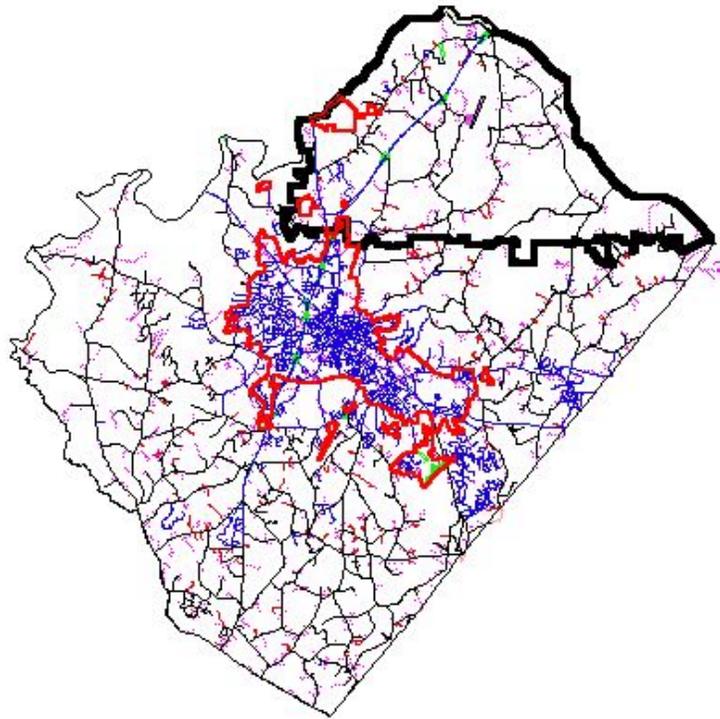


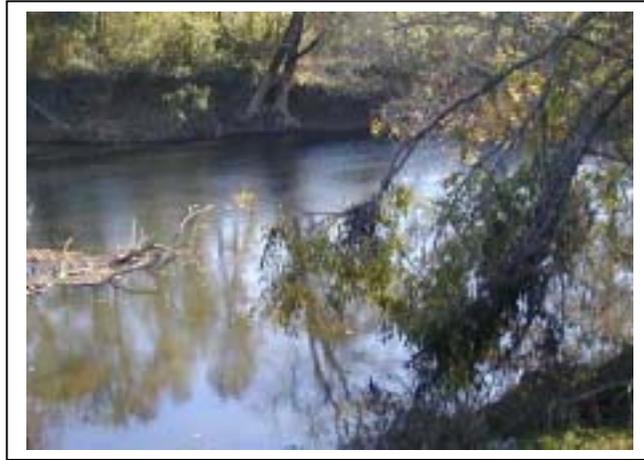
# **DEEP RIVER SMALL AREA PLAN**

**City of Sanford and Lee County**



**Adopted by Lee County on July 23, 2001**

**Adopted by the City of Sanford on August 1, 2001**



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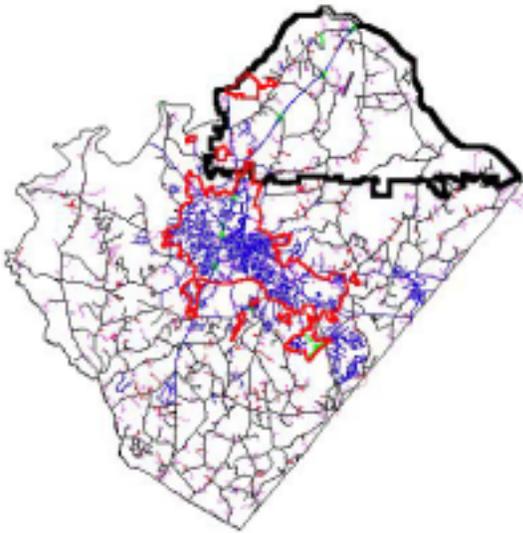
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# 1. BACKGROUND INFORMATION

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The Deep River Area is a predominantly rural area which will face considerable growth pressures in the next twenty years. The purpose of the Deep River Small Area Plan is to provide a guide for future growth and development in the Deep River Area. The plan will build on the existing Sanford and Lee County 2020 Land Use Plan while focusing specifically on the needs of the northern section of Lee County.

Development in the Deep River Area has been kept to a low density by soils with septic limitations and a lack of widespread water and sewer. Most residents live in the western part of the area close to Deep River Road where soils are more suitable for development. Much of the area is undeveloped or used for timber production. Significant natural habitat can be found in the Deep River Area and in the waters of the Deep and Cape Fear Rivers. A portion of the area is used for farming – primarily small scale livestock production, tobacco, and cotton. Lee County has invested in the future of the area by establishing an industrial park and working with the City of Sanford to build an airport.



## ***Geographic Location***

The Deep River Area is located in the northern part of Lee County. Its approximate boundaries extend from just west of US Highway 15-501 to the Cape Fear River. The southern boundary is just south of Amos Bridges Road and Post Office Road and lies just south of where the Cape Fear River crosses into Harnett County.

## **Environmental Resources**

### ***Physical Geography***

The Deep River Area is located in the Piedmont Plateau physiographic region. The terrain varies from relatively flat areas, many of which are already developed, to steep upland areas with slopes exceeding twenty (20) percent. The terrain found in the eastern Deep River Area is among the steepest relief within the county. The relief poses an obstacle for water and sewer line

extension. In many places, farming is constrained by the steep terrain, although pastures for livestock can exist in some of these areas. The hilltops provide for numerous scenic vistas.

The soils of the Deep River Area play a major role in determining land use. East of Colon Road and the US 1 Bypass, most of the soil is poorly drained, with severe septic limitations (Map 1). In the absence of municipal sewer, this limits development to large lots. East of Avents Ferry Road and west of Colon Road and US 1 Bypass the soils are more suitable for development, with some constraints due to steep slopes. Significant areas of poorly drained floodplain soils can be found along the major creeks in the Deep River Area, and along the Cape Fear River. There are many prime farmland soils throughout the area.

The 1987 Lee County Soil Survey, available at the Lee County Soil and Water Conservation District Office, maps soil types and describes the general characteristics, texture, crop rating, septic tank rating, urban use rating, limitations, and hazards for each different soil classification.

### ***Water Quality***

The Deep River Area is located in the Cape Fear River Basin, and contains portions of two watersheds, the Deep River and the Upper Cape Fear (Map 1). The Deep River flows northeast to form the western boundary of the Deep River Area. The Rocky River joins the Deep River just west of the US 1 Bypass bridge. The Deep River then turns south and joins with the Haw River to form the Cape Fear River, which forms the eastern boundary of the Deep River Area.



The Upper Cape Fear Watershed encompasses most of the Deep River Area, including Lick Creek and Fall Creek. The federal Environmental Protection Agency (EPA) has given the Upper Cape Fear Watershed as a whole the best possible ratings - Better Water Quality and Low Vulnerability.

The North Carolina Division of Water Quality (DWQ) rates the water quality of streams as non-supporting (very poor water quality), partially supporting (poor water quality), or fully supporting (good water quality). Lick Creek is rated as fully

supporting. Across the Cape Fear River in Chatham County, Gulf Creek is rated as non-supporting.

The Deep River Watershed, which contains the part of the Deep River Area to the west of Deep River Road and south of Farrell Road, is not as pristine as the Upper Cape Fear Watershed. EPA rates the Deep River Watershed as having Better Water Quality and High Vulnerability.

The Deep River Watershed contains Little Buffalo Creek, which is rated as non-supporting. Problems facing Little Buffalo Creek include urban runoff and sedimentation. The City of Sanford and Lee County plan to acquire a buffer and construct a greenway along portions of Little Buffalo Creek in the downtown area with the help of a Clean Water Management Trust Fund grant. The buffer would help prevent runoff and sedimentation from entering the stream.



The City of Sanford will be required to address stormwater issues as part of Phase II of the EPA NPDES stormwater program. By March 2003 Sanford will need to develop a stormwater management program which includes public education and outreach, public participation and involvement, illicit discharge detection and elimination, construction site runoff control, post construction runoff control, and pollution prevention. The

Phase II rules will also expand the stormwater permitting process for construction activities to include construction sites as small as one acre.

A Cape Fear River Basinwide Water Quality Plan was completed by the North Carolina Department of Environment and Natural Resources in July 2000. Copies of this plan are available from DWQ and the plan is posted on the website <http://h2o.enr.state.nc.us/basinwide/>. More information about water quality can also be found in the Triangle Land Conservancy study of the Deep River Area (see "Wildlife Habitat" below).

The North Carolina Environmental Management Commission has adopted rules requiring 50 foot buffers along waterways in the Neuse and Tar-Pamlico River Basins, including both intermittent and perennial streams. These rules are likely to be expanded to include the Cape Fear River Basin in the future. The first thirty feet of the buffer is to remain undisturbed and the next 20 feet is to remain vegetated. Existing activities are exempt from the buffer rules. More information

about the state riparian buffer rules may be obtained from the DWQ Raleigh office at 919-571-4700.

Chatham County requires a 100 foot vegetated buffer on all waters within 2500 feet of the Cape Fear River, and a 50 foot vegetated buffer on perennial waters in designated areas. Harnett County restricts development within 500 feet of the Cape Fear River and within 200 feet of certain major tributaries.

### ***Water Supply Watershed***

The City of Sanford's drinking water supply intake point is located on the Cape Fear River below Lick Creek and Gulf Creek. To protect this water supply, the State of North Carolina requires the designation of a protected water supply watershed. The designated water supply watershed for the Sanford intake includes most of the Deep River Area from Deep River Road to Avents Ferry Road, including an area west of Deep River Road and north of Farrell Road, and excluding an area southwest of Womack Road, where the industrial park is located (Map 5).

In the water supply watershed, a 30 foot buffer is required on all perennial streams and waters, in which impervious surfaces and structures are restricted. In developments without curb and gutter, impervious surfaces must cover less than 36% of the property, or residential densities must be limited to three units per acre. In developments with curb and gutter, impervious surfaces must cover less than 24% of the property, or residential densities must be limited to two units per acre. Ten percent of the water supply watershed may be developed as a Special Intensity Allocation (SIA) with up to 70% impervious surface. SIAs are allocated through a permit system on a first come, first served basis.

