

## 8.3 Finding #3

*“The requested permit will not impair the integrity or character of the surrounding and adjoining districts, and will not be detrimental to the health, safety, or welfare of the community.”*

### 8.3.1. Emergency Services

#### 8.3.1.1. Fire Protection

Services Provided: The final plan will meet fire protection requirements such as hydrant placement and emergency vehicle access.

*Refer to the following letter from Mr. Thomas Bender, Chatham County Fire Marshal, dated 2 June 2006.*

#### 8.3.1.2. Law Enforcement

The Chatham County Sheriff’s Department has indicated that the development will be adequately covered. It is also the intention of the developer to provide at least 300 square feet of office space for the Chatham County Sheriff’s Department for a satellite facility in northern Chatham County. This space will be provided at no charge to Chatham County.

#### 8.3.1.3. Rescue 911

According to Ms. Susan Poe and Ms. Janet Scott, Communications Director for Chatham County Emergency Operations, emergency response in North Chatham is serviced by the North Chatham Fire Department and EMS of District 1. The fire department can respond to an emergency 911 call from the proposed development site in approximately 3-5 minutes if leaving directly from the station. Mr. Robby Smith of First Health reported that an EMS unit would be able to arrive at the site in approximately 5-8 minutes from the station located on Farrington Road on a “normal” day. Of course, as with all emergency facilities, there are best- and worst-case scenarios. In regards to a best-case scenario, an EMS unit en-route from UNC Hospitals would be able to respond to the site within one minute. In regards to a worst-case scenario where there is only one servicing truck, the response time may be upwards of 25-30 minutes.

### 8.3.2 Traffic Analysis

Of major concern to the public is the impact of the new project on traffic patterns. In this case, the developer must also take into consideration recently approved developments and the completed US 15-501 road construction project. The

developer has sought to incorporate thoughtful recommendations from adjacent property owners in the design of the project.

The main change of the traffic pattern in and around this area is the closing of the full movement access at Polks Landing Road. This intersection is dangerous as it is, and the additional traffic from Williams Corner and Polks Centre will aggravate the current situation. At the developer's expense the main drive through Polks Centre has been lined up with Williams Corner to provide a stop lighted control for Polks Landing, Polks Centre and Williams Corner.

After meeting with the Polks Landing Homeowners Association the development made the following changes to its site plan:

1. The main road through the development was lined up with Holly Ridge instead of entering Polks Landing Road further down in the curve.
2. The road off the main road through the development was planned to enter Polks Landing Road between Holly Ridge and US 15-501. This was changed to a cul-de-sac. See site plan for details.

*Please reference the following analysis performed by Kimley-Horn and Associates, Inc. in June 2006.*

#### 8.3.3. Impact to Surrounding Land Values

Please see following document from Mr. Paul Snow of Analytical Consultants, dated 7 June 2006.

#### 8.3.4. Visual Impact and Screening

The visual presentation of the project to offsite views will be mitigated through the use of perimeter buffers as well as onsite landscaping within parking and driveway areas. The perimeter buffers will make use of both existing and installed plant materials in a way that both mitigates the visual impact to surrounding areas and also allows views into the site from US 15-501. This visibility is necessary to encourage retail traffic into the site, which will enhance the viability of the commercial center.

Within the site, parking and driveway areas will be planted with over-story trees to provide shade and vertical contrast and emphasis to the proposed architecture. They will also be planted with ornamental trees and shrubs to provide visual emphasis to key entrances and site features and to soften the parking and vehicular areas.

#### 8.3.4.1. Appearance Commission

The developer presented an updated site plan to the Appearance Commission on June 14, 2006. Comments and suggestions from this meeting concerning landscaping, lighting and signage have been incorporated into the attached site plan.

#### 8.3.5. Lighting

Exterior lighting shall be architecturally integrated with the buildings' style, materials, and colors in the selection and design of light poles, brackets, and fixtures. In general the lighting plan for the buildings will be to illuminate the buildings and not the grounds. This should be followed for the following reasons:

1. Security. You can see an intruder if you shine light on him, not by back-lighting him.
2. Aesthetics. The even lighting of the faces of a building is much more attractive than having patches of brightness punctuating spots on the building.
3. Durability. When you place a fixture on the building you create a puncture in the skin of that building; a path through which water and insects can travel.

All lighting at Polks Centre will meet the requirements and specifications outlined in the Chatham County Lighting Ordinance (Draft 9-2-03) and approved by the Chatham County Appearance Commission.

#### 8.3.6. Noise Considerations

The only significant noise from this development will be that generated during the construction phase.

The project is bordered by US 15-501, Polks Landing Road, and Holly Ridge Road. Noise control during the construction phase will be limited to working hours. The planned work schedule is from 6:30 AM to 7:00 PM, Monday through Saturday. No outside construction activities will be allowed on Sundays.

There are no businesses or normal activities planned in this project that will generate any significant noise off-site except for noises normally associated with traffic. The sounds associated with the low-speed flow of the traffic within the development will not be measurable off-site since the ambient noise generated from US 15-501 and Polks Landing Road would not allow for accurate decibel (dB) measurements.

### 8.3.7. Chemical, Biological, and Radioactive Agents

*Identify types and amounts of chemicals, explosives, biological and radioactive materials that will be utilized by the requested use. What are the estimated amounts of these agents that will be generated as waste; how will they be disposed? Identify the possible biochemical or radioactive hazards that may be associated with this use; how will these be handled? Identify the potential for emissions into the air. Identify the potential for discharges or runoff of liquids that would pollute the surface and/or groundwater sources.*

Polks Centre is not planned to utilize any chemical, biological or radioactive materials.

### 8.3.8. Signs

*Will the use include the display of a sign (advertisement or identification)? If so, describe the method of display, color, size and location on the site.*

Signage will consist of such entry signs that were presented to the Appearance Commission on June 14, 2006; these signs will meet Chatham County's signage ordinances and guidelines. The three proposed locations for these signs have been indicated on the appropriate site plans. Each sign will be less than the maximum 150 square feet as per the Chatham County sign restrictions. In addition, there will be signage on the buildings and within the project that will meet Chatham County's signage guidelines as specified in the *Zoning Ordinance* and *Design Guidelines*.