Town of Selma
Land Use Plan

2009 Edition

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2009 Selma Land Use Plan

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_____
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2009 Selma Land Use Plan

TABLE OF CONTENTS

Section I: Introduction 1

A. The Land Use Planning Process 1

B. Plan Purpose 2

C. Plan Area and Scope of Influence 3

D. Key Growth Challenges and Opportunities 4

Section II: Land Use Objectives & Policies 6

A. Town Vision Statement 6

B. Objectives 6

1. Industrial & Commercial Recruitment 6
2. Revenue Improvement 7
3. Aesthetic Improvement 8
4. Historic & Cultural Preservation 9
5. Environmental Protection 9
6. Infrastructure Improvement 10

Section III: Future Land Use 12

A. Future Land Use Categories 12

TABLE OF CONTENTS (Continued)

B. Policies Specifically Applicable to the Areas of Strategic Importance 13

1. Tank Farm 13
2. Downtown Selma 13
3. Exit 98 Interchange / East Anderson St. 14
4. US Hwy. 301 N. (North Pollock St.) 15
5. US Hwy. 301 S. (South Pollock St.) 15
6. Exit 97 Interchange 16

APPENDIX "A": Town of Selma Existing Conditions Report 17

APPENDIX "B": Future Land Use Map 37

APPENDIX "C": Planning Area Map 39

SECTION I

INTRODUCTION

The Selma Comprehensive Land Use Plan sets forth policies that are intended to influence the timing, type, location and quality of future development over the next 20 years for the Town of Selma's future planning area. The timeframe for this plan was established at 20 years so that it plans far enough into the future to help inform decisions in the short run, but is not so far out in the future that it is unrealistic. Periodic updates to this plan are expected and necessary to keep the Plan relevant and useful.

The Plan goals are based on the several resources:

- The Town of Selma's Strategic Plan, adopted in May 2008, summarized in Section I of the Plan;
- The Town of Selma's Vision Statement, which is shown in Section II;
- An Existing Conditions Analysis, which is contained in *Appendix "A"*;
- Key Planning and Growth Concerns and Opportunities, summarized in Section I;
- Planning principles used by local governments in North Carolina and throughout the United States.

A. The Land Use Planning Process:

The Selma Land Use Plan process started in April 2009 when Selma hired The Wooten Company to help it develop its Comprehensive Land Use Plan.

During this same month, the Town created a Land Use Plan Steering Committee, comprised of Mayor Charles Hester, Council Member Cheryl Oliver, Planning Board Member Dennis Davis, Former Selma Development Partnership Chairman Roger Root, Town Manager Richard Douglas and staffed by Planning Director Ryan Simons. The Steering Committee first met in April 2009, with additional meetings held in June and July, 2009.

The first phase of the land use planning process was an inventory and analysis of historic and projected demographic and economic data and a review of the factors which influence growth and development in Selma. This phase also looked at key issues and concerns identified within the Town's Strategic Plan, adopted in 2008, especially those related to land use issues. This Strategic plan included several identified Town strengths and opportunities, weaknesses and strengths, and strategic objectives and recommended actions.

Maps were also prepared to show the existing Selma planning jurisdiction (City limits and Extraterritorial Jurisdiction or ETJ) and the proposed ETJ and proposed Planning Area. At the conclusion of this phase, a draft vision statement, specific objectives and policies to support those objectives were prepared.

The second phase of the process was the development of a Future Land Use Map (FLUM – see *Appendix "B"*). The first draft of the FLUM was created mainly to reflect current zoning, given the substantial surplus of vacant land in the Town's corporate and ETJ limits that is already zoned for urban uses (defined as any zoning district but Residential Agriculture (RA)). The FLUM was created with only three land use designations (Commercial, Industrial and Residential) to encourage a wide range of uses within each designation, within the guidelines established in the Plan Policies, in order to promote, rather than discourage, development.

The Selma Land Use Plan Steering Committee met again on July 22, 2009, where they reviewed and made revisions to the Land Use Plan Policies document, as well as the FLUM. Land use designations for specific portions of the Town's Planning Area were amended to reflect desired future land uses based on a number of factors, including surrounding existing uses, location of vacant lands, trends in development, proximity to infrastructure (including water/sewer and roads), as well as a desire to include Strategic Areas of Importance, or Activity Centers, to the map and policy document.

A Final Draft of the Land Use Plan document and FLUM were prepared and presented before a joint session with the Planning Board and Town Council on September 28, 2009. Subsequently, a Public Hearing was scheduled and held on October 13, 2009, at the conclusion of which, the Land Use Plan was unanimously adopted by the Town Council.

B. Plan Purpose:

The Selma Town Council had authorized the preparation of this Land Use Plan in order to provide a guide for ensuring the vitality of existing development in the town and for guiding the growth of developing areas.

Preparation of a Land Use Plan is appropriate because the existing Land Development Plan has not been updated to keep up with the growth of the town. The previous plan was adopted on December 21, 1976. This document included a Development Plan, but only for the period up to the year 2000. Given that the plan has not been updated in 33 years, and the fact that the existing Town Limits and ETJ extend well beyond the area included in the 1976 Development Plan, the 1976 Plan was considered obsolete, with little relevant data to assist in a current plan.

A Land Use Plan is needed in order to accommodate anticipated population growth. The Town of Selma has had an overall population increase of 21.2% (or 2.8% annual average growth rate) between 2000 and 2007. Selma is projected to increase by an annual rate of 5.1% between 2007 and 2010 and between 2 and 3% annually between 2010 and 2030, to a total population of 13,744 by 2030. Using these population projections and assuming a future population density that mirrors that of today (2.4 persons per square miles), the Town will be demanding over 5,700

acres of land by the year 2030. In order to be prepared for this growth, it is appropriate to prepare a Comprehensive Land Use Plan.

A Land Use Plan is also needed to address community concerns, such as the need for good jobs and more owner-occupied housing in Selma. For instance, Selma's percentage of owner-occupied housing in 2000 was about 46%, similar to Kenly and Benson, and lower than Smithfield (54%) and Clayton (65%).

In addition, Selma has requested and been authorized to expand its Extraterritorial Jurisdiction (ETJ) from the Johnston County Board of Commissioners. The Land Use Plan can demonstrate to Johnston County officials and property owners how Selma would manage land uses in that expanded ETJ.

Finally, in its 2008 Strategic Plan, Selma identified the lack of a future plan to guide and manage growth as one of the Town's top weaknesses and a distinct disadvantage for the Town in competing with surrounding communities for attracting families and businesses.

Additional information on Selma's history, growth, transportation, natural features, historic properties, community facilities, and planning and growth issues and concerns can be found in *Appendix "A", Existing Conditions Report.*

C. Plan Area and Scope of Influence:

The Selma Comprehensive Land Use Plan covers the following Planning Area Components, which are reflected in *Appendix "B": Future Land Use Map*:

Selma Town Limits – The Town's incorporated municipal jurisdiction, subject to the full authority of the Town's regulatory powers.

Selma Extraterritorial Jurisdiction (ETJ) – A jurisdictional area extending approximately 1 mile beyond the Selma Town Limits, which is subject to the Town's development regulations (such as zoning and subdivision ordinances), but is otherwise subject to the remainder of the County's regulatory oversight.

Selma Proposed Extraterritorial Jurisdiction (Prop ETJ) – An area extending approximately 2 miles beyond the Selma Town Limits, currently subject to the full authority of the County's regulatory powers. The County has further authorized that the Town may assume this area into its ETJ, given certain procedural requirements are met. In the future, the Town intends on meeting these requirements in order to extend the ETJ boundary as proposed.

Selma Proposed Planning Area – An area extending approximately 2.5 miles beyond the Selma Town Limits, which is subject to the full authority of the County's regulatory powers. At some indeterminate time in the future, this area may be influenced by development patterns in the Town of Selma. Where this area may overlap or encroach onto the planning area(s) of other

municipal jurisdictions, the Town will work cooperatively with those jurisdictions to ensure that the area is properly regulated.

D. Key Growth Challenges and Opportunities:

Upon review of the Town's Strategic Plan and the appendix Existing Conditions Report for this Land Use Plan, the following is a summary of the Town's current planning and growth concerns and opportunities:

1. *Challenges for the Future:*

    a. Reputation
        - Crime
        - High percentage of rental housing
    b. Appearance
        - Town entranceways
        - Potential conflicts between industrial and surrounding land uses
        - Development standards that do not protect or enhance land values
    c. Community Spirit
    d. Downtown Retail Diversity
    e. Lack of Local Jobs
    f. Housing
        - Decreasing amount of single-family owner-occupied housing
        - Declining quality of rental housing
    g. Grow Tax Base
    h. Compete for Growth with Surrounding Towns

2. *Strengths and Opportunities:*

    a. Optimum Location
    b. Proud History
    c. Friendly and Caring Community
    d. Entertainment and Recreation Resources
    e. Economy and Commerce

3. *Recommendations of the 2008 Strategic Plan:*

    a. Improve Town Appearance
    b. Ensure Healthy Quality of Life
    c. Establish and Maintain Vibrant Business Community
    d. Develop Selma as a Destination
    e. Restore and Maintain Community Pride and Spirit

In summary, the Town of Selma is positioned for increased growth, due to its transportation access and proximity to the Triangle region. And although the Town faces many challenges, it

boasts several strengths that can be capitalized on by a well-designed growth plan that attracts the quality development and sustainable new jobs it needs to address its challenges and remain a destination of choice in central North Carolina.

