



TOWN OF SELMA

DESIGN MANUAL

SELMA
NORTH CAROLINA

November 2003

TABLE OF CONTENTS

SECTION 1 INTRODUCTION	4
A. Purpose	4
B. Compliance	5
SECTION 2 ACCESS AND CIRCULATION	6
Required Access	6
A. General Standards	6
B. Structural Standards	9
C. Traffic Control Devices	9
D. Extension and Completion of Access Ways	9
E. Public and Private Access Ways	10
F. Names, Identification, and Addresses For Public and Private Streets	10
G. Minimum Street Elevations	10
H. Guardrails and Barriers	10
I. Soils Report Required	11
J. Street Classifications and Geometric Standards	11
K. Street Classifications	12
Table of Street Classifications	12
Table of Geometric Design Standards-Streets and Intersections	13
Sidewalk Chart	14
SECTION 3 PARKING AND OFF-STREET LOADING	15
A. Providing Off-Street Parking and Loading	15
B. Methods of Providing Parking and Loading Spaces	15
C. Use of Required Parking and Loading Spaces	16
D. Parking Design Standards	16
E. Minimum Off-Street Parking Space Requirements	17
F. Loading Space Design Standards	17
G. Minimum Off-Street Loading Requirements	18
SECTION 4 UTILITIES AND EASEMENTS	19
A. Interrelation of Utility Lines	
B. Underground Utilities	
C. Surface Appurtenances	
D. Sewage Collection System	
E. Water Distribution System	

SECTION 5 SOLID WASTE MANAGEMENT

- A. Single Family Residential Collection
- B. Multi-Family/Commercial/Institutional Refuse Collection

SECTION 6 LANDSCAPING

- A. Purpose of Landscape Areas
- B. Design Standards
- C. Tree Placement Requirements
- D. Recommended Species
- E. Landscape Installation and Maintenance Specifications

SECTION 7 STREET LIGHTING, SIGNS AND MARKINGS

- A. Street Lighting Service Levels
- B. Street Lighting Classifications
- C. Street Lighting Guidelines
- D. Street Lighting Standards
- E. Signs and Markings Standards

SECTION 8 STORMWATER MANAGEMENT

SECTION 9 APPEALS

SECTION 1 INTRODUCTION

A. PURPOSE

These standards are meant to interpret and clarify the Development Ordinance and Design Guidelines of the Town of Selma related to the development of land.

The Town's land use and development policies, as embodied in the Comprehensive Plan, are necessarily discussed in such broad terms as "livability", "Public Safety", and "variety of housing mix". The Comprehensive Plan contains community-wide goals and objectives, which emphasize the existing character of the Town and its neighborhoods. The Development Ordinance and Design Guidelines deal with the more specific concepts such as types of use, lot sizes, parking requirements and the like.

However, even these more specific terms can be interpreted in a variety of ways, especially where a specific development in a specific location is being considered. Therefore, the Town of Selma Design Manual has been prepared to help people involved with land development in Selma and its planning jurisdiction to understand, before they begin, what will most likely be acceptable in this jurisdiction. These standards are intended to complement and supplement the general Design Guidelines included in the Comprehensive Plan.

Specific design criteria set forth herein provide a ready reference of those practices and techniques acceptable to the Town. We also encourage design professionals to consider site characteristics closely in their design and to seek new and better practices and techniques for complying with Town development policies and regulation. If, in response to the characteristics of a particular site, innovative practices, and/or technological changes, a designer can make a valid case for application of standards that modify or substitute for the design standards contained herein, he or she is encouraged to do so.

Where alternative standards can be shown to conform with applicable policies and regulations, the Town may accept such alternative standards in lieu of the standards contained herein. Similarly, where a particular site is characterized by a large number or extent of impediments to developing land in compliance with applicable policies and standards, or where technological changes provide for practices and techniques that better ensure compliance, the Town itself may modify or substitute additional standards for the design standards contained herein. These standards include deadlines for improvements. The Manager may allow extensions of deadlines provided these extensions (1) will not conflict with the intent of these standards and other land development regulations; and (2) include a practical justification for an extension.

B. COMPLIANCE

Compliance with these standards shall be required at the time property is developed, whenever a major increase in the intensity of use is created as determined by the Planning Director.

The following shall be exempted from these requirements:

- a) any development of a single- or two-family dwelling on a zoning lot, or any uses accessory thereto;
- b) any development or detailed plan pursuant to a Special Use Permit, site plan or Certificate of Appropriateness approved prior to the adoption of these standards.
- c) any development that, in the opinion of the Town Manager, does not significantly affect traffic circulation, drainage, relationship or buildings to each other, landscaping, buffering, or lighting.

The Planning Director may exempt modifications to existing developments from individual provisions of these standards where, in the opinion of the Town Manager, compliance with those provisions would create a practical hardship upon the property owner and where the modification does not increase a nonconformity or maintains or promotes the public health, safety and welfare. The design manual and details will be updated as necessary, and the revised pages will be available from the Town of Selma Planning Department.

SECTION – 2 ACCESS AND CIRCULATION

REQUIRED ACCESS

All development shall be located on a zoning lot that has vehicular, and pedestrian access that abuts on a street that is approved by the Town of Selma and being in compliance with Town standards or State standards, where applicable, and is currently maintained by the Town or the State of North Carolina.

Nothing in the above definition of access shall be deemed to preclude the Town's authority to require improvement of substandard access ways to applicable standards.

A. GENERAL STANDARDS

1. Relationship to Town Plans - Streets, including associated bikeways, sidewalks, trails, and transit amenities, shall be arranged, designed, and located in conformance with the Land Use Plan, Thoroughfare Plan, and Street Classification Plan
2. Relationship to Surrounding Access Ways – Streets and sidewalks shall be arranged to and coordinated with surrounding existing and proposed roadways and transportation patterns. Roadways, and pedestrian ways shall connect where necessary to permit the convenient and safe movement of traffic. While street connections are encouraged, local connector streets should be designed to minimize their use by through traffic. If the scale of new improvements is small in relation to the amount of surrounding existing development, new improvements should be designed to blend with existing conditions wherever possible unless existing improvements are inadequate.
3. Relationship to Arterial or Collector Roads: Where a development is proposed adjacent to an arterial or collector road, appropriate turning, storage and/or deceleration lane(s) may be required.

Where a development is proposed adjacent to an arterial or collector road that has an inadequate right-of-way, the property owner shall dedicate such right-of-way along its property as is necessary to bring the right-of-way up to standard for that portion of the arterial or collector road. (In most circumstances it is customary to require one-half of the total right-of-way, measured from the centerline, to be required along the subject property frontage).

4. Arrangement of Streets: Principal vehicular access points to the development shall be designed to encourage smooth traffic flow and minimize hazards to vehicular traffic and pedestrians. Accommodation of controlled turning movements into and out of the development and improvement of the approach street should be considered where existing or anticipated heavy traffic flows indicate need. Safe and convenient vehicular

access and traffic flow shall be provided for emergency, school and service vehicles.

Subdivisions located on an arterial or collector road shall be so designed so that no subdivided lot shall have a direct individual driveway access onto an arterial or collector road unless it can be determined that the proposed subdivision cannot be feasibly designed, or that no reasonable alternative exists, to prohibit direct driveway access onto an arterial or collector street.

5. Roadway Design: The arrangement, character, extent, width, grade and location of all roadways should be designed in relation to existing and proposed transportation patterns, topographical and other natural features, public convenience and safety, and proposed uses of lands to be served by such roadways and existing and potential uses in adjoining areas.
6. Appropriate Speed - Local streets should be designed in order to discourage excessive vehicular speeds. Traffic calming techniques are encouraged whenever practical and appropriate, including curved and/or narrow streets, offsets at intersections, traffic islands, chokers, raised crosswalks, speed humps, traffic circles, chicanes, etc.
7. Vertical Alignment - Streets should be designed to provide gradual grade changes and to avoid a "roller-coaster" effect. Where possible streets should be designed to avoid deep cuts and fills.
8. Horizontal Alignment - Streets should be designed to provide long curves and to avoid sharp curves at the end(s) of straight sections or flat curves. Compound curves and "S" curves are to be avoided.
9. Barriers - Physical barriers (such as guardrails) should be provided along roadway edges and in medians where warranted due to potential roadway safety hazards such as structures, embankments, ditches, or bodies of water. Guardrail shall be constructed within the right-of-way wherever the Town Manager determines that guardrails are necessary for public safety.

Reflectorized barriers shall be installed at the end of pavement on all streets which are temporarily dead-ended or where "T" turnarounds are constructed.

10. Intersections - Intersections of streets should be designed to minimize the number of potential conflicts among vehicular movements; to give preference to the heaviest and fastest traffic flows; to coordinate the location and alignment of driveways; to discourage dangerous vehicular movements; to avoid multiple and compound merging and diverging maneuvers; and to provide adequate sight distances.
11. Sight Line Triangles at Intersections - Sight line triangles at intersections should be designed to assure adequate visibility for vehicles and pedestrian using the intersection. Signs, trees, shrubs, etc. should not interfere with these sight lines. The property owner shall dedicate sight line easements as necessary.

12. Dead-End Streets - Street designed to be permanently dead-end shall terminate in a turnaround of adequate size to accommodate vehicles expected to use the street. Streets designed to be dead-end temporarily (such as in a phased development or where a street is to be extended) can terminate in a paved circular turnaround or a paved "T" turnaround. Under special circumstances, a "T" turnaround may be acceptable as a permanent improvement.

A separate, pole mounted "Dead End" sign shall be placed at the closest intersection to the dead end. Also, temporary dead end streets expected to be extended in the future shall include a sign located at the temporary dead-end stating "This Roadway is Subject to Future Extension".

B. STRUCTURAL STANDARDS

All streets shall be paved with a minimum of an eight-inch (8") (compacted thickness) crushed rock base and a minimum of a three-inch (3") (compacted thickness) asphaltic concrete surface, or equivalent design, as approved by the Town Manager.

Streets to be constructed in areas designated as "Type II" on the map at the end of this section will require a ten-inch (10") (compacted thickness) crushed rock base unless otherwise approved by the Town Manager.

Based on the results of soils investigations, previously observed conditions, and/or conditions encountered in the field; additional requirements for street construction may include increased pavement and/or base thickness, dewatering drain systems, excavation of unsuitable materials, installation of geotextile materials, and other enhancements as may be deemed necessary to assure that streets will not experience premature failure. The use of the curb and gutter section for street development has been determined to require the least amount of grading, clearing, right-of-way, and maintenance of all alternative roadway sections. Therefore, to preserve the natural environment and to minimize erosion and sedimentation, the Town will typically require the use of curb and gutter roadway section except as noted in the paragraph below. In areas where poor subsoil drainage and periodic flooding is determined to be a problem by the Town Manager, the developer may be required to use a roadside swale-type street construction. If curb and gutter is deleted, additional right of way may be required. The design of the swales shall be such that no significant erosion will occur from a ten (10) year storm rate of discharge. Shoulders on arterials shall be paved. On all other roads, shoulders shall be constructed of at least 50% gravel and at most, 50% soil material. Roll-type curbs may be considered under certain conditions on local streets, subject to submittal of technical support data and justification for approval by the Town Manager.