### ***Wildlife Habitat***

The Triangle Land Conservancy's draft Conservation Plan for the Lower Deep and Upper Cape Fear River discusses wildlife habitat found in the Deep River Area. An abundance of animal species and fish are found in the Deep River Area, including wild turkeys, whitetail deer, otters, opossums, snapping turtles, and the occasional bald eagle. The Deep and Cape Fear Rivers and their adjacent banks provide important wildlife habitat. Significant species in the area include the endangered harparella aquatic plant, the endangered Cape Fear Shiner minnow, the federally listed Carolina Redhorse and Septima's clubtail dragonfly, buttercup phacelia, and a number of rare freshwater mussels.

The North Carolina Natural Heritage Program maintains an inventory of areas of ecologically significant habitat. A preliminary natural heritage inventory of Lee County was conducted by the Triangle Land Conservancy in 1996. Ten natural heritage sites in the Deep River Area were identified by the study (Map 1). A

more detailed inventory is needed to further prioritize these sites and identify other intact natural areas in the county.

The aquatic habitat in the Deep River between Hwy 15-501 and US 1 Bypass is identified as a nationally significant natural heritage site. The steep north facing slopes on the Deep River near the junction with the Rocky River provide unique habitats of significance at the state level. They make up the Lee County part of the White Pines Natural Area, which is protected on the Chatham County side of the river by a state nature preserve.

The construction of numerous dams and impoundments along the Deep and Cape Fear Rivers has disturbed the habitat of aquatic species. Some of the dams are unused and could be removed to increase water velocity and oxygen levels. One benefit of the dams is that they have slowed the invasion of non-native species.

The area surrounding Lick Creek between Lower Moncure Road and Avents Ferry Road, including forests south of the Deep River Small Area, is relatively undisturbed and roadless, with some timber operations. Bottomland hardwood, an important habitat for barred owls, is found here. This area is positioned so that it could be linked to the Lee County CP&L Gamelands and to the Harris Lake and Jordan Lake natural areas to provide a continuous corridor for wildlife.

The Triangle Land Conservancy (TLC) is a non-profit regional land trust which purchases or accepts donations of open space and important habitat in the Triangle Region, including Lee County. TLC accepts conservation easements on farmland and wildlife habitat. Conservation easements protect the land from development while the property owner retains the property, continues to use it for certain purposes, and receives tax benefits. TLC's Deep River Campaign has targeted the Deep and Cape Fear Rivers from the House in the Horseshoe to Raven Rock for the protection of wildlife habitat. TLC's plan for the area is available from their office, reached at 919-833-3662.

## **History and Demographics**

### ***Historical Resources***

Although hunters and traders knew the area as early as the mid 17<sup>th</sup> century, permanent settlers did not locate to the area until the middle of the 18<sup>th</sup> century. According to historian Blackwell P. Robinson, the region was largely settled by Scotch settlers, many of them Highland Scots fleeing oppression in their own country.

African Americans were also among early settlers of the Deep River Area. Lee County's largest slaveholder, Elias Bryan, owned over 60 slaves on his 3000

acre plantation near the intersection of Deep River Road and US 1. Approximately two dozen Lee County families were listed as free blacks in 1860.

Little growth occurred in the area until the mid-19th century, when the discovery of coal deposits led to the expansion of railroad lines. The City of Sanford was incorporated in 1874 at the crossroads of the Raleigh and Augusta and Western Railroads. The 1890's saw the growth in production of brick and brownstone, which used the natural clays found in the region. Lee County was fashioned from parts of Moore and Chatham Counties on February 16, 1907. Historical communities in the Deep River Area include Colon, Osgood, and Blacknel.

In 1992 Daniel Pezzoni conducted an architectural survey of historic structures in Lee County. One result of this work is a book published by the Railroad House Historical Association, titled *The History and Architecture of Lee County, North Carolina*. Notable historic homes in the Deep River Area which date from the mid-19<sup>th</sup> century include the Haydon-Luxton House, and the Obediah Farrar House and the Farresh-Lambeth House, which are both listed on the National Register of Historic Places (Map 2).

Properties on the study list for the National Register include Carloss Cemetery, Deep River School, the Douglas-Lett Rural Historic District in the southeast corner of the Deep River Area, The Burns House, Memphis Methodist Church and Cemetery, the Pattishall-Wicker House, and the Sanford Brick and Tile Company Wayne County Plant. There are no locally designated historic properties in the Deep River Area.

## ***Demographics***

The Deep River Area is composed of a very small part of Census Tract 306 and most of Census Tract 307 (Map 2).

The area of Census Tract 306, located within the Deep River Area, contains 139 habitable dwelling units (123 stick built homes, 12 manufactured homes, and 2 duplexes). Multiplication by 2.76 persons per household, the average number of persons per household in Census Tract 306 according to the 1990 U.S. Census, yields an estimated population of 384 persons.



The area of Census Tract 307, located within the Deep River Area contains 1,469 habitable dwelling units. (1,051 stick built homes, 406 manufactured homes, and 6 duplexes). Multiplication by 2.68 persons per household, the average number of persons per household in the non-incorporated portion of Census Tract 307 according to the 1990 U.S. Census, yields an estimated population of 3,937 persons.

Based on the above estimates for the Deep River Area the total estimated population for 1990 is 4,321 persons.

Table 1 illustrates that Census Tract 306 has an 85.1% white population and a 14.9% minority population and that Census Tract 307 has an 84% white population and a 16% minority population.

**Table 1. 1990 Census Data by Race**

<b>Census Tract</b>	<b>White</b>	<b>Black</b>	<b>American Indian</b>	<b>Asian</b>	<b>Hispanic</b>	<b>Total</b>
306	4234	694	23	6	17	4974
307	5330	933	21	26	39	6349

Table 2 illustrates that, in 1990, the largest segment of the Deep River Area population (62.1%) falls into the 18-64 year old working age bracket. The Deep River Area's elderly residents, age 65 and over and youth age 17 and under together comprise (37.9 %) for Census Tracts 306 and 307. These non-working age groups are a vital part of the community, but do require a variety of health, education, recreation, and other human services. The 1990 median age of the population in Census Tract 307 is 33.1 years of age and in Census Tract 306 the median age of the population is 34.2 years of age.

**Table 2. 1990 Census Data by Age**

<b>Census Tract</b>	<b>Under 18</b>	<b>18-64</b>	<b>65 or Older</b>	<b>Total</b>
306	1394	3093	487	4974
307	1681	3937	731	6349

Table 3 shows the percentage of residents in Lee County and the Deep River Area who in 1990 were either under 18, or 65 or older and the percentage of residents in Lee County and the Deep River Area who in 1990 were between the ages of 18 and 64.

**Table 3. Comparison of Deep River Area and Lee County**

Age Bracket	Lee County, including the City of Sanford	Deep River Area
Under 18 and 65 or Older	39.4 %	37.9 %
18-64	60.6 %	62.1 %

In 1989 the percent of persons below the poverty level for Census Tract 306 was 9.0 % and for Census Tract 307 was 8.9 %. The median household income for Census Tract 306 was \$39,275 and \$31,135 for Census Tract 307.

## Land Use

The greatest concentration of residential development is located along Deep River Road, at a density of up to about one unit per acre (Map 3). Low density residential development occurs along the other roadways in the area as well. The Business 15-501 corridor is a hodge-podge of industrial, commercial, and residential development.

Little development is present in the central part of the Deep River Area, where many parcels of land are vacant or used as timberland. One of the largest roadless areas in the Triangle region is located southwest of the Lee County CP&L Gamelands, and south of the Deep River Area, between Poplar Springs Church Road and Avents Ferry Road.



### ***Agriculture***

In the Deep River Area about 3,000 to 4,000 acres out of a total of 37,000 acres, or about 10 percent of the total land area, is cleared for agricultural purposes. The primary agricultural product in the region is tobacco, and cotton, hay, livestock and poultry are also important products.

The decline in tobacco prices and tobacco quotas is encouraging a shift to high quality produce such as strawberries, blackberries, and greenhouse tomatoes. Cotton production has increased since the boll weevil was eradicated in 1987. There are no factory hog farms in the Deep River Area.

A small number of residents in the Deep River Area practice homesteading. Homesteaders strive to be self sufficient by living off the land and growing or making most of their own food, energy, and supplies.

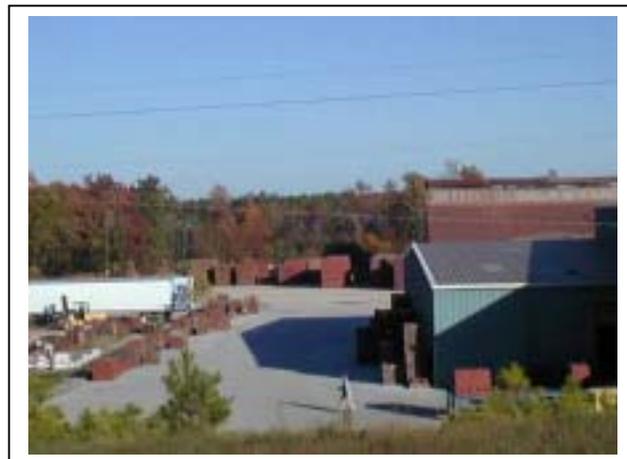
Soils in the Deep River Area are generally good for farming, with some limitations due to steep terrain. Steeper areas are often used as pastures. The average length of the frost-free growing season in the area is normally 200 days. The latest to expect temperatures of 32° F or less is early April. The earliest occurrence of frost in the fall is late October.

As development pressures and land prices increase, the tax burdens on farmers may increase and drive some farming out of the Deep River Area. High inheritance taxes encourage the sale of farmland by making it costly to pass land on to future generations. Small fruit growers with small acreage farms are likely to be the least affected by increased tax burdens.

New residential development may lead to conflicts over nuisances from existing farm land uses. North Carolina's "right to farm law" gives existing farmers a legal defense against nuisance suits. North Carolina also exempts bona fide farms from county zoning authority and some North Carolina State Building Code requirements. North Carolina law does provide for the local regulation of large factory hog and poultry farms through zoning and setbacks.

## ***Industry***

Timber harvesting is a major industry in the Deep River Area, with a few large tracts of land held by timber interests. Timber companies with land in the Deep River Area include Williamette Industries, Sustainable Forestry, and Catawba Timber. Timber prices have been high in the last few years.



