



Board of Commissioners Agenda

Town of Swansboro

Monday, November 14, 2022

Board Members

John Davis, Mayor | Frank Tursi, Mayor Pro Tem | Pat Turner, Commissioner | Harry PJ Pugliese, Commissioner | Larry Philpott, Commissioner | Jeffrey Conaway, Commissioner

I. Call to Order/Opening Prayer/Pledge

II. Public Comment

Citizens have an opportunity to address the Board for no more than three minutes per speaker regarding items listed on the agenda. There is a second opportunity at the end of the agenda for the public to address the Board on items not listed on the agenda.

III. Adoption of Agenda and Consent Items

The Town Clerk respectfully submits to the Board, the Regular Agenda and the below consent items, which are considered to be of general agreement and little or no controversy. These items may be voted on as a single group without Board discussion "or" if so desired, the Board may request to remove any item(s) from the consent agenda and placed for consideration separately.

III. Consent Items:

- a. May 23, 2022, Regular Meeting Minutes
- b. May 23, 2022, Closed Session Minutes

IV. Appointments/Recognitions/Presentations

- a. Recognition of Bob Vroom

V. Public Hearing

a. Starbucks Special Use

Presenter: Andrea Correll, AICP - Planner

Vaquero Ventures has submitted a special use application for the property located at 1117 W. Corbett Ave (Walmart outparcel). The proposed use will be a Starbucks coffee shop with a drive-through. "Restaurant" is an allowed use in the B-1 zoning district pursuant to the issuance of a special use permit.

Recommended Action: 1 – Hold Public Hearing; and

2 – Motion to approve/deny the Special Use Permit following review of the request in accordance with Section 152.210 which addresses plan consistency and any other items deemed appropriate.

VI. Business Non-Consent

a. Public Safety Building/Emergency Operations Center Consultant

Presenter: Paula W. Webb/Town Manager

The Committee recommends Becker Morgan as its top selection for the PSB/EOC Consultant.

Recommended Action: Motion to select a consultant for the PSB/EOC Project completing one of the committee's tasks to provide a consultant recommendation as provided for in the Emergency Management Committee Action Plan.

b. Future Agenda Topics

Presenter: Alissa Fender – Town Clerk

Future agenda items are shared for visibility and comment. In addition, an opportunity is provided for the Board to introduce items of interest and subsequent direction for placement on future agendas.

Recommended Action: Discuss and provide any guidance

VII. Items Moved from Consent

VIII. Public Comment

Citizens have an opportunity to address the Board for no more than five minutes regarding items not listed on the Agenda.

IX. Manager's Comments

X. Board Comments

XI. Closed Session

- a. Motion to enter closed session pursuant to N.C.G.S. 143-318.11 (a) (2) to review 2022 Sam Bland Award applications.

XII. Adjournment

Town of Swansboro
Board of Commissioners
May 23, 2022, Regular Meeting

Item IV - a.

In attendance: Mayor John Davis, Mayor Pro Tem Frank Tursi, Commissioner Pat Turner, Commissioner Larry Philpott, Mayor Pro Tem Tursi, Commissioner Harry PJ Pugliese, and Commissioner Jeffrey Conaway.

Call to Order

The meeting was called to order at 5:30 pm. Mayor Davis led the Pledge of Allegiance.

Public Comment

Citizens were offered an opportunity to address the Board regarding items listed on the agenda. No comments were given.

Adoption of Agenda and Consent Items

On a motion by Commissioner Philpott, seconded by Mayor Pro Tem Tursi, the Agenda, and Consent Items below, as well as providing authorization to release the March 28, 2022 closed session minutes was unanimously approved.

- March 2, 2022, Planning Retreat
- March 14, 2022, Regular Meeting
- March 14, 2022, Closed Session
- March 28, 2022, Regular Meeting
- March 28, 2022, Closed Session

Appointments/Recognitions/Presentations

Resilient Coastal Communities Program (RCCP) Final Report

Beth Smyre with Dewberry reviewed her final report. The project portfolio key focus items were:

1. Stormwater Mapping
2. Halls Creek Stream Restoration
3. Hawkins Creek Stream Restoration
4. Water Street Rehabilitation
5. Townwide Wetland Restoration Plan
6. Public Engagement and Education Campaign

The RCCP provided Swansboro with an opportunity to build upon previous planning efforts and establish a solid Project Portfolio to guide the Town in applying for project funding. Potential funding sources include Phases 3 and 4 of the RCCP, which funds engineering and construction, respectively, for projects that meet specific identified needs in the community. Of the 7 potential projects, the Halls Creek Stream Restoration, Hawkins Creek Stream Restoration, Water Street Rehabilitation, or Townwide Wetland Restoration Plan would be the best candidates for future funding.

In response to inquiries from the board Mrs. Smyre clarified the following:

- She would keep an eye out for possible grants to assist the Town with Stormwater mapping
- Phase 3 details were:
 - Engineering and design of a priority resilience project
 - Proposals for development of ordinances or policies to further community resiliency
 - Must include a Natural or Nature-Based Solution (NNBS)
 - Anticipated average funding level: \$45,000 per project
 - No match is required
 - Applications due Friday, June 3

Manager Webb shared that the Town would not be applying for Phase 3 and the Water Street Rehabilitation would be submitted for Phase 4 because the Town already had engineered plans for that project.

After discussion it was determined that the Town should still proceed with applying for the RCCP grant Phase 3 with the Water Street Rehabilitation project to gain a second set of engineered plans. Another look at the project could provide alternatives that could be of benefit.

Recognition of Tristan Alvis

Mayor Davis recognized Tristan Alvis for his admission to the US Naval Academy. Mr. Alvis was presented with a Certificate of Achievement and was congratulated by each board member.

Public Hearing

Temporary Sign Allowances

Planner Ansell reviewed that at the February 10, 2020, joint workshop meeting of the Planning Board and Board of Commissioners, further direction on temporary sign allowances was provided. Key takeaways included:

- 1) Feather flags are undesirable.
- 2) The 45-day per year allowance for temporary business signs was preferred.
- 3) It was not desirable to allow temporary signs for businesses in shopping centers on undeveloped outparcels.
- 4) An allowance for temporary real estate signs (open house) was desirable.
- 5) The number of temporary signs allowed should be restricted.
- 6) There should be different allowances in the Historic District and these requirements should be supported by the SHPC; and
- 7) The ordinance needs to be practical and enforceable.

Staff discovered that there were some inconsistencies with the naming conventions used throughout the ordinance and in the zoning districts shown in the table of permitted signs, so those issues were proposed to be corrected as well. There were also several references to sign types with no regulations, so those were proposed to be deleted. The requirements for political signs have been moved so as not to require a permit, and the regulations have been modified to be more consistent with the State law.

In response to inquiries from the Board on specifics in the amendment, Mrs. Ansell clarified the following:

- Offsite business signs would no longer be permitted
- 45 days/calendar year would remain for display of signs
- Use of neon or fluorescent colors on the business's permanent signs in the historic district would be prohibited

The public hearing was opened at 6:30 pm. Those who spoke were:

Fred Schatner of 129 Smallwood Road of Hubert shared that he would prefer to see feather flag instead of some of the businesses that currently looked bad and were in poor condition. He urged the board to reconsider offsite signage for businesses and for the length of signs to be greater than 45 days. He inquired how enforcement on the weekends would be handled.

Junior Freeman, owner of 714 W Corbett Avenue shared that he felt the ordinance still need more editing and urge the board to consider more than 45 days as well. Mr. Freeman commented that signs are important for businesses, and they should not have to get permission to display help wanted signs. He also commented that he felt that feather flags should be required to be brought in at night and inquired how wrapped vehicles would be treated, those were basically signs. Before proceeding with adoption of this ordinance, the Town should allow for more input from residents and businesses.

Mrs. Ansell shared that weekend enforcement would be handled by a police officer collecting the signs. Businesses who have signs collected were notified. Wrapped vehicles were not regulated, however mobile signs on trailers will remain prohibited.

The public hearing was closed at 6:50 pm.

After discussion, the consensus was to allow 1 feather flag per property with requirement for them to only be displayed during the hours in which the business was open, and the duration of display be 60 days per calendar year.

On a motion by Commissioner Conaway, seconded by Commissioner Turner, Ordinance 2022-O4 was approved as amended. The amendment was identified as consistent with an adopted comprehensive plan. The motion passed 3:2.

Ayes: Conaway, Turner, Pugliese

No: Tursi, Philpott

The board took a recess from 7:10 pm to 7:16 pm.

Political Sign Requirements

Mrs. Ansell reviewed that an amendment was proposed to clarify the allowances for political signs to:

- 1)Align the ordinance regulations with NC GS § 136-32, Regulation of signs.
- 2)Remove the requirement for a sign permit making enforcement more manageable; Candidate would still be required to obtain regulation details from Town Hall to display signs
- 3)Clarify the penalties for placement of signs which do not meet these criteria.
- 4)Clarify the types of signage allowed under this section; and
- 5)Clarify the size limitations for signage under this section.

An important part of the ordinance amendment would not permit the display of more than one sign per candidate per parcel/private property. State law regulates signs placed in the right-of-way.

The public hearing was opened at 7:29 pm.

Fred Schatner of 129 Smallwood Road in Hubert inquired how signs that endorsed more than one candidate would be treated. Mrs. Ansell shared that it would be permitted unless there was another sign for any one of those candidates.

The public hearing was closed at 7:30 pm.

On a motion by Commissioner Conaway, seconded by Commissioner Philpott Ordinance 2022-O4 as proposed was approved unanimously. The amendment was identified as consistent with an adopted comprehensive plan.

Business Non-Consent

Financial Report - April 30, 2022 - Finance Director Johnson reviewed details from the monthly financial report, attached herein with the PowerPoint presentation of the meeting.

Future Agenda Items

Future agenda items were shared for visibility and comment. In addition, an opportunity was provided for the Board to introduce items of interest and subsequent direction for placement on future agendas.

The following items were addressed:

- Discuss at a future meeting on audio or video access for board meetings
- Historic Preservation Commission requested a joint meeting

Public Comment

Citizens were offered an opportunity to address the Board regarding items listed on the agenda. No comments were given.

Manager's Comments

Manager Webb entertained any questions from the managers brief in the packet. In reference to the brief there were no further inquiries. She shared the Final Budget would be submitted by end of the week and reminded the Board about the upcoming Employee social and Memorial Day closures.

Board Comments

Commissioner Philpott provided the Board with a memo to update them on the EOC Committees recent meeting and progress. (See attachment A)

Mayor Pro Tem Tursi stated that he felt more clarification should be gained on the EOC funds that were provided. He also felt the committee was not following the direction of the board.

Mayor Davis shared he had received numerous compliments from citizens on the sidewalks that were in process of being installed.

Closed Session

On a motion by Commissioner Turner, seconded by Commissioner Pugliese, the board entered closed session at 8:07 pm pursuant to NCGS 143.318-11 (a) (6) to consider the qualifications, competence, performance, character, fitness, conditions of appointment, or conditions of initial employment of an individual public officer or employee or prospective public officer or employee; or to hear or investigate a complaint, charge, or grievance by or against an individual public officer or employee.

Pursuant to a motion duly made in closed session, the Board returned to open session at 8:51 pm. It was noted that no action was taken.

Adjournment

On a motion by Commissioner Conaway, seconded by Commissioner Philpott, the meeting adjourned at 8:52 pm.

To: Mayor and Board of Commissioners

From: Larry Philpott, Chair, Swansboro Emergency Operating Center Planning Committee

Subject: Emergency Operating Center Project Update

The first meeting held on April 27 was focused on the general intent of the state grant and how it should be used for its intended purpose. In making this determination, the committee was reminded the cost of the entire project; site prep, architectural design, construction, contents and if needed, property, had to be performed within the \$6 million budget. Furthermore, the committee was asked to consider other options besides constructing a new public safety/emergency operating facility.

At the committee considered exploring various concepts and/or partnering with other agencies, it concluded the grant was awarded primarily for constructing a Swansboro based emergency operating center that would also house Swansboro's Fire and Police Departments. This was also the opinion expressed by staff.

Several members expressed the need to visit some public safety facilities. In determining several key components, it was recommended hiring a consultant to help with site requirements and in determining the size of the building vs. the budget. The fire chief and town manager were requested to provide related information at the next scheduled meeting.

The second meeting was held on May 11. Actions, observations and recommendations are as follows.

The town manager reported the grant could be used for contracting consultants. The fire chief was asked to schedule two site visits on the next meeting date, May 25, specifically, at Atlantic Beach and Beaufort. It was also suggested to schedule a visit at the new facility in Southport.

For acquiring a consultant, the committee recommended staff develop a "request for qualifications" (RFQ) to solicit a firm that could assist in determining a location for the new facility and to provide expertise on construction costs. As for a proposed site, the committee recommended two locations, on the current town hall campus or at a site yet to be named. The firm would later be expected to provide architectural design and civil engineering services, oversee bidding the project and provide construction management.

For the purpose of soliciting a consultant, it was suggested to set the size of the building between 12,000 and 16,000 sf. The current public safety building totals about 11,000 sf. Committee members familiar with projects of this size suggested 2 to 3 acres would be sufficient if property acquisition was required. To give perspective, the Hampton Inn sits on 3.09 acres.