Phased Completion of Streets

The Developer shall synchronize the probable completion of houses or other building construction with the completion of the streets serving those buildings. The intent is to prevent unreasonable inconvenience to the building occupants from dust, mud, or hazardous conditions

and also to avoid unsightly appearance along the access to these buildings.

Therefore, the developer shall complete the paving of all streets within the development within one year of the recording of the final plat. If the developer believes that for certain reasons that his development will take more than one year to "build out" then he should record the final plat for only the phase that will be most likely completed within one year. If necessary, the Town Manager may extend this deadline to accommodate weather conditions.

Any failure of the streets that occurs within one year of being approved shall be repaired by the developer. If, in the judgment of the Town Manager, the damage to the street surface area is excessive, such that patching would produce an unacceptable surface, the developer may be required to provide a one-inch (1") resurfacing of the street.

Grassing Within Rights-of-Way

All portions of the roadway, including medians, remaining unpaved shall be grassed in accordance with Town specifications. Grass shall be installed in all rights-of-way at a time determined by the Town Manager, providing, however, that it shall be installed and established prior to the release of the improvement bond.

All work herein referred to shall be maintained in accordance with Town Specifications and shall be kept at a height no greater than six (6) inches (except on embankments) until the roadway has been accepted by the Town Manager and the improvement bond has been released.

C. TRAFFIC CONTROL DEVICES

Where warranted to ensure motorist, or pedestrian safety and/or to control vehicular and pedestrian traffic; traffic signals, signs, and markings shall be provided in accord with the standards set forth in the Manual on Uniform Traffic Control Devices for Streets and Highways. Installation of all traffic devices shall be approved by the Town Manager, and the North Carolina Department of Transportation where applicable.

D. EXTENSION AND COMPLETION OF ACCESS WAYS

Extension to Boundaries - Streets, and pedestrian ways to be extended onto adjacent property or into subsequent approved phase(s) of a single development shall be constructed to the common property line or phase boundary. Where necessary to facilitate traffic flow or accommodate emergency vehicles, a temporary turnaround may be required at the end of a street pending its extension.

Improvement of Substandard Access Ways - Where a development impacts, abuts or contains an existing street, bikeway, or pedestrian way that provides required access but does not meet the standards contained herein, improvement of such access way to applicable standards may be required if the development is expected to increase traffic volume and/or affect the capacity of the existing facility. This may involve improvement of the access way off-site. Partial width access ways shall be prohibited and abutting existing partial width access ways shall be

completed to applicable standards.

E. PUBLIC AND PRIVATE ACCESS WAYS

Public Access Ways - Public access ways are streets, bikeways, and pedestrian ways located within publicly dedicated rights-of-way or easements and accepted for maintenance by the Town of Selma or the State of North Carolina. Public access ways shall not be accepted for maintenance unless they meet all applicable standards.

Private Access Ways Providing Required Access - Private access ways are streets, bikeways, and pedestrian ways other than the above. Where private access ways provide required access, they shall meet all applicable standards. Provision for their continued maintenance shall be approved by the Town Manager and recorded with the County Register of Deeds in a legally valid and binding instrument that describes the properties, which the private access way serves and which runs with the land. The maintenance agreement shall apply to all properties, which the private access ways serve. It shall contain a provision that at any such time that the private access way is no longer maintained to applicable standards, the Town of Selma, the County, or the State of North Carolina, as appropriate, may provide such maintenance, with the total costs of required maintenance assessed to those properties subject to the agreement.

F. NAMES, IDENTIFICATION AND ADDRESSES FOR PUBLIC AND PRIVATE STREETS

Street Names - Names of streets shall reflect the continuity of streets (i.e., that a proposed street obviously in alignment with an existing street or planned as a continuation of a existing street be given the same name as the existing street) and shall be neither wholly or partially duplicative nor phonetically similar to the name of an existing street within the County.

Street Identification Signs - Street identification signs shall be provided at all street intersections as part of street construction. The location and design of street identification signs shall be approved by the Town Manager as in accord with the standards set forth in the Manual on Uniform Traffic Control Devices for Street and Highways. The developer may purchase these signs from the Town and may have the Town install them with reimbursement.

Street Addresses - Street addresses are assigned to properties by the Town Manager. Street identification signs shall include assigned block numbers in addition to street names.

G. MINIMUM STREET ELEVATIONS

Minimum Elevations for crown of major and minor arterial pavements shall be two (2') feet above the one hundred (100) year flood elevation as shown in the HUD Flood Boundary and Floodway Maps and Flood Insurance Report.

H. GUARDRAILS & BARRIERS

Guardrails shall be constructed within the right-of-way wherever the Town Manager determines

that guardrails are necessary for the protection of the public.

Reflectorized barriers shall be installed at the end of pavement on all streets or drives which are temporarily dead-ended or when a "T" turnaround is installed. The type(s) of barrier required will be as necessary for public safety and shall be determined by the Town Manager.

I. SOILS REPORT REQUIRED

The developer shall submit a detailed soils report prepared by a soils testing company to the Town Manager to establish the suitability of the existing soils for roadway construction for all streets. This requirement may be waived by the Town Manager when his preliminary site investigation indicates that normal compaction tests would sufficiently guarantee road base suitability.

In the event that the soil report and/or site investigation indicates roadway construction requirements different from the standards described herein, the Town Manager may require that alternative roadway construction design(s) be submitted for approval by the Town.

J. STREET CLASSIFICATIONS AND GEOMETRIC STANDARDS

Street classifications and geometric design standards are outlined in the following Table 1 and Table 2. Information regarding existing streets and their classifications is available in the Selma Planning Department. All streets within the Town limits are classified primarily by function and/or operational characteristics, rather than by specific geometric criteria.

The street design standards represent specific interpretations of the general intentions embodied in the Selma 1 Development Ordinance and Design Guidelines. Because the terrain of Selma varies from level to hilly, the standards have been written as broadly as possible. The notion of limiting cut and fill within the limits of public safety has been important in developing these standards.

The conscientious designer may occasionally find that street design in specific areas could be better accomplished in a manner, which does not coincide with every standard in Table 1 and/or Table 2. In such cases, the Town Manager will consider justification that strict adherence to all standards would create significantly undesirable conditions and/or that deviation from the standards would produce a significantly better improvement. Similarly, the Town Manager may not allow the use of every standard if public safety considerations dictate otherwise under specific conditions.

The standards in Table 1 and Table 2 are presumptive. They are intended to be valid in most cases, but it is understood that the public good may be better served in certain unique situations by allowing some flexibility in the standards. New streets should be designed in a manner that balances functional and safety needs with the objective of preserving as much of the existing terrain and vegetation as is practicable.

STREET CLASSIFICATIONS

Streets in Selma are classified by their functional relationship to through-traffic service and land-access service. The three street classifications are:

1. Arterial - Arterial streets function primarily to serve through-traffic movement. Limited land-access service may be accommodated, but traffic controls and street design are intended to provide efficient through-traffic movement.
2. Collector - Collector streets penetrate neighborhoods, public service areas, and districts. They are intended to provide both through-traffic and land-access services in relatively equal proportions, often linking the local street system to the arterial street system.
3. Local - Local streets primarily serve land-access functions. They are intended to accommodate land parcel ingress and egress. Through-traffic movement is difficult and discouraged by traffic controls and street design.

The relationship between functional street classifications is a continuous one, without specific clear-cut boundaries. Streets are classified by the Town Traffic Engineer based on technical judgment and observed function of the street.

TABLE OF STREET CLASSIFICATIONS

	Arterial	Collector	Local
Design Volume (ADT)	20,000-40,000+	7,500-20,000	<7,000
Design Speed	45-55	35-45	25
Overall Length	Unlimited	< 2 miles	< 1 mile typical
No. Travel Lanes (1)	4 Typical	2 Typical	2 Typical
Right-of-Way Width	70-200 feet	60-100 feet	50-60 feet
<u>Pavement Width</u>			
Curb & Gutter	44-52 feet (6)	32-44 feet (6)	18-28 feet (6)
Non Curb & Gutter	40-48 feet (6)	28-40 feet (6)	18-24 feet (6)
Cul-de-sac Turnaround			70 feet (6)
Private Street			20 feet
Turn Lanes	Right/Left @ Intersections & major driveways (12' width typ.) (9' min width)	As warranted by turning traffic volume & safety criteria (11' width typ.; 9' width min.)	As warranted by turning traffic volume & safety criteria (10' width typ. & 9' width min)
On-street Parking	Not permitted	As warranted- controlled adjacent to street/driveway intersections	Controlled adjacent to street/driveway intersections
4-Way Intersection Spacing (2)	1000' Minimum	400' Minimum	200' Minimum
Driveway Spacing (3)	750' Min. between driveways. 250 ' between driveway & street intersections.	200' Min. between driveways and between driveway & street intersections	50' Min between driveways and between driveway & street intersections (5)
Access Control	No access if alternative possible to street of a lower classification (4)	No access if alternative possible to street of a lower classification (4)	

Notes to Table of Street Standards

- (1) The number of travel lanes necessary for each street classification may vary depending on traffic volumes.
- (2) Intersection spacing is measured along centerline of street between the v=centerline of intersecting streets.
- (3) Measured between the closest edges of driveway connections and intersecting roadways. Additional spacing may be required by the Planning Director under special conditions.
- (4) Non-residential uses may be restricted access to local streets under special circumstances if alternative access is possible.
- (5) Driveway spacing may be reduced in Planned Unit Developments.
- (6) Or as specified by the North Carolina Department of Transportation as appropriate.

The standards in the above table are presumptive. They are intended to be valid in most cases, but it is understood that the public good may be better served in certain situations by allowing some flexibility in the standards. For example, new streets should be designed in a manner that balances functional safety and needs with the objective of preserving as much of the natural terrain and existing vegetation as possible.

GEOMETRIC DESIGN STANDARDS FOR STREETS AND INTERSECTIONS

	Arterial			Collector			Local		
	Level	Roll	Hilly	Level	Roll	Hilly	Level	Roll	Hilly
Terrain Type (%)	<8	8-15	>15	<8	8-15	15>	<8	8-15	15>
Vertical Curve "K" Value (Crest/Sag)	55/55	45/45	40/40	40/45	28/35	20/20	28/35	20/20	15/20
Street Grade (%) (Max/Min)	4/1	6/1	8/1	4/1	8/1	12/1	5/1	10/1	15/1
Min Horizontal St. Center-line Radius *Super Elevated *Unsuper-elevated	500 NA	425 NA	350 NA	300 400	250 350	200 300	200 250	150 175	100 100
Typical shoulder width for streets without curb & gutter or sidewalk (ft.)	12	10	8	10	8	6	8	6	4
Minimum street corner radius @ intersection (ft.)	40	40	30	30	30	30	20	20	15
Minimum street and right-of-way widths. 2									

TABLE REFERENCE NOTES:

- (1) Vertical Curve "K" Value - Used in computing the minimum length of vertical curve from the formula $L=KA$ where: L = Length of Vertical Curve (100 ft.); K = Design Constant; A = Algebraic Difference of Connected Grades (%).
- (2) Street and right-of-way widths will vary depending on specific combinations of utility requirements, sidewalks, traffic lanes, turn lanes, parking lanes, bike lanes, bus pull-offs, etc. See typical street cross-section drawings for more details.
- (3) All streets with centerline or one-way crowns should be designed with a 2% cross slope. This does not apply to super- elevation designs on curves. Intersecting streets should be designed to create 90° intersection angles.
- (4) The minimum allowable angle of intersection is 75° under special conditions.
- (5) Intersection sight distance criteria and other related information are shown in the standard details.