SECTION II

LAND USE OBJECTIVES & POLICIES

This section of the Land Use Plan consists of the Town Vision Statement and a series of six objectives with corresponding lists of policies and strategies. These policies and strategies are mechanisms to be considered by the Town of Selma to achieve the stated objective. These tools further illustrate how new, improved, or revised planning techniques might be employed to manage growth and development.

A. Town of Selma Vision Statement:

> *"Manage growth and development activities in a manner which distinguishes Selma as a unique destination to live, work, and play. Furthermore, the Town of Selma will approach growth issues progressively and responsibly while honoring the history and heritage which has made Selma a 'charming place to be'".*

B. Objectives:

1. Industrial & Commercial Recruitment – Seek opportunities to attract and retain businesses and industries which provide locally desirable goods, services, and employment. Proposed strategies should include measures to decide what businesses Selma wants, where Selma wants them, what measures are needed to attract them and how to make sure they fit in with existing development.

a. Encourage various public and private partnerships, including creation of a Town of Selma Economic Development Committee or combined partnership with Smithfield, to promote Selma and market industrial/commercial sites in Selma.

b. Identify activity/growth centers for office, commercial and industrial development.

- These centers should be located in areas well-served by transportation and utilities.
- These centers should not be located in areas to be protected for non-urban development or in areas that would create or exacerbate traffic congestion or truck traffic through downtown.

c. Identify businesses and industries that should be proactively recruited and where it is preferred that they be located. Consider especially industries targeted for funds by the Federal stimulus program, such as emerging "green industries".

d. Consider extension or expansion of roads, water and sewer service to serve identified activity center/growth areas.

e. Consider implementation of Town policies and procedures (e.g. rezonings, annexations, utility extensions) that direct growth to activity center/growth areas.

f. Consider development of Special Area Plans for areas where future concentrated development should occur. Consider defining minimum as well as maximum residential densities preferred as well as commercial and industrial uses encouraged in the area.

g. Strive to capitalize on Selma's location at the crossroads of I-95 and US 70 and its rail access, including passenger service, in all business and industrial recruitment activities.

h. Identify and enhance the marketability of prime business / industrial sites near major transportation nodes, including seeking certification of industrial sites.

i. Consider ensuring that existing zoning, subdivision, design and development ordinances provide adequate standards and requirements for desired uses and development design.

j. Consider pre-zoning land to appropriate industrial and business districts to enhance their marketability and to prevent incompatible uses.

k. Consider implementation of appropriate standards and requirements for development, such as minimum buffers and screens between potentially incompatible land uses, to minimize potential conflicts between new business and industrial uses and existing as well as potential future development.

2. Revenue Improvement – Implement efficient, effective, and fair methods of recovering costs associated with providing highly-valuable municipal services (to include issues such as home ownership/owner-occupied housing, transient residents, incentive/penalty fee schedules, etc.). Proposed strategies should include measures to attract owner-occupied housing, ensure that existing owner-occupied housing thrives, and opportunities exist for worthy tenants to become home owners. A minimum housing code would address primarily the habitability of housing, and gives the Town a tool to use for eliminating dilapidated housing.

a. Investigate the use of dedication and fee authorizations as allowed by state subdivision enabling legislation (G.S. 160A-371 to 160A-372) to recover municipal costs as well as ensure high quality development.

b. Seek funding partnerships (public and private) to aid in paying for growth in preferred areas. For example, consider working with State and local governments and land trusts to acquire important open spaces or greenways.

c. Consider providing an adequate supply of land appropriately located and zoned for residential subdivisions in the community.

d. Consider implementing land use development standards that will ensure tasteful development and encourage upper-scale housing design.

e. Consider investing in amenities, such as parks connected by pedestrian, greenway and bikeway trails as well as enhancing community activities and events, in order to attract more developments oriented towards owner-occupants.

f. Consider applying for Community Development Block Grants to establish housing rehabilitation programs for homeowners, gap financing for developers of owner-occupied housing and educational programs for potential homeowners.

g. Ensure that the existing housing stock thrives, especially established owner-occupied housing. Consider identifying areas for public infrastructure investments, such as sidewalks and road improvements.

h. Encourage the creation and rehabilitation of owner-occupied housing, such as working with non-profits such as Habitat for Humanity and Serve Management.

i. Consider creating programs to counsel potential homeowners on steps they need to take to become homeowners.

j. Continue to enforce the Selma minimum housing code.

k. The Town of Selma is the preferred utility provider for new and existing development, especially when it is determined that the benefits of providing such service will enhance Town revenue.

3. Aesthetic Improvement – Focus efforts to visually enhance and beautify the built environment of the Town as a means of elevating its reputation as a healthy, clean, and safe community. Proposed strategies should include measures to address the appearance along entranceways to Selma as well as within the Town in general. The proposed policies address items such as signs, landscaping, buffering and screening, utilities and junk.

a. Consider revising sign regulations to limit or prohibit billboards and set appropriate standards for new signs. Consider adopting an amortization provision in the sign ordinance to require the removal of non-conforming signs within a reasonable period of time.

b. Consider reviewing existing landscaping, buffering and screening standards to ensure high quality for all new development. Consider especially how these standards apply to the frontage of property, including parking areas.

c. Consider enhancing landscaping in public rights of way along entranceways into Town.

d. Continue efforts to remove substandard housing and junked vehicles from private property.

e. In addition to giving due consideration to the aesthetic impact of development, only those land uses which will not compromise public health or safety should be encouraged.

4. Historic & Cultural Preservation – Identify opportunities to improve and promote people, places, and events which have significantly contributed to the Town's development. Proposed strategies should focus on historically significant structures, events and areas.

a. Continue progress on designating the Uptown Selma area as a National Register Historic District.

b. Consider measures to conserve the railroad heritage in Selma

c. Consider recognition of historic properties and events throughout Selma, such as the Town Cemetery and the invention of Vick's Vap-O-Rub in Selma. Consider use of roadside markers where appropriate.

d. Consider measures to ensure that historic buildings can be adapted for different uses through zoning and development standards.

e. Consider measures to encourage the conservation of historic buildings that contribute to the integrity and character of their neighborhoods.

5. Environmental Protection – Balance the protection of sensitive natural resources with the Town's economic development to ensure a sustainable future.

a. Consider ensuring that significant open spaces, wetland buffers and stream corridors are maintained in a natural condition through means such as:

- Requiring dedication or payments in lieu of dedication of open space for new developments,
- Creating an open space acquisition program, or
- Encouraging cluster development to protect sensitive resources.

b. Consider partnering with the Johnston County Natural Resources Initiative, as well as land conservation organizations, to develop an open space network through Selma.

c. Consider preparing a Selma Parks and Recreation Plan that ensures that sufficient park and recreation resources are available to serve new growth. Consider including the following elements in this Plan:

- An existing and future needs assessment,
- Long range improvement plan, and
- An annual project list that is tied to the Town's Capital Improvement Planning process.

d. Consider attracting emerging green/sustainable industries, including wind power, solar power and biofuels.

6. Infrastructure Improvement – Seek opportunities to efficiently manage and improve upon the delivery of key municipal functions and services. Proposed strategies should include measures to address water and sewer service as well as the transportation cost to deliver services, such as police protection.

a. Consider partnerships with area local governments to provide services and achieve common goals at less cost and more effectively than would be true for each Town to do so on its own.

b. Consider methods of better serving the needs of citizens, through such means as performing a municipal services efficiency study across all departments, and a citizen customer satisfaction survey that determines any additional services desired.

c. Consider creating a long-term plan for water and wastewater service which will address Selma's future needs.

d. Consider encouraging development to occur in and near existing water and sewer service areas, in order to get maximum benefit from Selma's investment.

e. Consider working with Johnston County to:

- Increase the use of reclaimed water throughout the Town by extending lines to planned industrial areas as well as providing incentives for its use in new and existing developments.
- Investigate water pricing plans that discourage usage of polished water in favor of reclaimed water, as well as discourage heavy water usage in general.

f. Where applicable, transportation systems should be designed from a "multi-modal" perspective, where a variety of modes of transportation, including pedestrian access are considered.

g. Consider working with Johnston County, NC DOT and the Upper Coastal Plains Rural Planning Organization to develop a Comprehensive Transportation Plan for Johnston County that:

- Includes thoroughfare and collector street plans and a transportation network that adequately supports the future land use plan.
- Minimizes conflicts between residential and business/industrial traffic as well as enhances the efficiency of delivering municipal services, including police and meter reading.

SECTION III

FUTURE LAND USE

This section of the Plan contains specific land use categories and identified "Areas of Strategic Importance" referenced on the Future Land Use Map (FLUM – see *Appendix "B"*). The FLUM graphically depicts a general land development pattern that adheres to and seeks to achieve the Land Use Plan goals and objectives illustrated in previous sections of this Plan. To be effective, this Land Use Plan document and the Future Land Use Map must be jointly and consistently consulted when reviewing and evaluating proposed land development plans. The Future Land Use Map cannot be interpreted independently from the written land use goals and objectives.