Consideration was also given to the current public safety facility and how it could be repurposed. A suggestion was made to relocated Public Works. Further discussion on this is needed.

The next meeting is scheduled for Wednesday, May 25. Tentatively, committee members will leave town hall about 9 am and meet at Atlantic Beach FD at 10 am and at Beaufort FD after lunch.



Board of Commissioners Meeting Agenda Item Submittal

Item To Be Considered: Starbucks Special Use

Board Meeting Date: November 14, 2022

Prepared By: Paula W. Webb/Town Manager

Overview: Vaquero Ventures has submitted a special use application for the property located at 1117 W. Corbett Ave (Walmart outparcel). The proposed use will be a Starbucks coffee shop with a drive-through. “Restaurant” is an allowed use in the B-1 zoning district pursuant to the issuance of a special use permit.

At a special meeting on June 20, 2022, the Planning Board reviewed the application and tabled the request until the Traffic Impact Analysis could be reviewed in full and comments provided. On September 18, 2022, Vaquero Ventures resubmitted their application with a new Traffic Impact Study. The Town’s traffic engineer (Jeff Hochanadel/Timmons) reviewed and returned comments on September 26, 2022.

Following another review on October 4, 2022, the Planning Board voted unanimously to recommend approval of the request.

Staff was asked to inquire with the traffic engineer if the 7% peak seasonal traffic was correct. On October 26, 2022, Jeff Hochanadel, PE, PTOE clarified in an email to Andrea Correll, that to calculate the 7% seasonal adjustment factor, Timmons Group compared turning movement traffic count data (at the same intersection) collected during off-peak and peak seasons. A 7% increase in trips was noted along NC-24. This adjustment factor was discussed with and approved by (then) Town Manager, Scott Chase. This calculation was completed several years ago and has not been updated recently.

Background Attachment(s): 1 – Applicable Ordinance Sections
2 – TRC Comments
3 – Special Use Application and Plans
4 – Timmons Group TIA Comments

Action: _____

Recommended Action: 1 – Hold Public Hearing; and

2 – Motion to approve/deny the Special Use Permit following review of the request in accordance with Section 152.210 which addresses plan consistency and any other items deemed appropriate.

Item V - a.

Staff comments in green.

SPECIAL USES

§ 152.210 PROCEDURE FOR SPECIAL USE PERMITS.

- A) Special use permits may be issued by the Administrator, after approval by the Board of Commissioners, for the uses as designated in the table of regulations for special uses. Applications shall include all of the requirements pertaining to it as specified in this section. A hearing shall be held, and all interested persons shall be permitted to offer relevant comments. The Town Board of Commissioners shall consider the application and may approve or deny the requested special use permit.
- B) In granting a special use permit, the Board of Commissioners shall give due regard to the nature and state of all adjacent structures and uses, and the districts within which the proposed use is to be located, and shall make written findings of fact concerning the existence or absence of the following criteria:
- 1) The special use is allowed pursuant to § [152.210](#) and meets all the required conditions and specifications, including without limitation, those set out in § [152.211](#). The use, “Restaurants”, is allowed by the Table of Uses in the B-1 zoning district pursuant to the issuance of a special use permit.
 - 2) The special use will not materially endanger the public health or safety if located where proposed and developed according to the plan as submitted and approved. The proposed restaurant will be located on an existing outparcel within the Walmart development. Access to the site will be through the existing driveways; no exterior drives are proposed. A traffic impact study has been provided pursuant to Section 152.312 of the UDO by J.M. Teague and is under review by the Town’s consultant engineer, Jeff Hochanadel with the Timmons Group.

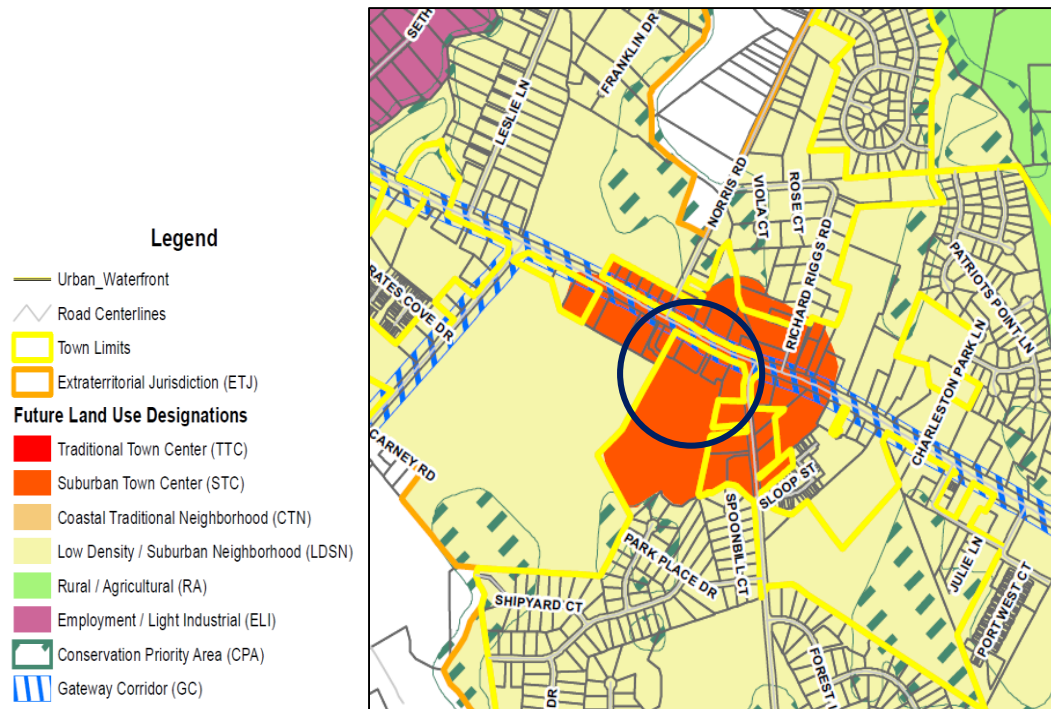
The Traffic Impact Analysis and the Town’s Traffic Engineer Review Report are included. Findings from the report indicate that “No improvement recommendations were provided nor necessary to mitigate capacity concerns at the intersections. The findings also provide the development minimally increased queues at each intersection.”

NCDOT did not require a TIA for this development for the following reasons:

- The land use was covered in the Swansboro Retail TIA and the Swansboro Commercial TIA, which were later updated with the Norris Road Signal Study.
 - All roadway improvements associated with these TIAs have been constructed.
 - The Starbucks will only be accessed via internal, non-system roadways which have previously been reviewed as noted above.
- 3) The special use will not substantially injure the value of adjoining or abutting property, OR the special use is a public necessity. The letter received from Joseph

Blake and Associates, Inc., indicates that the development will not impact adjacent property values.

- 4) The location and character of the special use, if developed according to the plan as submitted and approved, will be in harmony with the area in which it is located. The special use shall demonstrate conformance to the Land Use Plan or other plan in effect at the time and address impacts of the project as required by G.S. §160A-382(b). The CAMA Land Use Plan Update (2019) identifies the property as Suburban Town Center:



These areas are meant to be commercial activity nodes that are more auto oriented such as the intersections of Hammocks Beach Road or Queen's Creek Road with NC 24. In well-designed projects, a person can patronize several businesses via access easements between businesses, a secondary road network, or on foot. Uses may be mixed, generally are larger in scale and include higher density residential including townhomes, market-rate apartments with access to major thoroughfares and existing utilities. Office, civic and institutional uses may be incorporated into this land use class. Development opportunities may occur on green fields or sites with underutilized uses ripe for redevelopment.

This auto-oriented business district, located at nodes along NC 24, supplies goods and services used by the community over the course of a week or month. These businesses are often supported by customers over a large geographic area and may be a regional draw. Uses may be mixed – often mixed horizontally – outlets and larger-scale (ex – grocery, larger-scale retail up to a certain square footage, etc.). While vehicular traffic dominates, all modes of travel are accommodated.

- 5) Upon the issuance of any special use permit, the Board of Commissioners shall consider whether it is necessary or appropriate to affix conditions thereto for the purposes of protecting neighboring properties and/or the public interest assuring that the use is harmonious with the area, and ensuring that the use is consistent with the spirit of the ordinance, and shall affix to such permit such reasonable and appropriate conditions as it finds are necessary for any of those purposes. If any conditions affixed to any special use permit or any part thereof is held invalid by any competent authority, then said special use permit shall be void.
- C) *Orders of Board of Commissioners.* Upon its determination that all of the criteria set out in this section are met, the Board of Commissioners shall enter a written order with findings of fact and conclusions of law and shall issue the special use permit as requested or with such conditions as it finds necessary and appropriate pursuant to this section.
- D) Upon its determination that one or more of the criteria set out in this section are not met, the Board of Commissioners shall issue its written order with findings of fact and conclusions of law and shall deny the requested special use permit.
- E) Any special use permit approved or approved with conditions shall be recorded in the office of the Register of Deeds of Onslow County, North Carolina.
- F) All such additional conditions shall be entered in the minutes of the meeting at which the special use permit is granted and also on the special use permit approval, and on the approved plans submitted therewith. All specific conditions shall run with the land and shall be binding on the original applicant for the special use permit, the heirs, successors, and assigns. In order to ensure that such conditions and requirements for each special use permit will be fulfilled, the petitioner for the special use permit may be required to enter into a contract with the Town of Swansboro providing for the installation of the physical improvements required as a basis for the issuance of the special use permit. Performance of said contract shall be secured by cash or surety bond which will cover the total estimated cost of the improvements as determined by the Town of Swansboro; provided, however, that said bond may be waived by the Town Board of Commissioners within its discretion.
- G) In addition to the conditions specifically imposed by the Town Board of Commissioners, special uses shall comply with the height, area, and parking regulations of the zone in which they are located (no variances from requirements within zoning ordinance are allowed).
- H) In the event of failure to comply with the plans approved by the Board of Commissioners or with any other conditions imposed upon the special use permit, the permit shall thereupon immediately become void and of no effect. No building permits for further construction nor a certificate of compliance under this special use permit shall be issued, and the use of all completed structures shall immediately cease and such completed structures not thereafter be used for any purpose other than a use-by-right as permitted by the zone in which the property is located.

- I) Where plans are required to be submitted and approved as part of the application for a special use permit, modifications of the original plans may be authorized by the Town Board of Commissioners.

§ 152.295 PARKING LOT INTERCONNECTIONS.

Vehicle drive connections are required to connect adjacent property when the proposed development is adjacent to a commercial property, public amenity site, public park, public open space and/or residential public street.

- A) Connections shall be constructed and stubbed to accommodate future development of adjacent properties;
- B) Connections shall be a minimum of 20 feet in width;
- C) The requirement for a vehicle drive connection to an adjacent commercial property may be waived by the Zoning Administrator upon a written finding that there is no means due to pre-existing development features, structures, or topographical conditions, to establish such a connection; and
- D) The requirement for interconnectivity to Town amenities may be waived by the Zoning Administrator for any reason or for no reason.
 - The access to the site is through an internal drive; the applicant has asked for a waiver of the interconnection requirement due to a loss of parking spaces. 22 spaces are required, 34 have been provided.

§ 152.528 PERIMETER AND STREETSCAPE BUFFER YARDS.

- (A) *Applicability.* All land uses as defined in § [152.525](#) Purpose and Applicability shall provide perimeter bufferyards and streetscape bufferyards , as defined herein, to separate that use from adjacent land uses.
- (E) *Types and required criteria for buffers.* The four types of natural and landscaped buffers that appear in [Table 152.528-1](#) are described below along with criteria for each. Each of these buffer types may be achieved by meeting the requirements listed below or by an approved alternative method that meets the performance requirements. The preservation and use of natural vegetation is the preferred method of meeting the buffer and landscape requirements, as specified in divisions (F)(4) and (F)(7) of this section.
 - (1) *Type A.* For every 50 linear feet, or fraction thereof, the five foot-wide bufferyard shall contain: one canopy tree, two under story trees or four under story trees, and six shrubs.
- (F) *General buffer standards.*
 - 1) *Coverage.* All portions of required perimeter and streetscape bufferyards not planted with trees or shrubs or covered by a wall, driveway, or other barrier shall be planted with grass, ground cover, or natural mulch of a minimum depth of three inches.

- 2) *Placement.* New plantings comprising the buffer shall be spread across the entire span of the buffer , not planted in a row or rows, and not concentrated in a limited number of clustered locations such that the purpose of the buffer is violated (as defined in division (B) of this section).
- 3) *Location.*
 - a) The perimeter buffers shall be located along the outer perimeter of the parcel and shall extend to the parcel boundary line or right-of-way line; however, the buffers may be located along shared access easements between parcels in non-residential developments . Within non-residential centers/ developments , the perimeter buffer area between outparcels may be shifted totally or in part, elsewhere on the site. For example a 10-foot buffer between like uses may be shifted elsewhere on the site preferably interior to the site as long as the total area is provided for. The intent of this section is to provide for more flexibility in designing sites and potentially save larger natural areas elsewhere on the site.
 - b) Stormwater management structures may be allowed in a buffer provided that it can be landscaped to meet the intent of the buffer requirements.
 - c) All perimeter bufferyards and streetscape bufferyards shall not obstruct the view of motorists using any street , private driveway , parking aisles , or the approach to any street intersection so as to constitute a traffic hazard or a condition dangerous to the public safety upon any such street , driveway , parking aisle , or street intersection. Existing healthy vegetation may be removed and no new plantings shall be installed, within required sight triangles as noted in §§ [152.265](#) through [152.277](#).
- A revised landscaping pan will be required for permitting demonstrating compliance with these sections.