Manufacturing is centered in the Lee County Industrial Park, which is located off of Deep River Road between 15-501 and Womack Rd. Major employers located in the Industrial Park include Wyeth Lederle, GKN Automotive, and Caterpillar.

In total, fourteen industries are located in the Industrial Park, with several undeveloped lots remaining.

Plans are in place for an expansion of the existing industrial park north to Colon Road. The Lee County Commissioners have approved a conceptual master plan for the expanded park which includes some commercial parcels near the interchange of Colon Road and US 1 Bypass. To facilitate the new industrial development, a sewer force main will need to be extended northeast of this interchange. The sewer extension will allow development as far north as Zion Church Road to tie into the sewer system.

Two brick companies located in the Deep River Area contribute to Sanford and Lee County's reputation as the "Brick Capital," Lee Brick on Business 15-501 and General Shale Brick, formerly Cherokee Sanford, on Colon Road. Additional industrial development is located on Business 15-501. A rock quarry is situated west of the intersection of Deep River Road with US 1 Bypass.

The Shearon Harris Nuclear Power Plant, operated by Carolina Power and Light (CP&L) is located in the southwest corner of Wake County. The northeastern portion of the Deep River Area is in the 10-mile Emergency Planning Zone for the plant.

Lee County is a member of the Research Triangle Regional Partnership (RTRP), which works to attract high quality industries to the region. RTRP works to promote pharmaceutical, biotech, information technology, metalworking, plastics, and warehouse and distribution industries. These are industries that diversify the local economy, utilize a more highly skilled labor force, and increase the income of area residents.

Lee County provides financial incentives for qualifying businesses seeking to relocate or expand. A Development Zone, which provides additional tax incentives, is located in the Deep River Area (Map 5).

## ***Zoning***

All of Lee County is governed by zoning regulations which specify allowed land uses and require development to meet standards such as density limits and setbacks. Most of the Deep River Area is zoned Residential Agriculture (RA). This district is intended to provide a place for agricultural and very low density residential uses. The RA zone requires a minimum lot size of 40,000 square feet, which allows for a density of about one unit per acre. Other zoning districts in the Deep River Area include Highway Commercial, Light Industrial, Heavy Industrial, Residential Mixed, and Residential Restricted (Map 4).

## ***Recent Development***

The proposed Deep River Forest Planned Unit Development is located at the western portion of the Deep River Township along Jones Chapel Road and is included in the Sanford City limits. The proposal is to develop the 636.23 acre site as a Planned Unit Development which will include 1,264 residential units, an 18-hole golf course, a conference center, and commercial development. At the final stage of residential development the estimated population increase is in excess of 2,500 people. The streets will be built to city specifications and designated as public. City water and sewer will be extended by the developer to service the site. The site is currently for sale.

The proposed Sanford Commons development is located off of Hawkins Avenue (U.S. Highway 15-501/NC 87) and is included in the Sanford City limits. A sketch plan has been submitted for the 153.90 acre site indicating 230 residential units. City water is available to the site and sewer will be extended by the developer prior to development of this site.

Wyeth-Lederle located off of Hawkins Avenue (U.S. Highway 15-501/NC 87) has recently made application for a 120,000 square foot manufacturing module to enhance their present facilities.

A 41.17 acre area located off of Hawkins Avenue (U.S. Highway 15-501/NC 87) was rezoned to Highway Commercial by Pace Oil Company in 1998. Plans for development have not been received by the Community Development Department for this property.

## ***Growth Pressures***

The Deep River Area is expected to experience growth pressures from the expanding Raleigh-Durham area over the next twenty years. Growth in Apex and Holly Springs will be limited by wastewater treatment capacity in the near future. As residential growth slows in communities such as Cary, Apex, and Holly Springs, developers will look to areas such as northern Lee County, where the cost of development is still relatively low. Developers are likely to bring new subdivisions and commercial development into the community. The new airport and the expansion of the existing industrial park are also likely to attract growth to the area.

Development is currently limited by the lack of municipal sewer services. Any extension of sewer services further into the Deep River Area will have a major impact on growth in the area.

Population projections are educated assumptions, based on past trends and current information, about how much the community will grow in the future. According to the Sanford/Lee County 2020 Land Use Plan, adopted in 1999, Lee

County expects to grow in the years ahead at a moderate rate of 2%. This will add approximately 24,000 people to the county in the next twenty years, for a total county population of approximately 73,000 in 2020. The North Carolina State Data Center projects Lee County's population to grow at a rate of about 1.4% per year, to a population of 65,500 in July 2019.

## **Infrastructure**

### ***Water and Sewer***

The City of Sanford has a water pumping station in the Deep River Area on the Cape Fear River off of Avents Ferry Road. Lee County has an additional water pumping station on the Deep River near US 421. Sanford has a permit to pump 12 million gal/day and is requesting a total allocation from the Cape Fear River for 30 million gal/day. Current excess water capacity is about 5 million gal/day.

Grant money has funded water main extensions in the Deep River Area (Map 5). Several public meetings were held to inform residents about the water extensions. The location of these extensions was based on the number and density of residents who signed up for water service.

City sewer service has been extended to the existing industrial park (Map 5). The Sanford wastewater treatment plant has a 6.8 million gal/day capacity with a current peak load of 4 million gal/day. After factoring in a reserve capacity, the resulting available sewer capacity is approximately 1.2 million gal/day.

Future sewer extensions will be driven by new development, and will be paid for by developers or economic development incentives. A force main will need to be extended northeast of the Colon Road and US 1 Bypass interchange to facilitate the planned industrial park expansion. Development to the northwest up to Zion Church Road could tie into this extension. It is likely that sewer will eventually be extended along Gum Fork Creek, which would allow gravity sewer service to be provided as far north as the area around the Farrell Road and US 1 Bypass interchange. A potential site for a new sewer treatment plant that could open almost all of the Deep River Area to sewer service is located in the northeast corner of Lee County on the Cape Fear River.

### ***Schools***

A school bond was rejected by Lee County voters in 2000. This has left education officials wondering how they will cope with school overcrowding. A new high school is the primary concern. Lee Senior High is currently about 235 students over its 2015 student capacity. Additional overcrowding is expected even without additional county growth, as there are currently about 700 children in each grade level in the system.

The new Deep River Elementary School, capacity 650, had 637 students in 2000. Total available elementary school capacity in the county is about 300 students. Just one development could have an enormous impact on local schools. The proposed and approved Deep River Forest development alone is expected to add about 400 elementary school students to the system.

## **Roads**

There are several major highways that pass through the Deep River area (Map 5). U.S. Highway 1, which connects Sanford with Raleigh, was recently widened to four lanes and right of way acquisition has begun for the four-lane expansion of the highway south to Southern Pines.

Business US 15/501, a major commercial artery, crosses through the Deep River Area as it runs from Sanford north to Chapel Hill. North of the US 1 Bypass interchange it has a capacity of 48,000 vehicle trips per day, which decreases to a capacity of 13,000 vehicle trips per day north of Brown Road. In 1998 US 15/501 carried 12,000 vehicle trips per day north of the US 1 Bypass and 7500 vehicle trips per day north of Brown Road. N.C. State Highway 42 passes through the eastern part of the area, with a capacity of 11,000 vehicle trips per day.

The 1994 Sanford Thoroughfare Plan Technical Report outlines NCDOT recommendations for road improvements in the Deep River Area. The report recommends that Deep River Road be widened to four lanes between US 15/501 to Womack Road to accommodate traffic from the existing industrial park, up to 35,000 vehicle trips per day. The current capacity of the two lane Deep River Road is 13,000 vehicle trips per day.

The construction of the 421 Bypass, which will be south of the Deep River Area, may lead to increased traffic on Colon Road. The current capacity of 13,000 vehicle trips per day should be adequate to accommodate any additional traffic. Colon Road will have an interchange with the 421 Bypass and will be straightened near the interchange.

Each year the Lee County, Sanford, and Broadway municipal boards, together with the Sanford Chamber of Commerce, Lee County Committee of 100, and the Lee County Economic Development Corporation, submit a priority list of local road projects to NCDOT. The 2000 wish list asked for funding for the widening of Colon Road from Osgood Road to Deep River Road, in order to support the continued development of the Lee County Industrial Park. Funding for the widening and straightening of Rod Sullivan Road and Farrell Road was also requested, to facilitate access to the Sanford/Lee County Regional Airport.

## ***Pedestrian and Bicycle Facilities***

State Bicycle Route 1 runs along Lower Moncure Road to Sanford (Map 5). However, it has no bicycle facilities such as marked lanes or wider shoulders. Prior to the development of this plan, there were no designated pedestrian corridors in the Deep River Area.

## ***Southeast High Speed Rail***

The proposed Southeast High Speed Rail (SEHSR) corridor will carry travelers on existing railroad right-of-ways from Charlotte to Washington, D.C. in 6-7.5 hours. Two routes are proposed for the SEHSR corridor in North Carolina. One of the proposed routes runs through Winston Salem and Greensboro, and one of the proposed routes runs through the Deep River Area (Map 5). The corridor is scheduled to be completed in 2010.

The SEHSR Tier I Process will be completed by Fall 2002. During this process a draft Environmental Impact Statement (EIS) will be developed, public hearings will be held on the EIS, and one of the two major routes will be chosen. More information can be found at the SEHSR web site, [www.sehsr.org](http://www.sehsr.org).

Safety concerns regarding SEHSR include increased danger for pedestrians and motorists at crossings, injuries from derailments, and increased noise and vibration. These impacts will be studied in the EIS.

Benefits from SEHSR could include the upgrading of existing rail lines and crossings. A SEHSR transit stop in Lee County or nearby would bring additional benefits by providing a quicker commute to cities on the route. A potential SEHSR stop in the Deep River Area is unlikely but should not be ruled out. In California, for example, plans for high speed rail station locations call for them to be spaced 50 miles apart in rural areas and 15 miles apart in metropolitan areas.

