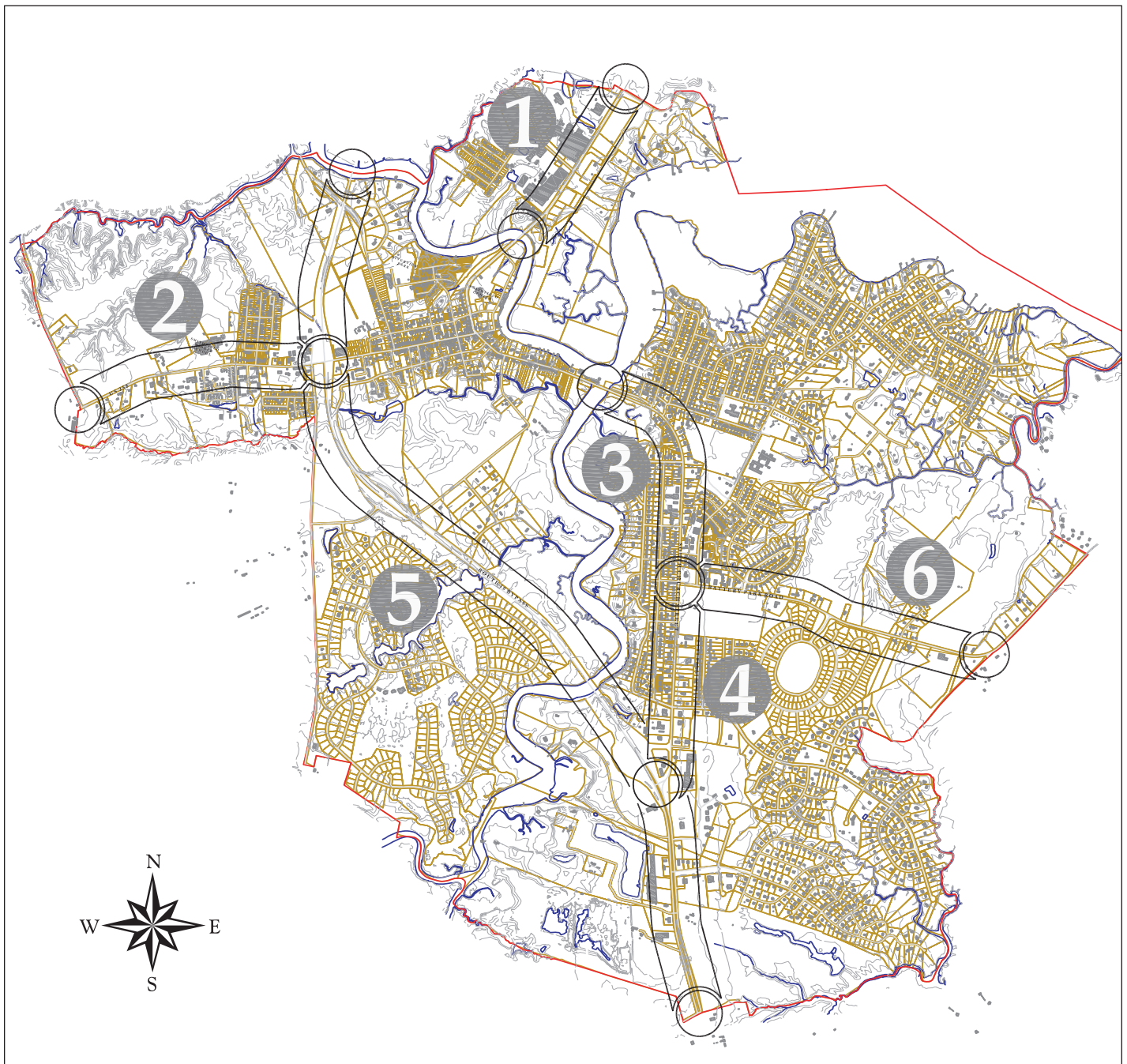


Designated Entrance Corridors in Smithfield



1. North Church Street/Business Route 10:

From the town limits to the Pagan River Bridge

2. West Main Street/US Route 258:

From the town limits to the Route 10 Bypass

3. Upper South Church Street:

From Battery Park Road to Cypress Creek Bridge

4. Lower South Church Street:

From the Bypass to Battery Park Road

5. Bennis Church Boulevard/Route 10 Bypass:

From town limits to town limits

6. Battery Park Road:

From South Church Street to the town limits

Zoning Chart

Zoning District	Maximum Building Height	Minimum Front Yard	Minimum Side Yard
I-2	60'	50'	25'
I-1	50'	50' /w 30' setback for outdoor display	25'
HR-C Highway Retail	35' to 50' /w (1) additional foot of setback per foot over 35'	40' w/ 20' setback for outdoor display	20', 40' abutting public street or residential district
C-C Community Conservation	35' residential 45' public or semi-public 16' accessory structures	60'	25' setback increased (1) additional foot per foot for structures over 35'
MH-P Mobile Home Park District	16' or one-story for manufactured homes 35' for other structures	20', 75' from front lot line or public right-of-way	12', 60' from side lot line
MF-R Multifamily Residential District	40' residential 45' public/semi-public 16' accessory	30' fronting on street, 15' fronting on private travelway/parking bay	15', 30' if fronting on public street
<i>Duplex</i>	<i>25' fronting public street, 12' fronting on private travelway/parking bay</i>	<i>25' fronting public street, 12' fronting on private travelway/parking bay</i>	<i>16', 25' if fronting a public street</i>
A-R Attached Residential District	35', 45' by Commission waiver but not to exceed 3 stories 45' public or semi-public provided front, side and rear yards are increased by 1 foot for each foot of height over 35', 16' accessory buildings	25' fronting a public right of way, 12' fronting on private travelway/parking bay, 20' if serving a residential dwelling with garage	25' fronting a public right of way, 16' abutting a private travelway, 12' abutting an adjacent lot line
<i>Duplex</i>		<i>25' fronting a public right of way, 12' fronting on private travelway/parking bay</i>	<i>25' fronting a public right of way, 16' abutting a private travelway</i>
DN-R Downtown Neighborhood Residential	35' principal & accessory uses, 45' public/semi-public provided front, side & rear setbacks are increased (1) foot for each foot over 35'	25' or average of setbacks of adjacent lots or structures on same block	10' for interior lot, 5' prior to ordinance, 20' corner lot, 10' corner lot prior to ordinance Duplex: 10' interior, 15' corner, 5' prior to ordinance
E-C Environmental Conservation	site plan required for all uses	site plan required for all uses	site plan required for all uses
