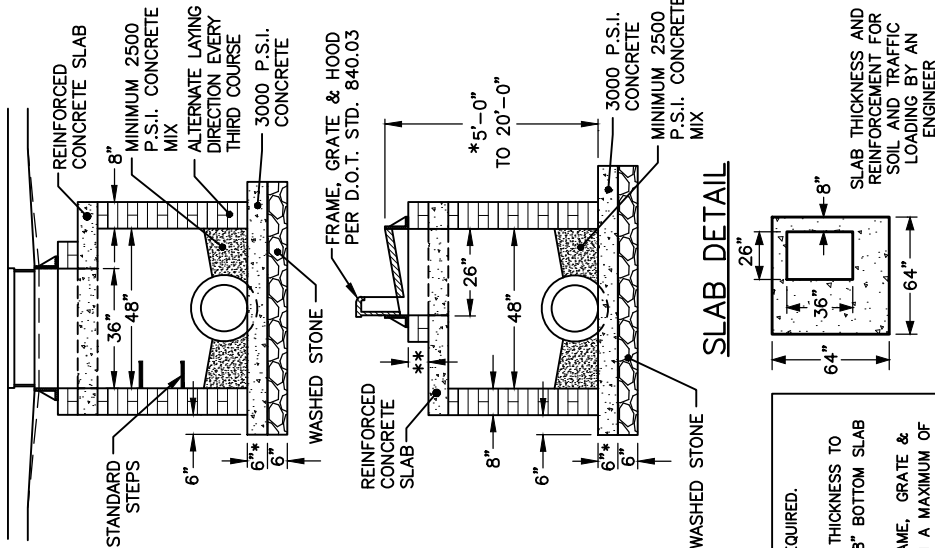
DETAIL NO.  
8.02

DATE: 6/15/23

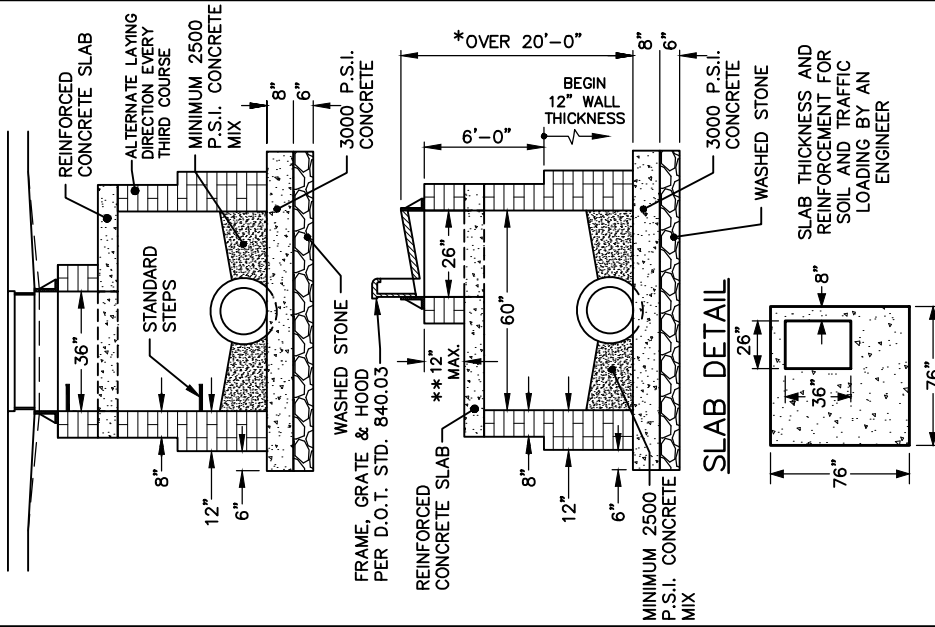
**SHALLOW TYPE**  
(5 FEET OR LESS IN DEPTH)



**INTERMEDIATE TYPE (4'X4')**  
(5 FEET TO 20 FEET IN DEPTH)



**DEEP TYPE (5'X5')**  
(OVER 20 FEET IN DEPTH)



NOTE: TOP AND BOTTOM STEPS REQUIRED.  
\* OVER 8' IN DEPTH, 12" WALL THICKNESS TO 6' FROM TOP OF WALL, AND 8" BOTTOM SLAB SHALL BE USED.  
\*\* MAY BE USED TO ADJUST FRAME, GRATE & HOOD TO SURFACE ELEVATION A MAXIMUM OF 12 INCHES.



# STANDARD PRECAST CONCRETE CATCH BASIN

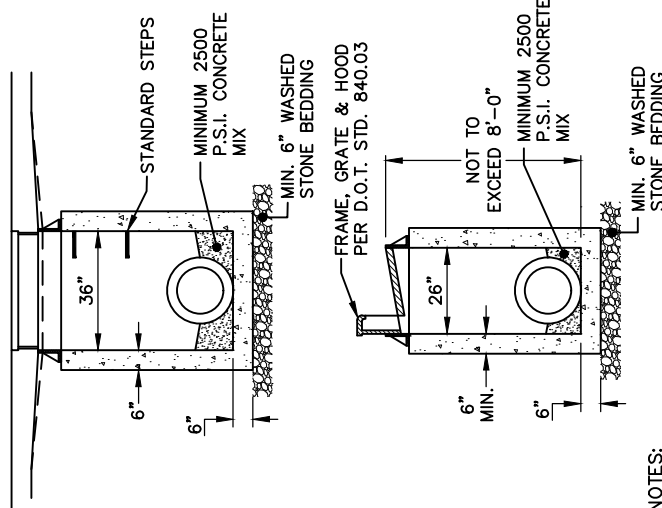
SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE:  
NTS

DETAIL NO.  
8.02B

DATE:6/15/23

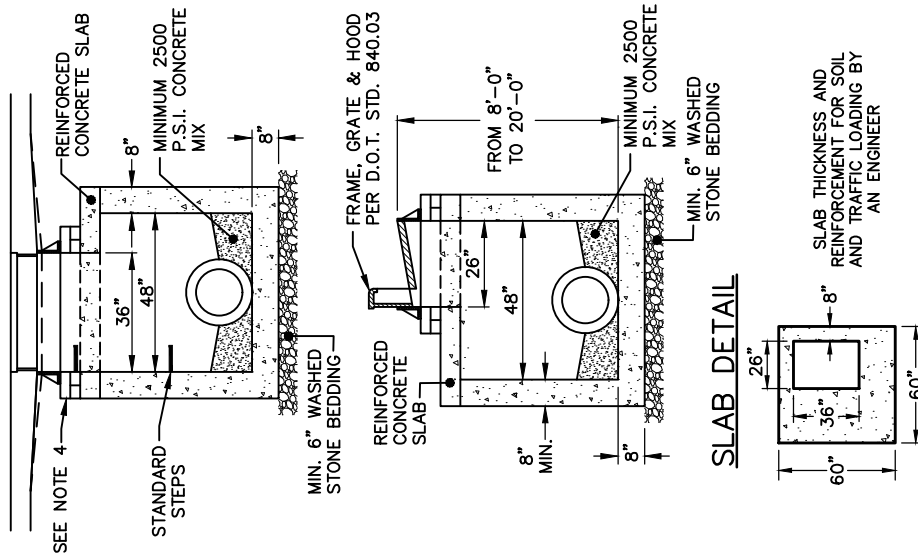
## SHALLOW TYPE (8 FEET OR LESS IN DEPTH)