The Selma Future Land Use Map is intended to illustrate expected future land use patterns, as well as to provide guidance on the regulation of proposed land use activities. While the map itself is not regulatory, its constituent components (in conjunction with written policies) should serve as a primary resource when judging the efficacy of decisions which impact land use and development.

The Future Land Use Map does not explicitly denote where and how "open" or "green" space should be distributed. However, the Town recognizes that opportunities to reserve these spaces throughout the Town should not be discouraged, and that tools such as buffers, parks, "greenways", and conservation easements should be considered complimentary to land development and essential to preserving quality of life.

A. Future Land Use Categories:

Residential – If developed, land designated as "residential" is intended and expected to be primarily residential in nature. Mixed use and other innovative development trends should also be considered, but in a way which supports predominately residential uses and excludes commercial/industrial solar farm operations. Dwelling density and other factors should be considered on a case-by-case basis to ensure that they are compatible with the suitability of land, availability of public services, accessibility to major activity centers and transportation systems, and are compatible with surrounding development.

Commercial – Land designated as "commercial" has been identified as being particularly well-suited to support a multitude of commercial and commercially related uses. Specific land uses may primarily provide goods and services for the immediate area or region, as well as a sustainable source of employment. Furthermore, land uses are encouraged which support, promote, and nurture the Town's heritage as a family-oriented community which values tradition and service.

Industrial – Land designated as "industrial" are areas which may be uniquely positioned for the development of wholesale, manufacturing, processing/production, and other industrial activities. Proposed industry should provide numerous and diverse employment

opportunities which benefit the local economy, and reflect the Town's commitment to attract and retain high-paying jobs. Industries which encourage innovation, responsible growth, and community involvement are considered particularly valuable.

Areas/Corridors of Strategic Importance – Land near or within these areas identified on the Future Land Use Map substantially influence health, safety, and general welfare or contribute significantly to the Town's identity. These areas may be considered historically, culturally, or environmentally significant, Town "gateways", important commercial thoroughfares, etc. Certain policies have been specifically applied to these areas, to ensure that they are preserved, improved, and properly managed.

B. Policies Specifically Applicable to the Areas of Strategic Importance:

1. Tank Farm

a. The Town of Selma considers the fuel companies and support activities which comprise the "tank farm" to be valuable and strategic resources for delivering energy commodities throughout the region; responsible efforts to expand and improve upon these resources should be supported.

b. Proposals to develop innovative energy technologies which focus on sustainability and environmental sensitivity should be explored.

c. Commercial traffic, including tanker trucks, to and from the tank farm should be routed in a way which least impacts residential neighborhoods and minor thoroughfares.

d. Efforts to improve the safety and security of personnel, commodities, and infrastructure at the tank farm should be encouraged.

2. Downtown Selma

a. Efforts to preserve and commemorate historic structures and events in downtown Selma should be supported, especially when related to Selma's railroad heritage.

- Consider developing a Special Area Plan for Uptown Selma.
- Consider promoting more entertainment and restaurant opportunities in Uptown Selma, building on Selma Union Station, the Antique District, the Rudy Theatre and the Ice House.
- Consider participating in the State's Small Town Main Street Program and promoting Uptown through Main Street techniques.

b. Land uses in downtown Selma should reflect the wholesome, tasteful, family-oriented, and traditional values which have been common throughout Selma's history.

- Quality small or national businesses which reflect the cultural and historic heritage of Selma should be encouraged.

c. Architectural and aesthetic standards which preserve and enhance the identity of downtown Selma should be explored.

- Uses and building designs which do not reflect the cultural and historic heritage of Selma, such as "big box" or large single story buildings, and large areas of paved parking should be discouraged.
- Consider revising Selma's zoning and development regulations as needed to support high density development in select areas of Uptown to be composed of vertically mixed uses within multistory buildings and design elements such as reduced parking requirements, shared parking and, as appropriate, limited structured parking

d. The Town of Selma advocates development in downtown Selma which makes efficient use of space, including the use of mixed use development, where residential and commercial uses coexist harmoniously.

e. An extensive effort to market downtown Selma as an attractive place to live, work, and play should be explored, including through such measures as wayfinding, streetscape improvements, bike racks, safe street crossings and signage.

f. Amenities, attractions, and other land uses in downtown Selma should be developed in a manner which encourages pedestrian accessibility and other alternative modes of transportation, including rail.

g. The development and concentration of public/common access facilities such as parks, a Town Square, and municipal facilities in downtown Selma should be supported.

3. Exit 98 Interchange/East Anderson St.

a. A greater density of commercial development at Exit 98 and along E. Anderson St. should be encouraged to draw travelers to Selma from Interstate 95.

b. An emphasis should be made to develop E. Anderson St. as a primary gateway to downtown Selma, particularly for visitors traveling south on Interstate 95.

c. Efforts to reduce commercial truck traffic on E. Anderson St. should be encouraged.

d. Especially due to the high visibility of the E. Anderson St. corridor, land uses which might be considered noxious, deleterious, or otherwise popularly unattractive should be discouraged.

4. US Hwy. 301 N. (North Pollock St.)

a. The N. Pollock St. corridor from downtown Selma to the intersection with N. Webb St. should remain a transitional thoroughfare, where low-intensity uses such as single family homes, schools, churches, and a limited number of neighborhood commercial uses are able to thrive.

b. Efforts to draw visitors to downtown Selma from adjacent counties and municipalities along Hwy. 301, Hwy. 96, and Hwy. 39 should be supported.

c. Improvements such as landscaping and sidewalks which encourage pedestrian access along N. Pollock St. and link to downtown Selma should be considered.

5. US Hwy. 301 S. (South Pollock St.)

a. The S. Pollock St. corridor from downtown Selma to the Smithfield town limits should continue to develop as Selma's primary commercial thoroughfare, where moderate-intensity commercial uses such as retail, restaurants, and offices are able to thrive.

b. Improvements such as landscaping and sidewalks which encourage pedestrian access along S. Pollock St. and link to downtown Selma should be considered.

c. Where the Selma town limits meet those of Smithfield at Hwy. 301, efforts should be made to distinguish and demarcate the two towns, in a manner which is both complimentary and cooperative.

d. Land uses along S. Pollock St. which might be considered popularly unattractive or offensive should be discouraged.

e. Architectural and aesthetic standards for commercial development along S. Pollock St. should be considered to ensure a uniform level of visual attractiveness.

f. The Town should work cooperatively with the Town of Smithfield, NCDOT, and other stakeholders to ensure that considerations such as traffic congestion and environmental concerns do not substantially impede the flow of traffic to and from Selma, Smithfield, Hwy. 70, and I-95.

6. Exit 97 Interchange

a. Because the interchange of Hwy. 70 and I-95 at Exit 97 represents the portion of Selma most visible to the greatest number of travelers and visitors, land uses which might be considered noxious, deleterious, or otherwise popularly unattractive should be discouraged.

b. While efforts to attract commerce which caters to travelers should be encouraged, the development of moderately priced to premium restaurants, hotels, and retail are considered particularly valuable and should be pursued.

c. Corridors which radiate from the Exit 97 interchange, including Ricks Rd., Industrial Park Dr., and Crocker St., should be improved to provide proper means of access to all of Selma's attractions and amenities, especially those available in downtown Selma.

d. Sign requirements should be adapted and implemented which equitably regulate billboards and other outdoor advertising mechanisms in a way which is both tasteful and provides adequate means of attraction to Selma merchants and businesses.

Appendix A

TOWN OF SELMA

EXISTING CONDITIONS REPORT

The purpose of this analysis is to identify existing conditions and plans that affect land use, including existing land use, population, housing, economy, transportation, utilities and natural features, as well as Selma's vision and strategic plan, and the plans of other localities that affect land use in Selma.

This analysis starts with recent vision and strategy documents adopted in Selma, provides an analysis of existing conditions noted above, including relevant plans and programs, then concludes with key planning issues and concerns.

General Location and Description

The Town of Selma is located in central Johnston County. To the southwest, connected by I-95 and US 301 and railroad tracks, is Smithfield. To the northwest, connected by US 70 and railroad tracks, is Wilson Mills. To the southeast, connected by US 70A, is Pine Level. Selma is the third largest town in Johnston County, following Clayton and Smithfield.

The primary entrances to Selma include North and South Pollock Street (US 301), East and West Anderson Street, River Road, Highway 96, Lizzie Street and West Noble Street.

Brief History

Johnston County was created in 1746 from Craven County.

A Confederate veteran by the name of Col. John W. Sharp came to Johnston County in 1866 seeking consignments of naval stores and cotton for his firm in Norfolk, VA, when he became interested in locating a town at the train station. He struggled with gaining control of land, but succeeded and moved the train station to where it now stands as a part of the Southern freight depot on Railroad Street. The purchased property was then platted by Surveyor Charles Massey and a public sale of lots was held on May 1, 1867. Selma was named after Col. Sharp's hometown, Selma Alabama.

The Town of Selma received its charter on February 11, 1873 from the General Assembly of North Carolina. Captain A. M. Noble was elected as the first mayor and the slogan was, "A Healthy Place to Live."