§ 152.539 TRASH CONTAINMENT AREAS.

- (A) All site plans shall show method of garbage collection as well as appropriate details to demonstrate compliance with this subchapter.
 - A description of the enclosure has been provided in the exterior finish schedule, but a detail demonstrating compliance with this section will be required for permitting.

§ 152.560 ARCHITECTURAL CHARACTER.

Architectural character focuses on the specific details that greatly affect the overall appearance of a particular development. These architectural character standards in this section provide direction in aspects of color, facade materials, rooflines, and the enhancement of entryways. The primary goal is to define the ‘finishing touches’ that provide the development with a sense of permanence, style, and compatibility. The Town discourages proposals that have not taken these matters into account. The Town policy is that all development is compatible of surrounding areas and that it ensures privacy, safety, and visual coherency.

(C) Entryways.

- (1) *Required entryway features.* Entryway design elements and variations shall provide orientation and aesthetically pleasing character to the building. The following standards identify desirable entryway design features. Each principle building on a site shall have

clearly defined, highly visible customer entrances featuring no less than three of the following: (See also [Figures 152.560.5](#) and [152.560.6](#) as examples)

- (a) Canopies or Porticos;
- (b) Arcades;
- (c) Overhangs;
- (d) Recesses/projections;
- (e) Raised corniced parapets over the doors;
- (f) Peaked roof forms;
- (g) Arches
- (h) Wing walls;
- (I) Outdoor patio
- (j) Display windows;
- (k) Planters; and
- (l) Architectural details such as tile work and moldings which are designed into the building structure and overall design.

- At least one additional entryway feature is required on the front elevation and two on the south side elevation pursuant to this section.

(7) *Roofs.* The following standards are intended to foster variations in roof lines to soften and reduce the massive scale of large buildings:

- d) Flat roofs must be enclosed by a parapet that screens mechanical equipment from view by pedestrians at street level.
 - e) The height of the parapet shall not exceed 1/3 of the height of the supporting wall and should not exceed a maximum height of six feet. Such parapet shall not be of a constant height for a distance of greater than 150 feet.
- A revised plan will be required for permitting showing compliance with this section.

Board of Commissioners

John Davis, Mayor
Frank Tursi, Mayor Pro Tem
Patricia Turner, Commissioner
Harry Pugliese, Commissioner
Larry Philpott, Commissioner
Jeffrey Conaway, Commissioner



sm

Town Manager

Paula W. Webb, MMC-NCCMC
pwebb@ci.swansboro.nc.us

Town Clerk

Alissa A. Fender, CMC
afender@ci.swansboro.nc.us

Town of Swansboro

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June 10, 2022

TRC Comments
Starbucks
1117 W. Corbett Ave

ONWASA

- ONWASA site plan approval is required following TRC approval.
- The ONWASA Utility Easement is incorrectly labeled as private, see attached map.

Wynne Ray, Development Services Supervisor
WRay@onwasa.com or (910) 937-7526

NCDOT

- Provided comments via email on 6/8/2022.

Kirsten L. Spirakis, PE, District Engineer
klspirakis@ncdot.gov or (910) 467-0500

DWR

- This project will not require an Individual 401 Water Quality Certification from the NC DWR.

John Perry, Environmental Specialist II, Division of Water Resources
John.Perry@ncdenr.gov or (910) 796-7341

Fire

- Provided comments via email on 6/8/2022.

Captain Kevin Taveirne, SFD/Town of Swansboro Fire Inspector
ktaveirne@ci.swansboro.nc.us

Planning

- Provide a copy of the stormwater/erosion control permits, or, provide documentation showing approval was granted as a part of the original Walmart plan review.
- The following details are required by the Unified Development Ordinance (UDO) and should be noted on the site plan or provided in additional plan sheets:
 - [Section 152.295](#) requires parking lot interconnections between commercial developments.
 - [Section 152.528](#), (E), (1), requires that for every 50 linear feet, or fraction thereof, the five-foot-wide landscaped buffer yard shall contain one canopy tree with two under story trees or four under story trees, and six shrubs. [Section 152.529](#) requires that at least 8% of the gross paved area of the parking lot be landscaped, and [Section 152.539](#) requires an opaque enclosure with plantings for trash containment. These details and calculations need to be shown on the landscaping plan. See Section (F), (3) for placement.
 - A lighting plan should be submitted pursuant to [Section 152.501](#), or the fixture types/details added to the site plan. The plan submitted seems to conflict with [Section 152.503](#).
 - Sidewalks extending along the property boundary with the Walmart entrance and drive areas were discussed in our initial conversations with your office and should be shown.
 - [Section 152.560](#) discusses architectural character and building materials. More detail is required for our review. (C) requires that at least 3 entryway features are provided.

Jennifer Ansell, Planner
jansell@ci.swansboro.nc.us or (910) 326-4428

Walmart Outparcel

Item V - a.



6/6/2022, 3:24:19 PM

County Streets

Address

Commercial

Water Service Connections

Water Mains

Potable Water

Water Lateral Lines

Sewer Manholes

Sewer System Valves

Sewer Gravity Mains

Sewer Pressurized Mains

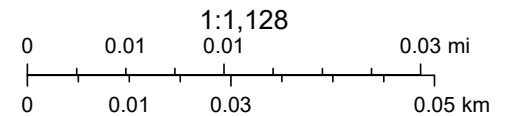
Reclaimed Water

Sewage

Parcels - Full Data

Onslow County Boundary

ONWASASQL.DBO.asbuilts



Esri Community Maps Contributors, Carteret County, State of North Carolina DOT, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, NC CGIA, Maxar, Microsoft

19

Web AppBuilder for ArcGIS

Jennifer Ansell

From: Spirakis, Kirsten L <klspirakis@ncdot.gov>
Sent: Wednesday, June 8, 2022 3:32 PM
To: Lins, Justin M; Jennifer Ansell
Cc: Racine, Douglas W; Cox, Bryce A
Subject: RE: [External] Request for Comments-1117 W. Corbett Ave: Starbucks
Attachments: Site Plan.pdf; SB-W. Corbett Ave.-Swansboro, NC P7 06-02-21.pdf; RE: [External] RE: TIA Scoping for a proposed Starbucks on W. Corbett Ave in Swansboro (WAYN 1285); RE: [External] RE: TIA Scoping for a proposed Starbucks on W. Corbett Ave in Swansboro (WAYN 1285)(

Jennifer,

In addition to Justin's comment below that the access aligns with Norris Road, I also wanted to point out that it is signalized as well.

Just as a reminder regarding previous communication on this development, I have attached emails to you and to the engineer.

Please let us know if you have additional questions.

Thank you,

Kirsten L. Spirakis, PE

District Engineer
 Division 3 | District 1
 910-467-0500

From: Lins, Justin M <jmlins@ncdot.gov>
Sent: Wednesday, June 8, 2022 9:20 AM
To: Jennifer Ansell <jansell@ci.swansboro.nc.us>
Cc: Racine, Douglas W <dracine@ncdot.gov>; Spirakis, Kirsten L <klspirakis@ncdot.gov>; Cox, Bryce A <bacox2@ncdot.gov>
Subject: RE: [External] Request for Comments-1117 W. Corbett Ave: Starbucks

Good Morning Jennifer,

Checking to see if the proposed developer is aware of the western access point lining up with Norris Road now. I attached the preliminary drawing you sent out from them, which shows the original location. Nothing big hopefully, just want to make sure we are all on the same page.

Thanks,

Justin Lins

Engineering Specialist II
 North Carolina Department of Transportation

910 467 0512 Office
 910 346 8030 Fax
jmlins@ncdot.gov

295 Wilmington Hwy. Suite A
 Jacksonville NC 28540

Jennifer Ansell

From: Kevin Taveirne
Sent: Wednesday, June 8, 2022 2:17 PM
To: Jennifer Ansell
Cc: David Degnan
Subject: Re: Request for Comments-1117 W. Corbett Ave: Starbucks

Good afternoon,

Comments for proposed development are below. Comments based on the assumption of no grill or cooking area that would require a hood extinguishing system or other features.

Due to NC fire code and our FD having an aerial ladder, the entrance will have to be widened to 26 feet wide. Also, the center parking area will have to be redesigned some. A 26 foot wide access road must be available to drive the aerial into the parking lot. This could be done by removal of 1-2 parking spots in the center and sliding left parking island buffer moved into those spaces, therefore giving the 26-foot-wide required path.

Comments

503.1.1 - A fire access road shall be provided to within 150 ft of each part of the 1st floor.

503.2.1 - A fire access road shall be a minimum of 26 feet wide and have a vertical clearance of 13 feet 6 inches. * 26 feet wide due to aerial truck.

503.2.3 - A fire access road shall be able to support the weight of the department apparatus. Our heaviest truck weighs 75,000 pounds.

505.1 – Address Identification. New and existing buildings shall be provided with approved address identification. The address identification shall be legible and placed in a position that is visible to the front street or road fronting the property.

506.1 – the fire code official is authorized to require a key box be installed in an approved location.

* See Town of Swansboro Knox Box Ordinance.

The location and installation dimensions of the key box will need to be approved by Chief Degnan or FD Fire Inspector. The key box will have to be of Knox Box brand to match the system Swansboro Fire Department has in place. SFD will need to be contacted to have a copy of occupant's keys put in once box is installed. Key access must allow entry into all portions of building. Should keys change, SFD must be notified immediately so the keys in the Knox Box can be changed out.

509.1.1 – Utility Identification. Where required by the fire code official, gas shutoff valves, electric meters, service switches and other utility equipment shall be clearly and legibly marked to identify the unit or space that it serves. Identification shall be made in an approved manner, readily visible and shall be maintained.

510.1 - Emergency responder coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building.

510.4.1 – Radio Signal Strength. The building shall be considered to have acceptable emergency responder radio coverage when the signal strength measurements in 95% of all areas on each floor of the building meet the signal strength requirements in Sections 510.4.1.1 through 510.4.2.5.

906.2 – Portable fire extinguishers shall be selected, installed and maintained in accordance with this section and NFPA 10.

Thanks,
Captain Kevin Taveirne
SFD/Town of Swansboro Fire Inspector

From: Jennifer Ansell <jansell@ci.swansboro.nc.us>

Sent: Monday, June 6, 2022 3:00 PM

To: Alissa Fender <afender@ci.swansboro.nc.us>; Andres Baena <andres_baena@onslowcountync.gov>; Anna Stanley <astanley@ci.swansboro.nc.us>; Auguste Nelson-Graves <Auguste_Graves@onslowcountync.gov>; wcbabee@ncdot.gov <wcbabee@ncdot.gov>; chris_white@onslowcountync.gov <chris_white@onslowcountync.gov>; David Degnan <ddegan@ci.swansboro.nc.us>; Deanna Trebil <dtrebil@jacksonvillenc.gov>; Ethan Brogden <ethan.brogden@usmc.mil>; Holley Snider <holley.snider@ncdenr.gov>; james_teachey@onslowcountync.gov <james_teachey@onslowcountync.gov>; Jim Stipe <jstipe@ci.swansboro.nc.us>; John Perry <John.Perry@ncdenr.gov>; Jordan.E.Jessop@usace.army.mil <Jordan.E.Jessop@usace.army.mil>; joseph.keily@duke-energy.com <joseph.keily@duke-energy.com>; Justin Lins <jmlins@ncdot.gov>; kwilliams@plurisusa.com <kwilliams@plurisusa.com>; Ken Jackson <kjackson@ci.swansboro.nc.us>; Kevin Taveirne <ktaveirne@ci.swansboro.nc.us>; Kirsten Spirakis <klspirakis@ncdot.gov>; Liz Hair <Sarah.E.Hair@usace.army.mil>; Mike Henderson <mike.henderson@onslow.k12.nc.us>; Musial, Connor E <connor.musial@ncdenr.gov>; Patricia Pike <Patricia_Pike@onslowcountync.gov>; Paula Webb <pwebb@ci.swansboro.nc.us>; Philip Cross <philip_cross@onslowcountync.gov>; rlanier@joemc.com <rlanier@joemc.com>; Racine, Douglas W <dracine@ncdot.gov>; rhoffer@plurisusa.com <rhoffer@plurisusa.com>; Rhonda Murray <rhonda.murray@usmc.mil>; robb.mairs@ncdenr.gov <robb.mairs@ncdenr.gov>; sandy_gurganus@onslowcountync.gov <sandy_gurganus@onslowcountync.gov>; Sonia Johnson <sjohnson@ci.swansboro.nc.us>; skutz@jacksonvillenc.gov <skutz@jacksonvillenc.gov>; Timothy M McCurry CIV <timothy.mccurry@usmc.mil>; Trevor K Carroll <tkcarroll@ncdot.gov>; Wynne Ray <wray@onwasa.com>

Subject: Request for Comments-1117 W. Corbett Ave: Starbucks

All:

Please see attached for the property at 1117 W. Corbett Ave (Walmart outparcel) and provide me with any comments by close of business Friday, 6/10.