N-R Neighborhood Residential	35' residential 45' public or semi-public provided front, side & rear setbacks are increased (1) foot for each foot over 35', 16' for accessory buildings	35'	15'
R-O Residential Office	35' 45' (see above) 16' accessory	35'	15'
PS-C Planned Shopping Center	35', 50' w/(1) additional foot per per foot over 50'	40'	40', 60' if adjacent to residential district
S-R Suburban Residential	35'	35'	15'
<i>Cluster lots</i>	<i>45' see N-R 16' accessory</i>	<i>25'</i>	<i>6'</i>

INDIVIDUAL CORRIDORS

V

Minimum Rear Yard	Building Area Coverage Max.	Outdoor Storage Max.	Parking	Site
50'	.30	.30	5' from adjacent. lot lines 10' abutting public street	10% of total site covered in tree canopy
50'	.30	.25	5' from adjacent. lot lines 10' abutting public street	10% of total site covered in tree canopy
20', 40' abutting street or residential district		.15		15% of gross site must be landscaped open space; 20' landscape buffer along frontage
60', setback increased (1) additional foot per foot for structures over 35', 15' for accessory structures	.20			
15', 60' from rear lot line			2 spaces/dwelling	250 sq. ft. convenient to entrance of each mobile home; sidewalk connectors from home to paved street
30'				10% open space for conventional lots
25'				20% open space for cluster lots
25'	.20			
25'	.20			
site plan required for all uses				
35', 5' for accessory uses	.20		Off street parking & loading discouraged	all use require site plan
35' 5' for accessory uses	.20			20% of gross lot should be landscaped open space
40'		.15		
				15% of gross area: landscaped open space
35' 5' accessory uses				
25' 5' accessory	.20			

Corridor 1: North Church Street/Business Route 10 from the town limits to the Pagan River Bridge

A. General Description

Views: river/marsh, industrial, waterfront/skyline

Streetscape: gateway sign at northern town boundary, two lanes, grassy edges, planted edge from gateway to Berry Hill Road, screen of crape myrtles as visual buffer to residential area, sidewalks only at street edge of Smithfield Foods parking lot, overhead utilities on both sides, public park and recreation area near bridge

Site: large undeveloped parcels, deep setbacks, wooded edge, mature trees, large, open, corporate industrial sites, chain link fences, surface parking lot with edge plantings

Buildings: historic pork smoke-house, large industrial buildings with shallow setbacks, smaller scale older industrial

B. Vision

Industrial area continually upgraded by corporate owner, large lot residential screened by woods, present uses unlikely to change in near future. Some opportunities exist for both private and public streetscape improvements to strengthen landscape screening in industrial areas to mitigate large expanses of unadorned utilitarian building facades, and add curb and gutter at the street edge. Elevated walkways would improve pedestrian safety.