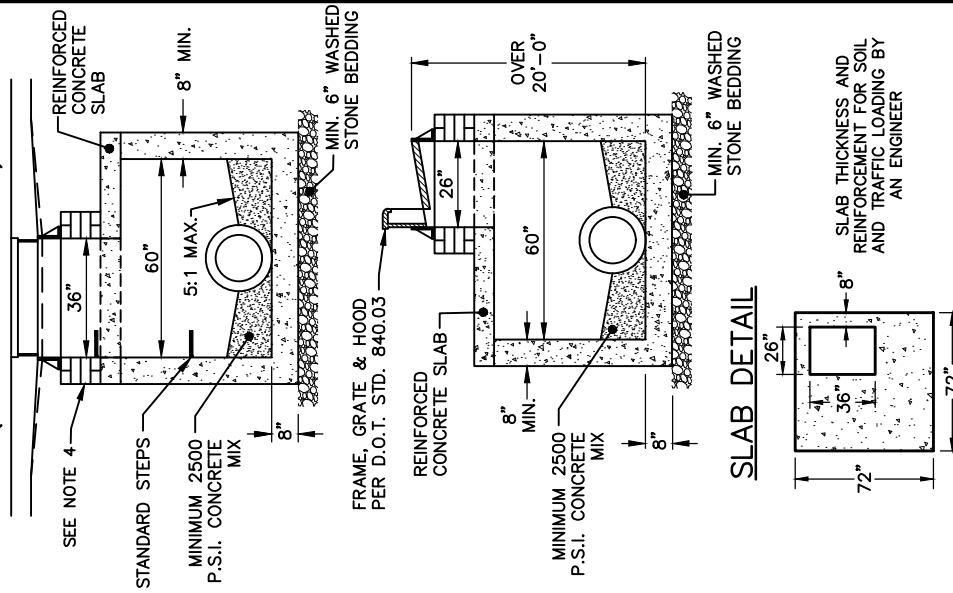
### NOTES:

1. CONCRETE SHALL BE 4,000 P.S.I. MINIMUM FOR ALL PRECAST CONCRETE CATCH BASINS.
2. PRECAST CONCRETE STRUCTURES MAY ONLY BE INSTALLED TO DEPTHS CERTIFIED AS ACCEPTABLE BY THE MANUFACTURER.
3. "WAFFLE" BOXES ARE ACCEPTABLE FOR SHALLOW TYPE CATCH BASINS.
4. TOP AND BOTTOM STEPS REQUIRED.
5. BRICK MAY BE USED TO ADJUST FRAME, GRATE & HOOD TO SURFACE ELEVATION A MAXIMUM OF 12 INCHES.