## ***Regional Transit***

The Triangle Transit Authority, the transit authority for Wake, Durham, and Orange Counties, plans to develop Regional Rail Service in the Triangle by 2007. The first phase of the Regional Rail will connect Durham, Research Triangle Park, Morrisville, Cary, Raleigh, and North Raleigh. The second phase will connect the RDU airport and Chapel Hill to the system. Possible long term extensions include Apex and Fuquay-Varina. The trains will run on new tracks in existing railroad rights-of-way. Future public transportation in Lee County should link up with this regional system.

The County of Lee Transportation System (COLTS) currently provides limited bus service for the disabled and elderly population.

## ***Sanford/Lee County Regional Airport***

The Sanford/Lee County Regional Airport opened in the year 2000 (Map 5). The airport is located off of Rod Sullivan Road, accessible from US 1 by way of the Farrell Road exit. It is managed by the Sanford/Lee County Airport Authority.

The total cost of the airport was \$14.2 million, most of which was paid for with federal and state funds. The City of Sanford and Lee County together spent only \$715,000 for the new airport. This contribution was offset by the sale of the site of the old airport. The airport will generate local revenue through taxes on planes housed there as well as through the sale of fuel.

The airport is designed for a Gulfstream 5, a corporate jet, and could accommodate a class 737 sized plane if necessary. The airport has a 6500 foot runway with an 80,000 lb. limit. It was built with 49 hangars and 40 permanent tie-down spots. It has a full instrument landing system. The airport will be available for general aviation and is not anticipated to carry any scheduled airline traffic.

The easy access to the new airport may encourage industries to locate in the immediately surrounding area. The convenience of storing corporate jets at the airport should have a positive effect on economic development in Lee County.

There is some opposition to the airport among Deep River residents. Some area residents are upset about what they perceive as a lack of public input in the planning process for the airport. They feel that Lee County officials went ahead with plans for the airport despite the concerns of local citizens.

Negative impacts from the airport may include noise from aircraft, and the danger of small plane accidents to surrounding neighborhoods. The surrounding area is mostly undeveloped land, but approximately 80 homes are located within one mile of the runway, on Rod Sullivan Road, Farrell Road, Lower Moncure Road, Northern Branches Road, Lindsey Road, and Breezewood Road. The airport property encompasses a total of 1,100 acres in order to provide a buffer between the airport and surrounding neighborhoods.

An environmental assessment of the airport was prepared by Hobbs, Upchurch, and Associates and can be reviewed in the Sanford/Lee County Community

Development Office. The airport was designed to contain stormwater runoff on site, and will not have deicing facilities.

A map of noise contours at 65 and 75 decibels was generated for the airport, showing where noise from aircraft will be the loudest. Land uses within the 65 decibel contour are limited by a Lee County Airport Noise Overlay Zone. The

Airport Noise Overlay Zone falls entirely within property owned by the airport authority.

The Federal Aviation Administration (FAA) recommends limits on land uses within the 65 decibel contour. It recommends that all land uses are compatible with noise from aircraft averaging below 65 decibels. Aircraft noise at less than 65 decibels may be perceived to be highly annoying or unacceptable for residential living by some community residents (EPA, 1974).

## **The Sanford/Lee County 2020 Land Use Plan**

The Sanford /Lee County 2020 Land Use Plan was adopted in May 1999 (Map 6). The plan divided Lee County into five areas for further study in small area plans. The Deep River Area was given the highest priority for small area planning based on the following criteria:

1. Critical nature of growth pressures
2. Need for public action to stimulate reinvestment or rehabilitation.
3. Potential Development Enterprise Zones
4. Water Quality and protection
5. Public utilities and adequate facilities.

The Sanford / Lee County 2020 Land Use Plan anticipates a major infrastructure investment in the Deep River Area over a period of several years. The area contains the Lee County Industrial Park, for which an expansion is proposed, and the recently completed Sanford / Lee County Regional Airport. New roads would be built and water and sewer lines would be extended to encourage orderly development – first in the areas close to the existing lines and around the airport. In the early growth stages, the new airport and the widening of US Highway 1 Bypass with major interchanges in this area would spur an employment-led development effort. This would support a large employment center along the highway and the interchanges. It would also stimulate other areas for residential development and employment expansion due to the widening and improvement of US Highway 1 Bypass, which makes Lee County more accessible to the Triangle area.

The 2020 Land Use Plan proposes a significant open space effort, including acquiring land and then developing major public recreation areas along the Cape Fear River and Deep River areas, establishing greenways, and preserving farmland.

The 2020 Land Use Plan Map identifies highway nodes at the intersection of US Highway 1 Bypass with Colon Road, Farrell Road, and Deep River Road. Each Highway node is intended to accommodate over 200,000 square feet of retail, service, office, and business park employment. The 2020 Land Use Plan Map

also identifies portions of the Deep River Area intended for Industrial Park, Office, Industrial-Commercial-Office, Commercial-High Density Residential, Mid/High Density Residential/Office, Residential Mix, and Conservation uses.



## **2. COMMUNITY INPUT**

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### **Steering Committee**

The Deep River Small Area Plan Steering Committee was chosen to represent a wide variety of Deep River Area residents. Farming, forestry, economic development, real estate, education, and environmental interests were represented in the steering committee. Twelve members of the committee were appointed by the Lee County Commissioners and one member was appointed by the Sanford City Council.

The Steering Committee was charged with recommending a plan for growth and development in the Deep River Area for adoption by the Lee County Commissioners and the Sanford City Council. The steering committee met approximately twice a month from October 2000 through April 2001 to discuss the development of the draft plan.

The Steering Committee was comprised of the following members:

Jaime Teel, Chairman  
Ronell Dowdy, Vice-Chairman  
Dick Harrison  
Jean Reynolds  
Lloyd Atkins  
Barbra Partridge  
Hubert Garner  
James French  
Elizabeth Kovasckitz  
Mike Ingram  
Charles Nall  
David Gladden  
Bob Heuts

### **Community Workshops**

Five community workshops were held on Thursday evenings at the Deep River Elementary School to obtain input from the public for the Deep River Small Area Plan. The workshops were advertised in the newspaper, on the radio, and through flyers posted around the community, given to area churches, and sent home with Deep River Elementary students.

Approximately 65 people attended the first workshop. Community Development staff began the evening with a presentation on issues facing the Deep River

Area. Workshop participants were given the opportunity to look at maps of the Deep River Area and add their input to the maps. The participants broke into groups for discussion and brainstormed issues and goals for the area, which were presented to the group as a whole and listed on large sheets of paper. The participants then used colored dots to identify the issues and goals they felt were most important. This input was used by the steering committee to help develop the main goals for the Deep River Area.

Approximately 30 people attended the second workshop. The workshop participants met in groups to discuss strategies to implement goals identified by the Steering Committee. Four groups discussed one of the following topics: Environmental Protection, Farm Preservation, Rural/Low Density Community, and Controlled Growth. Then the breakout groups gave a report to the larger group. This input was used by the steering committee to help develop the recommended growth and development strategies for the Deep River Area.

Approximately 40 people attended the third workshop. At this workshop, participants were asked to choose one of the following focus areas: the Colon Road US 1 Bypass Interchange, the Farrell Road US 1 Bypass Interchange, the Deep River Road US 1 Bypass Interchange, the Deep River Elementary School Area, or the Hwy 15-501 Corridor. Participants were asked to place icons representing different land uses to scale on a base map of their focus area to represent their vision for the future of that area. The focus area groups then presented their ideas to the larger group. This input was used by the steering committee to help develop the Deep River Land Use Plan Map.

At the fourth workshop, Community Development staff presented the draft Small Area Plan developed by the steering committee and asked for questions and comments on the draft plan. There were approximately 70 attendees at the workshop.

As a result of the community input generated at this meeting, changes were made to the draft plan. The revised plan was presented at a fifth workshop, where Community Development staff and the Steering Committee Chairman presented changes to the draft plan. There were approximately 30 attendees at the workshop.

## Issues Generated at Deep River Workshop, October 19, 2000

ISSUES	NUMBER OF DOTS (SHOWS PRIORITY)
Leave it alone	19
Loss of farm and timberland	17
Taxes	14
Leaving adequate room for existing churches to grow and new churches to be built	12
Adequate Schools	8
Overcrowding	8
Want parks and recreation for children	8
Increase in crime	7
Want small shopping center	7
Traffic on Deep River Road and 15-501	5
High taxes for senior citizens	5
Adequate public facilities	5
Maintaining open space, gaming preserves and parks	4
Pollution / Farming land / scenic areas / natural habitat	4
Better zoning	4
Landfill capacity	4
Excessive traffic	4
Need to prohibit development in 100 yr and 500 yr floodplains	4
Industries should not be given tax incentives to locate in Lee County – they should pay for themselves	4
Increased taxes	3
Want control of housing development	3
Traffic volume, at entrance/exit to new development such as Deep River Forest	3
Taxes	3
Water quality with minimum 300 foot buffer	3
Lack of law enforcement – need more with additional growth	3
New schools	2
Schools	2
Impact of Randall Dam on reduced water	2
Overcrowded schools and roads	2
Rezoning issues	2
Adequate Public Facilities other than schools	1
Concentrated commercial development	1
Water Quality	1
Clean Industry	1
Property devalued	1
Noise	1
Water/sewer	1
Overcrowding in schools	1
Where will kids go to school with new development	1
Traffic	1
Overcrowding	
Roads to match growth	
Controlled shopping centers	
Light rail corridor	
Future loss of small community feel	
Growth pressures	
City annexing Deep River Community	

## Goals Generated at Deep River Workshop, October 19, 2000

GOALS	NUMBER OF DOTS (SHOWS PRIORITY)
Zoning to reflect what the <u>Community</u> wants put in place	18
No mobile home parks	16
As is	14
Forest and farms	13
Controlled taxes	12
Signage and building design restrictions to maintain rural appearance	10
Not part of the City	9
Larger lots – Acre?	7
Natural rivers with access	7
Quiet living	6
Centralized (not like Cary)	5
Low-density, rural community	5
High school / middle school / CCC Annex in area	5
Adequate schools	4
Keep airport for general aviation –small planes, no commercial	4
Homestead exemption on taxes	3
No mobile home parks	3
Deep River Road remains 2 lane country road	3
Buffers on creeks and streams that exceed state regulations	3
Country living	2
Indoor mall	2
Parks	2
Roadways to river	2
Just like it is now	2
Not see litter/trash	2
Public access / park to river	2
Local middle / high school	2
Parks, river area and other areas	2
Bikeways / walking trails	1
Safe, especially for kids	1
More recreational activities available to families / children	1
Clean industrial parks	1
Limited light industry – prefer none	1
Limit growth to 2% (2020 plan) via building permits	1
Adequate roads for pedestrian / recreational use, bike / hiking	1
Environmentally friendly neighborhoods	1
Natural beauty	
No 4 wheelers	
Noise ordinances	
Pride in ownership	
Local ownership important	
Access to concentrated shopping	
No apartment buildings	
Community remaining neighborly	
Traffic cop at school	
Don't divide community with more roads	
Low impact light industrial areas	

## **Strategies Generated at Deep River Workshop, December 7, 2000**

### **Rural / Low Density Community Group**

**GOAL: Preservation of low-density, quiet, rural neighborhoods.**

One acre minimum for lots

Direct traffic from new development away from Deep River Road

Concentrating on Farrell Road near airport for industrial development

Create high density areas close to industrial and commercial areas

Away from rural neighborhoods

Keep Deep River Road two lanes, for light trucks only; direct traffic toward 15-501.