SIDEWALK CHART

Land Use (Roadway Classification)	New Streets	Existing Streets
Commercial & Industrial (All Streets)	In town-both Sides In ETJ-1 Side	Both sides. Every effort should be made to add sidewalks where they do not exist and to complete missing links.
Residential (Arterials)	Both sides	Both sides
Residential (Collectors)	Both sides	Multi-family-both sides. Single family- prefer both sides; require 1 side
Residential (Local) More than 4 units per acre	Both sides – in town 1 side in ETJ	Prefer both sides; require 1 side
Residential (Local) 1 to 4 units per acre	Prefer both sides; require 1 side	1 e side preferred; at least 4' level shoulder provided 1 side
Residential (Local) less than 1 unit per acre	1 side preferred; 4' level shoulder on both sides	1 side preferred; 4' level shoulder on both sides
Residential Cul-de sac with 8 or more units	1 side	1 side
Residential Cul-de-sac less than 8 units	Not required	Not required

Note: ETJ = The =Town's Extraterritorial Planning Jurisdiction areas.

- Sidewalks may be omitted on one side of new streets where that side clearly cannot be developed and where there are no existing or anticipated uses that would generate pedestrian traffic.
- Where there are service roads, the sidewalk adjacent to the main road may be eliminated and replaced by a sidewalk adjacent to the service road on the side away from the main road.
- For rural roads likely to serve developments, a shoulder of at least 4 feet in width, preferably 8 feet on primary highways should be provided. Surface material should provide a stable, mud-free walking surface.

SECTION 3 PARKING AND OFF-STREET LOADING

A. PROVIDING OFF-STREET PARKING AND LOADING

Off-Street parking areas shall be provided for all uses of land, structures, and buildings as well as for any expansion of such uses or increases in intensity of use in accord with the requirements of this section.

Where appropriate, an off-street loading space shall be provided for all retail business, wholesale, and industrial uses as well as for any expansion of such uses or change in use requiring the regular delivery or shipping of goods, merchandise or equipment to site by semi-trailer trucks, in accord with the requirements of this section.

In the case of developments containing a mix of uses, the total requirements for off-street parking or loading space can be the sum of the requirements for the various uses computed separately. Off-street parking requirements may be reduced if uses, located on the same site, can utilize the same parking spaces during different times. (For example, a theater that uses spaces at night could “share” spaces with a store that uses the same spaces during the day.)

B. METHODS OF PROVIDING PARKING AND LOADING SPACES

All parking or loading spaces shall be located on the same zoning lot as the principal use(s) it serves, except as provided below.

In lieu of actual construction of required on-site parking spaces, all or any portion of the off-street parking may be provided by the following means:

1. Required parking for a use on a zoning lot may be located on another zoning lot, either by itself or combined with the parking for other uses, subject to certification by the Planning Director that the following requirements have been met:
 - a) The use being served by the off-site parking shall be a permitted principal use in the zoning district within which the zoning lot is containing such parking is located;
 - b) The off-street parking spaces shall be located within five hundred (500) feet walking distance of a public entrance to the structure or land area containing the use for which such spaces are required. A safe, direct, attractive, lighted and convenient pedestrian route shall exist or be provided between off-street parking and the use being served; and,
 - c) The continued availability of off-site parking spaces necessary to meet the requirements of this section shall be ensured by an appropriate restriction on the title to the land providing the off-street parking spaces, in the form of a declaration, covenant, or contract.

2. Combined Parking: Up to one-half (½) of the parking spaces required for any one use may be used to satisfy the parking requirements for either a second use on the same zoning lot or a use for which the provisions of subsection 3.B.1 above are utilized, subject to certification by the Planning Director that such joint usage of parking spaces complies with the following provisions:
 - a) The peak usage of the parking facility by one use will be at night, or on Sundays (such as with theaters, assembly halls, or places of worship), and the peak usage of the parking facility by the second use will be at other times; or
 - b) The second use is an ancillary use to the first use, such as restaurants and meeting rooms to hotels and motels.

C. USE OF REQUIRED PARKING AND LOADING SPACES

Required parking areas shall be available for the parking of operable vehicles of residents, customers, and employees, and shall not be used for the storage of vehicles or materials, or for the parking of vehicles used for loading or unloading, or in conducting the use.

Required loading spaces shall be available for the loading and unloading of vehicles, and shall not be used for the storage of vehicles and materials, or to meet off-street parking requirements, or in conducting the use.

D. PARKING DESIGN STANDARDS

1. All parking areas shall meet the following minimum design requirements:
 - a) Ingress to and egress from parking areas shall conform to Town design standards.
 - b) Except for single or two-family dwellings, all parking spaces and maneuvering space shall be surfaced with an all-weather material, which shall be maintained in a safe, sanitary, and neat condition.
 - c) No parking area or maneuvering space shall be located within a public right-of-way. Parked vehicles in off-street parking spaces shall be prevented from intruding onto travel lanes, walkways, public streets, or adjacent properties by means of walls, curbs, wheel stops. Or other appropriate means.
 - d) Except for single or two-family dwellings, or for attendant parking, each parking space shall be arranged so that any vehicle may be parked and unparked without moving another vehicle.
 - e) The size of parking spaces shall be adequate for the safe parking of vehicles and maneuvering space shall be provided so that parking and unparking can be accomplished in one continuous maneuver.
 - f) Landscaped islands shall be required at the ends of or between parking aisles where necessary for traffic control or drainage control.
 - g) Except for single or two-family dwellings, parking spaces shall be provided with adequate aisles or turnaround areas so that all vehicles may enter streets in a forward manner.

- h) Parking facilities shall be designed to connect with parking facilities on adjacent properties, where appropriate, to eliminate the need to use the abutting street(s) for cross movements.
- i) All off-street facilities shall be provided with a drainage system meeting the Town Stormwater management standards.
- j) Parking facilities shall meet all state handicapped parking regulations and standards.

2. Parking Areas Landscape Standards: It is the intent of this subsection to require the landscaping of parking areas which will serve to reduce radiant heat from paved surfaces, to reduce wind and air turbulence, to reduce noise, to reduce the glare of automobile lights, to ameliorate Stormwater drainage problems, and to protect and preserve the appearance, character and value of adjacent properties.

Except for single or two-family dwellings, all parking facilities, unless located entirely underground, shall meet the following minimum landscaping requirements:

- a. Parking facilities shall be design to connect with parking facilities on adjacent zoning lots where appropriate to eliminate the need to use the abutting street(s) for cross movements.
- b. Parking facilities, unless located on or within a structure, shall be separated from the exterior wall of a building, exclusive of a paved pedestrian walkway or entranceway or loading area, by a landscape strip at least five (5) feet in width, which shall be landscaped in accord with Town landscape standards.
- c. Entryways into parking facilities shall be bordered by a landscape buffer strip a minimum of eight (8) feet in width, which shall be landscaped in accord with Town landscape standards.
- d. Ground level parking facilities shall be setback from adjacent streets and/or adjacent properties that are zoned residential a minimum of ten (10) feet. This setback area shall be landscaped in accord with Town landscape standards.
- e. Parking facilities that accommodate fifty (50) or more vehicles shall provide landscaped islands within the parking lot and be landscaped in accord with Town landscape standards. DOCR: Design Manual: Section 6
- f. In providing the landscaping required above, the retention of existing significant vegetation shall be encouraged.

E. MINIMUM OFF-STREET PARKING SPACE REQUIREMENTS

The following minimum parking space requirements are provided as a general guide to complement the parking requirements as set forth in the Town Development Ordinance.

<u>Use</u>	<u>Minimum Number of Parking Spaces</u>
Dwelling, single family	1 per dwelling unit
Dwelling, two-family	1 per dwelling unit
Dwelling multi-family	
1 or 2 bedrooms	1.5 per dwelling unit
3 or more bedrooms	2 per dwelling unit

Mobile home/mobile home park	1 per unit
Fraternity or Sorority house	1 per resident
Residential support facility	1 per 500 sq. ft. of floor area
Rooming house/tourist home	1 per lodging unit
Bank	1 per 350 sq. ft. of floor area
Business, retail/general	1 per 250 sq. ft. of floor area
Business, restaurant	1 per 4 seats
Business, office type	1 per 350 sq. ft. of floor area
Business, sales/rental (automotive, farm implement, recreation vehicles, etc.)	1 per 500 sq. ft. of enclosed exhibit area
Clinic	1 per 250 sq. ft. of floor area
Group care facility	1 per 2 beds
Hotel or motel, no restaurant	1.5 per lodging unit
Hotel or motel with restaurant	1.5 per lodging unit, plus 1 per 5 seats in restaurant 4 students
Maintenance/storage facility	1 per 2 employees (largest shift)
Manufacturing, light	1 per 2 employees (largest shift)
Personal services	1 per 250 sq. ft. of floor area
Place of worship (Church)	1 per 4 seats in sanctuary
Public use facility	1 per 350 sq. ft. of floor area
Research activities	1 per 350 sq. ft. of floor area
School, elementary	1 per staff member
School, high	1 per 4 students

In the case of a use not listed in the general categories above, the minimum parking space requirement may be determined by the Planning Director. In making such determinations, the Planning Director shall be guided by the requirements for similar uses, the number and kind of vehicles likely to be attracted to the use, and studies and references of minimum parking space requirements for such use in other jurisdiction

F. LOADING SPACE DESIGN STANDARDS

1. All loading spaces, were required, shall meet the following minimum design requirements:
 - a) Off-street loading spaces shall be located and arranged so that a semi-trailer truck (WB 43 class) shall be able to gain access to and use such spaces by means of non-continuous parking maneuver.
 - b) Loading spaces shall observe the minimum street and interior setbacks established for structures in the Town Development Ordinance.
 - c) All loading space and maneuvering space shall be surfaced with an all-weather

- material, which shall be maintained in a safe, sanitary, and neat condition.
- d) No loading space shall be located so that a vehicle using such space intrudes on travel lanes, walkways, public or private streets, or adjacent properties.
 - e) Each required off-street loading space shall have a minimum width of twelve (12) feet, a minimum depth of fifty-five (55) feet, and a vertical clearance of fourteen (14) feet above finished grade of the space.
 - f) Loading spaces shall be screened from adjacent streets and adjacent residential properties by an effective screening device at least six (6) feet in height above the finished grade of the loading space. Appropriate screening devices may include solid walls, fences, earth berms, tight evergreen hedges, or any combination of the above.