## INTERMEDIATE TYPE (4'X4') (8 FEET TO 20 FEET IN DEPTH)



## DEEP TYPE (5'X5') (OVER 20 FEET IN DEPTH)





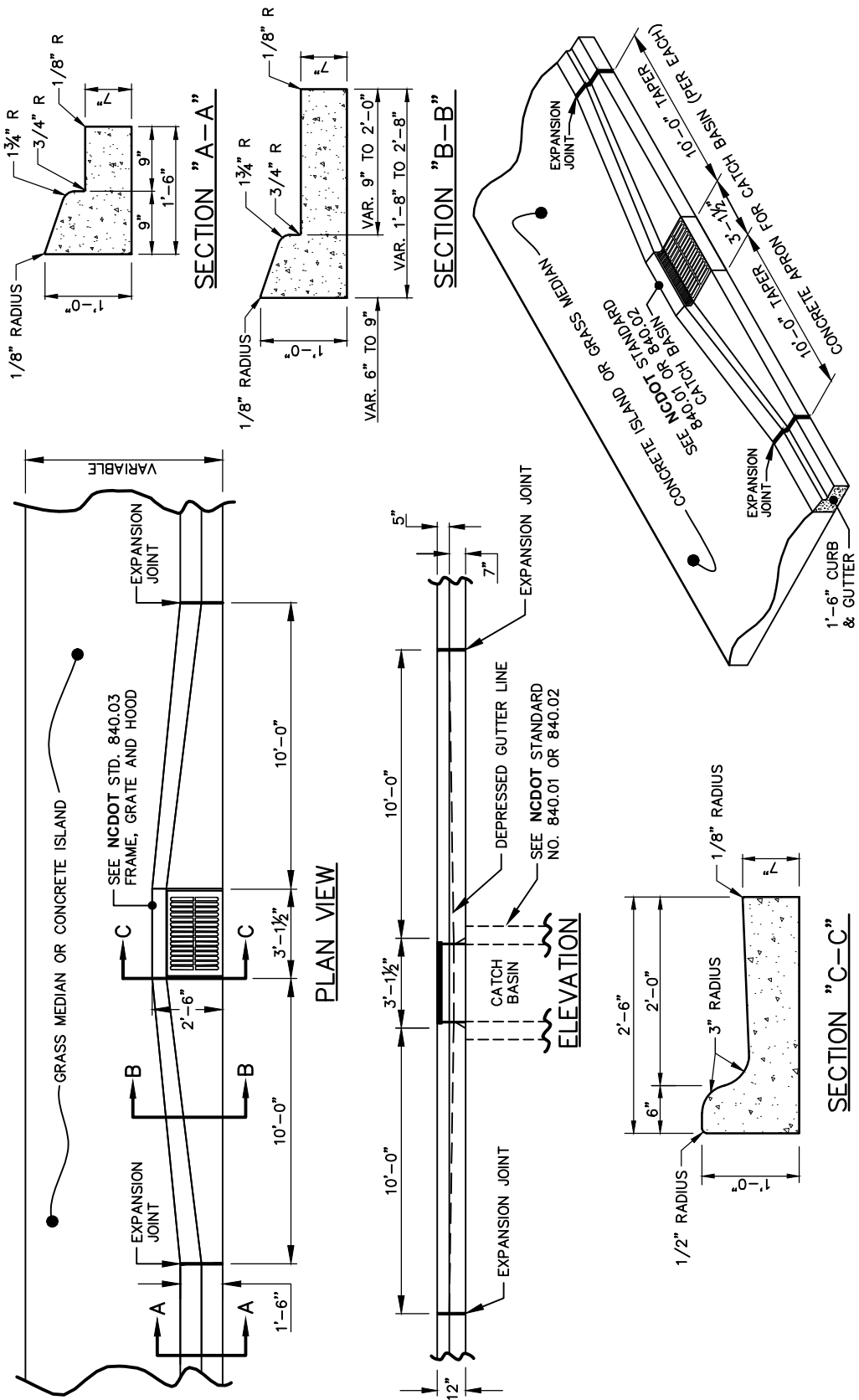
# STANDARD MEDIAN CURB FOR CATCH BASIN

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE:  
NTS

DETAIL NO.  
8.03

DATE: 6/15/23





DETAIL C-C

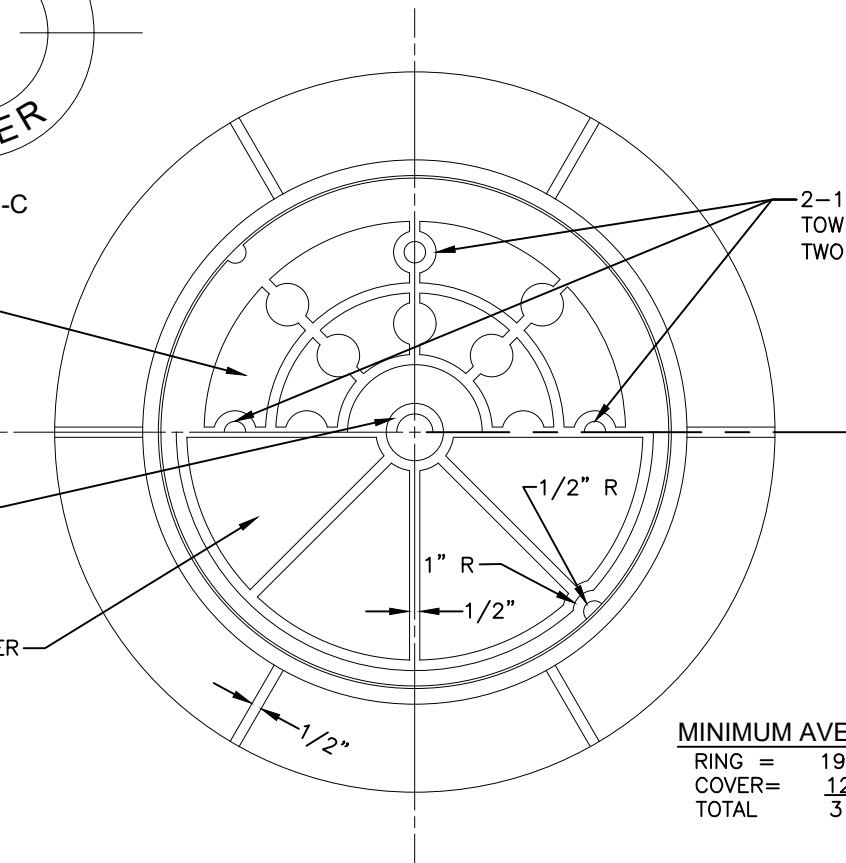
SOLID COVER MAY BE REQUIRED  
DEPENDING ON FIELD CONDITIONS

TOP OF COVER

SEE DETAIL C-C

BOTTOM OF COVER

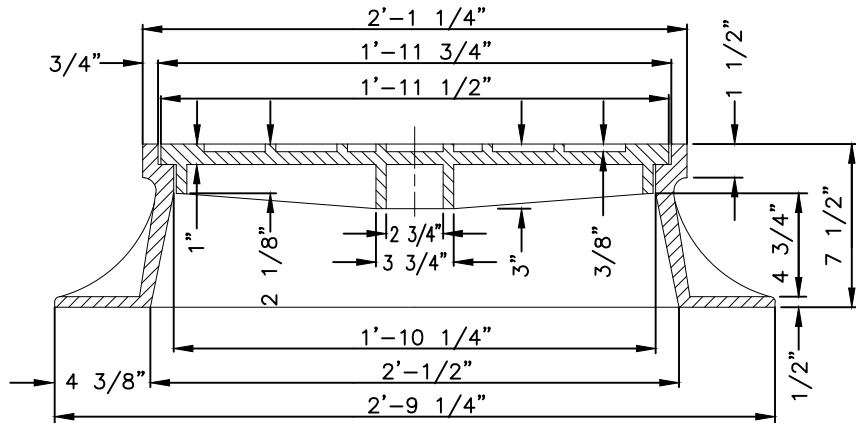
2-1" HOLE  
TOWN OF SMITHFIELD:  
TWO (2) HOLES ONLY



PLAN

MINIMUM AVERAGE WEIGHTS

RING =	190lbs.
COVER =	120lbs.
TOTAL	310lbs.



SECTION

PROVIDE MANHOLE INSERTS MANUFACTURED FROM HIGH DENSITY POLYETHYLENE, MEETING THE REQUIREMENTS OF ASTM D-1248, CLASS A, CATEGORY 5, TYPE III. INSERTS SHALL BE EQUIPPED WITH 1 GAS RELIEF VALVE, 1 VACUUM RELIEF VALVE, A CROSS-LINKED POLYETHYLENE GASKET AND ONE HEAVY WEIGHT POLYPROPYLENE LIFTING STRAP.



STANDARD MANHOLE  
RING & COVER

SMITHFIELD, NORTH CAROLINA  
PUBLIC UTILITIES

SCALE:  
NTS

DETAIL NO.  
08.04

DATE: 06/15/2023



## STANDARD PRECAST CONCRETE MANHOLE JUNCTION BOX

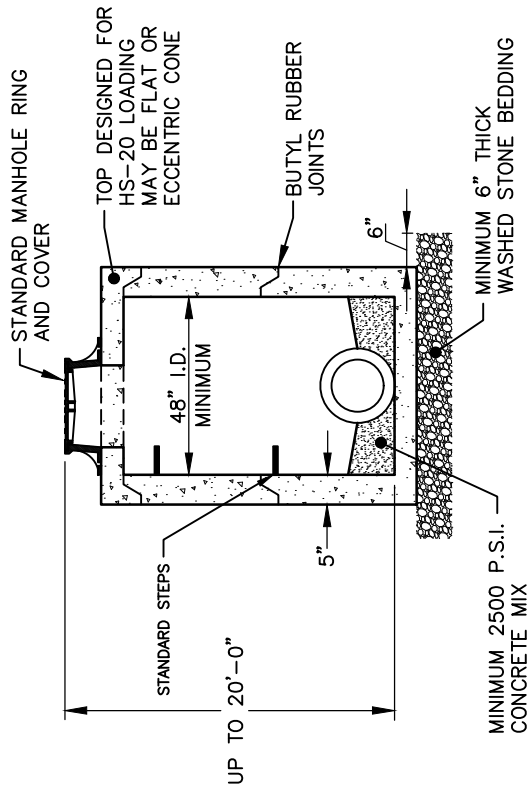
SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE:  
NTS

DETAIL NO.  
8.05

DATE:6/15/23

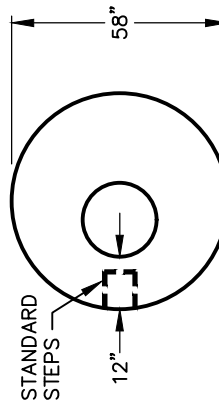
### STANDARD TYPE (UP TO 20 FEET IN DEPTH)



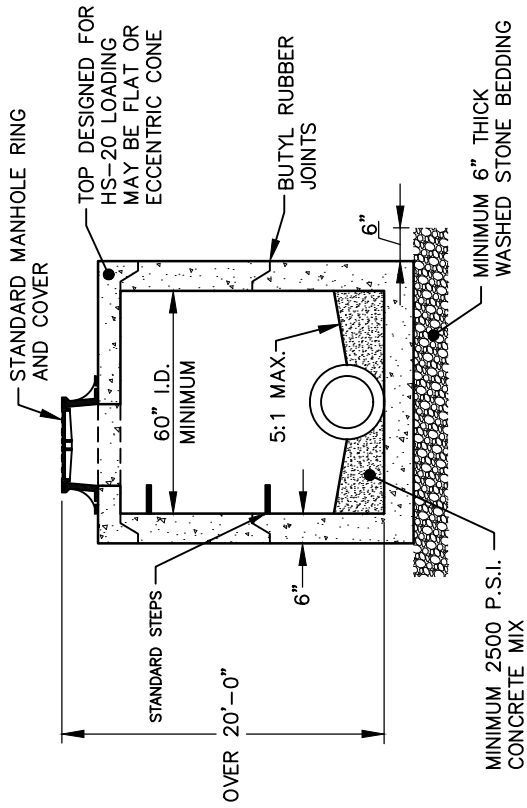
NOTE:

TOP AND BOTTOM STEPS REQUIRED.

