

### **Standard #3**

#### **3. The manner in which the proposed amendment will carry out the intent and purpose of any adopted plans or part thereof.**

There are 28 Major Recommendations in the The Land Conservation and Development Plan (LCDP). We listed the recommendations relevant to our project with our comments following each recommendation:

*1. Work closely and cooperatively with the towns in Chatham County so that development can be guided towards areas planned for urban and suburban development and away from areas with valued environmental or rural qualities.*

Space Station is proposed on property adjacent to a lumber yard and concrete plant. There is a self-storage facility, boat and RV storage and RV sales facility across the highway from this property. The property does not have any special environmental features or historic structures. The regulatory stream and stream buffer on the property is being protected. This property is ideally suited for the proposed use.

*12. Designate Cross-roads Commercial Center locations to serve the needs of surrounding rural areas.*

Space Station will join several commercial businesses that have been started at this cross-roads.

*23. Use impact fees, impact taxes on new development, public dedication, adequate facilities ordinances, and other strategies to help fund community facilities and programs, including schools, farmland protection and recreational and cultural facilities. Our goal is to ensure that new development will pay for itself.*

Self-Storage + Boat/RV Storage are commercial uses that pay for themselves. There is zero demand on the school system and very little demand on the transportation infrastructure. These businesses create very few vehicles. The traffic that is generated is spread out during the day so the impact on peak hours in the morning and afternoon is negligible.

The boat sales + repair business will be a beneficial to Chatham County. It too will have zero impact on the schools and have little demand on transportation infrastructure. All highways will reach their capacity during morning and afternoon rush hour. The peak traffic times for this business will be on weekends, not during regular peak rush hours. There is currently only one boat dealer near Jordan Lake at Crosswinds Marina. Because of the proximity to Jordan Lake, there is demand for another boat dealer who will offer boat supplies, parts and boat repair. The proposed boat storage will also provide more customers for the boat dealer and repair shop. There are no future lakes proposed or expected in this area of North Carolina so Jordan Lake will experience increased boating use as the region grows. As of 2012, there were 17,000 cars per day on US 64 at this location. The retail boating business needs at a minimum this number of pass-by vehicle trips to succeed.

*27. Use site-based planning as a means of preserving the precious resources of Chatham County. Require that developers inventory the community resources existing on major proposals including botanical, historical, and water resources.*

The property has no special botanical or historical features. There are ephemeral, intermittent and perennial streams on the site. These water features occupy a significant portion of the property and are required to be buffered by the Chatham County Watershed Ordinance.

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## **Goals**

*Goals are value-based statements that may not be easily measurable; they represent aspirations for Chatham County and outline the results that should be achieved.*

The following goals have relevance to our project:

· *Chatham County's surface and underground water resources are effectively protected.*

We are proposing 3 wet ponds for this project to manage the stormwater runoff and comply with all the newest Jordan Lake Nutrient Strategy Rules. The wet pond will allow the project to comply with all water quality and quantity requirements for Chatham County. That will move this project closer to having zero impact on the surface water resources (streams) that flow into Jordan Lake.

· *The county supports high quality, community-based schools and develops the financial wherewithal to fund them.*

This project will contribute toward the tax base that funds the schools but will add zero demand to the schools.

· *Historic assets are preserved.*

This property has no historic assets or features.

· *Long-term transportation, water supply, wastewater, and solid waste facilities are provided to accommodate desired development and support environmental goals.*

This project will have very little impact on the roads, water supply, waste-water and solid waste facilities. The storage uses do not generate much traffic. The boat dealer and repair shop is expected to be busy on weekends and less busy on weekdays. The water demand and wastewater output is expected to be similar to that of a house or two. Solid waste generation by the storage uses is low and for the boat dealer / repair shop would be similar to other business and much less than solid waste generated by a restaurant.

The NCDOT has short term and long term proposals to improve traffic flow on US 64. Short-term improvements include constructing 'Super Street' intersections on US 64 between US 1 and the US 64 by-pass in Pittsboro. They do not have a schedule to begin any 'Super Street' intersections west of Interstate I-540. They would not be warranted in the foreseeable future. The long-long term plan to make US 64 into a limited access highway with access roads and grade separated interchanges is expected to be 30 – 40 years away. The Chatham Park development could move that schedule up and would be expected to fund many of the upgrades required by their development.

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