G. MINIMUM OFF-STREET LOADING REQUIREMENTS

The following minimum loading space requirements shall apply when appropriate:

<u>Use</u>	<u>Minimum Number of Loading Spaces</u>
Business, retail/general1 for floor area of 10,000 - 29,999 sq. ft. of floor area;	2 for floor area of 30,000 sq. ft. or more.
Maintenance and/or storage Facility, light manufacturing, or supply yard	1 per 10,000 sq. ft. of floor area, may limit to 3 spaces

SECTION – 4 UTILITIES AND EASEMENTS

A. INTERRELATION OF UTILITY LINES

The installation and location of any utility line shall be integrated with that of all other utility lines in the vicinity so as to avoid cross-connections, minimize trenching and tunneling, and keep incompatible systems separate. Notwithstanding, sufficient preparation shall be provided as possible to minimize digging that would result in customer service interruption and to minimize adverse operating environments for other utilities.

B. UNDERGROUND LINES

Where underground utility lines are to be provided beneath street roadways, sidewalks, or other paved access ways, all such lines shall be consolidated, where practical, in a contiguous area so as to optimize excavation for installation consistent with good operations and maintenance. Where underground utility lines are to be located within a street right-of-way, lateral lines shall be provided from the trunk lines to the right-of-way line for all lots and/or development sites along the street, and shall be installed concurrent with the installation of the trunk line to minimize cutting and repairing of street subsurfaces, base courses and paving.

C. SURFACE APPURTENANCES

Surface appurtenances such as pump stations, transformer boxes, pedestal-mounted thermal boxes, and meter cabinets shall be located so as to minimize safety hazards, visual impact, and noise effects.

D. SEWAGE COLLECTION SYSTEM

A system of sanitary sewers, together with all necessary pumping station and appurtenances, shall be provided to serve all parcels of the subdivision or principal building of the development. The system shall be designed to accommodate all reasonably anticipated future construction and occupancies. The collection system shall conduct the sewage in sewers of adequate capacity to an approved treatment facility. Where connection to public sewer system is infeasible as determined by the Town Manager. Provisions for Future Service Areas Where adjacent property is in the same drainage basin as the property being developed, lines shall be designed to accommodate development of other properties in the same drainage basin. Easements or other right-of-ways should be consistent with the potential needs for future extensions as well as the project under consideration.

Design and Construction Standards and Materials

The sewage collection system shall conform to all requirements and minimum standards of The Town and of the applicable County and State regulatory agencies, unless more stringent standards are provided herein.

Cast iron pipe for private laterals must be used for taps at the public sewer and extend to within 5' of the service location. The 5' building stub-out shall be of the same material as the main building drain as allowed by the State Plumbing Code.

E. WATER DISTRIBUTION SYSTEM

A water distribution system, providing potable water from an approved treatment facility, shall be provided to serve all parcels of the subdivision or principal buildings of the development. The pipes shall be sized to provide fire protection and an adequate supply of domestic water for all reasonably anticipated construction and occupancies.

Provisions for Future Service Areas

Developers may be required to install additional linear footage of water mains and/or of larger size to provide for water service to property outside the project under consideration. Easements and rights of ways should be provided for lines installed by the developer and provisions shall be available for extensions to other adjacent properties.

Design and Construction Standards

The water distribution system shall conform to all requirements and minimum standards of the Town and of the applicable State and County regulatory agencies, unless more astringent standards are established herein.

Materials that are used by the Town for piping are ductile and C-900 PVC. If a developer deviates from this type of pipe it must be approved by the Town Manager.

The piping for fire protection shall provide a minimum residual pressure of at least 20 psi when the following gallons per minute of fire flow is withdrawn from any hydrant:

Single Family = 750 - 1000 gpm;
Multifamily = 1500 - 2500 gpm;
Commercial = 2500 - 12,000 gpm;

Final determination of required fire flow rate(s) will be determined by the Town Fire Chief based on size, type, location, use, etc. of each proposed development. If the required flows cannot be obtained from the existing Town systems, it is the developer's responsibility to make improvements to the system, with Town approval, as necessary to comply with Town fire flow requirements.

Fire Hydrants - Fire hydrants shall be placed on lines eight (8") inches or larger in diameter unless approved otherwise by the Town Manager. They shall also be spaced so that the furthest portion of all principal buildings, divisions thereof or dwelling units therein, and all building areas of site plan and parcels are within five hundred feet (as a fire hose would normally be deployed) of a hydrant.

Fire hydrants shall be located on loop main line systems with two (2) sources of flow when reasonably possible as determined by the Town Manager.

Location of Valves - All intersections of lines shall be adequately valved as determined by the Town Manager.

Water Meters- Residential

All single family, two-family, triplex, fourplex or quadraplex residential dwelling units, or structures, shall be served by an individual water meter to each dwelling unit. Multifamily owner occupied residential dwellings shall be served a by an individual water meter. Multifamily residential developments for rental shall be served by one meter with the property owner, or property management company of the development responsible for billing from the Town of Selma.

Automatic Sprinkler Systems - Non-Residential

An automatic fire sprinkler-system meeting the requirements of NFPA Standard #13 may be required to be installed in non-residential construction, as follows.

1. In new non-residential structures if:
 - a.) the building has more than 6,000 square feet of floor area, or
 - b.) 20% or more of the total floor area is more than 200 feet of travel distance from the nearest access point for a fire truck, or
 - c.) the building exceeds two stories or 24 feet in height from the height from the average grade of the lot to the windows on the topmost occupied floor. In addition, all connections shall be located on the street side of each building, and activation of the sprinkler system shall activate both a local building alarm and a supervisory alarm at a twenty-four (24) hour certified and licensed alarm-monitoring service.

Upon the occupancy of any new, renovated or expanded structure subject to this Section, no person shall shut off or disable such automatic fire sprinkler system and no owner or resident of such building shall fail to prevent the shutting off or disabling of such a system. Provided, however, that a sprinkler system may be shut off in order to perform maintenance work on the system during the time that qualified maintenance personnel are on the premises performing necessary maintenance work. Such maintenance work shall only be conducted after notice to and approval by the Town and the Fire Chief.

Multi-Family

An automatic fire sprinkler system meeting the requirements of NFPA Standard #13 or #13R be required to be installed in new multi-family construction, renovations and additions as follows:

1. In all new multi-family residential structures of ten or more attached housing units if:

- a.) the building has more than 12,000 square feet of floor area, or
- b.) 20% or more of the total floor area is more than 200 feet of travel distance from the nearest access point for a fire truck, or
- c.) the building exceeds two stories or 24 feet in height from the average grade of the lot to the windows on the topmost occupied floor.

In addition, all connections shall be located on the street side of each building, and activation of the sprinkler system shall activate both a local building alarm and a supervisory alarm at a twenty-four (24) hour certified and licensed alarm-monitoring service.

Upon the occupancy of any new, renovated or expanded structure subject to this Section, no person shall shut off or disable such automatic fire sprinkler system and no owner or resident of such building shall fail to prevent the shutting off or disabling of such a system. Provided, however, that a sprinkler system may be shut off in order to perform maintenance work on the system during the time that qualified maintenance personnel are on the premises performing necessary maintenance work. Such maintenance work shall only be conducted after notice to and approval by the Town Fire Department.

F. SEWAGE COLLECTION – PRIVATE SEPTIC TANK SYSTEM

In areas within the Town of Selma’s extraterritorial planning jurisdiction where no municipal sewer is available, private septic tank and sewage drainage fields are allowed. All septic tank – drainage field collection systems need to be approved by the Johnston County Department of Environmental Health prior to the approval of a subdivision or property Final Plat, and prior to the issuance of a building permit. The Town of Selma does not allow “off-site” septic tank or drainage fields to service a particular lot or lots. In addition, no septic tank drain field can be more than 500 feet from a septic tank. If a drain field cannot be located within 500 feet of the septic tank and can be placed on the same lot, a determination can be made by the Planning Director consistent with the purpose and compliance provisions as set out in Section 1 on this manual.

SECTION 5 SOLID WASTE MANAGEMENT

A. SINGLE FAMILY RESIDENTIAL COLLECTION

Residential refuse collection is provided by the Town of Selma Public Works Department for occupants of residential dwellings.

In newly proposed residential developments all streets are required to be built to Town standards to assure that refuse collection vehicles will have adequate access. Developers should refer to the Town of Selma Hill Engineering Department's Standard Details for vertical and horizontal curves, pavement sections, street widths and the dimensions of cul-de-sacs and T-turnarounds for this information. If the refuse collection access exceeds a grade of 15% or a length of 150' on any newly proposed lot the developer should contact the Town of Selma Public Works Department to determine if an alternative receptacle location can be determined that would permit residential refuse collection.

B. MULTI-FAMILY/COMMERCIAL/INSTITUTIONAL REFUSE COLLECTION

Multi-family development includes all sites zoned for multi-family use with apartment buildings, townhouses or condominiums.

Commercial and institutional development includes all sites zoned for commercial or institutional use that are not used for residential development.

Multi-family/commercial/institutional refuse collection service is provided by a private contractor.

In order to provide refuse collection service, the owner or occupant of all multi-family, commercial and institutional properties is required to provide standard front-loading six (6) or eight (8) cubic yard dumpsters.

SECTION 6 LANDSCAPING

A. PURPOSE OF LANDSCAPE AREAS

Landscape areas shall be required to separate a proposed development from adjacent major streets and different land uses or zoning designations in order to minimize potential nuisances such as the transmission of noise, dust, odor, litter, and glare of lights; to reduce the visual impact of unsightly aspects of adjacent development; to provide for the separation of spaces; and to establish a sense of privacy.

1. Landscape Areas Required: A landscape area is a strip of land together with the landscaping or screening required thereon. Except as otherwise specifically provided in this chapter, the type of landscape area required between proposed development and adjacent streets, land uses or zoning designations are specified below in the Schedule of Required Landscape Areas.

Width and screening specifications for each landscape area is intended to provide separation of spaces without necessarily eliminating visual contact between spaces. Landscape areas may consist of existing vegetation, planted vegetation, a landscaped earth berm, a decorative wall, a wood fence, or a combination of the above.

2. Location of Landscape Areas: Required landscape areas shall be located along the interior or street lot lines nearest the adjacent streets, land uses, or zoning designations except where such lot lines are intersected by crossing access ways or utility easements, or by a joint parking area. Required landscape areas shall not be located on any portion of an existing or proposed street right-of-way or easement.
3. Use of Landscape Area: Provided the required landscape area width and screening is maintained, a landscape area may contain utilities, pedestrian paths, and other minor or passive uses compatible with the general separation of land uses.
4. Required Landscape Area Off-Site: A landscape area meeting the requirements of this section can be located, wholly or in part, on an adjacent zoning lot. Provided, that the adjacent zoning lot owner certifies his approval of the landscape area.