Selma Vision Statement and Strategic Plan

2008 Vision Statement – A destination of choice for those who appreciate a great place to live, work and play.

2008 Selma Strategic Plan – Selma Strategic Plan (dated May 2008) identifies the Town's strengths, weaknesses, opportunities and threats, identifies Strategic Goals and Objectives, and recommends actions to facilitate achievement of the goals and objectives.

Weaknesses and threats discussed in the Strategic Plan included: reputation, appearance; community pride/spirit; communication with town leaders; downtown retail diversity; lack of local job opportunities; housing; stagnant tax base; crime; lack of planning to guide or manage future growth; and, the competition from surrounding communities in attracting growth.

Objectives and recommended actions discussed in the Strategic Plan included: creating a Town appearance that appeals to current and potential citizens, businesses and tourists; ensuring a healthy quality of life that equals or exceeds surrounding communities; establishing and maintaining a vibrant business community; developing Selma as a destination; and, restoring and maintaining a high level of community pride and spirit.

The results of this Strategic Plan will be incorporated, as needed, into the current Selma Land Use Plan.

Land Use

Existing Land Use Plan – There is no current long range land use plan for the Town of Selma.

Existing land use – The attached map (Selma Proposed Planning Area, *Appendix "C"*) shows the proximity of the planning jurisdictions of Selma, Smithfield, Pine Level, Wilson Mills and Micro. Given the closeness of these communities, Selma's existing growth has been limited to the west, south and southeast.

The Town of Selma's current Zoning Jurisdiction currently contains 13.28 square miles of land. Of that, 4.66 sq. mi. are in the city limits and 8.62 sq mi. are in Selma's current Extraterritorial Jurisdiction (ETJ) outside of the city limits. There is another 10.10 sq. mi. in an ETJ area approved by the County Commissioners in 2007 but not yet included in the Town's official ETJ. The Selma Proposed Planning Area (under this project) totals another 5.41 sq. mi. of land to the north, northeast and northwest. In total, these four planning areas total 28.79 square miles.

Table 1: Vacant Land by Selma Zoning District		
	Town	**Existing ETJ**
CB-Central Business District	2.30	0.00
GB-General Business District	38.63	208.25
HDR (RHD)-High Density Residential	39.88	155.60
I1-Industrial 1 District	137.24	42.72
I2-Industrial 2 District	626.24	624.90
IHI-Interstate Highway Interchange	26.87	206.66
MDR-Medium Density Residential (RMD)	130.89	109.66
MDRO-Medium Density Residential Overlay District	0.17	4.38
MHP-Mobile Home Park District	1.01	0.01
RA-Residential-Agricultural District	22.69	1542.08
TR-Transitional Residential District	3.07	0.00
Total Vacant	1028.99	2894.26
Total	2981.06	5516.88
Percentage Vacant	**34.5%**	**52.5%**

An analysis of existing vacant land within Selma (see Table 1) shows approximately 35% of the existing Town Limits and 53% of the existing ETJ as vacant land, with the majority of the vacant land being currently zoned for industrial use.

Area Plans Effecting Selma Land Use

The Johnston County Comprehensive Plan (2009) encourages growth in and around municipalities and urbanized areas. According to the County Plan, the Town of Selma is in the center of growth corridor that parallels US 70 and US 70 Business, as well as the Southern Railroad, the extends across the center of Johnston County. This corridor is very wide around Clayton, at the western edge of the county, and then narrows to the southeast, around Wilsons Mills, widens again over Smithfield and Selma, and narrows again over Pine Level and Princeton, at the eastern edge of the county.

The County Comprehensive Plan designates Selma's Approved ETJ Area as a Primary Growth Area and Selma's Proposed Planning Area as a Secondary Growth Area. Only one Neighborhood Commercial Activity Node is planned in Selma's Planning Area (at the intersection of Live Oak Church Road and NC 96). The nearest Community Activity Center is planned to the south of Pine Level. All of the planned county Regional Activity Centers are located in the Clayton Primary Growth Area.

Hazard Mitigation Plan for Johnston County and Benson (2009) recommends that emergency management criteria be included in the Land Use Plan.

The Smithfield Future Land Use and Growth Area Maps do not directly address the Town of Selma. However, they show some overlap with the Selma Town Limits and Proposed Planning

Area near Wilsons Mills. Except for one parcel designated as Office/Industrial and High Density Residential, the overlapping planning areas as well as other lands abutting the two town's planning areas are designated for Open Space / Low Density Residential development.

Population Growth

Selma is located in the Raleigh/Durham metro area. Johnston County is projected to be the second fastest growing county in North Carolina by percentage and fourth in numerical increase by the US Census Bureau.

The close proximity and easy commute to Raleigh makes Johnston County a favorite for many residents who work in Raleigh. Residents can easily access Raleigh from I-40 or US 70, both of which are direct routes to the capital city. I-95 also provides access along the east coast of the United States. Approximately 54% of Johnston County workforce lives in the county but work elsewhere, primarily in Wake County, while 30% of the Johnston County workforce lives elsewhere and works in Johnston County.

The County has had a steady population increase since 1990 and is expected to increase from 121,900 in 2000 to 283,401 in 2030, a 132% increase. In 2007, Selma had the third largest population in Johnston County (7,168) after Smithfield (12,821) and Clayton (12,908) (see Table 2). Clayton, the Johnston County town closest to the Raleigh/Durham area, experienced the greatest growth of any town in Johnston County during this period, and surpassed Smithfield in population. It is anticipated that this population growth will continue to affect other towns in Johnston County that have good access to the Raleigh/Durham Area, including Selma.

As shown in Table 3, the Town of Selma has had an overall population increase of 21.2% (or 2.8% annual average growth rate) between 2000 and 2007. Using growth projections from Johnston County (see Table 3), Selma is projected to increase by an annual rate of 5.1% between 2007 and 2010 and between 2 and 3% annually between 2010 and 2030, to a total population of 13,744 by 2030.

Other Selected Demographics

Following are selected population and housing characteristics that appear to be relevant in this Land Use Plan (available only from the last US Census in 2000, since the State of North Carolina does not prepare detailed housing or population estimates or projections for smaller urban areas).

In 2000, Selma's median age (31.2) was lower than Johnston County's as a whole (34.2). In addition, a larger percentage of Selma's population was black (45%) than was true of Johnston County as a whole (15.8%).

Selma's percentage of owner-occupied housing in 2000 was about 46%, similar to Kenly and Benson, and lower than Smithfield (54%) and Clayton (65%).

Table 2: Comparison of Population Growth Rates – 2000-2007
Selma and Other Towns in Johnston County

Town	2000	2007	% Change
Benson	2,993	3,518	17.54%
Clayton	8,126	12,908	58.85%
Four Oaks	1,514	1,911	26.22%
Kenly	1,675	1,721	16.68%
Micro	454	533	17.40%
Pine Level	1,319	1,879	42.46%
Princeton	1,090	1,256	15.23%
Selma	**5,914**	**7,168**	**21.20%**
Smithfield	10,867	12,821	17.98%
Wilson's Mills	1,296	1,675	29.24%
Johnston Co.	121,900	157,296	29.04%

Source: US Census Data (www.census.gov) for 2000, NC Department of Commerce for 2007

Table 3: Historic and Project Population Growth in Selma 1990 to 2030

Year	Total Population	Increase	Overall Percent Growth	Average Annual Growth Rate
1990	4,600	-	-	-
2000	5,914	1,314	28.6%	2.6
2007*	**7,168**	**1,254**	**21.2%**	**2.8**
2010*	8,320	1,152	16.1%	5.1
2020*	10,921	2,601	31.3%	2.8
2030*	13,744	2,823	20.5%	2.3

Sources:
US Census (www.census.gov) for 1990 and 2000
**NC Department of Commerce 2007 estimate*
**2010 through 2030 projections by The Wooten Company based on Johnston County's growth projections through 2030.*

Land Use Demand

Selma's corporate limits in 2007 consisted of 2,981 acres, and its population was 7,168. Using the above population projections and assuming this ratio of 2.4 persons per acre continues, the following demand for land use is projected:

Selma Projected Land Use Demand

Year	*Acres*
2007	2,981
2010	3,467
2020	4,550
2030	5,727

Source: The Wooten Company.

Transportation

Major Thoroughfares serving Selma include I-95, US 70, US 70 Bus, US 301, NC 96 and NC 39. Selma is also served by the Southern Railroad line which runs through the downtown area. The downtown area is served by sidewalks, but sidewalks do not extend into outlying areas.

Transportation Planning Organizations in the Area

Selma is in the Upper Coastal Plains Rural Planning Organization (UCPRPO), along with eastern Johnston and all of Edgecombe, Nash and Wilson Counties. The transportation planner for the UCPRPO indicated that NCDOT will likely initiate a Comprehensive Transportation Plan for all of Johnston County in the near future. This timing is good, in that it will give Selma time to work on its land use concepts, which drive the need for transportation planning.

The area around Clayton (excluding Selma), a part of the I-40 corridor and parts of northern Johnston County are in the Capitol Area Metropolitan Planning Organization. The Draft 2035 Long Range Transportation Plan produced by CAMPO has been developed and is under public review at this time.