Thank you,

Jennifer H. Ansell, CFM, CZO
Planner
Town of Swansboro
601 W. Corbett Avenue
Swansboro, NC 28584
(910) 326-4428
(910) 326-3101 Fax

TOWN OF SWANSBORO
Special Use Application

APPLICANT'S NAME Vaquero Swansboro Partners, LP
 MAILING ADDRESS 2627 Tillar Street, Suite 131, Fort Worth, TX 76107 Phone # (252) 314-9659
 OWNER'S NAME Walmart Real Estate Trust
 OWNER'S ADDRESS 2608 SE J Street, Bentonville, AR 72716 Phone # 479-367-4828

TAKE NOTICE THAT THE UNDERSIGNED HEREBY PETITIONS THE BOARD OF COMMISSIONERS OF THE TOWN OF SWANSBORO FOR A SPECIAL USE AS DESCRIBED BELOW AND AS ALLOWED BY ARTICLE 10 OF THE UNIFIED DEVELOPMENT ORDINANCE:

Special use permit to allow a drive-thru coffee shop

ON THE PREMISES LOCATED AT: 1117 W Corbett Avenue, Swansboro, NC 28584

LOT 3 BLOCK MAP 166622

THE PROPERTY IS ZONED: B-1 Highway Business

THIS 3rd DAY OF November, 2022. By Vaquero Swansboro Partners, LP
By Vaquero Ventures Management LLC, its general
 APPLICANT'S SIGNATURE By WMA Manager Partner

DATE FILED revised on 11/8/22 gc

RECIPIENT SIGNATURE Andrea Lamb

ZONING ADMINISTRATOR Andrea Lamb

APPLICANT OR APPLICANT REPRESENTATIVE MUST BE PRESENT FOR AN APPLICATION TO BE HEARD. IF SOMEONE OTHER THAN THE APPLICANT WILL BE THE REPRESENTATIVE, THE FOLLOWING MUST BE COMPLETED.

I /We LAL - WALMART REAL ESTATE BUSINESS TRUST am /are the owner(s) of the property located at 1117 W. CORBETT AVE, SWANSBORO, NC 28584. I /We hereby authorize Bryce Pike to appear my behalf in order to ask for a special use permit at this location. I /We understand that the special use permit, if granted, is permanent and runs with the land unless otherwise conditioned.

[Signature] 4/1/22
 Owner SPENCER BOWMAN Date
THANATZOS MANAGOR

Owner _____ Date _____
Benton County, ARKANSAS
~~North Carolina~~

I certify that the above person(s) personally appeared before me this day, each acknowledging to me that he/she voluntarily signed the foregoing document for the purpose stated herein.

Date: 11/1/2022 [Signature]
 Notary Public

(Official Seal)
SARA J WHITLOCK
BENTON COUNTY
NOTARY PUBLIC -- ARKANSAS
 My Commission Expires July 17, 2030
 601 W. Corbett Avenue • Swansboro, NC 28584 • Phone (910) 326-4428 • Fax (910) 326-3101

My commission expires: 7/17/2030

SPECIAL USE PERMIT APPLICATION CHECKLIST

STOP

If the following items are not included in your application submittal, your application will not be accepted. Please note that this is not a comprehensive list; there may be other items required following the review of your application.

- ☐ Fee(s) as prescribed by the current Town of Swansboro Fee Schedule
- ☐ Application submitted at least 17 days prior to the next Planning Board meeting
- ☐ Application must be filled out completely
- ☐ Owner affidavit on application must be completed if applicant is not the property owner
- ☐ A narrative describing the proposed use of the property. This should include proposed hours of operation, number of employees, etc. Items 1-4 under Section 152.210 (B) of the Unified Development Ordinance (UDO) will also need to be addressed in this narrative.

A report from a licensed real estate appraiser to address finding #3 on value is required

- ☐ A site plan depicting all existing and proposed structures, proposed outdoor dining areas, existing and proposed parking areas and circulation, proposed signage locations, utilities including hydrant locations, etc. is required with all applications. A comprehensive list can be found in Appendix IV to the UDO
- ☐ For new construction, or if the proposed cost of renovations to the structure exceed 50% of the building value per the Onslow County Tax Office, the Building Design and Compatibility standards of the UDO will apply, and detailed building elevations demonstrating compliance with these standards

must be included. A private appraisal may be provided in lieu of the documented tax value

- ☐ The Parking standards will apply whenever there is new construction, when any principal building is enlarged or increased in capacity by adding dwelling units, guest rooms, seats, or floor area, or when there is a conversion from one type of use or occupancy to another. The number of spaces, dimensions, proposed layout, and circulation pattern need to be depicted on the site plan
- ☐ The Landscaping Regulations will apply to all new or changed uses of land, buildings, and structures and to any use of building or structure which sits idle more than 180 consecutive days or is abandoned, except for those uses exempted in sections (C)(1) through (C)(3) under Section 152.525. A landscaping plan must be included with the application when required
- ☐ The Lighting standards of the UDO apply to any fixtures proposed to be installed. A lighting plan should be included to demonstrate compliance with the ordinance standards
- ☐ Sidewalks are required for property located in Town Limits when the development of vacant property occurs, the redevelopment of property occurs, or when there are substantial additions to property.

Additionally, sidewalks are required in the Extraterritorial Jurisdiction (ETJ) when the development or redevelopment of vacant commercial property occurs; provided that the development involves the razing, dismantling, or removal of all principal structures existing on a tract of land substantially to ground level. See Section 152.180, Note 5

Proposed sidewalks must be shown on the site plan

Kaylee Hyngh

Applicant Signature

6/2/2022

Date

PROJECT NARRATIVE

Project Description/Summary:

Starbucks:

The proposed project is a Starbucks (coffee shop) with a drive-through. The project is located at 1117 W. Corbett Ave. Swansboro, NC. It is going to be built on a 1.07 acres lot. The lot is undeveloped and vacant. There is a public sidewalk running along W. Corbett Ave. Their Hours of Operation are approximately M-F 6AM – 7 PM; Sat – Sun 7AM – 6 PM. Approximately 30 employees on a rotating schedule.

Site History:

The lot is undeveloped and vacant currently.

Surrounding Property Use:

North:	Commercial Development – King’s Car Wash
East:	Commercial Development – Walmart Convenience Store w/ fuel
South:	Commercial Development – Walmart
West:	Vacant

Existing Site Conditions:

- 1) **Topography:** The contours passing through the lot are from range 34-31. There is 3 ft rise in the site from north to south.
- 2) **Existing Land Use:** The land is vacant.
- 3) **Existing Circulation (Vehicle and Pedestrian):** There is currently no access to the lot.
- 4) **Existing Infrastructure:**
 - a. **Potable water:** There is an existing 20’ public water easement with existing water service stub we will connect to.
 - b. **Wastewater:** Existing wastewater line at south boundary we are connecting to.

- c. Storm Water: An existing storm sewer line at west boundary draining to the master detention pond to south of boundary.
- d. Solid Waste: No existing solid waste structure on site.
- e. Electric: Two Utility pole on the north side of the lot. Overhead lines and underground electric lines extending from pole on the north center of the lot.
- f. Fire Hydrant: Existing fire hydrant to the east of our boundary across Walmart's access road.

Proposed Site Conditions:

1) Proposed Land Uses:

- a. Proposed Topography: The proposed contours passing through the lot are from range 36-32. There is 4 ft rise in the site from north to south similar to that of the exiting conditions.
- b. Proposed Land Use: The proposed land use is "Restaurant with a Drive through".
- c. Proposed Circulation (vehicle and pedestrian): One access point for ingress/egress. The TIA report outlining the trips generated by the development has been submitted with application. Bike racks has been provided on site as per requirements of the Town. Preexisting sidewalk along north boundary, W. Corbett Ave.

2) Proposed Infrastructure

- a. We are using existing public infrastructure.

April 13, 2022

North Carolina Department of Environmental Quality
Land Quality Section
127 Cardinal Drive Extension
Wilmington, NC 28405

RE: Coffee Shop – Stormwater Analysis
1117 West Corbett Avenue
Swansboro, North Carolina

To Whom It May Concern:

The purpose of this letter and attached enclosures is to present the anticipated stormwater analysis for the proposed +/- 1.07-acre Coffee Shop development located at 1117 West Corbett Avenue in Swansboro, North Carolina. This letter is intended to illustrate that the development and site modifications to 1117 West Corbett Avenue are in general conformance with the assumptions and procedures set forth in the Approved Site Plan for The Walmart Super Center - #7178-000 Driveway Extension by Bohler Engineering 6/26/2019 (NCDEQ Permit No. SW8 160501).

GENERAL LOCATION AND DESCRIPTION

Site Location

- The proposed Coffee Shop development is located at 1117 West Corbett Avenue.
- The site is bordered to the northeast by West Corbett Avenue, to the southeast by a Walmart gas station, to the southwest by a Walmart parking lot and associated retention pond, and to the northwest by vacant land.
- Approximate geodetic coordinates for the site are 32°42'05"N, 77°08'58"W.
- See enclosures for a Vicinity Map.

Description of Property

- The site is approximately 1.07 acres in size and is currently occupied by vacant land. Topography generally slopes from the center of the lot outward with slopes between 1% and 6%.
- The project area is contained within FEMA Flood Insurance Rate Maps (FIRM) Panel Number 3720535500K effective June 19th, 2020. The site is located in an area of minimal flood hazard (Zone X). See enclosures for a FEMA FIRMette Exhibit.
- The proposed Coffee Shop development will include the construction of a commercial building along with associated infrastructure.
- Hydrologic Soil Group for the project site is A. See enclosures for the NRCS Web Soil Survey.
- The ultimate receiving water for the site is Cartwheel Branch Creek.



HYDROLOGY

Design Criteria

- Peak storm runoff was determined using the Rational Formula: $Q=CIA$
- Design storm recurrence intervals are the 2-year storm for the minor event and the 100-year storm for the major event.
- Runoff coefficients have been determined using Table 1 from the NCDEQ Stormwater Design Manual.
- Rainfall intensity was determined using NOAA Atlas 14 Point Precipitation Frequency (PF) Estimates. The rainfall intensities determined for this site are as follows: 2-yr = 6.89 in/hr, 100-yr = 11.9 in/hr.
- See enclosures for all hydrologic calculations.

Runoff Analysis

- The previously mention design criteria was used to determine peak runoff values for the proposed condition of the Coffee Shop site. For the purpose of analysis, the site has been broken up into 5 Sub-Basins. See enclosures for the proposed Drainage Map.
- The proposed site is an outparcel of the existing Walmart SuperCenter at 1121 West Corbett Avenue. The Walmart Supercenter has a wet pond (Pond 3) that was designed to accommodate the proposed Coffee Shop site and provide water quality measures/rate control.
- A Stormwater Analysis was completed for the entire Walmart SuperCenter development and approved by the NCDEQ under Permit No. SW8 160501. Per Sheet DA-2 of the Walmart SuperCenter Site Plan Documents by Bohler Engineering (stamped 6/26/19) the proposed site is part of Drainage Area 3. An impervious area of 38,685 sf was allotted for the future development of the proposed site area within this basin. The proposed improvements will add a total of 24,391 sf of impervious area to the existing empty lot.
- The proposed condition shows a lower total impervious area than what was allotted for the future condition. Therefore, the existing wet pond (Pond 3) will sufficiently provide detention and water quality control for the proposed improvements.
- Please see enclosures for calculations providing the proposed impervious area and runoff analysis.

HYDRAULICS

Design Criteria

- Inlet Capacity was calculated using Figure 4-3 for a Type 'E' Grate NCDOT Std. 840.03 Inlet from the City of Charlotte Stormwater Design Manual.
- Hydraulic Grade Lines (HGLs) and sewer capacities have been calculated using Stormwater Studio 2022 v3.0.29 software with standard loss coefficients.



Hydraulic Analysis

- All runoff generated by the proposed site will ultimately be collected by 2 proposed 3' Type 'E' Grate NCDOT Std. 840.03 Inlets within the proposed parking lot. These inlets will tie into the existing storm sewer system provided for this site and will convey runoff to the existing wet pond (Pond 3) southeast of the project site. Per the Walmart SuperCenter Site Plan Documents by Bohler Engineering (stamped 6/26/19) Pond 3 has been sized with adequate volume to detain runoff generated by the proposed improvements and provide water quality measures.
- Basins D1 & D2 will each be collected by 3' Type 'E' Grate NCDOT Std. 840.03 Inlets and conveyed to the existing storm outfall to Pond 3 via proposed RCP storm sewer.
- Basin D3 is entirely rooftop and will be conveyed by roof drains directly into proposed HDPE storm sewer and ultimately to the existing storm outfall to Pond 3.
- Basins OS1 & OS2 will sheet flow offsite to the private drive south of the site and West Corbett Avenue, respectively. Runoff will ultimately be conveyed to the existing storm sewer systems via curb & gutter.
- The proposed on-site storm sewer system has been sized with capacity to carry the 100-year peak runoff.
- See enclosures for the proposed Drainage Map, Hydraulic Calculations, and HGL's for the proposed storm sewer.