B. DESIGN STANDARDS

1. Site Landscape Requirements: The following chart indicates the minimum landscape planting requirements for a development site. The arrangement of plants within each landscaped area should be integral to the design concept of the project as a whole, as well as responsive to the landscapes of adjacent properties. The room required for plants to develop their natural form, especially large trees, should also be considered when determining plant spacing. Allowing greater than minimum planting widths can therefore provide more landscape design flexibility.

Schedule of Required Landscape Areas

Proposed Principal Use	Residential, AAR-40	Arterial Street, Railroad (RR)	Collector Street	Automotive Repair, Storage-Supply yard, AHH, I-2	Zoning Districts R-30, R-15, R-10, MHP, RR, OI	Zoning District GB, CB, I-1, IHI
Major Residential Subdivision	*	B	A	C	*	B
Multi-Family O&I	A	C	B	C	A	B
Automotive repair, Storage-supply yard	C	C A (RR)	B	A	C	A
Business use	B	B	B	A	B	A
Industrial Use	C	C *(RR)	B	A	C	B

* - No landscape area required

** - Adjacent land uses and vacant lands include uses and land across a street from the proposed use

*** - Existing uses included uses approved as part of development for which Special Use Permit or Land Use Permit has been issued

The landscape area locations shown in the following chart refer to whether the landscape areas are adjacent to a street or adjacent to some other property line (internal).

Plants Per 100 Linear Feet of Landscape Area

Landscape Area Type	Landscape Area (1)	Location (2)	Large Trees	Small Trees	Shrubs
"A:"	15'	Street	2	4	8
	10'	Internal	2	4	8
"B"	20'	Street	4	8	20(3)
	10'	Internal	3	6	20(3)
"C"	30'	Street	4	10	30(3)
	15'	Internal	3	12	30(3)

(1) Minimum distance between property line and structure or parking lot/internal driveway to be used for landscape area. The minimum distance can be reduced depending upon the location of the property and the type of landscape and/or the utilization of architectural treatments such as walls and earth berms.

(2) Refers to property line.

(3) Can be combined with parking lot landscaping requirements adjacent to property line.

When it is acceptable to the Town, existing vegetation can be used to satisfy some or all required area plantings. In these cases, the existing vegetation shall be in good health and be protected during the development process.

1. Parking Lot Landscape Requirements and Standards: All parking lots adjacent to public right-of-ways and adjacent to properties that are zoned residential shall be landscaped as set out in this manual.
2. Planting Material Heights: The minimum height of plants shall be 2' above the existing grade of the parking lot edge for landscaping adjacent to right-of-ways and 3' above the existing grade for areas adjacent to residential use or zoning. Plants sizes for the initial installation shall be selected so that these minimum heights should be reached within 3 years of planting when vegetation is included to meet the landscaping requirement(s).
3. Hedges: For hedge planting meeting screening requirements, there should be no gaps in the hedges greater than 6'.
4. Architectural Materials: Fences or walls used for screening shall be built of materials compatible with the principal building or, in some cases, existing adjacent fences or walls. In order to minimize the visual impact of large or long fences or walls, suitable plants should be planted at the base of the fence at appropriate intervals. Plantings may include climbing plants such as vines, rose or other suitable varieties.
5. Plant Screening Materials: Plant materials used for screening in lieu of fences or walls shall be evergreen and have a minimum height of 2' when planted. Individual plants shall be spaced so that a continuous vegetative screen is established within 2 years.
6. Plant Size and Spacing: Earth berms used for screening shall have a minimum crown width of 2', maximum side slopes of 3:1, and be covered with approved vegetation.
7. Interior Plantings and Shading Standards: In addition to the above planting requirements, all parking lots are required to be landscaped and shall provide vegetation to achieve shading of a portion of the parking lot surface. To satisfy this requirement, 1 large tree and 4 shrubs per 2000 sf. of paved surface shall be included in the landscape plan within 10' of the parking lot edge.

Trees and shrubs required for interior planting can be planted within required property line planting areas. These plants, however, cannot be counted to meet both property line and interior planting requirements.

If plants are to be installed in landscaped islands (not within a public right-of-way), these islands shall be designed and constructed to Town standards.

8. Loading Area Requirements: All loading areas shall have a minimum width of 12' and be screened from public right-of-ways and all adjacent properties.
9. All standards applicable to landscaping parking lots shall be required of loading area screening,

and the screening height shall be a minimum of 6' above existing grade.

10. Utility Service Area Requirements: All utility service areas, adjacent to, or affixed to buildings, shall be screened from public right-of ways and all adjacent properties.

All standards applicable to landscaping parking lots shall be required of utility service areas, and the screening height shall be equal to or greater than the structure to be screened.

Landscaping shall be located to provide adequate access and work space for the utility structure. The installation of plants with thorns or pointed leaves is discouraged adjacent to the service area.

11. Landscape Island An Median Requirements: Landscaped islands in parking lots, entry drives and medians separating lanes of traffic shall be a minimum of 4' in width measured from the back of paved roadway, or curb. Islands and medians within a public right-of-way will have to be approved by the Town or the North Carolina Department of Transportation where appropriate.

If large trees are to be planted in landscape islands or medians, these islands or medians shall be of a minimum of 8' in width and include a minimum of 160 square feet of surface area per tree.

12. Existing Vegetation: When it is acceptable to the County, existing vegetation can be used to satisfy some or all of the landscaping requirements. In these cases, the existing vegetation shall be in good health and be protected during the development process.

C. TREE PLACEMENT REQUIREMENTS

1. Large Trees: All trees reaching a mature height of thirty-five (35) feet or more shall be planted a minimum of:

- a) 3-1/2 feet from back of curb, or edge of street pavement and driveways (allow for any proposed future street widening);
- b) 3-1/2 feet from sidewalks and other paved pedestrian surfaces except where urban conditions would prohibit any planting;
- c) 10 feet from all buildings;
- d) 15 feet from street lights, utility poles and above-ground utility wire;
- e) 10 feet from all underground utilities; and
- f) 10 feet from utility vaults and ground level utility surfaces.

2. Small Trees: All trees reaching a mature height of less than 35 feet shall be planted a minimum of:

- a) 10 feet from back of curb, or edge of street pavement, and driveways (allow for any proposed future street widening);
- b) 2-1/2 feet from sidewalks and other paved pedestrian surfaces
- c) 5 feet from all buildings;
- d) 10 feet from street lights and utility poles;
- e) 5 feet form all underground utilities; and

f) 5 feet from utility vaults and ground level utility structures (10 feet from door side).

3. Tree Species Restrictions

a) Above Ground Utility Wire: The following tree species, due to the brittleness of their wood, shall not be planted within 25 feet of any existing or proposed above-ground utility line:

Acer saccharinum - Silver Maple
Populus alba - White Poplar
Ulmus pumila - Siberian Elm

Catalpa speciosa - Northern Catalpa
Paulownia tomentosa- Royal Pawlownia

b) Public Right-of-Ways: No trees, which by the nature of their fruit, root system, brittleness of wood or susceptibility to disease are deemed undesirable by the County, shall be planted on any public right-of-way. Those trees included in the preceding list along with the following represent the majority of restricted trees:

Asimina triloba – Pawpaw Carya illinoensis - Pecan
Diospyros virginiana - Persimmon Ginkgo biloba - Ginkgo (female)
Juglans nigra - Black Walnut Liquidambar styraciflua - Sweetgum
Salix babylonica - Weeping Willow

c) Sewer Lines and Retention/Detention Basins: The following tree species shall not be planted within 25 feet of any stormwater or wastewater sewer line:

Acer spp. - Maples
Salix spp. - Willows
Ulmus spp. - Elms

No woody plant material of any kind shall be planted or be permitted to become established in any retention or detention basin. In addition, an area free of woody plants shall be maintained to provide service access to all retention and detention basins.

D. RECOMMENDED SPECIES

The following list includes trees and shrubs hardy in Johnston County. However, because of the large number of site-specific variables (exposure, moisture, soils, etc.), all plants on this list may not prosper on any given site. The County recommends that applicants contact a landscape professional for assistance with plant selection. In addition, there are many plants not included in this list that are suitable for Johnston County landscapes if they are appropriately sited, and the County encourages their use. Whatever plants are selected, sources for the plants should be located during the site/development design process to assure that when a plan is approved it can be realized.

The list is broken down into three sections; 1) large trees; 2) small trees; and 3) shrubs, that correlate with the categories found in the County’s landscape requirements. Small trees are particularly well suited for planting where there are space limitations (such as under utility lines, near buildings, and in undersized planters). In the list of shrubs, those plants preceded with an asterisk (*) are evergreens that routinely will reach six feet in height within two growing seasons if properly sited, and therefore are for fulfilling the County’s landscaping requirements, such as between parking lots and residential properties, and around loading zones.

Shrubs listed with two asterisks (**) are typically somewhat smaller and are generally appropriate components of a planting plan to fulfill the County’s landscaping requirement between parking lots and public right-of-ways. Most un-designated shrubs need to be used with fences or on earth berms to satisfy specific landscaping requirements, but can be considered as a part of required landscape areas when planted along with larger materials.

LARGE TREES

Acer rubrum Red Maple	Platanus x acerifolia London Plane tree
Acer saccharum Sugar Maple	Platanus occidentalis Sycamore
Cedrus deodora Deodora Cedar	Quercus acutissima Sawtooth Oak
Cercidiphyllum japonicum Katsura Tree	Quercus alba White Oak
Cryptomeria Japonica Cryptomeria	Quercus coccinea Scarlet Oak
Fraxinus americana White Ash	Quercus laurifolia Laurel Oak
Fraxinus pennsylvanica Green Ash	Quercus palustris Pin Oak
Gingko biloba (male only) Gingko	Quercus phellos Willow Oak
Gleditsia tricanthos inermis Thornless Honey Locust	Quercus rubra Red Oak
Ilex opaca American holly	Quercus virginiana Live Oak
Juniperus virginiana Eastern Red Cedar	Sophora japonica Scholar Tree
Liriodendron tulipifera Tulip Tree	Taxodium distichum Bald Cypress