### **Farmland Preservation Group**

**GOAL: Preservation of forests, open space, and farmland.**

When there is development pressure and land values rise, taxes go up

The inheritance tax forces the sale of land

Continue to allow normal existing agriculture / forest practices (protect farms from complaints and legal actions resulting from new development)

To limit growth, limit utilities such as sewer and water

Promote "in-fill" growth within Sanford city limits.

Provide tax incentives for farm/timber land conservation

Limit new industrial growth – use existing sites / redo old sites

### **Managed Growth Group**

**GOAL: Growth and development which does not overburden roads, schools, or police services.**

This group thought "managed growth" was a more appropriate name for their topic than "controlled growth." The group discussed the importance of industrial and other development which takes into account the needs of local residents.

### **Environmental Preservation Group**

**GOAL: Protection of natural habitat and water quality**

50 foot buffer

30 foot undisturbed forested buffer

20 foot vegetated buffer

Education about ways to protect additional area through conservancy programs / tax credits etc... (public/private sector)

Buffers

Upland

Stormwater public education campaign

Oil changes

Fertilizer application

Avoid package wastewater treatment plants – encourage municipal water/sewer instead

Restrict clearcutting and floodplain development

## **Focus Area Reports from Deep River Workshop, February 1<sup>st</sup>, 2001**

### **Farrell Road Interchange**

Maintain existing farms

Locate stores by the interchange

Golf Course

Dense residential development located by the interchange

Locate Commercial near the airport and interchanges away from Deep River Road

There was discussion among the workshop attendees about removing Commercial uses, specifically the gas station, from the focus area group's vision for the Farrell Road interchange.

### **Deep River Elementary School Area**

Locate a High School adjacent to the Elementary School

Provide Recreational Facilities in close proximity to the schools- including baseball fields

Open Space

Maintain existing farms

Compact stick-built development (2-4 units per acre)

Conventional Subdivisions (1 unit per acre)

Gas Station

### **Colon Road Interchange**

Do Not Want Change

### **Deep River Elementary School Area**

Protect property owners rights

Do Not Want Change

Open Space

### **Deep River Road Interchange**

Minimal change from existing land use

Conventional Subdivisions (1 unit per acre)

Open Space

Buffers along the existing quarry

### 3. THE DEEP RIVER LAND USE PLAN MAP

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The Deep River Land Use Plan Map (Map 7) shows the location and type of development the community envisions for the area in twenty years.

The Deep River Land Use Plan Map is NOT a zoning map. Unlike a zoning map, it does not regulate what property owners can do with their land. It will serve as a guide for local government officials who must decide whether to approve a zoning change or other proposal for growth and development. When a rezoning is proposed, the local governments will compare the proposal with the Land Use Plan Map to see if the rezoning will conform to the community's vision for the area.

#### **Implementation of the Land Use Plan Map**

The proposed Sanford / Lee County / Broadway Unified Development Ordinance, which will replace current zoning and subdivision regulations, is one tool that can be used to implement many of the recommendations in the Deep River Small Area Plan. However, the Unified Development Ordinance will implement only a portion of the Deep River Land Use Plan Map.

This Deep River Small Area Plan recommends that those areas designated on the Deep River Land Use Plan Map as Very Low Density Residential / Agricultural and Natural Resource Conservation be zoned for a density of up to one unit per three acres as part of the implementation of the Unified Development Ordinance. These are the only areas in the Deep River Area which may see a substantial change in the zoning regulations as a direct result of the Unified Development Ordinance.

When the Unified Development Ordinance is implemented, all the zoning districts and zoning regulations in Lee County will change slightly. For the most part, the new districts will be identical or very similar to the existing zoning.

**The majority of the Deep River Land Use Plan Map, including the mixed use centers, will not be implemented by the Unified Development Ordinance. It will be implemented gradually, as property owners and developers apply for rezonings.**

# Land Use Classifications on the Deep River Land Use Plan Map

## ***Mixed Use Commercial Center***

Intended to contain high density commercial, office, and residential uses subject to high design standards in a compact area which is designed to be pedestrian-friendly.

## ***Mixed Use Office Center***

Intended to contain office, commercial, and high-density residential uses in a compact area designed as an integrated employment center campus.

## ***Commercial***

Intended to provide areas for goods and services to be sold on-site.

## ***Light Industrial***

Intended to contain manufacturing uses with minimal impacts on surrounding areas.

## ***Industrial Park***

Intended to provide for research and selective manufacturing, with complementary uses, to utilize the advantages of locating these uses near each other, and to buffer them from adjacent uses.

## ***Heavy Industrial***

Intended to contain intensive industrial uses whose normal operations include potentially objectionable dust, noise, odor, or other emissions.

## ***Multi-Family Residential***

Intended to contain apartments and townhomes at densities of 10 - 20 units per acre.

## ***Medium Density Residential***

Intended to contain townhomes and single family homes at densities of 4 -10 units per acre.

## ***Low-Medium Density Residential***

Intended to contain single family homes at densities of 2 - 3 units per acre.

## ***Low Density Residential / Agriculture***

Intended to contain single family homes at overall densities of one unit per acre, and small farms.

### ***Very Low Density Residential / Agriculture***

Intended to contain single family homes at overall densities of one unit per three acres or less, and agricultural operations.

### ***Natural Resource Protection / Very Low Density Residential***

Intended to be a priority area for natural resource conservation efforts, and to contain very low density single family residential development and agricultural operations.

### ***Highway Overlay***

Intended to be an area where development will be subject to higher design standards.

### ***Transit-Oriented Mixed Use***

Intended to provide an area for high density development centered around a transit station. Unlike the other land use classifications, this classification is not intended to be fixed in one place. Exact locations for transit-oriented development should be determined after more detailed studies are completed.

### ***Greenway***

Shows the recommended location of a trail or path to be used by the public, which would be established by the purchase or donation of property or easements from private landowners.

### ***Stream Buffer***

Shows the recommended location of protected areas along streams. A stream or river buffer is intended to protect water quality and wildlife habitat. The buffer areas should not be used for greenways except upon agreement with property owners. The property owner should retain the right to control access to the buffer and to farm the buffer using Best Management Practices. Within the buffers, the areas closest to the stream should remain undisturbed by development. Within the remainder of the buffer, a vegetative cover should be provided and buildings and impervious surfaces should be restricted.



## 4. PRINCIPLES, GOALS, AND STRATEGIES

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### *Summary of Deep River Area Goals*

- GOAL 1.** Growth and development which does not overburden roads, schools, utilities, or police and fire services.
- GOAL 2.** Protection of the rights of individual property owners.
- GOAL 3.** A balanced tax base which allows tax rates to remain low.
- GOAL 4.** Preservation of low-density, quiet, rural neighborhoods.
- GOAL 5.** Preservation of forests, open space, and farmland.
- GOAL 6.** Concentration of higher-density growth in planned, mixed-use employment and residential centers.
- GOAL 7.** A system of parks and greenways which respect the rights of property owners while providing limited access to natural areas and rivers.
- GOAL 8.** Protection of natural habitat and water quality.
- GOAL 9.** Sign, building, and landscaping design standards that maintain the rural character of the area.
- GOAL 10.** Land uses which are appropriate for the area and are compatible with the desires of the local community.

# Deep River Area Goals and Strategies

The ten Deep River Area Goals represent the community's vision for the future of the Deep River Area. They are grouped under the three overall principles identified in the Sanford/Lee County 2020 Land Use Plan. The Deep River Area Strategies explain how the community intends to reach the goals.

## ***PRINCIPLE: BALANCED GROWTH***

The Deep River Area will face increasing growth pressures in the next 20 years. The community needs to manage growth in order to encourage the type of development that the community wants and to preserve the Deep River Area's rural setting. Growth that is appropriately located and coordinated with infrastructure investments will allow the community to take advantage of economic opportunities that will benefit individual property owners, increase the tax base, and keep tax rates low.

**GOAL 1: Growth and development which does not overburden roads, schools, utilities, or police and fire services.**

### **STRATEGIES:**

1. Develop and implement growth management strategies such as an Adequate Public Facilities Ordinance, and a 20 year Urban Service Boundary. An Adequate Public Facilities Ordinance requires adequate facilities, such as schools, roads, and utilities, to be in place or funded before new development is approved. An Urban Service Boundary serves as a limit to the extension of urban infrastructure.
2. Require new development to pay for its own infrastructure needs.
3. Plan for the possibility of rail transit in the Deep River area, by studying potential transit corridors, identifying areas for transit-oriented development, and including regulations in the Unified Development Ordinance that will facilitate this kind of development.

**GOAL 2: Protection of the rights of individual property owners.**

### **STRATEGIES:**

1. Involve local property owners in decisions on the Unified Development Ordinance and other local regulations by holding public workshops to seek input from the public.
2. Avoid imposing regulations which prevent property owners from making any economic use of their property.

3. To the extent possible, avoid creating non-conforming uses and accommodate existing homes and businesses in zoning regulations.