CONCLUSIONS

- The drainage design for the proposed Coffee Shop development detailed within this letter is in general compliance with NCEEQ engineering criteria.
- The proposed drainage patterns will comply with the design from the Walmart SuperCenter Site Plan Documents by Bohler Engineering (stamped 6/26/19). All on-site runoff will be conveyed to the existing storm sewer outfall to Pond 3 directly south and West Corbett Ave in compliance with the previously approved design.
- Runoff analysis for the proposed site shows a reduced impervious area compared to the future assumptions used to design the existing storm infrastructure.
- All proposed on-site storm sewer has been designed with capacity for the 100-year storm event.
- There should be no negative impact to downstream infrastructure due to release flows being lower than the corresponding design flows from The Walmart SuperCenter Stormwater Management Calculations.

REFERENCES

- *North Carolina Department of Environmental Quality Stormwater Design Manual*, North Carolina Department of Environmental Quality, Revised August 15, 2019

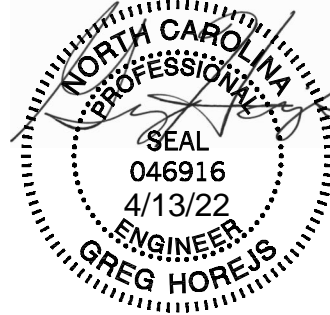


- *Site Plan Documents for Walmart SuperCenter - #719-000 Driveway Extension*, Bohler Engineering, June 26, 2019

Please contact me with any questions.

Regards,

Rick Katz, P.E.
For and on Behalf of CAGE Civil Engineering



Enclosures:

Vicinity Map

NRCS Hydrologic Soil Map

FEMA FIRMette

NOAA Atlas 14 Point Precipitation Frequency Estimates

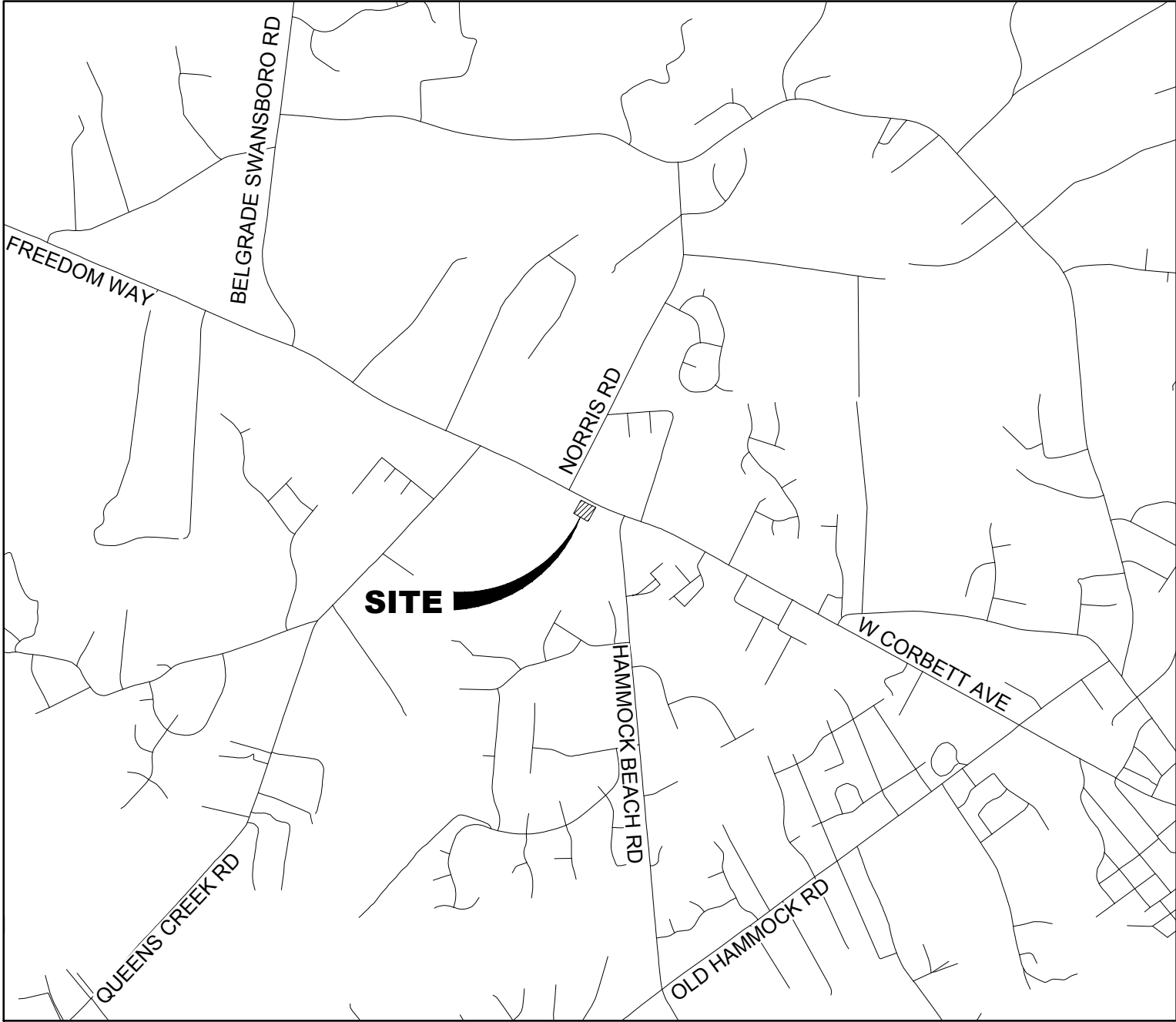
Exhibits from the NCDEQ Stormwater Design Manual

Proposed Drainage Basin Map

Proposed Rational Method Calculations

Proposed Hydraulic Calculations

Excerpts from the Site Plan Documents for Walmart SuperCenter - #719-000 Driveway Extension



VICINITY MAP

1" = 2,000'



Hydrologic Soil Group—Onslow County, North Carolina

Item V - a.



Soil Map may not be valid at this scale.


Map Scale: 1:742 if printed on A landscape (11" x 8.5") sheet.



**Natural Resources
Conservation Service**









Web Soil Survey
National Cooperative Soil Survey

3/25/2022
Page 1 of 4

MAP LEGEND**Area of Interest (AOI)**
 Area of Interest (AOI)
Soils**Soil Rating Polygons**





 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Lines

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available


Soil Rating Points

 A
 A/D
 B
 B/D

 C
 C/D
 D
 Not rated or not available

Water Features
 Streams and Canals
Transportation

 Rails
 Interstate Highways
 US Routes
 Major Roads
 Local Roads

Background
 Aerial Photography
MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Onslow County, North Carolina
 Survey Area Data: Version 24, Jan 21, 2022

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Dec 31, 2009—Oct 30, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
On	Onslow loamy fine sand	A	1.1	100.0%
Totals for Area of Interest			1.1	100.0%

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

National Flood Hazard Layer FIRMette



77°9'17"W 34°42'20"N



Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

77°8'40"W 34°41'50"N

Legend

Item V - a.

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP

SPECIAL FLOOD HAZARD AREAS

- Without Base Flood Elevation (BFE)
Zone A, V, A99
- With BFE or Depth Zone AE, AO, AH, VE, AR
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD

- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
- Future Conditions 1% Annual Chance Flood Hazard Zone X
- Area with Reduced Flood Risk due to Levee. See Notes. Zone X
- Area with Flood Risk due to Levee Zone D

OTHER AREAS

- NO SCREEN Area of Minimal Flood Hazard Zone X
- Effective LOMRs
- Area of Undetermined Flood Hazard Zone D

GENERAL STRUCTURES

- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES

- 20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
- 17.5 Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS

- Digital Data Available
- No Digital Data Available
- Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 4/7/2022 at 5:50 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifier, FIRM panel number, and FIRM effective date. Map in unmapped and unmodernized areas cannot be used for regulatory purposes.



NOAA Atlas 14, Volume 2, Version 3
Location name: Swansboro, North Carolina, USA*
Latitude: 34.6927°, Longitude: -77.1292°
Elevation: 24.81 ft**
 * source: ESRI Maps
 ** source: USGS



Item V - a.

POINT PRECIPITATION FREQUENCY ESTIMATES

G.M. Bonnin, D. Martin, B. Lin, T. Parzybok, M. Yekta, and D. Riley

NOAA, National Weather Service, Silver Spring, Maryland

[PF tabular](#) | [PF graphical](#) | [Maps & aerals](#)

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches/hour) ¹										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	5.86 (5.41-6.37)	6.89 (6.37-7.46)	7.94 (7.33-8.60)	8.94 (8.23-9.68)	10.1 (9.24-10.9)	11.0 (10.1-11.9)	11.9 (10.8-12.9)	12.9 (11.6-13.9)	14.0 (12.5-15.2)	15.0 (13.3-16.4)
10-min	4.68 (4.33-5.09)	5.51 (5.09-5.97)	6.36 (5.87-6.89)	7.15 (6.58-7.75)	8.04 (7.36-8.70)	8.78 (8.02-9.50)	9.49 (8.61-10.3)	10.2 (9.17-11.0)	11.1 (9.89-12.0)	11.8 (10.5-12.9)
15-min	3.90 (3.60-4.24)	4.62 (4.27-5.00)	5.36 (4.95-5.81)	6.03 (5.55-6.53)	6.80 (6.22-7.35)	7.41 (6.76-8.02)	7.99 (7.26-8.66)	8.56 (7.72-9.29)	9.29 (8.30-10.1)	9.90 (8.76-10.8)
30-min	2.67 (2.47-2.90)	3.19 (2.95-3.45)	3.81 (3.51-4.13)	4.37 (4.02-4.73)	5.03 (4.61-5.44)	5.58 (5.09-6.04)	6.12 (5.56-6.63)	6.67 (6.01-7.23)	7.39 (6.60-8.04)	8.01 (7.10-8.74)
60-min	1.67 (1.54-1.81)	2.00 (1.85-2.17)	2.44 (2.25-2.65)	2.85 (2.62-3.08)	3.35 (3.07-3.62)	3.78 (3.45-4.09)	4.22 (3.83-4.57)	4.68 (4.21-5.07)	5.30 (4.74-5.77)	5.85 (5.18-6.38)
2-hr	1.02 (0.935-1.11)	1.23 (1.13-1.35)	1.54 (1.42-1.69)	1.84 (1.68-2.00)	2.22 (2.02-2.42)	2.57 (2.32-2.79)	2.92 (2.63-3.18)	3.31 (2.96-3.60)	3.86 (3.41-4.21)	4.35 (3.81-4.76)
3-hr	0.733 (0.671-0.809)	0.887 (0.813-0.977)	1.12 (1.02-1.23)	1.34 (1.22-1.47)	1.64 (1.49-1.80)	1.91 (1.72-2.09)	2.20 (1.97-2.41)	2.53 (2.24-2.76)	2.99 (2.62-3.28)	3.42 (2.96-3.76)
6-hr	0.447 (0.407-0.497)	0.540 (0.492-0.601)	0.682 (0.618-0.758)	0.818 (0.739-0.909)	1.00 (0.903-1.12)	1.18 (1.05-1.30)	1.36 (1.20-1.50)	1.57 (1.37-1.73)	1.87 (1.61-2.06)	2.14 (1.83-2.37)
12-hr	0.262 (0.237-0.295)	0.317 (0.287-0.356)	0.403 (0.363-0.451)	0.486 (0.436-0.544)	0.601 (0.535-0.672)	0.708 (0.625-0.789)	0.824 (0.721-0.917)	0.954 (0.826-1.06)	1.15 (0.977-1.28)	1.33 (1.11-1.48)
24-hr	0.153 (0.139-0.169)	0.186 (0.169-0.206)	0.240 (0.218-0.266)	0.286 (0.259-0.317)	0.356 (0.319-0.393)	0.416 (0.370-0.459)	0.483 (0.426-0.533)	0.557 (0.485-0.615)	0.670 (0.572-0.743)	0.768 (0.646-0.855)
2-day	0.089 (0.080-0.099)	0.107 (0.097-0.120)	0.138 (0.125-0.154)	0.164 (0.148-0.183)	0.204 (0.182-0.227)	0.239 (0.211-0.265)	0.278 (0.243-0.309)	0.321 (0.278-0.358)	0.388 (0.329-0.434)	0.445 (0.371-0.501)
3-day	0.063 (0.057-0.070)	0.076 (0.069-0.084)	0.097 (0.088-0.108)	0.115 (0.104-0.127)	0.142 (0.127-0.156)	0.164 (0.146-0.182)	0.190 (0.167-0.210)	0.218 (0.190-0.242)	0.261 (0.223-0.291)	0.299 (0.251-0.335)
4-day	0.050 (0.045-0.055)	0.060 (0.055-0.067)	0.077 (0.070-0.085)	0.090 (0.082-0.100)	0.110 (0.099-0.121)	0.127 (0.114-0.140)	0.146 (0.129-0.161)	0.166 (0.146-0.184)	0.198 (0.171-0.220)	0.225 (0.191-0.252)
7-day	0.033 (0.030-0.036)	0.040 (0.037-0.044)	0.050 (0.046-0.055)	0.059 (0.053-0.064)	0.071 (0.064-0.077)	0.081 (0.073-0.089)	0.092 (0.082-0.101)	0.104 (0.092-0.114)	0.121 (0.106-0.134)	0.136 (0.117-0.151)
10-day	0.026 (0.024-0.028)	0.031 (0.029-0.034)	0.039 (0.035-0.042)	0.045 (0.041-0.049)	0.054 (0.049-0.059)	0.061 (0.055-0.067)	0.069 (0.062-0.075)	0.077 (0.069-0.085)	0.090 (0.079-0.099)	0.100 (0.086-0.111)
20-day	0.017 (0.016-0.019)	0.021 (0.019-0.022)	0.025 (0.023-0.027)	0.029 (0.027-0.031)	0.034 (0.031-0.037)	0.038 (0.035-0.041)	0.043 (0.039-0.046)	0.048 (0.043-0.052)	0.054 (0.048-0.059)	0.060 (0.052-0.066)
30-day	0.014 (0.013-0.015)	0.017 (0.016-0.018)	0.020 (0.019-0.022)	0.023 (0.021-0.025)	0.027 (0.025-0.029)	0.030 (0.027-0.032)	0.033 (0.030-0.036)	0.036 (0.033-0.039)	0.041 (0.037-0.044)	0.044 (0.039-0.048)
45-day	0.012 (0.011-0.013)	0.014 (0.013-0.015)	0.017 (0.016-0.018)	0.019 (0.018-0.020)	0.022 (0.020-0.024)	0.025 (0.023-0.026)	0.027 (0.025-0.029)	0.030 (0.027-0.032)	0.034 (0.030-0.037)	0.037 (0.033-0.040)
60-day	0.011 (0.010-0.012)	0.013 (0.012-0.014)	0.015 (0.014-0.016)	0.017 (0.016-0.018)	0.019 (0.018-0.021)	0.021 (0.020-0.023)	0.023 (0.021-0.025)	0.025 (0.023-0.027)	0.028 (0.025-0.030)	0.030 (0.027-0.033)