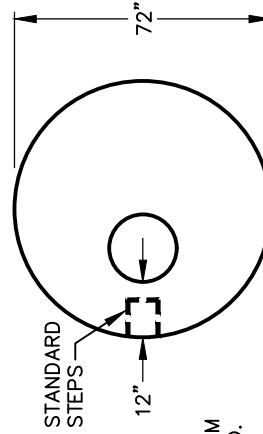
### FLAT TOP DETAIL



### DEEP TYPE (OVER 20 FEET IN DEPTH)



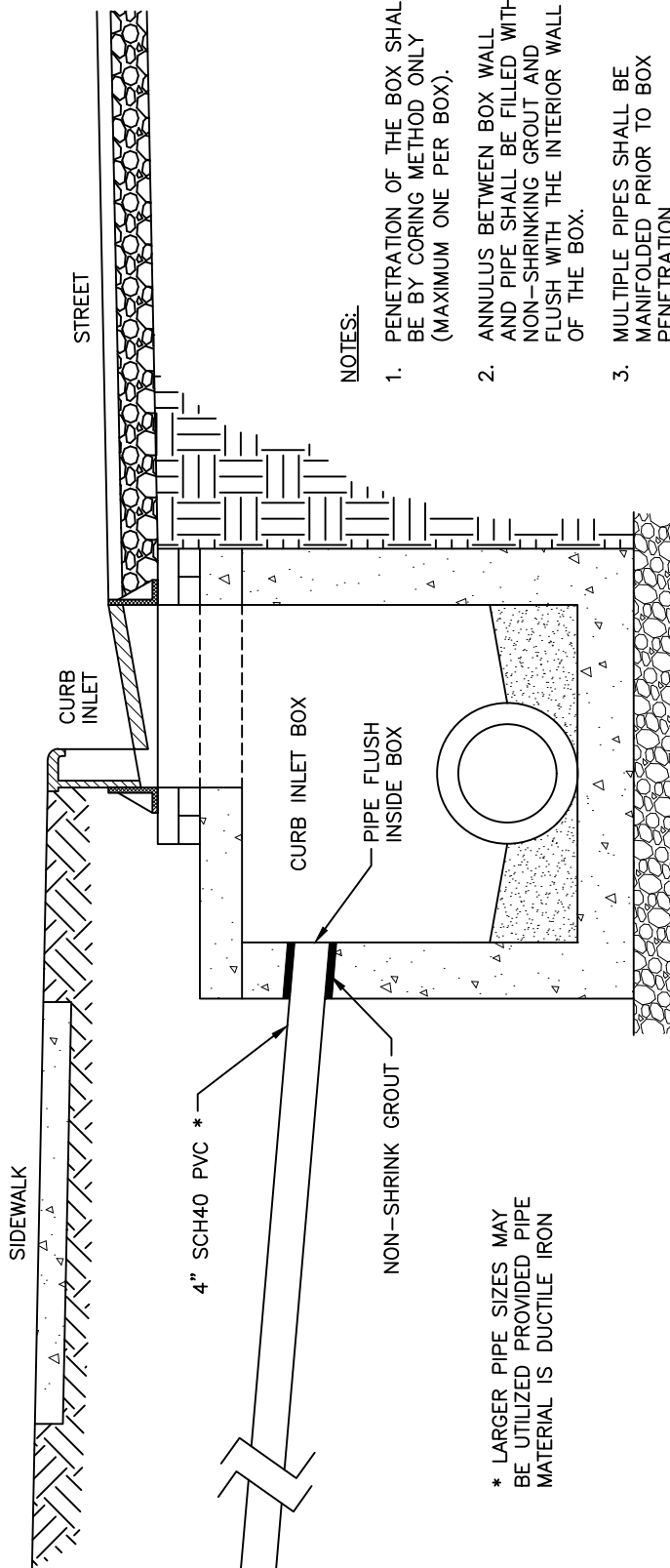
### FLAT TOP DETAIL



NOTE:

TOP AND BOTTOM STEPS REQUIRED.





**NOTES:**

1. PENETRATION OF THE BOX SHALL BE BY CORING METHOD ONLY (MAXIMUM ONE PER BOX).
2. ANNULUS BETWEEN BOX WALL AND PIPE SHALL BE FILLED WITH NON-SHRINKING GROUT AND FLUSH WITH THE INTERIOR WALL OF THE BOX.
3. MULTIPLE PIPES SHALL BE MANIFOLDED PRIOR TO BOX PENETRATION.
4. CORRUGATED HDPE IS NOT PERMITTED TO PENETRATE THE BOX WALL.

\* LARGER PIPE SIZES MAY BE UTILIZED PROVIDED PIPE MATERIAL IS DUCTILE IRON



## STANDARD DRAIN CONNECTION TO STORM DRAIN BOX

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE: NTS
DETAIL NO. 8.06
DATE: 6/15/23