**GOAL 3: A balanced tax base which allows tax rates to remain low.**

**STRATEGIES:**

1. Protect the economic advantages provided by the Sanford-Lee County Regional Airport, US 1 Bypass, rail lines, and the Deep and Cape Fear Rivers.
2. Encourage industrial development in areas adjacent to the Sanford-Lee County Regional Airport, as indicated on the Deep River Land Use Plan Map, and discourage new residential development in these areas.
3. Encourage clean, high-quality industrial development in the Deep River Area which will diversify the local economy, utilize a more highly skilled labor force, and increase the income of area residents.
4. Expand the existing industrial park north to Colon Road and invest in road and sewer infrastructure to accommodate the expansion.

***PRINCIPLE: PLANNED DEVELOPMENT***

Under the principle of planned development, new growth and development is concentrated in strategic locations, while other areas remain rural. Within the areas of planned development, high design standards and a fine-grained mix of uses ensure that these areas are enjoyable places to live, work, shop, and enjoy entertainment. The alternative to planned development, sprawling development, leads to the encroachment of new development into open space and farmland, higher infrastructure and service costs, a lack of diversity in housing types and affordability, more traffic congestion and longer driving distances and times to places of designation, and a lack of unique community identity.

**GOAL 4: Preservation of low-density, quiet, rural neighborhoods.**

**STRATEGIES:**

1. Direct traffic from new residential, commercial, and industrial development away from Deep River Road, Lower River Road, and Moncure Road, by providing new development with easy access to US 1 Bypass.
2. Discourage heavy truck traffic on Deep River Road north of its intersection with Colon Road.

3. Keep Deep River Road a two lane road north of its intersection with Colon Road.
4. Guide new general commercial development which is intended to serve customers from outside the Deep River Area, so that it is only located in the following areas:
  - In mixed use centers within one quarter mile of the Colon Road and Farrell Road interchanges on US 1 Bypass, as indicated on the Deep River Land Use Plan Map
  - Along the Hwy 15-501 corridor, as indicated on the Deep River Land Use Plan Map
  - In a transit-oriented development area located on a rail transit line
5. Guide new industrial development so that it is only located in the following areas:
  - In the existing and proposed expansion of the industrial park, as indicated on the Deep River Land Use Plan Map
  - Within areas adjacent to the Sanford/Lee County Regional Airport, as indicated on the Deep River Land Use Plan Map
  - Along the Hwy 15-501 Corridor, as indicated on the Deep River Land Use Plan Map
6. Guide new office park development so that it is only located in the following areas:
  - East of the Farrell Road Interchange, as indicated on the Deep River Land Use Plan Map,
  - In a transit-oriented development area located on a rail transit line.
7. Guide new high density and medium density residential development (4 units per acre or more overall density) so that it is only located in the following areas:
  - In mixed use centers within one half mile of the Colon Road and Farrell Road interchanges on US 1 Bypass, as indicated on the Deep River Land Use Plan Map
  - In a transit-oriented development area located on a rail transit line
8. Encourage single-family residential development at densities of about one unit per acre along Deep River Road and adjacent areas, and other areas which are classified as low density single-family residential on the Deep River Land Use Plan Map.

**GOAL 5: Concentration of higher-density growth in planned, mixed-use employment and residential centers.**

**STRATEGIES:**

1. In the mixed use centers designated on the Deep River Land Use Plan Map, require new residential and new commercial development to be designed and integrated with adjacent commercial and residential uses in a pedestrian – friendly way so that it will be easy for new or existing residents to walk from their homes to stores and businesses.



2. In the mixed use centers designated on the Deep River Land Use Plan Map, encourage traditional neighborhood development with a fine grain of mixed uses, such as apartments above storefronts and live/work units.
3. Direct public investment in utilities and services to the mixed use centers designated on the Deep River Land Use Plan Map.
4. Encourage medium density single family and high density multifamily residential development in the mixed use centers indicated on the Deep River Land Use Plan Map, in order to accommodate the demand for housing in a compact area.

## **GOAL 6: Preservation of forests, open space, and farmland.**

### **STRATEGIES:**

1. Protect existing agricultural uses from complaints and legal actions resulting from new development by structuring the Unified Development Ordinance to recognize the right to farm.
2. Use local, state, and federal funds to establish an Open Space Fund, which will be used to buy open space land offered for sale and to purchase conservation easements on a voluntary basis, in areas of prime farmland, proposed greenways, and in the Natural Resource Conservation Area as designated on the Deep River Land Use Plan Map.
3. Encourage agricultural uses and rural home occupations in the areas identified as low density residential / agriculture and very low density residential / agriculture on the Deep River Land Use Plan Map.
4. Investigate the potential for implementing a voluntary transfer of development rights program. Under such a program, developers could **buy** the rights to develop from farmers and owners of open space. The developers would receive credits which could be used to develop at higher densities elsewhere. The farmers would receive a payment and could continue to use their land to farm.
5. Encourage farmers and natural resource managers to get involved in federal and state programs which promote conservation, and to work with non-profit land trusts such as the Triangle Land Conservancy to establish conservation easements.
6. Promote infill development within the Sanford and Broadway corporate limits to reduce development pressures in the Deep River Area.

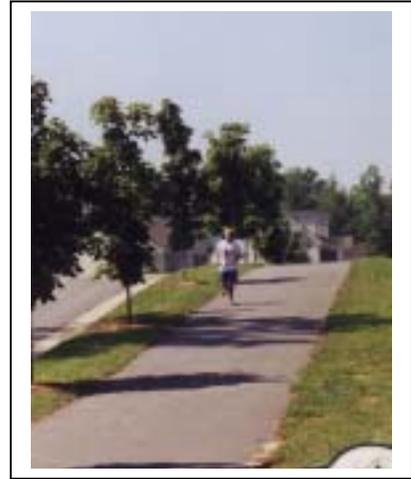
### ***PRINCIPLE: LIVABLE COMMUNITY DESIGN STANDARDS***

The quality of life of Deep River residents will be affected by the design of new development and the attention given to the protection of environmental resources. Higher design standards for new industrial, commercial, and residential development will reduce negative impacts on local residents. Development that is sensitive to natural resources will result in a more attractive, livable, and sustainable community.

**GOAL 7: A system of parks and greenways which respects the rights of property owners while providing limited access to natural areas and rivers.**

**STRATEGIES:**

1. Extend the planned Little Buffalo Creek Greenway north to the Deep River, as indicated on the Deep River Land Use Plan Map.
2. Connect the Deep River Elementary School with the Little Buffalo Creek Greenway, and with the Cape Fear River by way of a greenway running along a potential sewer easement route, as indicated on the Deep River Land Use Plan Map.
3. Improve and publicize existing boat access points on the Deep and Cape Fear Rivers.
4. Emphasize natural area conservation, visual enhancement, promotion of culture and history, and watershed and floodplain protection as well as active recreation potential in determining future sites for public parks.
5. Coordinate local park and open space planning with regional plans.
6. Coordinate the siting of schools, recreational facilities, and greenways.
7. Require or encourage new development to provide for greenway connections if the new development is located along the proposed greenways indicated on the Deep River Land Use Plan Map.



**GOAL 8: Sign, building, and landscaping design standards that maintain the rural character of the area.**

**STRATEGIES:**

1. Protect existing uses from new development by requiring new development to implement adequate buffers to provide a visual screen and reduce other impacts.
2. Include stricter standards for new commercial, office, and industrial development in the Unified Development Ordinance, including parking lot, sign, and landscaping standards.
3. Implement a highway overlay district along US 1 Bypass which requires a vegetative buffer in order to screen development from the highway.

4. Work to maintain and improve the appearance of Lee County's gateway entrances, including the Hwy 15-501 Corridor and the US 1 Bypass.

**GOAL 9: Protection of natural habitat and water quality.**

**STRATEGIES:**

1. The North Carolina Environmental Management Commission has adopted rules requiring 50 foot buffers along waterways in the state. Encourage voluntary buffers which meet or exceed these rules, which are likely to be expanded to include the Cape Fear River Basin in the future. The property owner should retain the right to control access to the buffer and to farm the buffer using Best Management Practices.
2. Use local, state, and federal funds to establish an Open Space Fund, which will be used to buy open space land offered for sale and to purchase conservation easements on a voluntary basis, in areas important for natural habitat and water quality, areas along streams and rivers, and in the area designated as Natural Resources Protection on the Deep River Land Use Plan Map.
3. Educate the public about ways to protect additional sensitive areas, including private sector conservation programs which provide tax credits to property owners for conservation easements, such as the Triangle Land Conservancy.
4. Implement a public awareness campaign on stormwater issues, addressing oil changes and fertilizer application as part of the campaign.
5. Include restrictions on excessive land clearing of development sites in the Unified Development Ordinance.
6. Encourage farmers to use Best Management Practices to prevent erosion and runoff of harmful nutrients into streams and rivers.
7. Identify the 100 and 500 year floodplain boundaries, floodways, and flood fringe, and strengthen development standards in the Unified Development Ordinance to restrict or prevent development in the floodplain.
8. Discourage package wastewater treatment plants.
9. As part of the implementation of the Unified Development Ordinance, zone for very low density residential development (no more than one unit per three acres overall density) in the areas indicated as very low density / agricultural on the Deep River Land Use Plan Map, in order to limit runoff from impervious surfaces.

10. As part of the implementation of the Unified Development Ordinance, establish a minimum lot size in areas classified on the Deep River Land Use Plan Map as very low density / agriculture and Natural Resources Protection, which allows cluster subdivision into smaller parcels as long as the overall density requirements are met. For example, if the overall density is one unit per three acres or less, and the minimum lot size is one acre, then a fifteen-acre subdivision could have one eleven-acre lot and four one-acre lots.
11. As part of the implementation of the Unified Development Ordinance, zone for very low density residential development (no more than one unit per three acres overall density) in the area indicated as Natural Resources Protection on the Deep River Land Use Plan Map, in order to protect natural habitat and limit runoff from impervious surfaces.
12. Establish dialogue with other local governments which draw their water from the Cape Fear River regarding development standards and regulations.

**GOAL 10: Land uses which are appropriate for the area and are compatible with the desires of the local community.**

**STRATEGIES:**

1. Encourage public participation in the zoning and rezoning process and make the public aware of proposed developments at the earliest opportunity, as well as fostering communication between developers and the public.
2. Encourage the governing bodies to hold the public hearings regarding the adoption of the Deep River Small Area Plan in the Deep River community.
3. Place restrictions on mobile home park development by implementing a manufactured home park overlay district in the Unified Development Ordinance.
4. Discourage industries producing excessive noise, odor, air and water pollution, or other harmful impacts, unless such adverse impacts can be clearly overcome through effective mitigation.
4. Identify potential sites for a local high school or middle school in the Deep River Area, and consider locating a high school near the Deep River Elementary School.