Magnolia grandiflora
Southern Magnolia

Nyssa sylvatica
Black Gum

Pinus taeda
Loblolly Pine

Pinus virginiana
Virginia Pine

Tilia cordata
Little-leaf Linden

Tsuga canadensis
Canadian Hemlock

Ulmus parviflora
Chinese Elm

Zelkova serrata
Zelkova

SMALL TREES

Acer campestre
Hedge Maple

Acer palmatum
Japanese Maple

Amelanchier arborea
Serviceberry

Carpinus caroliniana
Ironwood

Cercis canadensis
Eastern Redbud

Chionanthus virginicus
White Fringetree

Cornus florida
Flowering Dogwood

Cornus kousa
Kousa Dogwood

Cornus mas
Cornelian Cherry

Halesia carolina
Carolina Silverbell

Ilex x attenuata "Fosteri"
Foster's Holly

Ilex x cassine
Dahoon Holly

Ilex decidua
Possumhaw

Ilex latifolia
Lusterleaf Holly

Common Myrtle

Lagerstromia x fauriei
Hybrid Crepe Myrtle

Magnolia x soulangiana
Loebner Magnolia

Magnolia x soulangiana
Saucer Magnolia-

Magnolia virginiana
Sweet bay

Ostrya virginiana
American Hophornbeam

Oxydendrum arboreum
Sourwood

Parrotia persica
Persian Parrotia

Persea bourbonia
Red Bay

Pinus thunbergiana
Japanese Black Pine

Prunus caroliniana
Carolina Cherrylaurel

Prunus serrulata
Japanese Flowering Cherry

Prunus subhirtella
Higan Cherry

Prunus x yedoensis
Yoshino Cherry

Ilex x "Nellie R. Stevens"
Nellie Stevens Holly

Ilex vomitoria
Yaupon

Koelreuteria paniculata
Golden Raintree

Lagerstroemia indica

Stewartia pseudocamellia
Japanese Stewartia

Styrax japonicus
Japanese Snowbell

Vitex agnus-castus

SHRUBS

**Abelia grandiflora
Glossy Abelia

**Aucuba japonica
Japanese Aucuba

Aesulus parviflora
Bottlebrush Buckeye

**Berberis julianae
Wintergreen Barberry

Berberis thunbergii
Japanese Barberry

Buddleia davidii
Butterfly Bush

Buxus sempervirens
Common Box

Calycanthus floridus
Carolina Allspice

Callicarpa dichotoma
Beautyberry

*Camellia japonica
Common Camellia

*Camellia sasanqua
Sasanqua Camellia

Chaenomeles speciosa
Common Flowering Quince

Chimonanthus praecox
Wintersweet

Clethra alnifolia
Summersweet
*Cleyera japonica
Cleyera

Euonymus alatus
Burning Bush

*Euonymus japonicus
Evergreen Euonymus

Exochorda racemosa
Common Pearlbush

Forsythia intermedia
Border Forsythia

Forsythia suspensa
Weeping Forsythia

Gardenia jasminoides
Gardenia

Hammamelis vernalis
Early Witchhazel

Hammamelis virginiana
Common Witchhazel

Hibiscus syriacus
Rose-of-Sharon

Hydrangea quercifolia
Oakleaf Hydrangea

Hypericum calycinum
Aaronsbeard St. Johnswort

**Ilex cornuta 'Rotunda'
Dwarf Horned Holly

**Ilex crenat
Japanese Holly

*Ilex cornuta 'Burfordii'
Burford Holly
**Ilex glabra "nana"
Dwarf inkberry

Cornus sericea Redosier Dogwood	**Ilicium floridanum Florida Anise-tree
Cotinum coggygia Common Smokebush	*Ilicium parviflora Anise
Deutzia gracilis Slender Deutzia	Itea virginica Virginia Sweetspire
Jasminum nudiflorum Winter Jasmine	**Raphiolepis umbellata Indian Hawthorn
Juniperus chinensis Chinese juniper (cultivars)	Rhododendron x Hybrid Rhododendrons
Kerria japonica Japanese Kerria	Spiraea bumalda Bumald Spiraea
Kalkwitzia amabilis Beauty Bush	Spiraea cantoniensis Double Reeve's Spiraea
*Ligustrum japonicum Japanese Privet	Spiraea prunifolia plena Bridalwreath Spiraea
*Lonicera fragrantissima Winter Honeysuckle	Spiraea thunbergii Thunberg spiraea
**Loropetalum chinense Loropetalum	Spiraea vanhouttei Vanhoutte Spiraea
Magnolia stellata Star Magnolia	**Thuja occidentalis Arborvitae (cultivars)
Mahonia bealei Oregon Grape Holly	Viburnum burkwoodii Burkwood Viburnum
*Myrica cerifera Southern Waxmyrtle	Viburnum carlesii Korean Spicebush
**Nandina domestica Nandina	Viburnum dentatum Arrowwood Viburnum
*Osmanthus x fortunei Fortunes's Tea Olive	Viburnum plicatum tomentosum Doublefile Viburnum
Philadelphus coronarius Sweet Mock Orange	*Viburnum rhytidophyllum Leatherleaf Viburnum
Pieris japonica Japanese Pieris	Weigela florida Weigela
Punica granatum Common Pomegranate	*Prunus laurocerasus Common Cherrylaurel

E. LANDSCAPE INSTALLATION AND MAINTENANCE SPECIFICATIONS

1. Materials Requirements: Plant Materials: The American Standard for Nursery Stock published by the American Society of Nurserymen shall be used for determining caliper, heights, widths and ball sizes, unless otherwise specified for all plants.

Plant material shall be free of any diseases, funguses or insect infestations.

Minimum planting sizes are listed below. Larger sizes may be required, however, for specific screening or landscaping applications:

Ground Cover: 2" pots Shrubs: 18" in height

Small Trees: 5' in height

Large Trees: 2" caliper Trees planted 12' in height

2. Planting Requirements:

- a) Planting Seasons: Trees and shrubs should be planted prior to May 15 and after September 15.

- b) Weather Conditions: Digging and planting operations shall be performed only when the soil temperature at each planting area and of all backfill materials is above 32 degrees F.

Following a period of precipitation, planting operations shall resume only when the full depth of the planting pits top twelve has satisfactorily drained.

3. Handling Plant Materials: Provide shade and a light watering to all delivered material during dry weather and mulch the balls of B&B materials if they are to remain unplanted for over 24 hours. Heel in bare root plants immediately upon delivery.

4. Excavating Planting Pits: Excavate and completely remove all soil from planting pits. Prevent water from entering excavated areas. If water does collect remove it immediately to maintain a dry condition at all times.

Depth of planting pit should be equal to or slightly less than the height of the planting ball.

Loosen and roughen the sides of the planting pit to facilitate the movement of roots into the surrounding soil.

Do not place gravel in the bottom of the planting pit to provide extra drainage unless a drainage outlet is provided.

5. Setting Balled-and-Burlapped and Container Plants: The top of the plant root ball should be set level with the finished grade after settlement. All plant material greater than 3 feet in height should be set plumb regardless of the slope of finished grade. Plants smaller than 3 feet in height may be set perpendicular to the slope.

6. Setting Bare Root Plants: Prune all large roots which are bruised or broken with a clean cut before planting. Place bare root plants in proper position in the center of the pit on compacted backfill. Carefully work loose, friable backfill in among roots and thoroughly settle with water.

7. Staking Trees: Provide support for all trees 10 feet high or taller unless planted in a sheltered environments.

Do not use ground-to-tree guy wires to secure a tree.

Secure trees using vertical stakes. Drive the stakes into the ground outside the planting pit.

Webbing, hose-protected wire or other material that will not abrade or become imbedded in trunk shall be used for constraining line. Provide slack in each constraining line to allow for some trunk movement.

Maintain tree support for a period of one year after planting. Support should be removed after one year unless tree is excessively weak.

8. Pruning Requirements

a) General Pruning: Pruning shall consist of the removal of dead, dying, diseased, interfering, obstructing and weak branches and selective thinning to lessen wind resistance and improve the appearance of trees and shrubs.

The following pruning specifications are recommended:

- C All cuts shall be made close to the trunk or parent limb without leaving a protruding stub and without cutting into the branch collar or the branch bark ridge. Clean cuts shall be made at all times.
- C Directional pruning and drop-crotch pruning shall be used to prune live branches.
- C Trees limbs too heavy to handle by hand shall be pre-cut above the final cut to prevent splitting or peeling of the bark. Where necessary to prevent tree or property damage, branches shall be lowered to the ground with ropes or equipment.
- C Treatment of cuts and wounds with tree wound dressing is discouraged except for cosmetic purposes in highly visible areas. If such treatment is made, materials non-toxic to the cambium layer must be used and care shall be taken to treat only the exposed wood with a thin coat of dressing.
- C Climbing spurs shall not be used unless the tree is dead or is to be removed.

9. General Maintenance Requirements:

a) Plant Establishment: All newly planted trees and shrubs shall receive water at a minimum rate of one inch per week from a combination of natural rainfall and irrigation between June 1 and October 1 for a minimum of one year after planting.

10. Landscape Maintenance Schedule: To assure healthy plant growth, the property owner should contract to provide services necessary to maintain and enhance the grounds. This should include weeding edging, watering, removal of dead/unattractive plant materials, and general clean-up of the grounds.

SECTION 7 STREET LIGHTING, SIGNS, AND MARKINGS

A. STREET LIGHTING SERVICE LEVELS

It is the Town's objective to provide street lighting in accordance with the Illumination Engineering Society (IES) standards for various classes of streets. These nationally recognized standards acknowledge such key variables as use of streets, prevalence of entering and exiting right-of-way, parking and existing physical conditions on or near the streets. Standards relate to amount of light, noted in terms of foot candles, and uniformity of light, stated as a ratio of average to minimum foot candles along a given distance. These standards result in service levels that increase according to use. Higher levels of lighting correspond to higher usage by motorists and/or pedestrians.

Allowances are made for differences in the intensity of use and safety needs. Selective reduction of service levels for certain classes of streets, primarily those classed as residential, is necessary because of high costs involved with conversion to full IES standards.

B. STREET CLASSIFICATIONS

IES's "Illumination Guide" groups streets into different classes -- expressway, commercial, intermediate and residential. These area classes are further subdivided into major, collector and local categories with standards established for each. These categories correspond to Selma street classifications with the IES "major" category corresponding to our "arterial" classification.

C. STREET LIGHTING GUIDELINES

Provision of lighting along Town streets enhances the safe movement of motorists, pedestrians and other users of public right-of-way. The Town's street light system is designed to support the following guidelines:

IES standards should be used townwide as the basis for establishment of lighting levels for new lighting installation along non-residential streets. These streets should be lighted to 100% of IES standards. Residential streets should be lighted at 220-foot intervals, with amendments as needed to take into account local conditions such as topography, traffic volumes, number of intersections, crime rates and other factors. Town streets are being classified based on operational definitions of lighting by IES and consistent with street classifications within this Design Manual. Conversion to IES standards for existing non-residential streets and to spacing at 220-foot intervals for residential streets townwide will be phased over several years. Priority for implementation will be based on use, with commercial, intermediate and residential area classes being converted in that order.

High-pressure sodium luminaries should be installed on all streets, with lamps suggested by IES according to classification. The Town standard for residential street lighting is a typical 9,500 lumen economical traditional luminaries, mounted on a 12-foot fiberglass pole or a 9,500 lumen cut-off cobra luminaire, mounted on a 25 foot wood pole. Exceptions to this standard may be

approved by the Town Manager when a duly authorized officer of a neighborhood group requests another configuration of hardware, provided any additional hardware costs are paid by the developer or representative prior to installation of the lights; and provided the alternative configuration results in the same operational costs to the Town as the Town standard fixtures. Underground wiring should be provided for all new fixture installations.

The Town Manager will determine those circumstances in which implementation guidelines will be waived. Examples include, but are not limited to, adjustments for areas with particularly high incidence of crime; significant public demand for additional services; and physical conditions associated with conversion of existing lighting. If there are permanent overhead utility lines, the Town Manager may waive the requirement for underground lines for new lights.