Passenger Rail Service

North Carolina's Amtrak currently offers 4 trains daily at the Selma Station (500 East Railroad Street) in downtown. Two of the six total Amtrak routes that service North Carolina make stops in Selma, including:

Southbound
#89 Palmetto - New York to Savannah
#79 Carolinian - New York to Charlotte

Northbound
#90 Palmetto - Savannah to New York
#80 Carolinian - Charlotte to New York

In May 2001, NCDOT released results of a feasibility study that indicated there is interest in passenger rail service to/from Wilmington. In July 2005, A Southeastern North Carolina Passenger Rail Study was prepared that identified costs and some needed improvements for reestablishing service to southeastern North Carolina. The study recommended implementing passenger rail service from Raleigh to Wilmington via Fayetteville and Goldsboro in phases as funding becomes available. Other recommendations included investigating the possibility of commuter service between Selma and Raleigh, and working with the State Ports to define benefits and investments needed to reestablish freight service between Goldsboro and Wilmington.

Natural Features

Watersheds: The Town of Selma is entirely within the Neuse River Basin. There are no state protected water supply watersheds in the project planning area.

Surface water quality: The topography of the project area is generally flat, with elevations ranging from 230 to 300 feet above sea level. Major surface waters in the project planning area include the Neuse River mainstem. According to the Neuse River Basinwide Water Quality Management Plan (Draft, May 2009) there is no data for the surface waters in the project planning area.

Floodplains and wetlands: According to the Federal Emergency Management Agency (FEMA), the 100-year floodplain is the area which has a 1% chance of flooding in any year. The floodplain is comprised of the flood fringe and the floodway. The flood fringe is the outer area of the floodplain that, if developed, would raise the base elevation of the 100-year flood by one foot. The floodway is the area inside the flood fringe. It should be noted that not all wetlands are located within floodway or floodway fringe areas and not all floodplains are considered to be wetlands.

In addition to areas mapped by FEMA as floodplains, those areas identified as potentially wetlands by the National Wetland Inventory (NWI) will be mapped in the Selma Planning Area when developing the Future Land Use Plan map.

Endangered species habitat: No endangered species habitats are identified in the Selma area.

One North Carolina Naturally: One NC Naturally (as part of DENR) has evaluated open space and conservation lands, biodiversity/wildlife habitat, important forestlands, threatened and viable agricultural land across the state. This on-line geographic database also includes a water services assessment. The results of that evaluation for the Selma area (included as follows) will be used in developing the land use designation for the Future Land Use Map:

Open Space and conservation lands- no parks or other conservation areas owned by others were found in the Town of Selma or the surrounding planning area.

Biodiversity/Wildlife Habitat- The area on both sides of the Neuse River and its tributaries are classified as having medium to high conservation values for biodiversity and wildlife habitat.

Threatened Farmland- There are a few important farmland areas immediately to the north and northwest of the Town of Selma that have low to medium threat from urbanization. The highest value areas with the highest level of threat are to the north, and outside of, the proposed Selma Planning Area.

Important Forestland- Important forestlands are concentrated along the Neuse River and its tributaries, as well as Buffalo Creek.

Natural Heritage sites- Two Significant Natural Heritage areas are located in or near Selma –

- Selma Heath Bluffs (privately owned) has small examples of Piedmont/Coastal Plain Heath Bluffs natural communities. The Heath Bluff community is one of the best of in the region. Here dense stands of Catawba rhododendron (*Rhododendron catawbiense*) are mixed with the more widespread mountain laurel (*Kalmia latifolia*).

- Selma Pine Flatwoods (privately owned) is a large flat area of poorly-drained land. Much is a comprised of a Wet Pine Flatwood natural community a Mesic Pine Flatwood community, where longleaf pine is common. Part of the area is a savanna with excellent species diversity. Several types of milkweeds (*Asclepias sp.*) and other rare species are found here.

Related Open Space and Working Lands Initiatives

The Johnston Soil and Water Conservation District Voluntary Agricultural District (VAD) Program allows farmers to request that their land be designated as a VAD. Membership in the VAD requires a voluntary, non-binding Conservation agreement between the county and the landowner that prohibits non-farm use or development of such land for a period of 10 years, except for the creation of not more than three lots that meet applicable county zoning and subdivision regulations. Over 8,000 acres are included in VADs in Johnston County as of January 2009.

The Johnston County Farmland Preservation Program, being created by the Johnston County Cooperative Extension, will provide tools for farmers to stay in farming.

The Johnston County Natural Resource Initiative is a being developed by the NC Division of Forest Resources. It began in March 2009 and is intended to develop and promote strategies for

conservation of natural resources through a network of farms, forests, and open space within Johnston County. It is designed to build upon the Mountains-to-Sea Trail Master Plan for Johnston County, the Green Infrastructure initiative, an urban tree canopy analysis for Clayton, Smithfield and Selma, and the Triangle Regional Greenprint prepared by the Triangle "J" Council of Governments. The initiative is being coordinated by the NC Forest Service, Urban and Community Forestry Program, USDA. Results of the Natural Resources Initiative will be useful to the Selma Land Use Plan, especially the identification and prioritization of parcels for open space and natural resource preservation.

Historic Properties

The North Carolina State Historic Preservation Office lists five properties in the Selma area as being listed on the National Register of Historic Properties. These are the:

1. Noah Edward Edgerton House
2. Nowell-Mayerburg-Oliver House
3. William E. Smith House
4. Everitt P. Stevens House
5. Union Station

The Noah Edward Edgerton House, 301 West Railroad Street, was built in 1896, and is a prime example of the Queen Anne style which was popular in the 1890's. This is a two story, frame house situated on a large, treed lot. The ornately detailed front porch is in the Eastlake style and is a unique example of that style in Selma. The house has a traditional center hall plan with finely executed interior woodwork on the main stair and primary mantels.

It is significant because it is a prime Queen Anne style residence and it was build by Noah Edward Edgerton, who was the first depot agent for the Atlantic Coastline railroad and a prominent figure in the economic, political and social life of Selma from 1886-1919.

The Nowell-Mayerburg-Oliver House, 312 West Anderson Street, was built shortly after 1911, and is a prime example of the late Queen Anne Style combined with Neo-Classical details. It is a large two story, white frame house designed by Albert Atkinson, a Johnston County native who moved to and practiced in Washington, DC architect. The overall massing is typical of Queen Anne buildings. The square main block of the house is expanded by gabled projecting bays and a three-story octagonal tower which contains the main stair. A wrap-around porch with Ionic columns completes the three principal elevations. Several rear additions have been made to the buildings in the mid-1920's which house a new kitchen and pantry. The house has several integral outbuildings which include a garage and a small bungalow-style summer house. The main house and garage are connected by an open pergola and fence.

The house has finely crafted interior woodwork, including three hand-carved mantels and a fine open string stir. An unusual feature of the building is the built-in window seat within the corner turret.

Mr. R.M. Nowell was Johnston County Sheriff during the time that the house was constructed. Dr Israel W. Mayerburg bought the house in 1915, and he sold it to Dr. Robert D. Oliver in 1941, a prominent Selma MD from 1939 to his retirement in 1974.

The William E. Smith House, 309 West Railroad Street, was enlarged from a modest one-story cottage around 1912. It is two-story residence and is an imposing example of the Neo-Classical style two-story residence. The front elevation is dominated by an imposing pediments portico supported by giant Ionic columns. The overall symmetrical massing and the Ionic pedimented portico are hallmarks of this style which replaced the picturesque Queen Anne style.

William E. Smith was the owner of the W.E. Smith and Company Clothing and Millinery Store and the president of the Bank of Selma when it became The First National Bank of Selma in 1915.

The Everitt P. Stevens House, located at the intersection of SR 1003 and SR 1934 is a traditional vernacular farmhouse built around 1850. The white frame house has elements of the Greek Revival Style, which was popular during the ante-bellum period.

The Stevens house is the only surviving example of an ante-bellum farmhouse within Selma. The house served an important role at the end of the Civil War. After the confederate defeat at the Battle of Bentonville (March 19-21, 1865), the confederate army re-assembled around the grounds of the house where the last Grand Review of the army was held on April 6, 1865. Generals Hardee and Johnston and Governor Vance attended the Review.

Union Station, located on East Railroad Street at the intersection of the Seaboard Coastline and Southern Railroads was opened for passenger use on July 19, 1924. The building is a one-story, gable-roofed brick structure that was designed by A. M. Griffin, the staff architect of the Atlantic Coastline (now Seaboard Coastline) railroad.

Since the building originally served two railroads, a pragmatic and rational solution was used in its design. A V- plan was employed, allowing for sheltered access to both sets of tracks. At the intersection of the V is a two-story control tower and telegraph office.

The founding of Selma was determined by the location of the railroad and the early growth of the town relied on the railroad. Union Station was built as a replacement for an inadequate wood frame structure during a prosperous period in Selma's history.