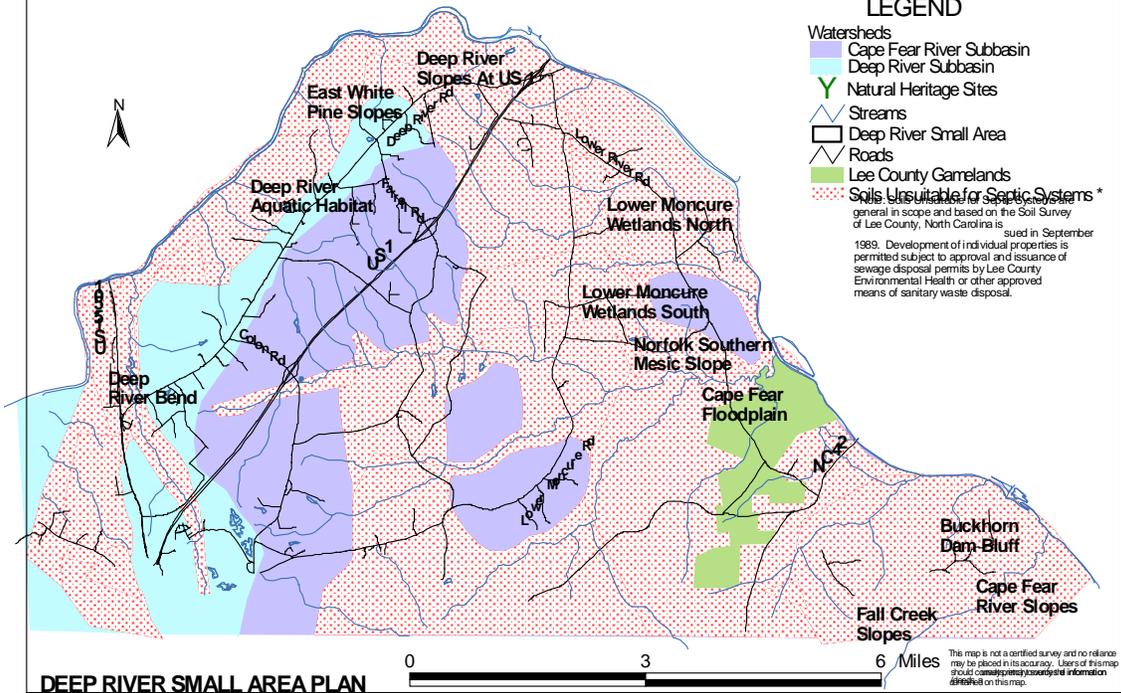


## **5. MAPS**

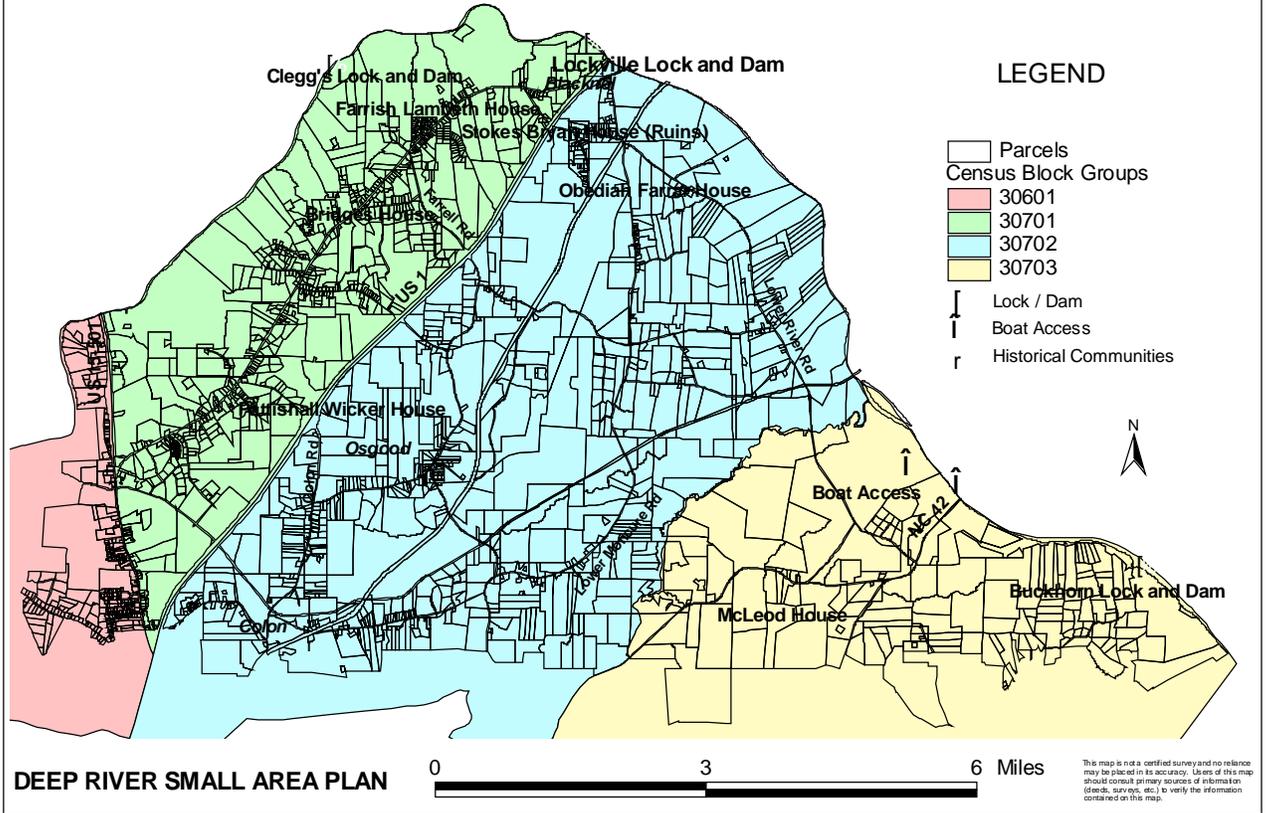
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- 1. *Natural Resources – Page 40***
- 2. *Cultural Resources – Page 41***
- 3. *Land Use – Page 42***
- 4. *Zoning – Page 43***
- 5. *Infrastructure – Page 44***
- 6. *Sanford / Lee County 2020 Land Use Plan – Page 45***
- 7. *Deep River Small Area Land Use Plan – Page 46***

# MAP 1. NATURAL RESOURCES



# MAP 2. CULTURAL RESOURCES

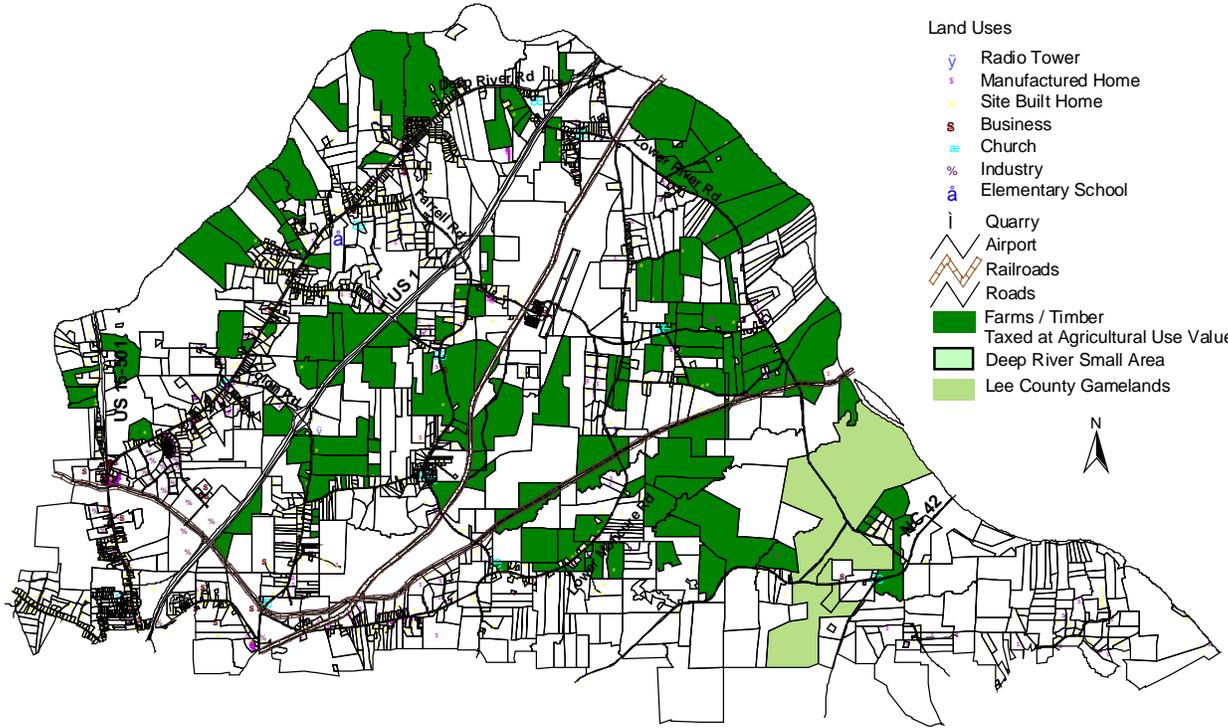


# MAP 3. LAND USE

## LEGEND

### Land Uses

-  Radio Tower
-  Manufactured Home
-  Site Built Home
-  Business
-  Church
-  Industry
-  Elementary School
-  Quarry
-  Airport
-  Railroads
-  Roads
-  Farms / Timber
-  Taxed at Agricultural Use Value
-  Deep River Small Area
-  Lee County Gamelands