C. Sub-Areas

None

D. Corridor Specific Guidelines

1. Maintain gateway signage and wooded edge.
2. Strengthen landscaped edge along industrial sites and parking lots.
3. Better define entrances to west parking lots and screen with landscaping
4. Maintain public fishing pier.
5. Maintain integrity of historic town views across marsh.

E. Relevant Zoning

Zoning: I-2, I-1:



Planted edge from gateway to Berry Hill Road.



Large industrial building with shallow setbacks.



View across marsh to waterfront/skyline.

Corridor 2: West Main Street/US Route 258 from the town limits to the Route 10 Bypass

A. General Description

Views: pastoral, open space, street edge

Streetscape: 2-3 lanes, uncontrolled access, turn lanes, overhead utilities on both sides, intermittent sidewalks, drainage ditches, grass edges, no street trees, road widens near bypass,

Site: deep setbacks, large parcels, flat, tree edge on some agricultural parcels, chain link fence in front of school and public housing, plastic rail fence

Buildings: wide variety of forms and scales; agricultural, light-industrial, mini-storage, historic residential, school, mobile home park, public housing, small-scale older residential, some abandoned older buildings, lots diminish in size towards bypass

B. Vision

Currently this corridor has a wide variety of land uses and associated zoning reflecting its service function and the Town's agricultural past. Streetscape improvements, especially street trees and continuous sidewalks, can provide some visual continuity. A slow evolution will take place along this corridor as farmland is eventually developed and existing commercial/ industrial parcels are redeveloped. In conjunction with streetscape improvements, curb cuts should be minimized, providing shared access to adjacent parcels. Opportunity also exists at the

Route 10 Bypass/Route 258 intersection to strengthen a major gateway to historic district.

C. Sub-Areas

None

D. Corridor Specific Guidelines

1. Maintain the open agricultural fields and background edge at the town limits to define gateway.
2. Create a corridor/downtown gateway at the US 258/Route 10 Bypass intersection through the use of orderly and well-defined plantings.
3. Preserve historic farmhouse and immediate setting.
4. Use site edge landscaping with consistent plant types to add visual coherence to corridor with wide variety of building/zoning types.

E. Relevant Zoning

Zoning: HR-C, C-C, I-1, I-2, MH-P, MF-R, DN-R



A wooded edge softens the streetscape.



Chain link defines school property.



Sidewalks are intermittent along this corridor.



Agriculturally oriented businesses.

Corridor 3: South Church Street from Battery Park Road to the Cypress Creek Bridge

A. General Description

Views: near bridge - views to Pagan River, marshes and historic district

Streetscape: overhead utilities, no sidewalks, few crosswalks, minimal landscaped edges

Site: small residential lots on one side of street and large lot commercial with deep setbacks and front parking lots on parts of the other; few interconnected parcels transitions to smaller lots with moderate setbacks, landscaping varies by individual lot, monument, pole-mounted, projecting/hanging signs,

Buildings: one-story commercial, residential and residential converted to small business, vernacular historic residential styles including Colonial Revival and bungalows,



Mid-twentieth century residences have been converted to professional offices.



Auto-oriented businesses are clustered together.



Sections of the corridor are auto-oriented with limited sidewalks.



Mature trees punctuate this residential sub-area.

B. Vision

Limited change is foreseen on this older corridor. New development would require assemblage of multiple small residential parcels. Future streetscape enhancements including unifying landscape plantings and street trees, continuous sidewalks and contrasting crosswalks, could provide more visual continuity, and opportunities for combined site access and pedestrian connectivity. This area also provides a design opportunity to create a more unified relationship with

the historic district's vocabulary of streetscape improvements.

C. Sub-Areas

- Converted Residential
- Auto-oriented Commercial
- Transitional Residential

D. Corridor Specific Guidelines

1. Maintain integrity of views of Pagan River, Cypress Creek marshes, and across to

historic district at Cypress Creek Bridge.

2. Retain residential character as much as possible to provide transition to neighboring historic district in vicinity of Cypress Creek Bridge.