Community Facilities Analysis

Water and Wastewater Services – Selma owns a water treatment plant and the water lines that service approximately 5,900 Town residents annually (Selma Local Water Supply Plan for DWR, 2002). This plant uses groundwater from several wells around town and has a permitted capacity of 1.0 MGD with a finished storage capacity of 0.700 MGD. Average daily use varies from 0.605 (Dec) to 0.675 (Aug). To supplement the town's water needs, Selma also purchases, on average, 0.075 MGD daily from Johnston County, which uses water from the Neuse River.

Selma's residents get their sewer service from Johnston County sewer service or on-site septic systems. In 2002 Selma's residents had 2,334 sewer connections totally 0.831 MGD average daily flow in addition to 88 individual on-site septic systems.

The Town has a long-standing agreement with Johnston County to purchase water capacity as needed. The Town of Smithfield is another potential source of water supply.

Unique Features

Train Depot – The Selma-Smithfield Amtrak Station, located in Selma, North Carolina, was previously known as the Selma Union Depot and is served by two Amtrak passenger trains, the *Palmetto and Carolinian.* The street address is 500 East Railroad Street, and is located in the heart of historic downtown Selma. The station was originally built in 1924 by the Atlantic Coast Line and Southern Railroads, and added to the National Register of Historic Places in 1982. A major restoration project took place in 2002.

The old freight house is located to the west of the station on Railroad Street and South Webb Avenue. A maintenance shed is located to the north. Two tracks exist along the east side of the station, another one exists along the south side, and the fourth is a section of curved track behind the station that connects two of the tracks. Three platforms exist at the station, one of which is along the curved track.

Antique District – The Selma Antique District is located along Raiford Street. Years ago Selma leaders decided to revitalize its downtown by attracting antique dealers, arts, restaurants, entertainment and specialty retail. This dramatically changed downtown Selma. The streets are full of antique shoppers and visitors to the American Music Jubilee Theatre every weekend.

There are over 100,000 square feet of antique shops and malls all within walking distance of each other on a 1950s streetscape. Antique dealers work cooperatively to market Selma as a destination and they host the annual East Coast Antique Show and Sale every October with dealers lining the streets, food vendors and entertainment.

Entertainment – The American Music Jubilee and Rudy Theatre are located on N. Raiford St. This venue provides an evening of "Southern hospitality, great American music and side-splitting comedy" delights audiences every weekend in Selma. This Branson-style production entertains visitors and motorcoach groups from New York to Miami with musical delights from 50s rock 'n' roll to classic and contemporary country, spectacular gospel and a stirring patriotic tribute. The ever-popular Christmas Show starts early November and runs through the week of Christmas.

Key Planning Issues and Concerns

The growth potential of Selma will continue to increase as a result of its transportation access, growth in the Raleigh/Durham area and implementation of the recommendations in the Strategic Plan. The completion of the Clayton Bypass and continuing improvements of the rail line to Raleigh (designed to achieve a maximum train operating speed from 59 mph to 79 mph) make Selma more accessible to Raleigh and the Raleigh/Durham area. Growth will come to the area. The challenge to the Town of Selma is to ensure that it attracts the type of growth that it wants, and that the Town has development regulations in place to ensure that new development is quality development.

Selma's Strategic Plan indicates that it has a perception problem that is less than favorable. This Land Use Plan can address the land use aspects of that perception problem.

First, the entranceways to Selma should make a positive impression upon the person traveling into the Town. This would require a concerted effort by the Town to improve the visual quality of entrances into and commercial corridors within Selma. It would include improvements to right-of-way landscaping and signage, increased code enforcement for existing development and appropriate design standards for new developments.

As the major destination of many people, the Uptown Selma area is a very attractive and vital area. The remodeled (2002) train depot, the antique district and the Rudy Theatre and the Ice House, which could serve as the hub of an entertainment district, provide a good starting point for improvements to uptown Selma. Improvements to the potential of Uptown Selma could include create a Town Commons area behind Town Hall, linking destinations by sidewalks and provide way-finding signs. Selma should also continue and expand the community events held in Selma, including a "singing on the green" at the Town Commons.

There is a concern about the percentage of renter-occupied housing in Selma, which is higher than surrounding towns. People in the community have expressed a concern that this prevalence of renter-occupied housing results in less pride in homes and a transient population. There is a concern that Selma does not have sufficient development of new subdivisions for home ownership. Demand for such housing is in many cases a function of a community's amenities to its residents, such as parks connected by pedestrian and bikeway trails and community activities and events.

There is also a concern about the availability of employment opportunities in the Town.

The Town has existing industrial development and a substantial amount of land already zoned for future industrial uses. The challenge in this Land Use Plan will be to further define the types of industrial uses that are most appropriate in these prezoned areas and provide recommendations on how best to update the development ordinances to effectively control these uses without a required rezoning application.

Growth Issues

The following growth issues will be evaluated in the Land Use Plan:

- Identify the optimum population density for Selma and ensure that development regulations are in line with that density.
- Increase the available stock of single-family ownership housing
- Improve the quality of rental housing
- Promote economic development and job opportunities, including a strong partnership with the Johnston County Economic Development Commission. Identify businesses that should be proactively recruited, Identify areas for industrial development, ensure that appropriate infrastructure serves those sites, and market them
- Build on Selma's transportation accessibility by roads and rails. Selma is located midway between New York and Florida, so it is a logical place for I-95 travelers to take a break
- Potential conflicts between the tank farm and surrounding land uses

Miscellaneous Data / Statistics

Table A - Commuting Patterns – Persons Residing in Johnston County

County of Residence	Workplace	Number of Commuters	Total by Percent
Johnston County	Wake County	23,628	74.6%
Johnston County	Durham County	1,645	5.2%
Johnston County	Harnett County	1,399	4.4%
Johnston County	Wayne County	1,142	3.6%
Johnston County	Wilson County	1,051	3.3%
Johnston County	Cumberland County	422	1.3%
Johnston County	Nash County	307	1.0%
Johnston County	Orange County	246	0.8%
Johnston County	Sampson County	200	0.7%
Johnston County	Lee County	187	0.6%
Johnston County	Chatham County	124	0.4%
Johnston County	Granville County	107	0.3%
Johnston County	Other Counties/States	1,215	3.8%

Table B - Commuting Patterns – Persons Working In Johnston County

County of Residence	Workplace	Number of Commuters	Total by Percent
Wake County	Johnston County	4,050	34.7%
Wayne County	Johnston County	2,007	17.2%
Harnett County	Johnston County	1,521	13.0%
Sampson County	Johnston County	851	7.3%
Wilson County	Johnston County	749	6.4%
Durham County	Johnston County	409	3.5%
Cumberland County	Johnston County	352	3.0%
Franklin County	Johnston County	282	2.4%
Nash County	Johnston County	210	1.8%
Orange County	Johnston County	105	0.9%
Pitt County	Johnston County	103	0.9%
Granville County	Johnston County	82	0.7%
Other Counties/States	Johnston County	939	8.1%

Table C - Workforce by Industry in Johnston County – 2nd Quarter 2008

Industry	Johnston			North Carolina		
	Avg. # Emp.	% Total	Avg. Weekly Wage	Avg. # Emp.	% Total	Avg. Weekly Wage
Total Government	2,547	3.1%	$652	692,255	8.5%	$885.33
Total Private Industry	35,618	43.2%	$663	3,390,915	41.5%	$726.00
Total All Industries	44,363	53.7	$666	4,083,170	50.0%	$734.95
Agriculture/Forestry/Fishing/Hunting	604	1.6%	$401	28,866	0.7%	$517.43
Mining	59	0.2%	$692	3,845	0.1%	$873.81
Utilities	108	0.3%	$1,348	13,964	0.3%	$1,621.11
Construction	4,285	11.2%	$594	240,882	5.9%	$751.27
Manufacturing	6,739	17.7%	$1,311	520,344	12.8%	$894.16
Wholesale Trade	1,827	4.8%	$850	182,335	4.5%	$1,050.75
Retail Trade	6,237	16.3%	$414	468,642	11.5%	$464.22
Transportation/Warehousing	1,392	3.6%	$813	136,612	3.3%	$795.13
Information	398	1.0%	$592	73,801	1.8%	$1,053.90
Finance/Insurance	709	1.9%	$861	154,592	3.8%	$1,169.76
Real Estate/Rental/Leasing	354	0.9%	$477	55,134	1.4%	$675.43
Professional/Technical Services	1,052	2.8%	$735	191,741	4.7%	$1,116.01
Management of Companies and Enterprises	179	0.5%	$1,022	72,216	1.8%	$1,427.86
Administrative/Waste Services	2,425	6.4%	$430	244,709	6.0%	$525.87
Educational Services	145	0.4%	$365	378,913	9.3%	$720.92
Health Care/Social Assistance	3,522	9.2%	$545	545,101	13.4%	$746.01
Arts/Entertainment/Recreation	237	0.6%	$218	60,338	1.5%	$550.58
Accommodation/Food Services	4,188	11.0%	$240	352,618	8.6%	$263.16
Other Services (Excluding Public Admin.)	1,097	2.9%	$445	105,580	2.6%	$485.15
Public Administration	2,347	6.1%	$639	235,659	5.8%	$783.15
Unclassified	262	0.7%	$581	14,729	0.5%	$892.26