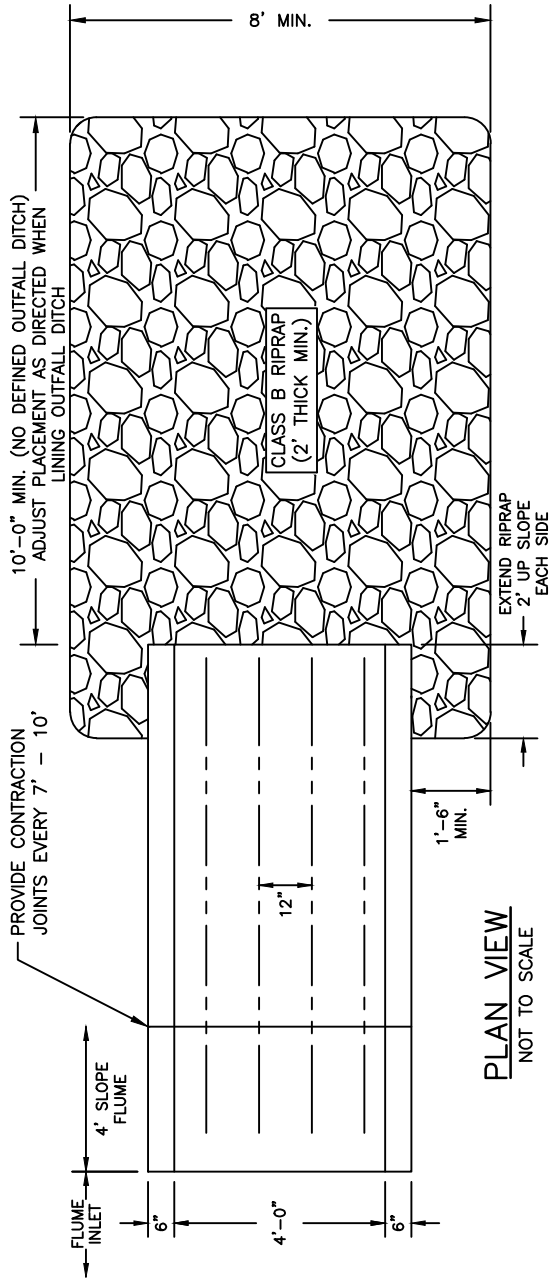
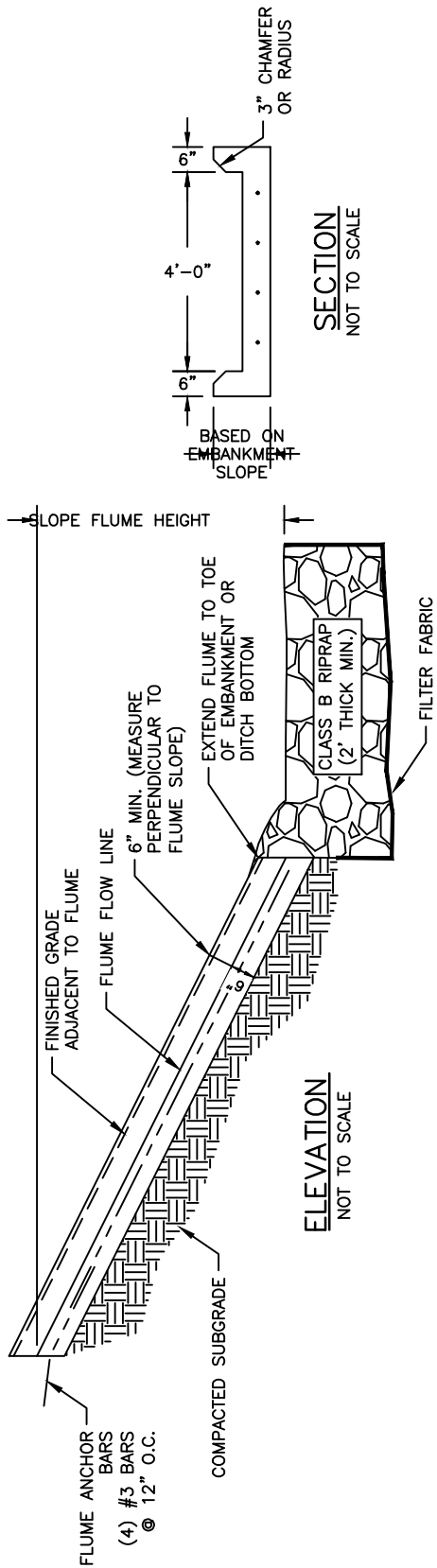
# STANDARD CONCRETE DRAINAGE FLUME

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE:  
NTS

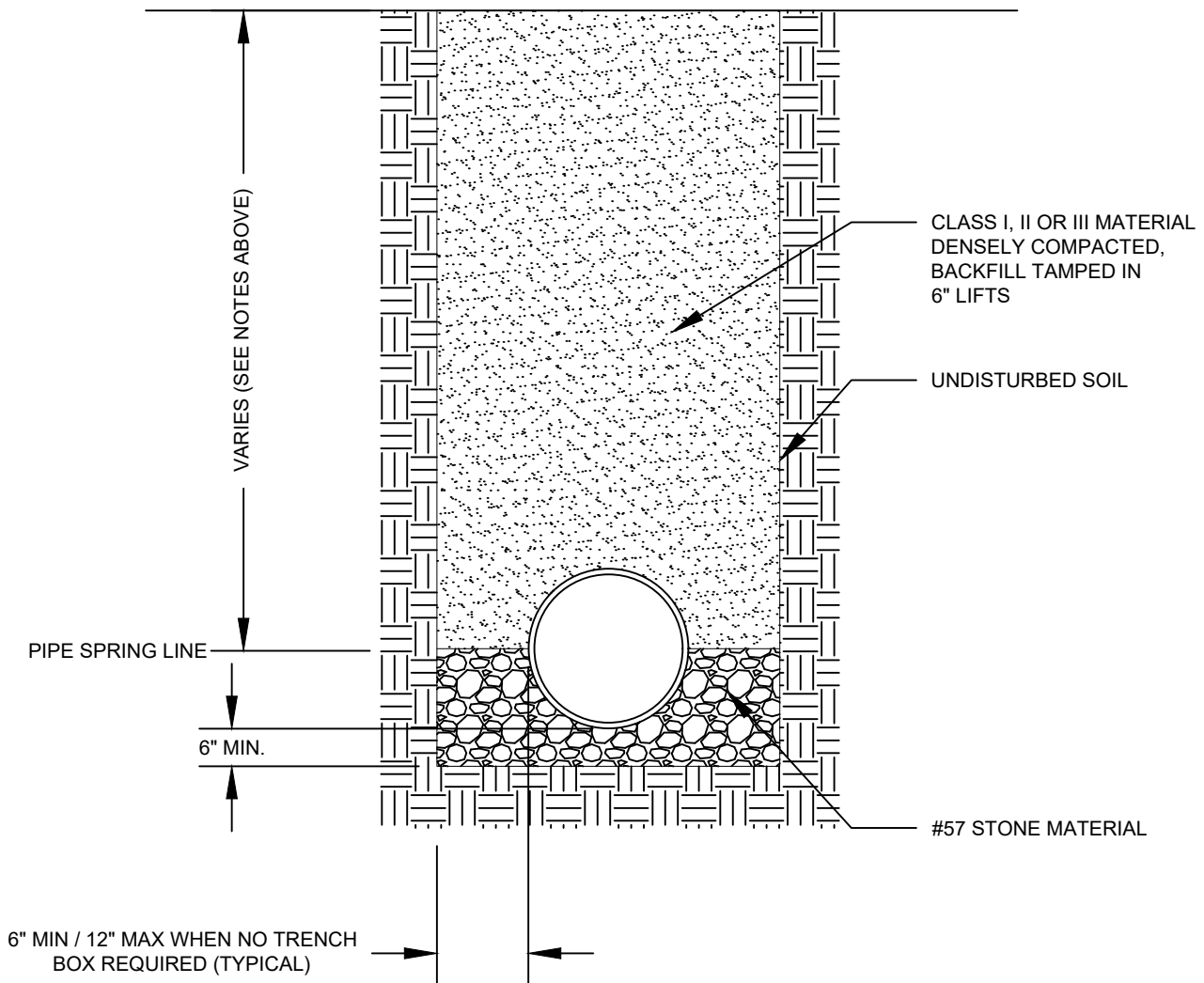
DETAIL NO.  
8.07

DATE: 6/15/23



NOTES:

1. MIN 2 FOOT COVER IN RESIDENTIAL DRIVEWAYS.
2. IN STREET SECTIONS, COVER SHALL ADHERE TO MANUFACTURER RECOMMENDATIONS FOR APPROPRIATE DEPTH AND PIPE CLASS



BEDDING FOR STORMWATER  
RCP PIPES

SMITHFIELD, NORTH CAROLINA  
PUBLIC UTILITIES

SCALE:  
NTS

DETAIL NO.  
08.08

DATE: 06/15/2023

**SECTION 10**  
**TREE PLANTING AND PROTECTION**

**X.01 TREE PLANING**

All Trees to be planted shall conform to the American Standards for Nursery Stock, published by the American Association of Nurserymen, latest edition.