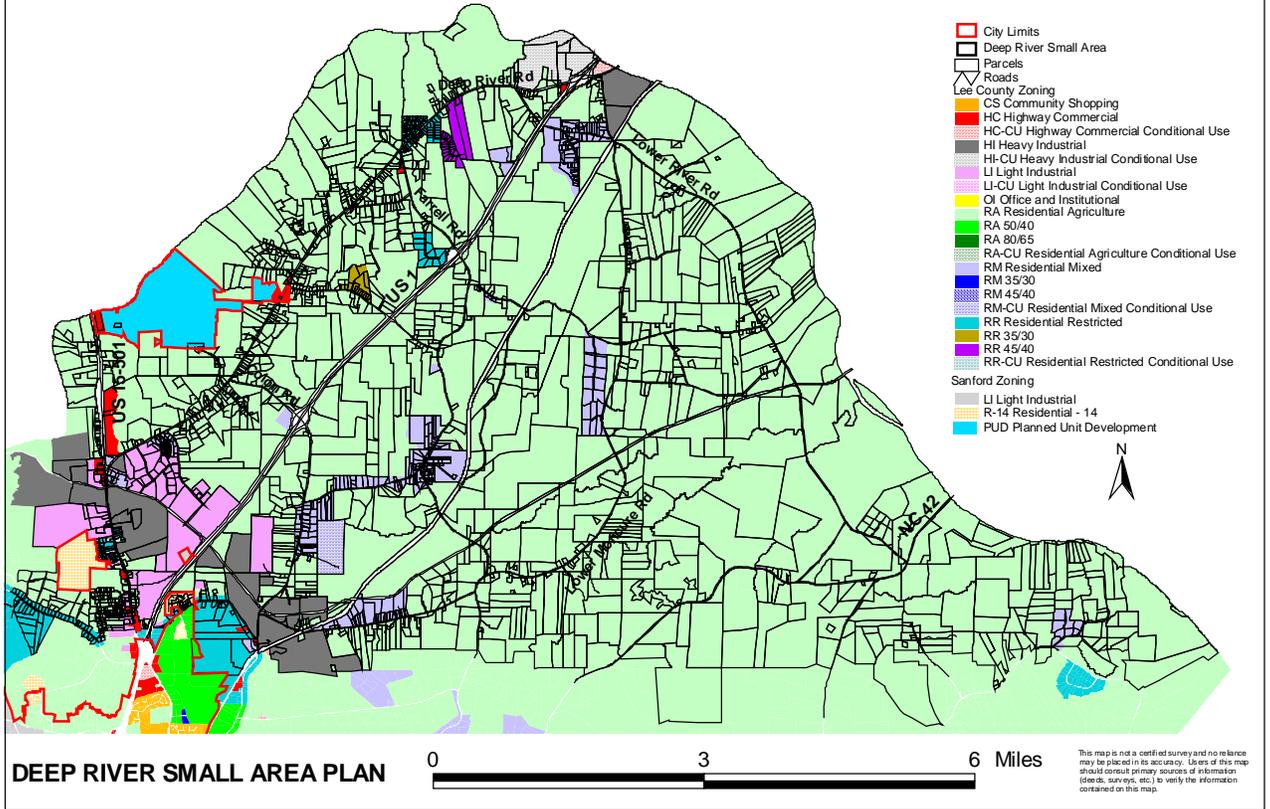
DEEP RIVER SMALL AREA PLAN



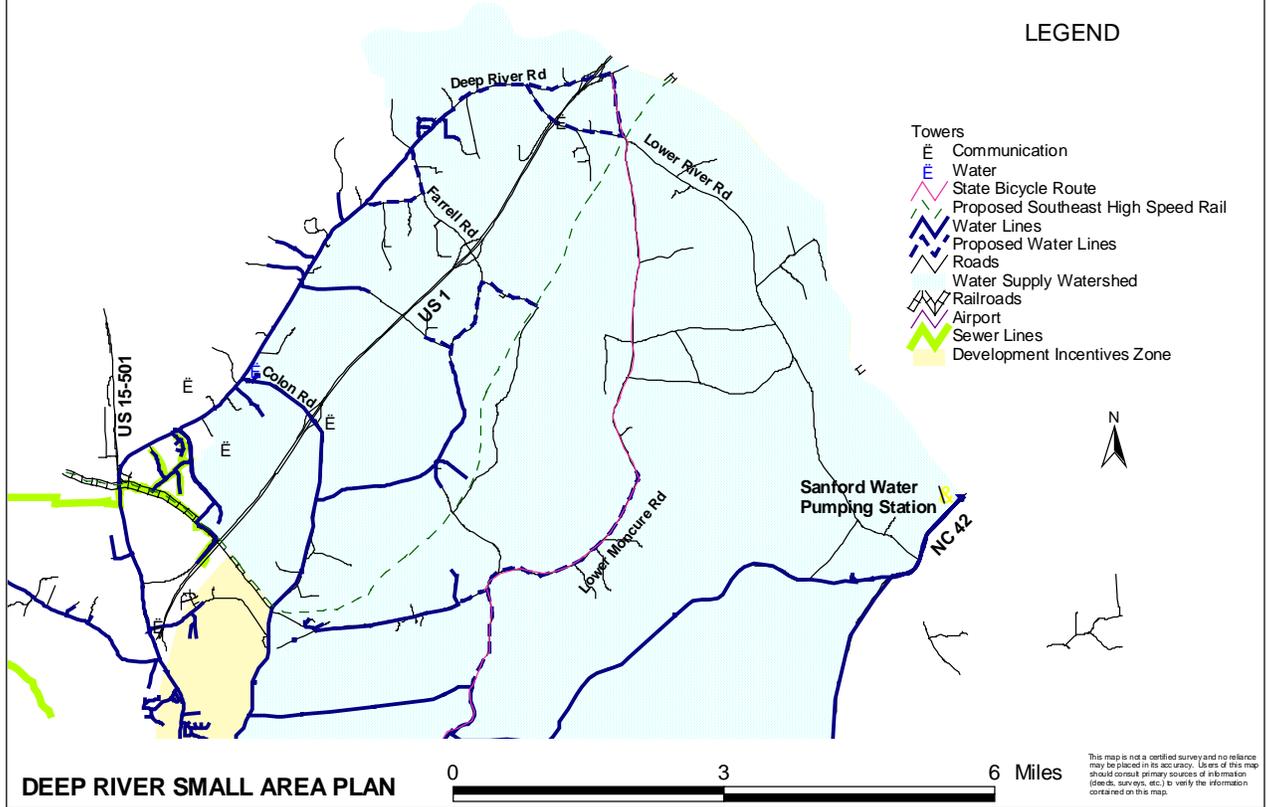
This map is not a certified survey and no reliance may be placed in its accuracy. Users of this map should consult primary sources of information (deeds, surveys, etc.) to verify the information contained on this map.

# MAP 4. ZONING

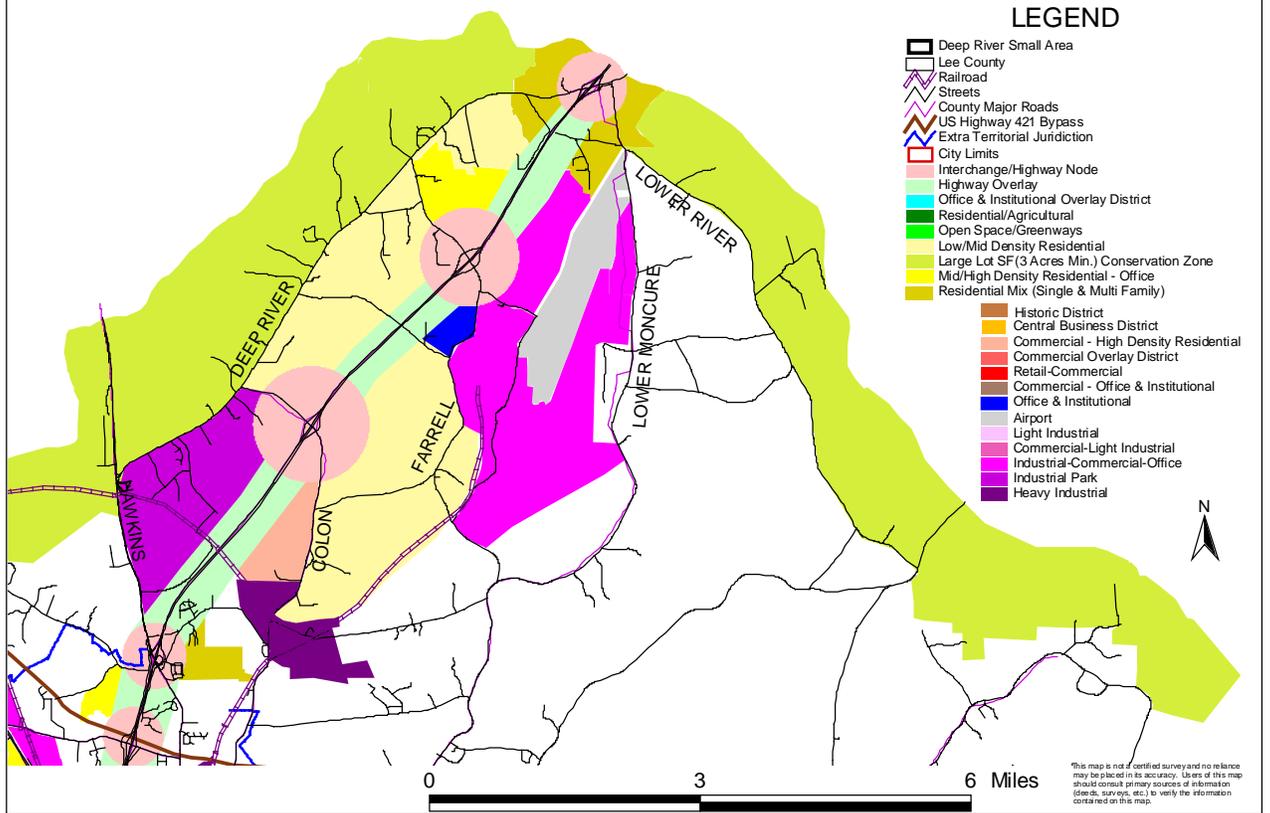
## LEGEND



# MAP 5. INFRASTRUCTURE



# MAP 6. SANFORD / LEE COUNTY 2020 LAND USE PLAN



# MAP 7. DEEP RIVER SMALL AREA LAND USE PLAN

## LEGEND