Table D - Top 10 Largest Employers in Johnston County – 2008

Company	Industry	Number of Employess
Johnston County Schools	Educational & Health Services	1,000+
Talecris Biotherapeutics Inc	Manufacturing	1,000+
Johnston Memorial Hospital Authority	Educational & Health Services	1,000+
County Of Johnston	Public Administration	500-999
Wal-Mart Associates Inc	Trade, Transportation & Utilities	500-999
Asplundh Tree Expert Co	Professional & Business Services	500-999
Caterpillar Inc	Manufacturing	500-999
Bayer	Manufacturing	500-999
Food Lion LLC	Trade, Transportation & Utilities	250-499
Precisionaire of North Carolina	Manufacturing	250-499

Source: NC Employment Security Commission (http://www.ncesc.com)

Table E - Industry Employment Projections for the Capital Area WDB 2006-2016

Major Industry Group	Total Employment 2006	Total Employment 2016	Growth Rate
Construction	35720	49390	3.3%
Education and Health Services	85950	116710	3.1%
Financial Activities	24310	26840	1.0%
Goods- Producing	67360	80440	1.8%
Government	40890	46840	1.4%
Information	15430	16530	0.7%
Leisure and Hospitality	43,780	54,390	2.2
Manufacturing	29,750	29,690	0
Natural Resources and Mining	1,890	1,360	-3.2
Other Services (Except Government)	21,160	27,290	2.6
Professional and Business Services	81,750	110,090	3
Services-Providing	402,810	501,650	2.2
Trade, Transportation, and Utilities	89,540	102,960	1.4

Source: NC Employment Security Commission (http://www.ncesc.com)

Table F - Johnston County Farm Cash Receipts 2002-2007

Cash Receipts	2007	2002	% Change
Livestock, Dairy, & Poultry	$114,143,000	$66,679,000	71%
Crops	$88,810,000	$78,834,000	13%
Government Payments	$4,358,000	$2,059,000	112%
Total Agricultural Receipts	$207,311,000	$147,572,000	40%

Source: NC Department of Agriculture (http://www.agcensus.usda.gov/)

Table G - Top 5 Crops for Johnston County 2007

Crops	Harvest Acres	Production	Rank
Corn for grain (bushels)	12,335	760,837	29
Forage (land used for all hay) (tons, dry)	10,742	20,569	27
Soybeans for beans (bushels)	53,028	718,850	3
Tobacco (pounds)	11,232	26,219,125	1
Vegetables harvested, all	10,191	*	3

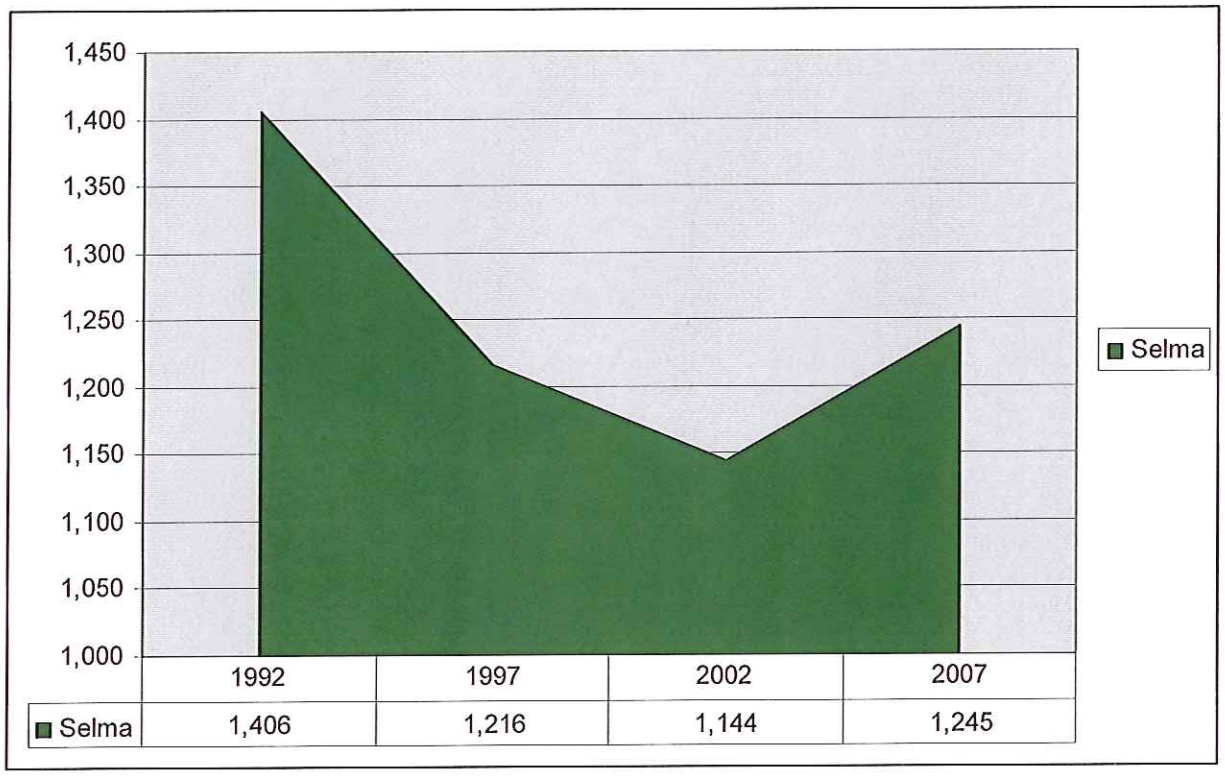
Source: NC Department of Agriculture (http://www.agcensus.usda.gov/)

Table H - Top Livestock Inventory for Johnston County 2007

Livestock	Number	State Rank (100 Counties)
Broilers and other meat-type chickens	1,935,550	20
Turkeys	306,717	12
Hogs and pigs	205,995	12
Layers	54,568	31

Source: NC Department of Agriculture (http://www.agcensus.usda.gov/)

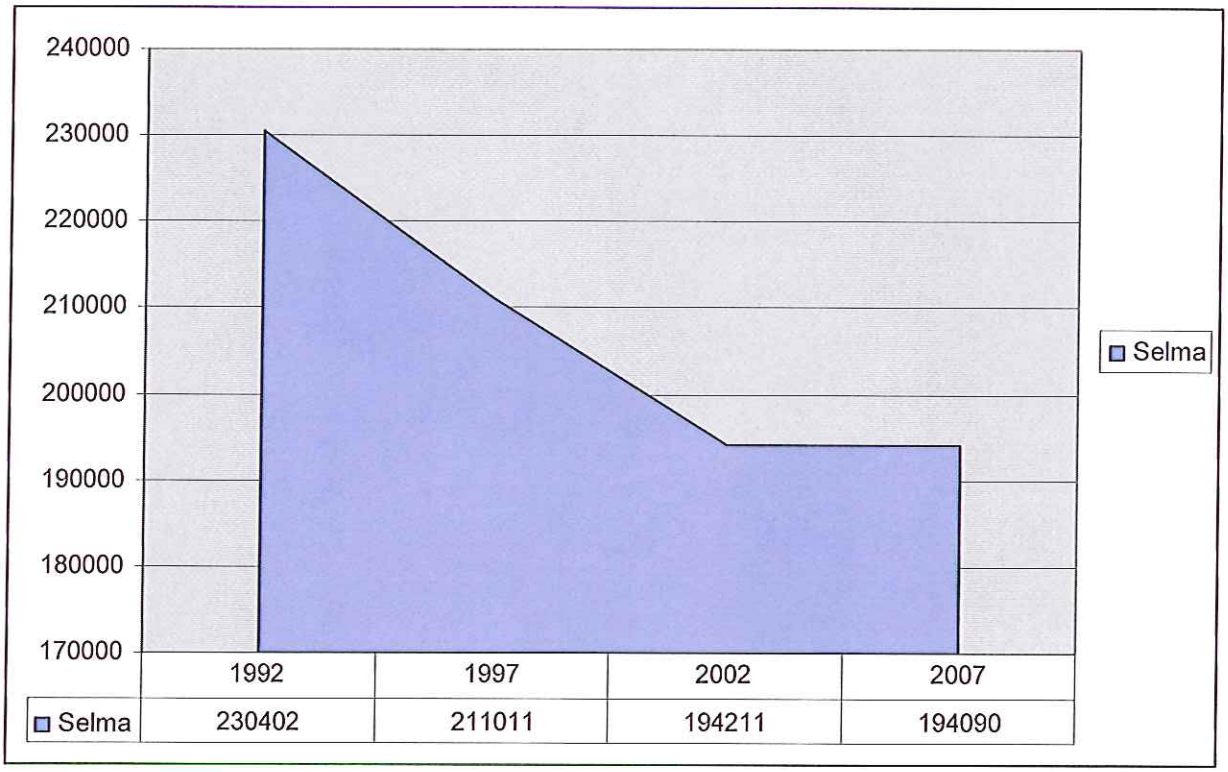
Graph a - Total Number of Farms (1992-2007) – Johnston County