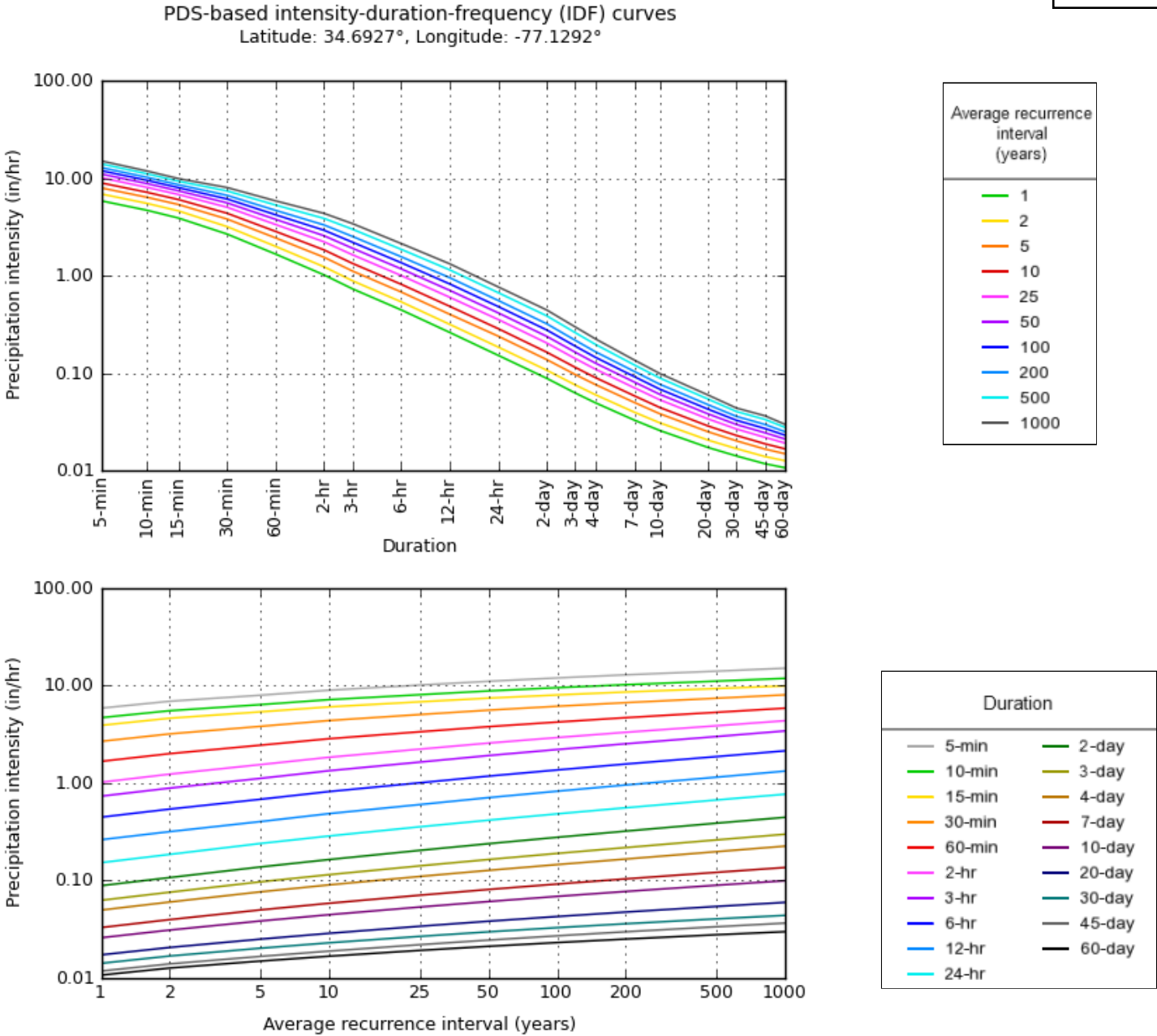
¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

[Back to Top](#)

PF graphical



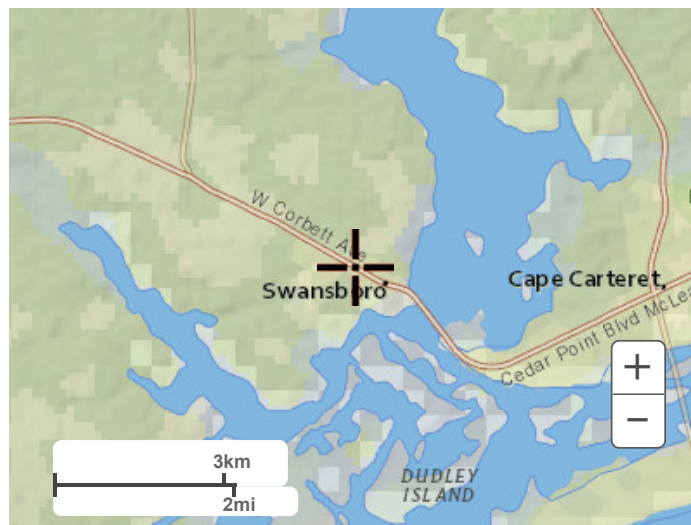
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[Back to Top](#)

Maps & aerials

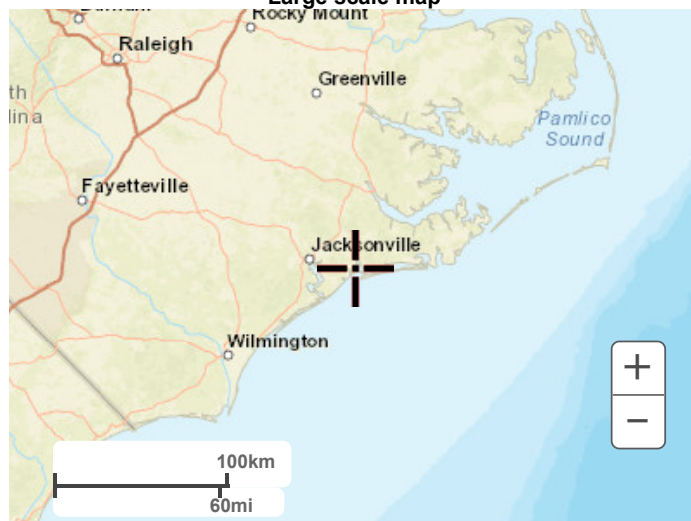
Small scale terrain



Large scale terrain



Large scale map



Large scale aerial

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Table 1: Rational Runoff Coefficients by Land Use
(ASCE 1975, Viessman, et al. 1996, and Malcom 1999)

Description of Surface	Rational Runoff Coefficient, C
Unimproved Areas	0.35
Asphalt	0.95
Concrete	0.95
Brick	0.85
Roofs, inclined	1.00
Roofs, flat	0.90
Lawns, sandy soil, flat (<2%)	0.10
Lawns, sandy soil, average (2-7%)	0.15
Lawns, sandy soil, steep (>7%)	0.20
Lawns, heavy soil, flat (<2%)	0.15
Lawns, heavy soil, average (2-5%)	0.20
Lawns, heavy soil, steep (>7%)	0.30
Wooded areas	0.15

The rainfall intensity in inches per hour, I , can be obtained from the [NOAA web site](#). From this web site, select from one of NOAA's numerous data stations throughout the state and select "precipitation intensity." This will open a table that displays precipitation intensity estimates for various annual return intervals (ARIs) (one year through 1,000 years) and various storm durations (5 minutes through 60 days). The requirements of the applicable stormwater program will determine the appropriate values for ARI and storm duration. If the design is for a level spreader that is receiving runoff directly from the drainage area, then the value for I should simply be one inch per hour (more information on level spreader design in Chapter 8).

Simple Method for Runoff Volume

$$R_V = 0.05 + 0.9 * I_A$$

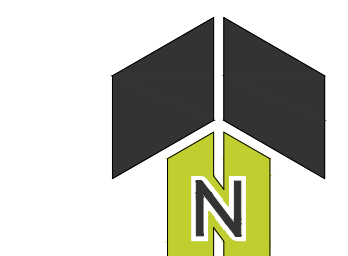
Where:

R_V	=	Runoff coefficient (unitless)
I_A	=	Impervious fraction (unitless)

$$DV = 3630 * R_D * R_V * A$$

Where:

DV	=	Design volume (cu ft)
R_D	=	Design storm depth (in)
A	=	Drainage area (ac)



BASIN DESIGNATION
 BASIN AREA (ACRES)
 D1
 #####
 #####
 COMPOSITE RUNOFF COEFFICIENT
 1
 DESIGN POINT
 DRAINAGE BASIN BOUNDARY
 PROPOSED MAJOR CONTOUR
 PROPOSED MINOR CONTOUR
 EXISTING MAJOR CONTOUR
 EXISTING MINOR SEWER

VAQUERO SWANSBORO PARTNERS, LP

COFFEE SHOP

PROPOSED DRAINAGE MAP

1117 WEST CORBETT AVENUE
SWANSBORO, NORTH CAROLINA

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1 OF 1



IMPERVIOUSNESS AND RUNOFF COEFFICIENT CALCULATIONS

				Roofs	Lawn, Sandy Soil, Average	Asphalt/ Concrete		
				Impervious %	90%	2%	100%	
				Runoff Coefficients, C ¹	0.90	0.30	0.95	
Basin Designation	NRCS Hydrologic Soil Group	Total Area (ac)	Total Area (sf)	Roofs (sf)	Lawn (sf)	Pavement (sf)	Percent Impervious	Composite Runoff Coefficients, C
D1	A	0.53	23,011	0	8,785	14,226	62.59%	0.70
D2	A	0.14	6,014	0	503	5,511	91.80%	0.90
D3	A	0.05	2,225	2,225	0	0	90.00%	0.90
OS1	A	0.16	6,968	0	5,184	1,784	27.09%	0.47
OS2	A	0.19	8,406	0	7,761	645	9.52%	0.35
Overall		1.07	46,624	2,225	22,233	22,166	52.79%	0.57

Total Impervious Area = 24,391

Project: Starbucks
Location: Swansboro, NC
Designer: RAK
Date: 4/13/2022
Latest Revision: 4/13/2022

Design Storm: 2-Yr

2-YEAR PEAK RUNOFF CALCULATIONS

Basin Designation	Design Point	Area (ac)	C	C X A	T _c (min)	Intensity (in/hr)	Peak Flow, Q (cfs)
D1	1	0.53	0.70	0.37	5.00	6.89	2.55
D2	2	0.14	0.90	0.12	5.00	6.89	0.85
D3	3	0.05	0.90	0.05	5.00	6.89	0.32
OS1	4	0.16	0.47	0.07	5.00	6.89	0.51
OS2	5	0.19	0.35	0.07	5.00	6.89	0.47

Project: Starbucks
Location: Swansboro, NC
Designer: RAK
Date: 4/13/2022
Latest Revision: 4/13/2022