D. STREET LIGHTING STANDARDS

The following standards and specifications are to assist developers in the placement and selection of street lights for use on streets classified as residential only. For information on lighting for streets with higher classifications, contact the Public Works Department. Where appropriate, a street lighting plan should be prepared as a part of a development application for approval by the Town Manager.

Placement

Street lights should be located an average of 220' apart. A minimum of one street light should be located at every intersection and at the end of every cul-de-sac.

Where possible any street light not located at an intersection should be located on a property line.

On streets with a width of 44' or greater (back of curb to back of curb), street lights should be staggered on either side of the street.

On streets with a lesser width, street lights should be located on the side with a sidewalk if only one sidewalk exists. They should be staggered if sidewalks do not exist or if there are sidewalks on both sides of the street.

Street lights should be located within the road right-of-way a minimum of 3' from the back of curb or edge of road pavement.

Street lights should be located a minimum of 3' from the edge of any paved sidewalk.

Fixture selection:

The Town's standard residential lighting fixture is the 9,500 lumen "economical traditional" luminaire provided by Duke Power Company. The luminaire should be mounted on a 12' black fiberglass pole.

A 9,500 lumen cut-off lens cobra fixture can also be used when mounted on a 25' wooden pole.

Other ornamental fixtures may be selected if they provide a comparable lighting level and are approved by the Town. If there are any additional costs for installation and maintenance, the developer will pay "up front" such costs.

E. SIGNS AND MARKINGS STANDARDS

The following standards and specifications are to assist developers in the placement and selection of signs, traffic signs and markings on all public streets. Where appropriate, a sign and marking plan should be prepared as part of a development application for approval by the Town Manager. This plan should include a note indicating that prior to the installation of any street or traffic sign, the developer will contact the Traffic Program Supervisor in the Department of Public Works for approval of final sign design and placement.

Placement

Where warranted by the need to ensure motorist or pedestrian safety and/or to control vehicular, and pedestrian traffic, traffic signals, signs, and markings shall be provided in accord with the standards set forth in the Manual on Uniform Traffic Control Devices for Streets and Highways. Installation of all traffic devices shall be approved by the Town Manager, and NCDOT where applicable.

The developer of any new street is required to install all necessary signs prior to Town acceptance of the street. If the required sign(s) are deemed necessary prior to the acceptance of the street for Town maintenance and damage occurs to them in the interim, the developer will be responsible for repairs and/or replacement.

Standards

The Town standard for a traffic sign (stop sign, speed limit, etc.) pole is a twelve foot 3 lb/ft U-channel post. Town standard street name sign posts are ten and half foot round aluminum. If other styles of poles and sign hardware are desired, they must be approved by the Town Manager prior to installation.

For information about the specific design and size of required signs, contact the Public Works Department. Signs that do not meet Town design and size requirements will need to be replaced with approved signs prior to acceptance of any new street for Town

Maintenance.

All pavement markings shall be of a thermoplastic material with a minimum thickness of 0.125 mils and should be installed by the developer. Placement for such markings should be approved by the Town. If the Town elects to install the markings, costs will be assessed to the developer. If markings are necessary prior to the acceptance of the street for Town maintenance and damage occurs to them in the interim, the developer will be responsible for repairs and/or replacement.

SECTION-8 STORMWATER MANAGEMENT AND DRAINAGE

(Reserved)

SECTION 9 APPEALS

Any decision of the Town Manager, or other designated Town official, made in the administration of the provisions of this manual may be appealed to the Board of Adjustment in accord with the provisions of Article 14 the Town of Selma Development Ordinance.

APPENDIX I

Water Supply Systems

Water supply systems serving fifteen (15) or more connections are classified as public water supplies by State law, and plans and specifications must be approved by the Department of Environment and Natural Resources, Division of Environmental Health, Public Water Supply.

Water supply systems serving three (3) to fourteen (14) connections are regulated by the Johnston County Board of Health, and plans must be approved by the County Health Department's Environmental Health Section according to rules governing permitting, construction, repair, inspections, sampling and abandonment of private and semi-private public water supply wells.

Plans for public and community sewer systems must be approved by the Department of Environmental Health and Natural resources Division of Water Quality.

Individual water supplies shall be located, constructed, and operated in accordance with rules regulated by the Johnston County Board of Health governing the permitting, construction, repair, inspections, sampling, and abandonment of private and semi-private public water supply wells.

Individual sewage disposal systems must be installed and maintained in accordance with the Department of Environmental health and Natural Resources, Division of Environmental Health, On-Site Wastewater Section.

APPENDIX II

Water and Sewerage Systems Rules and Regulations

Public Water and Sewerage Systems: Based on plans and specifications approved by the N. C. Department of Environmental Health and Natural Resources, Public Water Supply Section and Division of Water Quality.

Semi-Public Water Systems (3-14 Connections) and Public Sewerage Systems: Based on plans and specifications approved by the Johnston County Health Department (Water Supply) and the N. C. Department of Environment, Health and Natural Resources, Public Sewage Systems.

Public or Community Systems and Individual Sewage Disposal Systems: Water supply based on plans and specifications approved by the N. C. Department of Environment, Health and Natural resources, Public Water Supply Section. Individual sewage disposal systems based on a site investigation by the Johnston County Health department in accordance with rules of the N. C. Department of Environment, Health and Natural Resources, Division of Environmental Health, On-Site Wastewater Section.

Individual Water Supplies and Public Sewerage Systems: Individual water systems based on a site visit according to rules governing the permitting, construction, repair, inspections, sampling and abandonment of private and semi-private public water supply wells. Public sewage systems based on plans and specifications approved by the N.C. Department of Environment, Health and natural resources Division of Water Quality.

Individual Water Supplies and Individual Sewage Disposal Systems: individual water systems bases on a site visit according to rules governing the permitting, construction, repair, inspections, sampling and abandonment of private and semi-private water supply wells. Individual sewage disposal systems based on a site investigation by the Johnston County Health Department in accordance with rules of the N.C. Department of Environment, Health and natural Resources, Division of Environmental Health, On-Site Wastewater Section.

APPENDIX III

Sample Letter of Credit

Date: _____

IRREVOCABLE LETTER OF CREDIT NO. _____

TO: Town of Selma
100 North Radiford Street
Selma, NC 27576

Gentlemen:

We hereby authorize you to draw on _____ Bank, _____,
North Carolina, for the account of _____ Inc., up to the aggregate amount
of \$ _____ available by your drafts at sight and to be accompanied by the following:

Statements from the Selma Planning Department that
_____, Inc.,
has failed to comply with the water, sewer, and road
requirements for _____.

All drafts must be marked, "Drawn under the _____

Bank Letter of Credit No. _____.

This letter of credit will be subject to the uniform customs and practice for documentary credits (1974 revision) as per Brochure No. 290 of the International Chamber of Commerce.

We hereby agree with the drawers, endorsers and bona fide holders of drafts drawn under and in compliance with the terms of this credit that the same shall be duly honored on delivery of documents as specified if negotiated or presented not later than one year from date of letter.

Very truly yours,

Bank President

Bank Vice-President

APPENDIX IIIA

PROCEDURES FOR LETTER OF CREDIT

Letters of Credit must be issued with Town of Selma as the Beneficiary.

Letters of Credit includes a Bond.

Letters of Credit must match, or exceed, the price quote of the work to be done.

Letters of Credit should be issued for the amount of “returnable” credit. This may involve several Letters of Credit for a single development project. For example, a Letter of Credit that includes road grading, paving, street signs, street lighting and a landscaped entrance sign **cannot** be returned until **all** improvements are completed and accepted by the County or the North Carolina Department of Transportation where appropriate. Whereas, separate Letters of Credit for road grading, paving, street signs, etc. may be returned when each separate task is completed and accepted by the County or the North Carolina Department of Transportation, where appropriate.

Extensions for a Letter of credit must be written by the issuing financial institution requesting the extension at least one (1) month before the original letter expires. The Town of Selma will begin proceedings to redeem the original Letter of Credit within the final thirty (30) days of the original expiration date.

Upon Planning Department verification that the specific task(s) for which the Letter of credit is issued has been completed and accepted by the Town, the Letter of credit may be mailed back to the issuing financial institution or returned to the holder of the “Drawn upon” account in person, at the Planning Department. In the case of the latter, the receiver will be required to sign a letter stating that the Letter of credit has been returned to them, and a copy of this letter will be placed in the Planning Department file.

Letters of Credit must be received by the Planning Department prior to the Final Plat map being signed for recordation.

In the event that the Town of Selma must redeem a Letter of Credit or Bond, the road will be petitioned to the Town or the North Carolina Department of Transportation to be accepted onto the Town or State Maintenance System immediately. No additional permits will be issued in that, or any succeeding, section of the subdivision until the street is accepted onto the Town or State Maintenance System by Town or the North Carolina Department of Transportation.

APPENDIX IV

Private Road Maintenance Declaration

Prepared by: _____

Return to: _____

NORTH CAROLINA DECLARATION OF RESTRICTIONS AND PROVISIONS FOR PRIVATE ROAD MAINTENANCE IN THE PLANNING JURISDICTION OF THE TOWN OF SELMA

THIS DECLARATION, made this _____ day of _____, 19__ , by

_____ hereinafter called Declarants.

WITNESSETH: _____

WHEREAS, Declarants own in fee simple the real property described in Article 1 below, known as

WHEREAS, the said property will have access to S. R. via the private road shown on the plat hereinafter referred to, said private road being known as _____

WHEREAS, Declarants by this Declaration of Restrictions, wish to bind themselves, their successors and assigns to provide all owners of any portion of said property owned by Declarants described below perpetual ingress, egress and regress to State or Town Roads; and _____

WHEREAS, Declarants by this Declaration of Restrictions, wish to bind themselves, their successors and assigns to provide for maintenance of said private road until such time as the said private road is accepted by the Town or State of North Carolina for maintenance;

NOW, THEREFORE, Declarants agree for themselves and with any and all persons, firms or corporations hereafter acquiring any of the property described in Article 1 below, that the same shall be subject to the following restrictions, conditions, and covenants relating to the use and occupancy thereof, which restrictions, conditions, and covenants shall run with the said property and inure to the benefit of and be binding upon the heirs, successors and assigns of Declarants and other acquiring parties and persons.

Article 1. The real property which is, and shall be, held transferred, sold and conveyed subject to the protective and restrictive covenants set forth in the various Articles of this declaration is located in _____ Township, Johnston County, North Carolina, and is more particularly described as follows: _____

Article 2. Declarants hereby grant unto themselves and the future record owners of the aforesaid property adjoining and abutting _____ as shown on the aforesaid record plat and as said road may be extended into the aforesaid property, perpetual ingress, egress and regress along the said road and for the purposes of installation and maintenance of utilities.

Article 3. Declarants, so long as they shall be record owners of any of the aforesaid property, shall be

responsible for the maintenance of said private road as herein provided. In the event Declarants no longer own any of the aforesaid property, the owner of _____ as shown on the recorded plat herein before referred to shall be responsible for maintenance as herein provided.