Trees shall be well-shaped, fully branched, healthy, vigorous stock free of disease, insects, eggs, larvae, and defects such as knots, sun scald, injuries, abrasions, and disfigurement.

Native trees species are preferred, and exotic invasive species shall be prohibited. It is recommended that trees be selected from the Town's Recommended Plant List found in the Unified Development Ordinance, Article 10, Section 10.18.

A. Balled and Burlap (B&B), Container and Bare Root Plant Materials

1. Trees designated B&B shall be properly dug with firm, natural balls of soil with ball size not less than diameter and depth recommended by ANSI Z60.1 for type and size of tree, retaining as many fibrous roots as possible. Balls shall be firmly wrapped with biodegradable burlap and secured with nails as recommended by ANSI Z60.1. Balled and Burlap Trees shall be planted as shown on the Standard Tree Planting Detail 0x.x1.
2. The root flare shall be apparent at the surface of the root ball, or the contractor will be responsible for removing excess soil from the top of the root ball in order to establish the correct grade. Trees shall be rejected if the root flare has been buried long enough for the stem to sprout adventitious roots. Trees with loose, broken, processed, or manufactured root balls will not be accepted.
3. Container-Grown Stock shall be healthy, vigorous, wellrooted exterior plants grown in a container with well-established root system reaching sides of container and maintaining a firm ball when removed from container. The root flare shall be apparent at surface of ball, or the contractor will be responsible for removing excess soil from the top of the root ball in order to establish the correct grade. Container shall be rigid enough to hold ball shape and protect root mass during shipping and be sized according to ANSI Z60.1 for kind, type, and size of exterior plant required.
4. Bare root material shall be grown in the ground in the nursery without artificial root restriction devices, such as containers or fabric bags, under favorable growing conditions and which have received the proper cultural treatment to develop a well-branched root system. After harvest, the soil is removed from the roots.

B. Delivery, Storage and Handling

1. trees shall not be pruned before delivery. Protect bark, branches, and root systems from sun scald, drying, sweating, whipping, and other handling and tying damage. Do not bend or bind-tie trees or shrubs in such a manner as to destroy their natural shape. Provide protective covering of exterior plants during delivery. Do not drop exterior plants during delivery.
2. Handle planting stock by root ball. Heavier material shall be handled with straps on the root ball and appropriate equipment such as a small skid steer loader.
3. Deliver bare-root stock plants freshly dug. Immediately after digging up bare-root stock, pack root system in wet straw, hay, or other suitable material to keep root system moist until planting.
4. Deliver exterior plants after preparations for planting have been completed and install immediately. If planting is delayed more than six hours after delivery, set exterior plants in their appropriate aspect (sun, filtered sun, or shade), protect from weather and mechanical damage, and keep roots moist.
  - i. Set balled stock on ground and cover ball with soil, peat moss, sawdust, or other acceptable material.
  - ii. Do not remove container-grown stock from containers before time of planting.
  - iii. Water root systems of trees stored on-site with a fine-mist spray. Water as often as necessary to maintain root systems in a moist, but not overly-wet condition.
  - iv. Heel-in bare-root stock. Soak roots that are in dry condition in water for two hours. Reject dried-out trees.

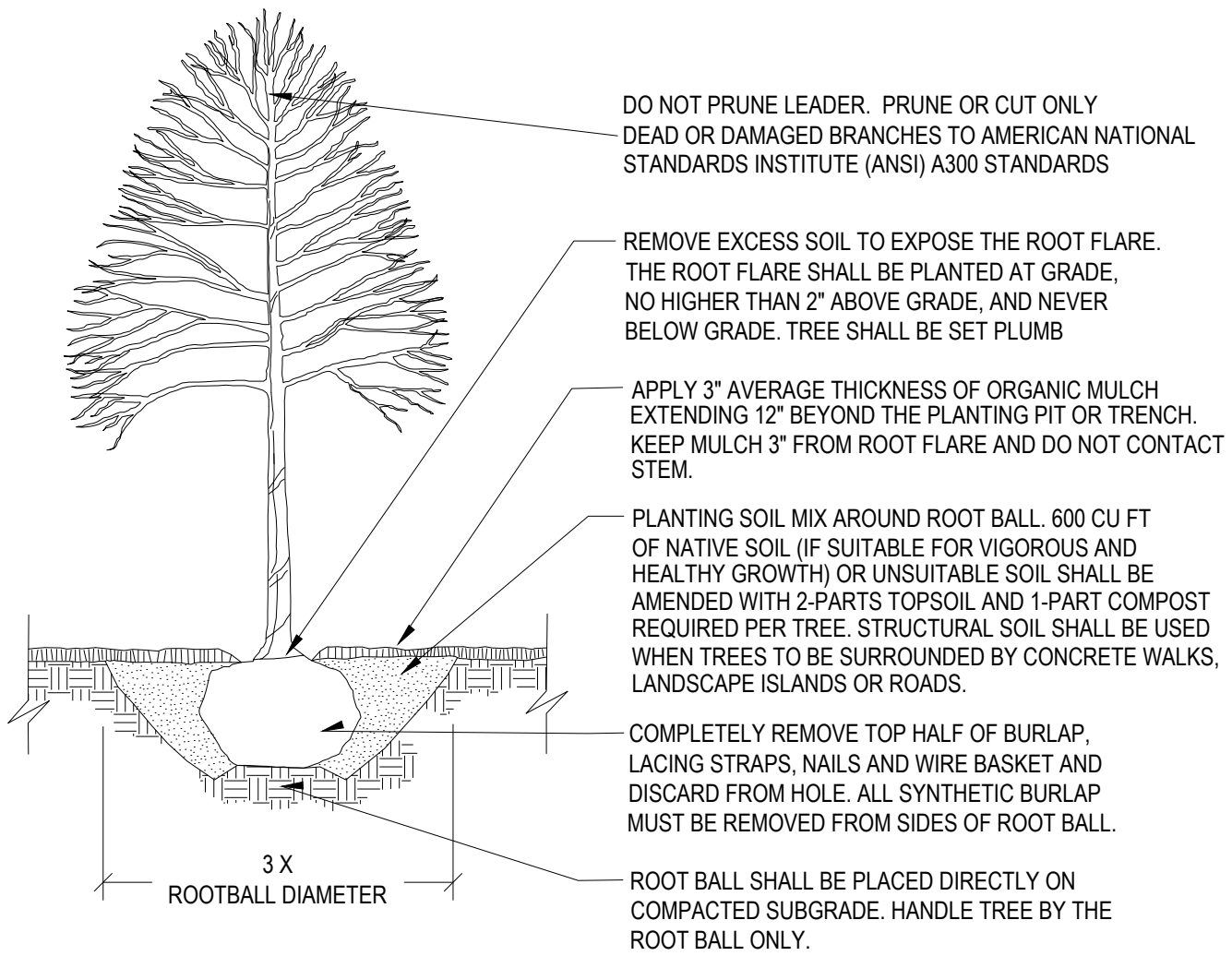
C. Tree Planting Standards.