E. Relevant Zoning

Zoning: E-C, N-R, HR-C, R-O

Corridor 4: South Church Street from the Route 10 Bypass to Battery Park Road

A. General Description

Views: limited with flat corridor
Streetscape: 5-6 lanes typical auto-oriented strip, overhead utilities located on west side of street, intermittent sidewalks, no uniform street edge - some grass, some curb, aging gateway sign
Site: mid-size parcels, parking dominates many sites and residential parcels have front yards converted for parking, large shopping center parcel with a deep setback, large commercial signage, some open lots
Buildings: large one-story commercial, some vernacular architecture, small scale transitional/converted residential

B. Vision

Moderate change is envisioned on this corridor. Most change will occur at the intersection of Battery Park Road and in the redevelopment of existing aging strip retail. Through design review of both site and proposed building modifications it will be possible to create a more unified character for the corridor. Streetscape improvements can also help reduce the overall scale of larger parcels and reduce the visual dominance of asphalt and overhead utilities.

C. Sub-Areas

- Older Auto-oriented Commercial
- Converted Residential

D. Corridor Specific Guidelines

1. At Bypass, strengthen gateway by maintaining existing strong wooded edge and agricultural open space and by adding large scale plantings.
2. Encourage uniform site edge improvements to improve visual quality of corridor.
3. Encourage tree plantings around and within larger parking areas to reduce visual dominance of parking lots and to provide seasonal shade for pedestrians and customers.
4. Continue to encourage replacement of overscaled signs with lower monument type signs.

E. Relevant Zoning

Zoning: A-R, HR-C, PS-C



At its widest, this corridor is a typical commercial strip.



Mature trees soften the overhead utilities in this commercial area.



The landmark Smithfield water tower provides a visual reference along this corridor.

Corridor 5: Benns Church Boulevard/Route 10 Bypass between the town limits

A. General Description

Views: open fields, water tower, marshes, Cypress Creek

Streetscape: gateway signage, 4 lanes with median transitions to limited access, divided highway, no shoulder, vegetation edge,

Site: gently rolling topography, large agricultural parcels, some converted to low-density, large parcel sub-divisions.

Commercial sites have attractive landscaped buffers,

Buildings: strip retail, small out-parcels, national franchises, Bypass has no building frontage

B. Vision

Between the Town limits and the Bypass a moderate level of change is foreseen stemming from this area's identification as desirable for the location of national franchises. Design review of these franchises, other new development, and redevelopment of aging parcels provides an opportunity to relate the appearance of structures along the corridor to the character of the Town of Smithfield. The Bypass section of this corridor is projected to have little change. Important natural buffers and view sheds should be retained, as well as natural stands of trees that provide visual buffers as the Bypass approaches its intersection with Route 258.

C. Sub-Areas

- Recent Auto-oriented Commercial
- Buffered Edge

D. Corridor Specific Guidelines

1. Retain part of open fields at southern end to define major Town gateway.
2. Strengthen gateway with large scale plantings at town limits.
3. Maintain buffered wooded edges and important views along bypass.
4. Continue to upgrade landscaped edges along commercial strip.

E. Relevant Zoning

Zoning: HR-C, I-1, C-C, N-R, E-C



Major franchises seek to locate along this corridor.



Older development can be updated according to the new guidelines.



Natural areas and views should be preserved.



New single-family homes are visible from the overpass.

Corridor 6: Battery Park Road from the town limits to South Church Street

A. General Description

Views:

Streetscape: 2 lanes, planted road edge with no sidewalks, no curbs, drainage ditches, overhead utilities

Site: white fences with trees at edge of new developments, rolling land, open fields and forest - some cleared for development, loops and cul-de-sacs, small lots, undefined edges in commercial areas with uncontrolled access points, fragmented small lots, high-impact commercial signage.

Buildings: single story homes, center of lots, traditional styles, single-story commercial surrounded by pavement, auto-oriented uses

B. Vision

From the Town limits to near its intersection with Route 10, Battery Park Road retains a rural feeling. New residential development contributes to this character through the preservation of natural vegetation, limited access into the development and a planted rail fence at the corridor edge and may be seen as a model for further development. As the road nears the Route 10 intersection small, existing auto-oriented commercial parcels would benefit from streetscape improvements including curb, gutter and landscaped buffers. Designs for the proposed widening of Battery

Park Road should make every effort to retain the character of the corridor and may provide and opportunity to locate utilities underground.

C. Sub-Areas

- Suburban Residential
- Mixed-use Commercial

D. Corridor Specific Guidelines

1. Continue to maintain the existing wooded edge and encourage the use of the white rail fence as an edge defining element to add visual continuity to this residential corridor.
2. Consider pedestrian streetscape improvements such as sidewalks and bicycle paths to connect residential areas to nearby commercial corridor.

E. Relevant Zoning

Zoning: HR-C, L-1, MF-R, C-C, S-R



The wooded edge near this corridor's gateway.



A new fence delineates a recent housing development.



Single-story, auto-oriented commercial structures near South Church Street.