Article 4. Each record owner of any of the aforesaid property abutting on said road shall bear on a pro-rata basis the cost of maintaining said private road, this being each owner's pro-rata share for grading costs, gravel, or rock hauled in to fill ruts, holes, and washed out sections and necessary replacement of, or additional drainage culverts. Written notice of all proposed maintenance shall be made to all owners of record at their last known address. _____ shall be maintained to subdivision standards as prescribed by Johnston County now and as the same may be revised from time to time. Maintenance and repairs necessary to keep the said road to subdivision standards shall be approved by a majority of the votes cast with respect to the proposed maintenance provided that for this purpose each owner shall have one vote for each "point" assigned to his property. Each owner's pro-rata share of the maintenance costs of said private road shall be computed by a point system whereby one point is assigned per each acre owner, calculated to the nearest acre, and three points for each occupied dwelling unit and each owner's share shall be in proportion of his total points to the total points of the aforesaid property. Each owner's pro-rata share of the maintenance cost of the said private road shall be due and owing to whomever takes at that time responsibility for maintenance of said road within 30 days of the work being completed. If not paid by that time, then said costs may be reduced to a judgment and shall become a lien on the land of the defaulting owner.

Article 5. In the event that the said private road is extended within the aforesaid property, the costs of maintaining the entire road system shall be borne by all the owners of said property on the point system set forth above; provided, however, that the initial costs of constructing any extension of the road shall be borne solely by the owners of the portion of said property abutting said road extension as they may agree, or if they do not agree, then by the same point system as set out above.

Article 6. In the event the Town of Selma or any other governmental body, as a condition to the approval of any further subdivision of the property described in Article 1, may require said private road to be upgraded above subdivisions standards or publicly dedicated and constructed to the Town or Department of Transportation standards, then in that event, Declarants and all persons taking title to the property described in Article 1 shall be responsible for maintenance and the costs of maintenance of the entire road system to the new standard on the point system described in Article 4. Provided, however, that the initial cost of constructing the road or any portion of the road to a higher private road standard or to the Town or Department of Transportation standards shall be borne solely by the owners of the portion of said property, the subdivision of which requires that the road or any portion of it be upgraded. The cost of constructing the road or any portion of it to a higher private road standard or to the Town or Department of Transportation standards shall be shared by the owners responsible for the upgrading according to the point system described in Article 4. In the event public dedication of the said private road or any extension of the private road or portion thereof is required by the Town, Declarants and all persons taking title to the aforesaid property from and through Declarants shall publicly dedicate the portion of said road required to be dedicated.

Article 7. The private road located within said property may be dedicated to the public at the election of the owners in the event dedication is not required by a governing body as set forth above. In that event, the owners and their successors in title and interest to any of the property described herein will remain responsible for road maintenance as here provided until such time as the road dedicated is maintained by the Town or the North Carolina Department of Transportation or other governmental body.

Article 8. This Agreement shall run with and be appurtenant to the land and shall be binding upon the heirs, successors, and assigns of each record owner of the aforesaid property.

Article 9. This Agreement shall remain in full force and effect until such time as said road or any portion thereof is taken over by the Town or Department of Transportation for maintenance purposes, and any portion of said road not so taken over shall remain subject to this Agreement and for said portion this Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, Declarants have caused this instrument to be signed and sealed on the day and year first written above. _____(SEAL)

_____(SEAL)
NORTH CAROLINA _____
_____COUNTY

I, _____, a Notary Public of the county and state aforesaid do hereby certify that _____ personally appeared before me this day and acknowledged the due execution of the foregoing Declaration of Restrictions and Provisions for Private Road Maintenance.

Witness my hand and notarial seal, this _____ day of _____ 19____.

My Commission Expires: _____

Notary Public

APPENDIX IVA

INSTRUCTIONS FOR COMPLETING THE DECLARATION OF RESTRICTIONS AND PRIVATE ROAD MAINTENANCE

1. Enter date - e.g. 23rd day of August, 1987.
2. Names and marital status and addresses of all parties to the document - e.g. "John G. Doe and wife, Jane H. Doe, of Route #2, Selma, North Carolina, 27576." If marital status is other than married, list as applicable - unmarried, divorced, separated. If married, husband and wife must both be parties to the document.
3. Type plat name, semi-colon & and - e.g. "Property of John G. & Jane H. Doe; and"
4. Type SR number - e.g. SR "1342"
5. Type road name, semi-colon & and - e.g. "Gwen Road; and"
6. Type township name - e.g. "Selma" Township
7. Descriptions may vary. Examples are:

"Being all of the property as shown on the plat entitled 'Property of John G. & John H. Doe, survey by Gerald Doe, R.L.S. and recorded in Plat Book _____ at Page _____ Johnston County Registry.'"
8. Type road name - e.g. "Gwen Road"
9. Type all lot numbers with acres and any other acreage shown in description - e.g. "Lot 1 (6.39 acres), Lot 2 (2.49 acres) and Lot 3 (3.43 acres)." Also type Deed Book and Page if additional property is involved in maintenance.
10. Type road name - e.g. "Gwen Road"
11. List appropriate private road standard as approved by the Planning Department.
12. Type legal name under each line.
13. Same as above - if not needed, leave blank. If more than 2 parties, add additional names. Note: Make sure you put the word (SEAL) behind the name.
14. Bring to a Notary Public and sign before Notary.
15. At top of first page, fill in Prepared By with your name & Return to with your name and address.
16. Articles 3 & 4 represent one method of handling the maintenance of a private road.

APPENDIX V

STREET CLASSIFICATIONS

Arterial Streets

U. S. 70	U. S. 301	N. C. 96	Industrial Park Drive
U. S. 70A Bypass	N. C. 39		Buffalo Road

Collector Streets

U.S. 70A	East Preston Street	Old Beulah Road
Campground Road	Fire Tower Road	River Road
Crocker Street	Lizzie Mill Road	West Noble Street
East Anderson Street	North Webb Street	West Oak –US 70 to N. Forest
East Lizzie Street	North Noble Street	

Local Streets

All public streets, not included above in the Arterial and Collector street list, are classified as local streets.

APPENDIX VI

CERTIFICATES AND ENDORSEMENTS ON FINAL PLAT

Certificate of Survey and Accuracy

The final plat shall be made under the supervision of a surveyor or engineer licensed to practice in the State of North Carolina. The plat shall contain a certificate of survey and accuracy that meets the requirements of registration of Section 47-30 of the General Statutes.

Certificate of Ownership

The final plat shall include the following ownership certification, to be signed by all owners of the subdivided property(s):

I hereby certify that I am the owner of the property shown and described hereon, which is located in the jurisdiction of the Town of Selma.

_____	_____
Date	Owner/ Print Name
_____	_____
Date	Owner/Print Name

Certificate of Floodway Information

The final plat shall include the following flood hazard information:

The land shown on this plat (is) (is not) in a Federal Environment Area 100-year Flood Hazard Area. Community Panel No. _____.

_____	_____
Professional Land Surveyor/Engineer	License or Registration Number

Planning Director Endorsement

*The final plat shall show the following form for the Planning Director endorsement:
Note: This form shall also be used on all exempt, recombination, or minor subdivision plats.*

I hereby certify that this plat has been found to comply with the Subdivision Ordinance of the Town of Selma and that this plat is hereby approved for recording in the Register of Deeds of Johnston County, provided that this plat is recorded within 60 days of the final approval;
Approved by the Planning Director,

_____ Date _____

Certificate of Dedication and Maintenance

The following shall be printed on the final plat over the signature(s) of the owner(s):

The undersigned owner hereby freely dedicates all rights-of-way, easements, streets, recreation area, open space, common area, utilities and other improvements to public or private common use as noted on this plat, and further assumes full responsibility for the maintenance and said improvements until they are accepted for maintenance and control by an appropriate public body or, by an incorporated neighborhood or homeowner's association or similar legal entity.

_____ *Property Owner(s)* _____ Date: _____

Certificate of Improvements

If the required improvements are completed prior to the submission of the final plat, the following certificate shall appear on the plat over the signature of the Town Manager or his designee:

The Town Manager, or his designee, hereby certifies that all improvements required by the Town of Selma Development Ordinance have been installed as specified by the approved preliminary plat for _____ subdivision and that said improvements comply with Town Specifications.

_____ Date: _____
Town Manager

If the required improvements are not completed prior to the submission of the final plat and their completion is not ensured by regulations applicable to developments financed by the U. S. Department of Housing and Urban Development. The following certificate shall appear on the plat over the signature of the Town Manager, or his designee:

The Town Manager hereby certifies that a surety bond, or similar instrument, of as satisfactory amount has been posted with the Town of Selma which surety guarantees that all public improvements will be completed as specified by the approved Preliminary Plat for _____ subdivision within _____ days unless affirmatively extended by the Town Manager. Notice will be duly recorded with the Register of Deeds if and when said surety is amended or extended prior to completion of all public improvements for which it was posted.

_____ Date: _____
Town Manager

Notary Public Required

All certification and endorsements signatures on the final plat except that of the Town Manager shall be notarized by the statement of a Notary Public entered on the final plat.

As Built Drawings of Improvements

A set of reproducible construction drawings showing the as-built elevation and location of all improvements of the subdivision including all underground utilities shall be certified by a registered engineer or surveyor and submitted to the Planning Director.

When improvements are completed prior to final plat approval, the as-built drawings shall be submitted with the application for final plat approval. Where a surety bond, or similar instrument, is posted in lieu of completion of improvements, as-built drawings shall be submitted prior to the release of the bond. The bond, or similar instrument, shall not be released until these plans are approved by the Town Manager, or his designee.

Certificates for Developments Utilizing A Public Water/Wastewater Distribution System Provided By A Private Company; And/or Private Roads

Notice to Homeowners to Connect To Public Utility System

In subdivisions that provide a public water distribution system and/or a public sewage collection system, other than that provided by the Town of Selma, a note shall be placed on the final plat indicating that all homeowners are required to connect to the public utility system prior to the issuance of a Certificate of Occupancy for their principal structure.

Certification of Approval of Individual Water Supply and Sewage Disposal Systems

For lots utilizing an individual drinking water supply and/or sewage disposal system the following shall be placed on the final plat:

I hereby certify that the water supply, sewage disposal systems installed, or proposed for installation for the property shown on this plat, meet the necessary public health requirements.

County Health Officer or Authorized Representative

Date: _____

Disclosure Statement For Private Roads

For developments utilizing private roads, the final plat shall include the following statement of disclosure for completion and maintenance of improvements:

All required improvements, including encroachment agreements, have been certified as complete, except for the listed improvements and these shall be completed by the following dates:

- a) Public road improvements – date of completion _____ and/or
- b) Private Road improvements- date of completion _____

As subdivision/property owner, I Buyers/owners name of property address,
Phone number, am responsible for all required road improvements and maintenance of said road in accordance with the approved preliminary plat or development until approved and taken over by:

- a. North Carolina Department of Transportation for public roads; or
- b. Town of Selma for public roads; or
- c. _____ homeowners association (or other)

Provision to the prospective buyer of any lot or dwelling unit of this development shown on this plat with a written disclosure of their responsibility for completing the required improvements and maintenance of the private road(s).

Notarized signature(s) _____