1. Trees to be installed under overhead utility lines shall have a mature height of no greater than 30ft.
2. Trees will be planted in accordance with the Unified Development Ordinance, Article 10, Part II.
3. Trees should have the following recommended minimum distance from walks, curbs and utilities:

Recommended Minimum Distance from Walks, Curbs and Utilities	
Sidewalks	2'
Back of curb	2'
Driveways	10'
Structures	10'
Manholes and catch basins	10'
Fire hydrants	10'
Water meters and other utility boxes	5'
Traffic signs	10'
Stop signs	30'

Light poles	10'
Water and sewer lines that cross planting strip	10'
Sewer easements	prohibited

Tree Protection



**NOTES:**

1. TREES MUST CONFORM TO AMERICAN STANDARDS FOR NURSERY STOCK PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMAN (A.A.N) AND UNIFIED DEVELOPMENT . ORDINANCE SECTION 10.18 - RECOMMENDED PLANT-LIST.
2. CONTRACTOR IS RESPONSIBLE FOR ADEQUATE DRAINAGE OF ALL PLANTING PITS (POSITIVE DRAINAGE AWAY FROM PIT).
3. TREES SHALL BE PLANTED BETWEEN OCTOBER 1ST AND APRIL 30TH.
4. ELECTRICAL OUTLETS AND OTHER UTILITIES ARE PROHIBITED IN THE PLANTING AREA IMMEDIATELY SURROUNDING THE TREE.
5. ALL TREE STAKING MUST BE REMOVE WITHIN ONE YEAR.
6. TREES WILL HAVE A MINIMUM 1 YEAR WARRANTY AFTER INITIAL PLANTING IS APPROVED BY THE TOWN.