Design Storm: 100-Yr

100-YEAR PEAK RUNOFF CALCULATIONS

Basin Designation	Design Point	Area (ac)	C	C X A	T _c (min)	Intensity (in/hr)	Peak Flow, Q (cfs)
D1	1	0.53	0.70	0.37	5.00	11.90	4.41
D2	2	0.14	0.90	0.12	5.00	11.90	1.47
D3	3	0.05	0.90	0.05	5.00	11.90	0.55
OS1	4	0.16	0.47	0.07	5.00	11.90	0.89
OS2	5	0.19	0.35	0.07	5.00	11.90	0.80

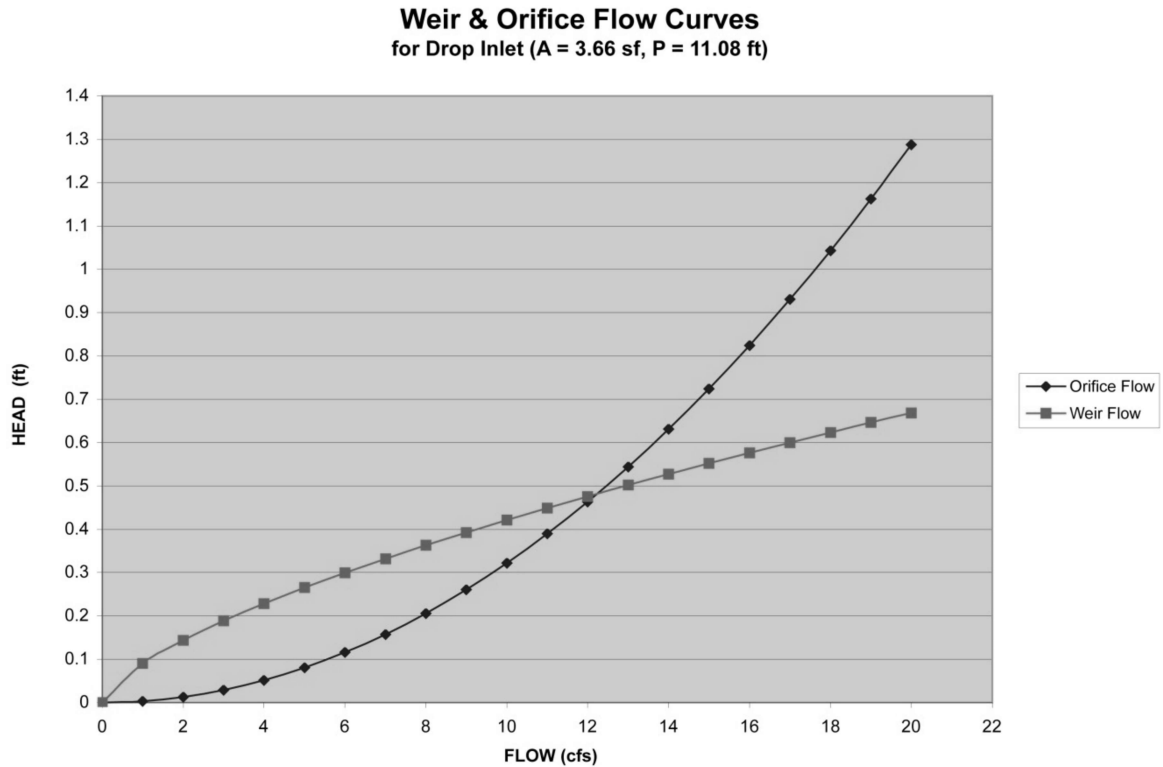


Figure 4-2 Standard Drop Inlet Gate NCDOT Std. 840.16 (2012)

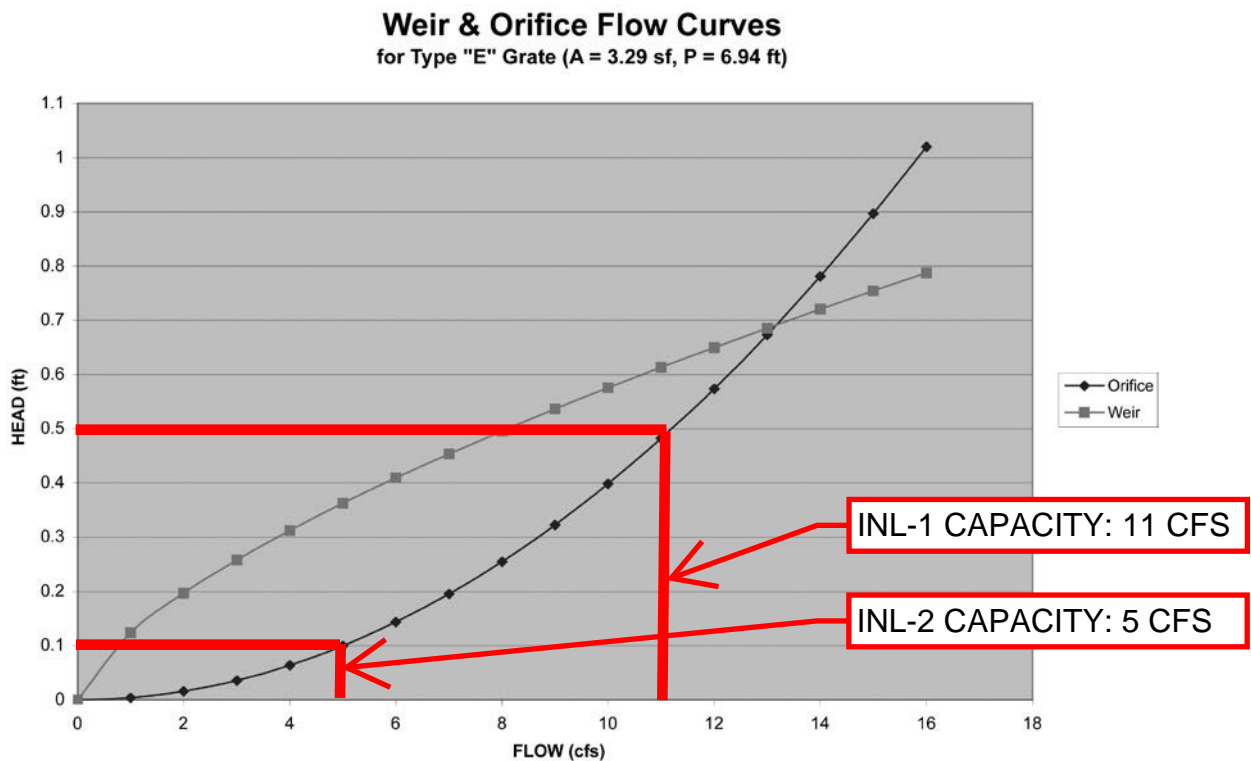
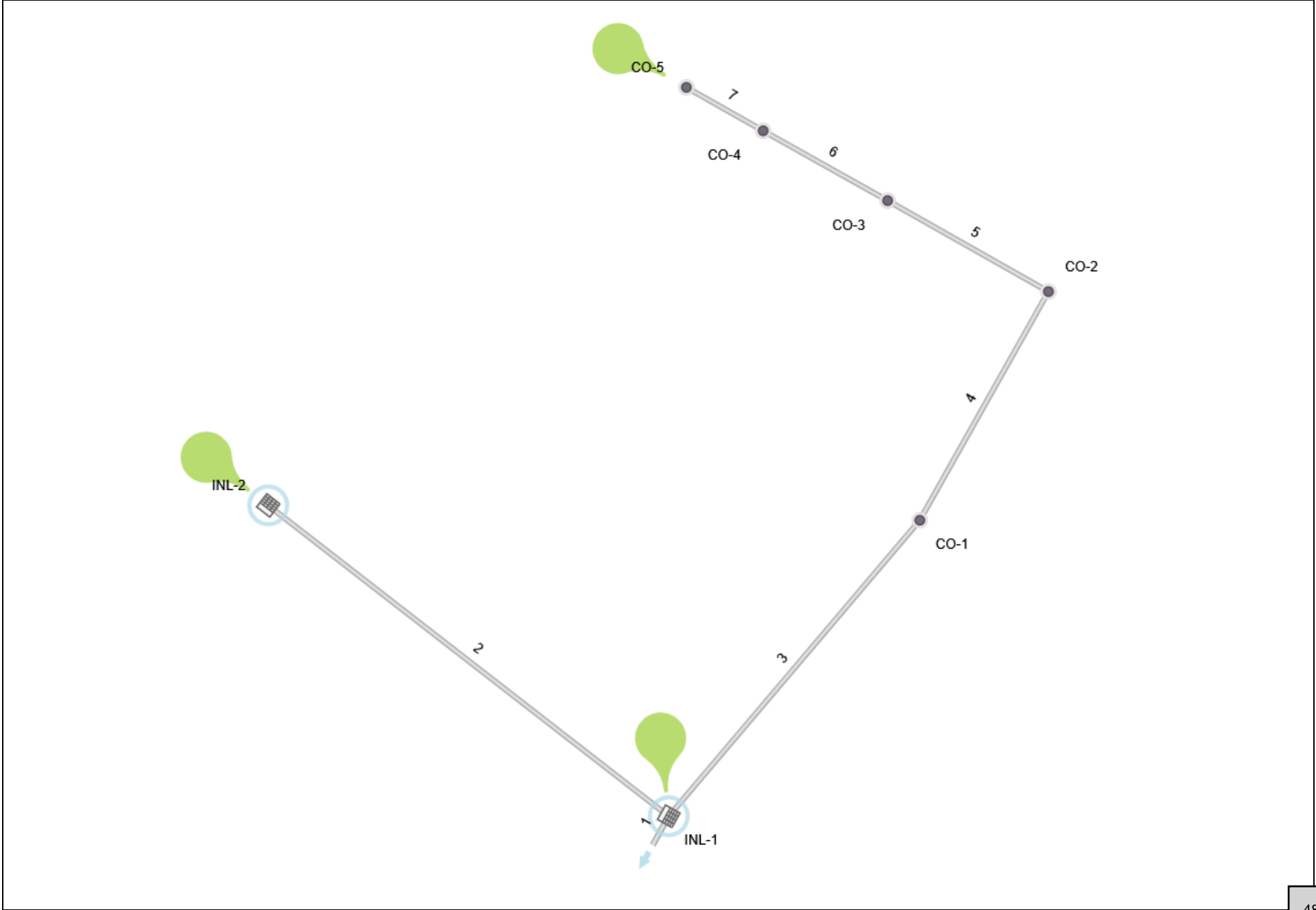


Figure 4-3 Type 'E' Gate NCDOT Std. 840.03 (2012)