	1992	1997	2002	2007
Selma	1,406	1,216	1,144	1,245

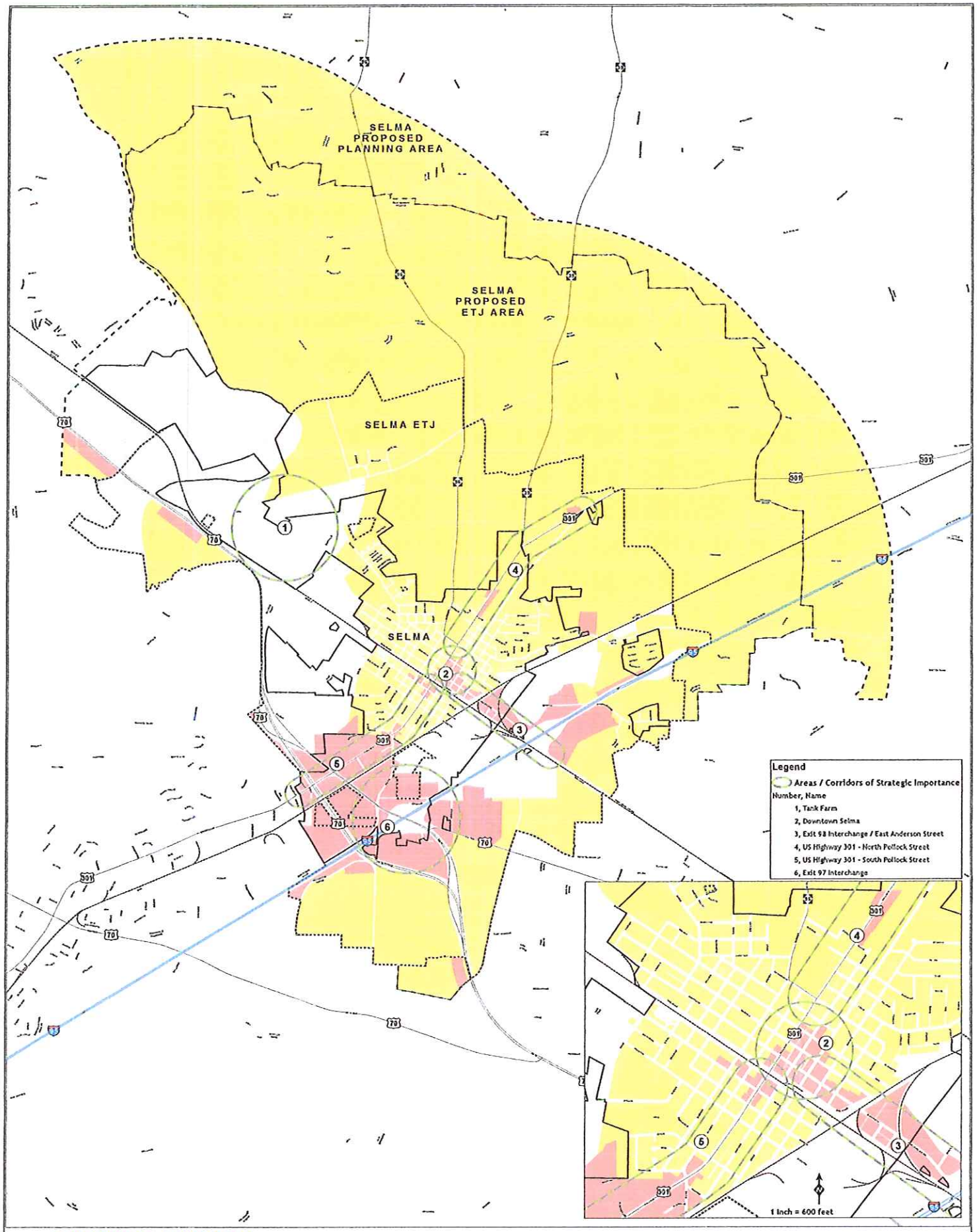
Source: NC Department of Agriculture (http://www.agcensus.usda.gov/)

Graph b - Total Number of Acres in Farms (1992-2007) – Johnston County



	1992	1997	2002	2007
Selma	230402	211011	194211	194090

Source: NC Department of Agriculture (http://www.agcensus.usda.gov/)



FUTURE LAND USE
with AREAS/CORRIDORS of STRATEGIC IMPORTANCE

TOWN of SELMA

Legend

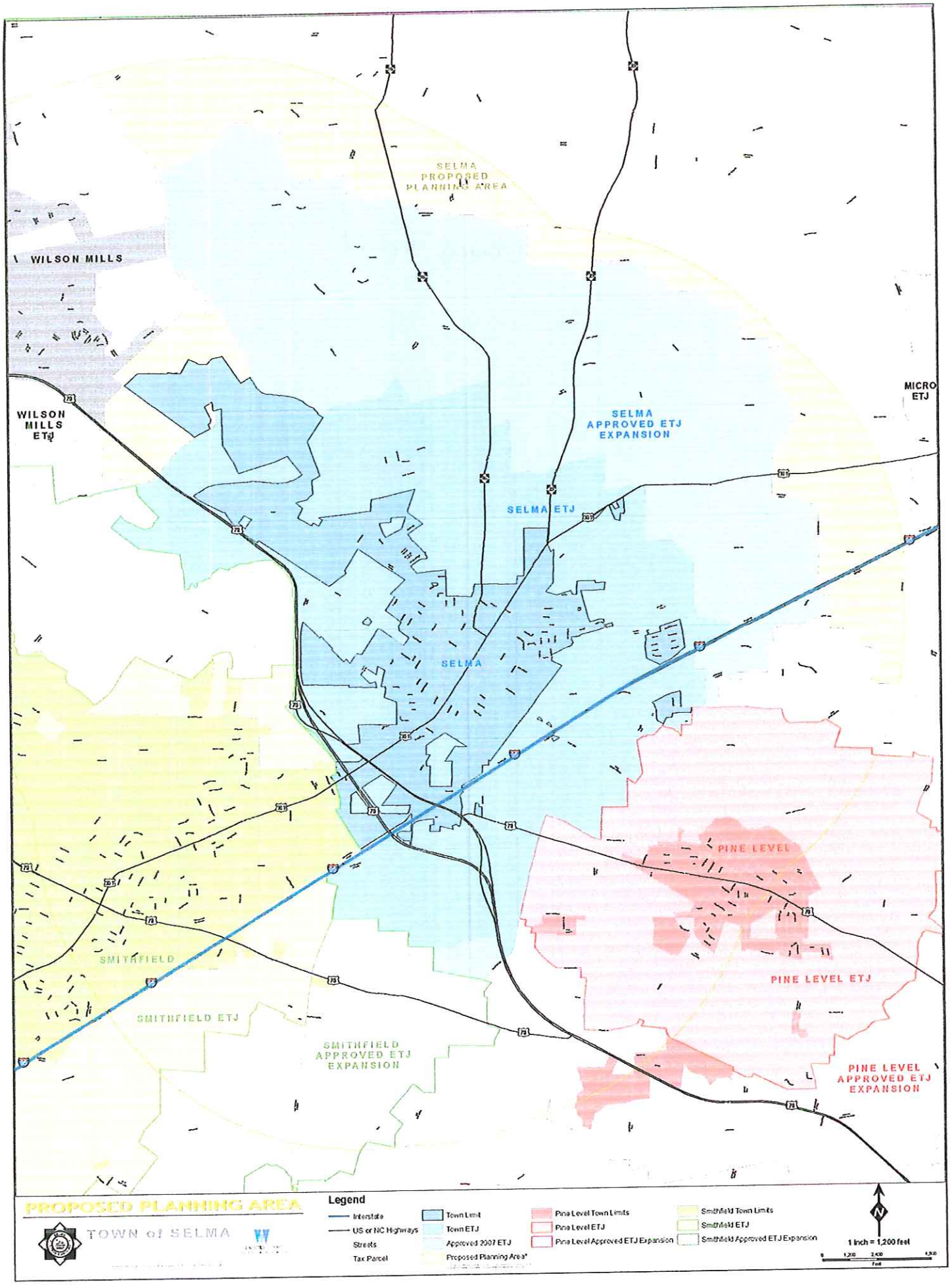
- Selma
- Selma ETJ
- Selma Prop ETJ
- Selma Prop Planning Area
- Rail Road
- Interstate
- US or NC Highways
- Street
- Tax Parcel

Selma Proposed Future Land Use

- Residential
- Commercial
- Industrial

1 inch = 1,200 feet

0 1,200 2,400 3,600 4,800
Feet


SELMA PROPOSED PLANNING AREA
WILSON MILLS
WILSON MILLS ETJ
MICRO ETJ
SELMA APPROVED ETJ EXPANSION
SELMA ETJ
SELMA
PINE LEVEL
PINE LEVEL ETJ
PINE LEVEL APPROVED ETJ EXPANSION
SMITHFIELD
SMITHFIELD ETJ
SMITHFIELD APPROVED ETJ EXPANSION
PROPOSED PLANNING AREA
TOWN of SELMA
Legend
Interstate
US or NC Highways
Streets
Tax Parcel
Town Limit
Town ETJ
Approved 2007 ETJ
Proposed Planning Area*
Pine Level Town Limits
Pine Level ETJ
Pine Level Approved ETJ Expansion
Smithfield Town Limits
Smithfield ETJ
Smithfield Approved ETJ Expansion
1 inch = 1,200 feet