**STANDARD TREE PLANTING DETAIL**

SMITHFIELD, NORTH CAROLINA  
PLANNING DEPARTMENT

SCALE: NTS
DETAIL NO. —
DATE:12/12/2022



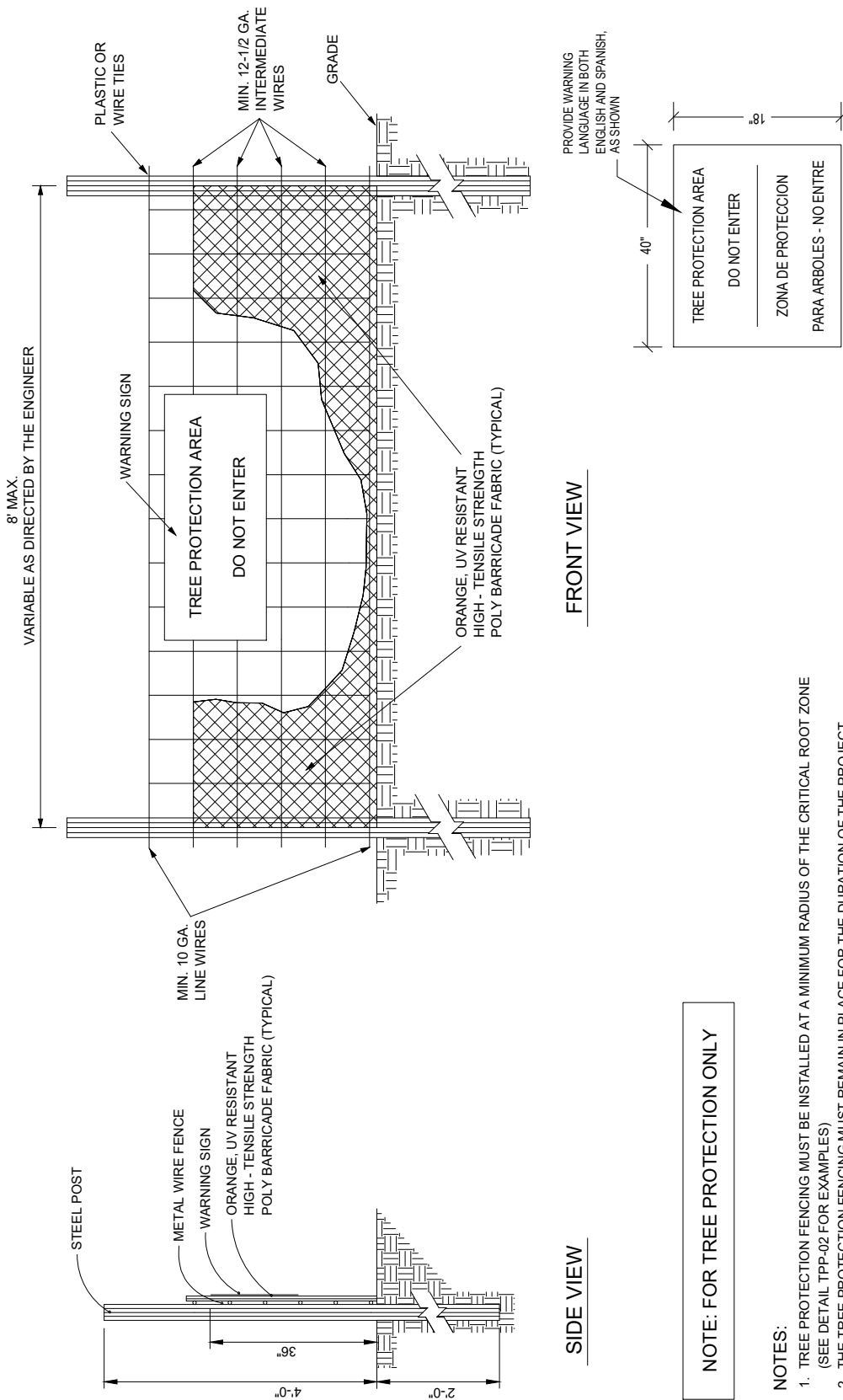
# STANDARD TREE PROTECTION DETAIL

SMITHFIELD, NORTH CAROLINA  
PUBLIC UTILITIES

SCALE:  
NTS

DETAIL NO.  
07.05

DATE: 04/03/2018



FRONT VIEW

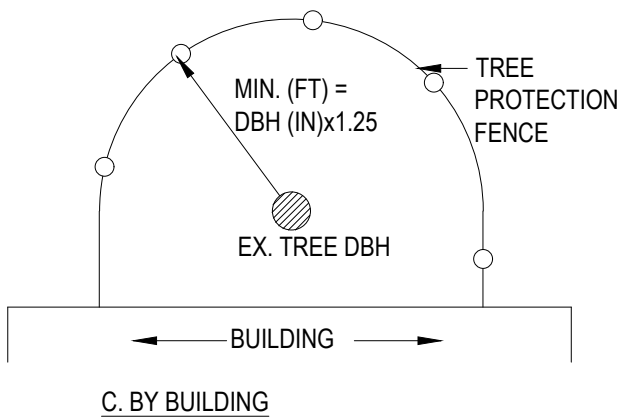
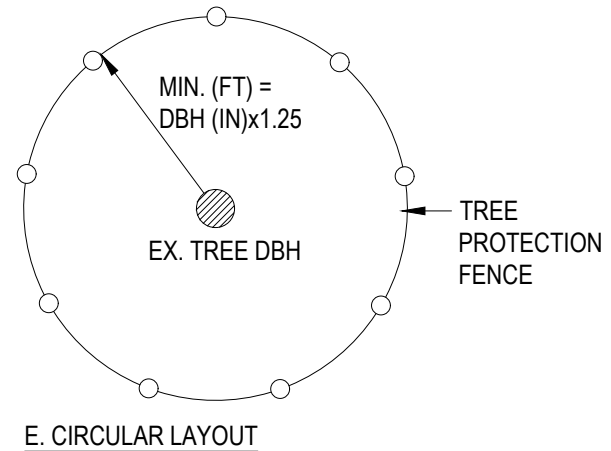
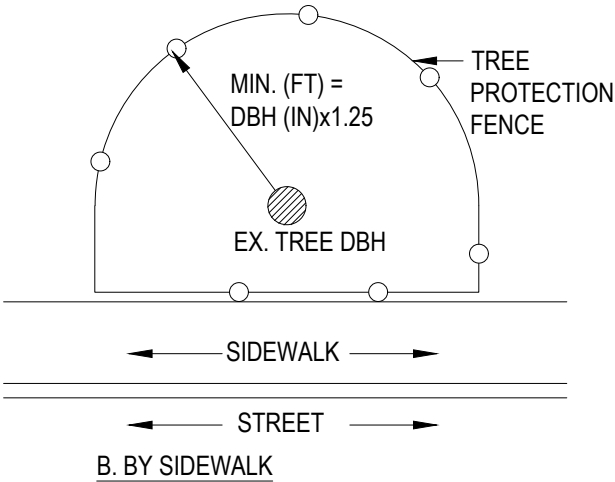
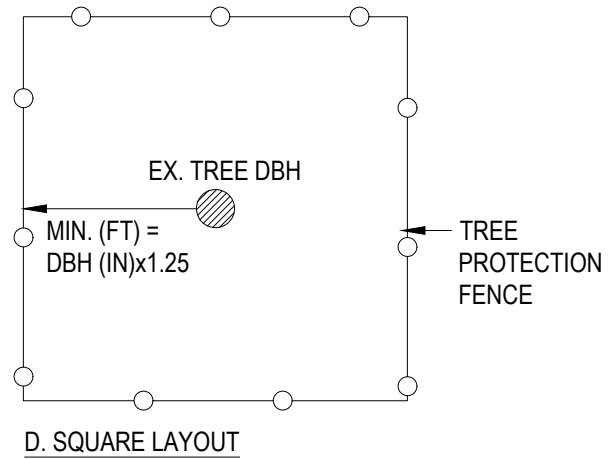
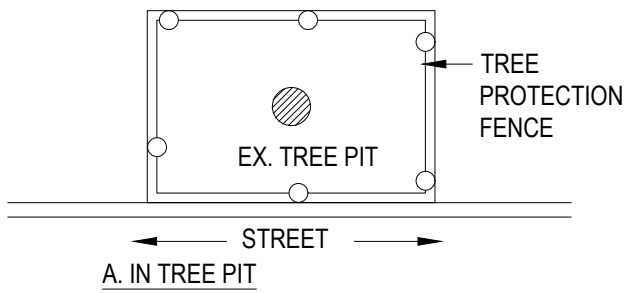
SIDE VIEW

NOTE: FOR TREE PROTECTION ONLY

NOTES:

1. TREE PROTECTION FENCING MUST BE INSTALLED AT A MINIMUM RADIUS OF THE CRITICAL ROOT ZONE (SEE DETAIL TPP-02 FOR EXAMPLES)
2. THE TREE PROTECTION FENCING MUST REMAIN IN PLACE FOR THE DURATION OF THE PROJECT UNLESS OTHERWISE APPROVED BY THE PLANNING DEPARTMENT.
3. APPROVED IMPACT PROTECTION DEVICES MUST BE REMOVED AFTER CONSTRUCTION WHEN APPLICABLE.
4. SIGNS SHALL BE PLACED AT 50' MAXIMUM INTERVALS. PLACE A SIGN AT EACH END OF LINEAR TREE PROTECTION AND 50' ON CENTER FOR THE REMAINDER
5. FOR TREE PROTECTION AREAS LESS THAN 200' IN PERIMETER, PROVIDE NO LESS THAN ONE SIGN PER PROTECTED AREA.
6. ATTACH SIGNS SECURELY TO FENCE POSTS AND FABRIC.
7. ADDITIONAL SIGNS MAY BE REQUIRED BY TOWN OF SMITHFIELD BASED ON ACTUAL FIELD CONDITIONS.
8. SIGNS ARE TO BE MADE OF DURABLE, WEATHERPROOF MATERIAL WITH LETTERS A MINIMUM OF 2 1/2" HIGH, CLEARLY LEGIBLE AND SPACED AS SHOWN
9. TREE PROTECTION MAY REQUIRE ADJUSTMENTS AS DEFINED IN THE MOST RECENT VERSION OF THE AMERICAN STANDARD OF NURSERY STOCK MANUAL, PUBLISHED BY THE AMERICAN HORTICULTURAL INDUSTRY ASSOCIATION.





NOTES:

1. CONTRACTOR MUST PROVIDE AND INSTALL TREE PROTECTION SIGNAGE.
2. A ZONING PERMIT IS REQUIRED PRIOR TO INITIATION OF CONSTRUCTION IF ANY TREES ON TOWN PROPERTY ARE TO BE IMPACTED BY PRUNING, TRENCHING, BORING, REMOVAL, PAVING, PLANTINGS, ETC.



STANDARD TREE PROTECTION FENCE LAYOUT DETAIL

SMITHFIELD, NORTH CAROLINA

133

SCALE:  
NTS

DETAIL NO.  
—

DATE: 12/12/2022



Town of Smithfield  
 Planning Department  
 350 E. Market St Smithfield, NC 27577  
 P.O. Box 761, Smithfield, NC 27577  
 Phone: 919-934-2116  
 Fax: 919-934-1134

**Petition for Amendment to the Unified Development Ordinance**

*Pursuant to Article 4 of the Town of Smithfield Unified Development Ordinance, Proposed amendments may be initiated by the Town Council, Planning Board, Board of Adjustment, members of the public, or by one or more interested parties. The application for any amendment shall contain a description of the proposed zoning regulation.*

**APPLICANT INFORMATION:**

<b>Planning Department</b>	<b>350 E Market Street</b>
Petitioner's Name	Address or PO Box
<b>Smithfield</b>	<b>919-934-2116, ext 1114</b>
City, State, Zip Code	Telephone

Proposed amendment to the Town of Smithfield Unified Development Ordinance:  
 Articles 2, 10 and Appendix A to update performance standards in conjunction  
 with the updates to the Standard Specifications and Details Manual.

(Attach additional sheets as necessary)

This application must be accompanied by a Statement of Justification which addresses the following:

1. How the amendment proposed would serve the public interest or correct an obvious error in the existing ordinance.
2. How the amendment proposed will enhance or promote the purposes and goals of the adopted plans and policies of the governing body.

The undersigned hereby authorizes the filing of this petition and certifies that the information contained herein stands alone based on the merits of this request and is accurate to the best of their knowledge and belief.

_____	<b>4/26/23</b>
Signature of Petitioner	Date

**FOR OFFICE USE ONLY**

File Number: \_\_\_\_\_ Date Received: \_\_\_\_\_ Amount Paid: \_\_\_\_\_