Plan View

Stormwater Studio 2022 v 3.0.0.29

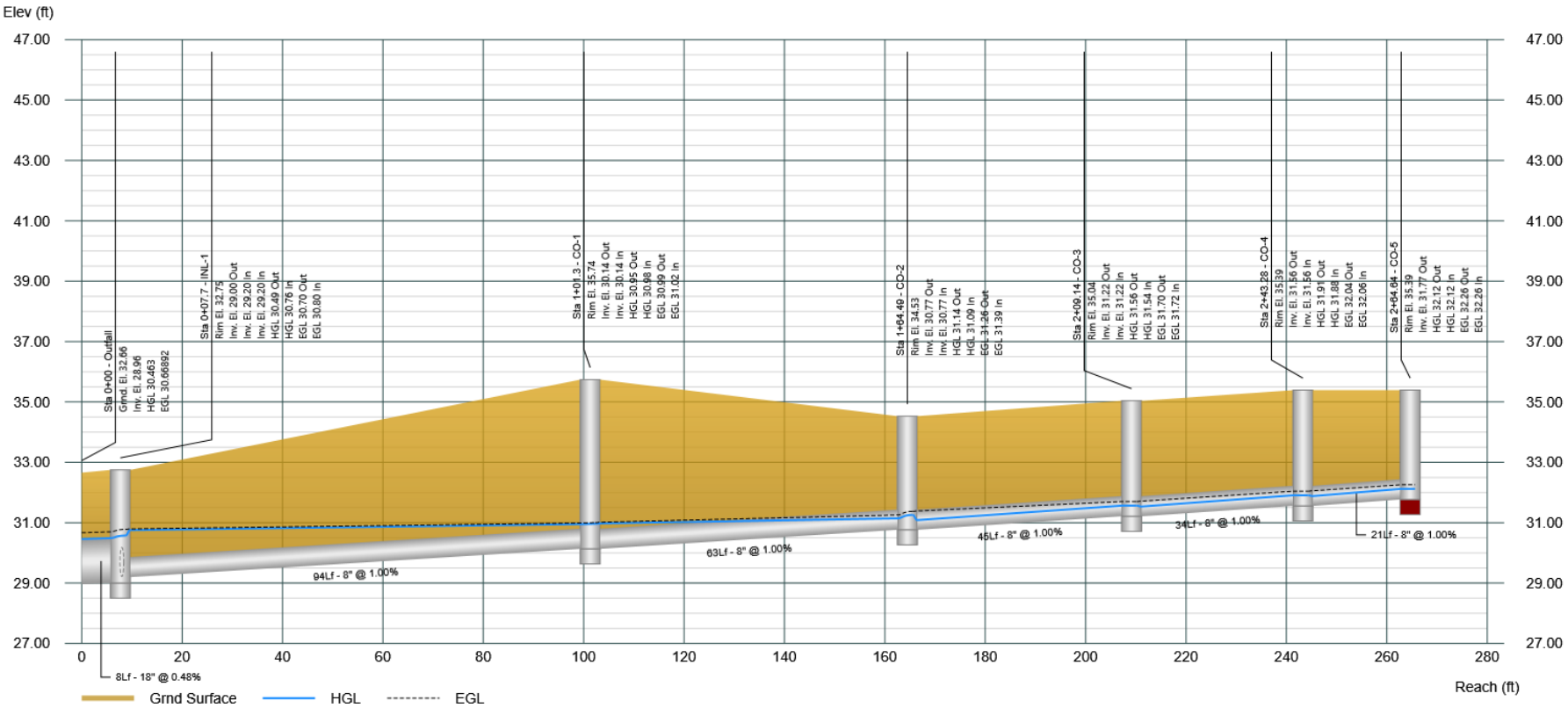
04-06-2022



Profile View

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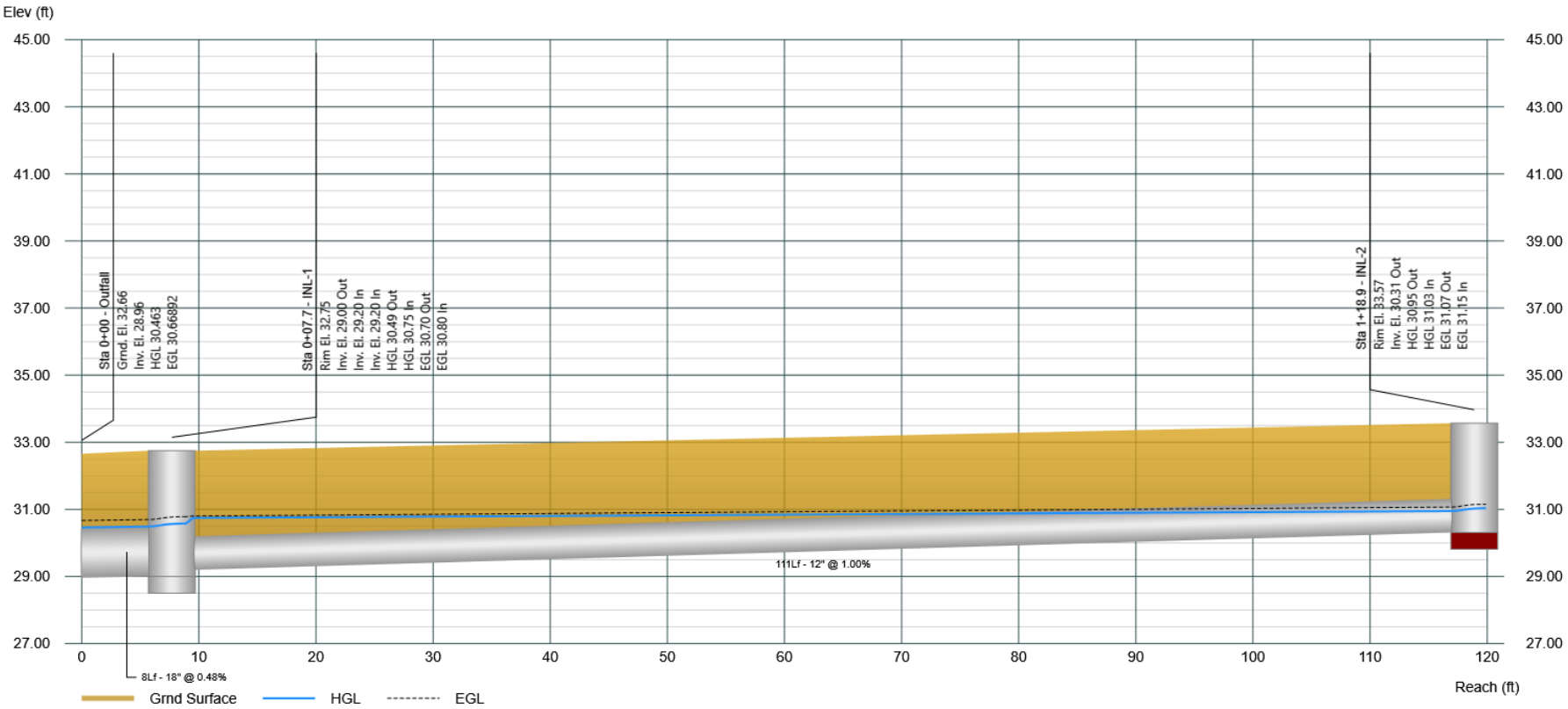
04-13-2022



Profile View

Stormwater Studio 2022 v 3.0.0.29

04-13-2022



100-YEAR Report

Stormwater Studio 2022 v 3.0.0.29

Project Name: Starbucks - Sw

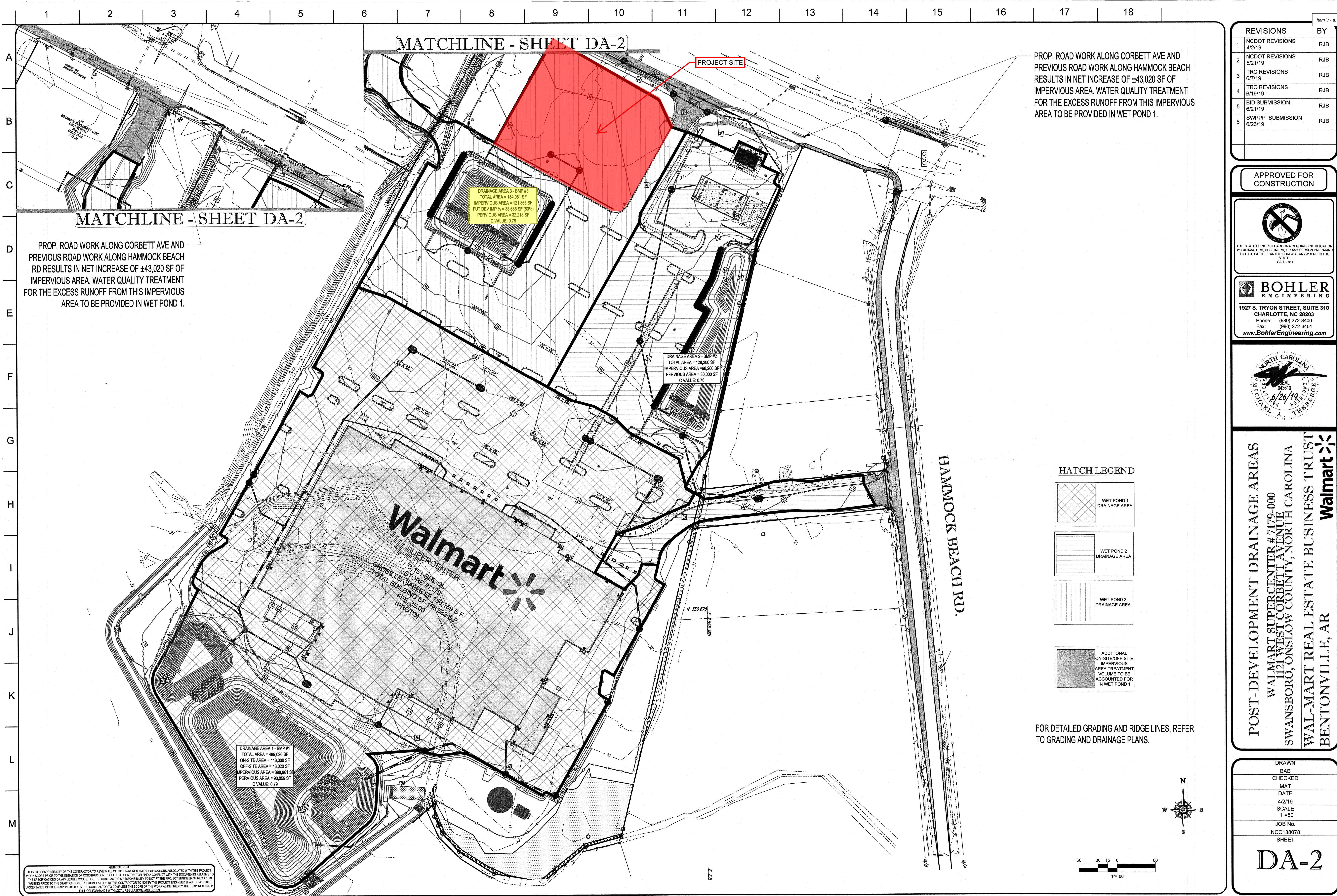
Item V - a.

04-13-2022

Line No.	Inlet ID	Line Length (ft)	Line Size (in)	Line Slope (ft/ft)	Flow Rate (cfs)	Capac. Full (cfs)	Vel Ave (ft/s)	Invert Up (ft)	Invert Dn (ft)	Grnd/Rim Elev Up (ft)	Grnd/Rim Elev Dn (ft)	HGL Up (ft)	HGL Dn (ft)	
1	INL-1	7.70	18	0.0048	6.43	7.28	3.64	29.00	28.96	32.75	32.66	30.49	30.46	
2	INL-2	111.20	12	0.01	1.47	3.56	2.32	30.31	29.20	33.57	32.75	30.95	30.75	
3	CO-1	93.60	8	0.01	0.55	1.21	1.58	30.14	29.20	35.74	32.75	30.95	30.76	
4	CO-2	63.19	8	0.01	0.55	1.21	2.14	30.77	30.14	34.53	35.74	31.14	30.98	
5	CO-3	44.65	8	0.01	0.55	1.21	3.13	31.22	30.77	35.04	34.53	31.56	31.09	
6	CO-4	34.15	8	0.01	0.55	1.21	3.12	31.56	31.22	35.39	35.04	31.91	31.54	
7	CO-5	21.36	8	0.01	0.55	1.21	3.10	31.77	31.56	35.39	35.39	32.12	31.88	

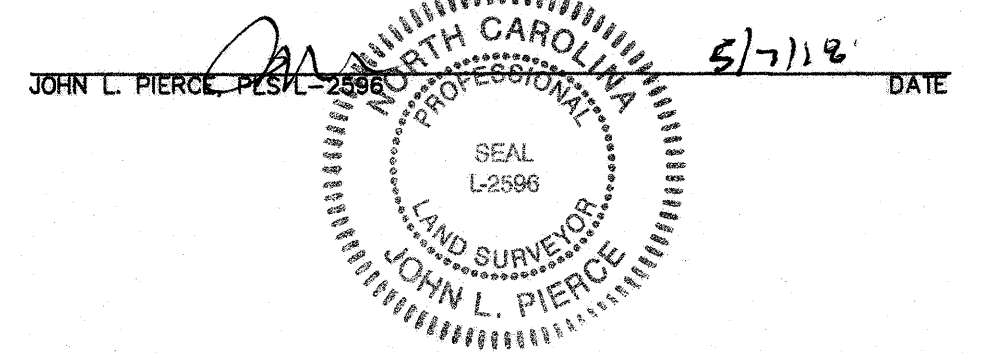
Notes: IDF File = SampleIDF.idf, Return Period = 2-yrs.

Project File: Starbucks - Swansboro, NC SWS.






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WET POND RECORD DRAWING
SHOWING
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SWANSBORO TOWNSHIP, ONSLOW COUNTY, NC
PREPARED BY
JOHN L. PIERCE & ASSOCIATES, P.A.
NORTH CAROLINA LICENSE No. C-1888
405 JOHNSON BLVD. JACKSONVILLE, NC 28540
PHONE: 910-346-9800 DATE: 12/12/17
SCALE: 1"=20' F.B. P.G.
JOB # Email: BrianJ@jpsc.com

20 0 10 20 40 80





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Real Estate Valuation and Consulting

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June 3, 2022

Ms. Kaylee Hurych
Development Manager
Vaquero Ventures
2900 Wingate Street, Suite 200
Fort Worth, TX 76107

Re: Proposed Starbucks planned in the SE/C of W. Corbett Avenue and Norris Road, Swansboro, North Carolina and its impact on adjacent/nearby businesses

Dear Ms. Hurych:

In accordance with your request, we have analyzed the above planned proposed development and considered its possible impact on nearby/adjacent properties. The development in question is a proposed Starbucks coffee shop with a drive-thru lane, with about 2,223± square feet on a 1.07-acre Walmart out parcel. The proposed store is planned to be built at the Southeast Corner of W. Corbett Avenue (a.k.a., Highway 24) and Norris Road (a.k.a., Walmart Drive), with a completion date reportedly scheduled in late 2023. This Starbucks will reportedly be the first store in Swansboro. The closest Starbucks is about 5.5± miles south in Cape Carteret.

W. Corbett Avenue (NC Highway 24) is the longest primary state highway in North Carolina. Traveling east–west between the Charlotte metropolitan area and the Crystal Coast, connecting the cities of Charlotte, Fayetteville, Jacksonville and Morehead City. Highway 24 traverses Swansboro, a community with a population of 3,339 (2020). Swansboro, known as the “Friendly City by the Sea,” is located only 5 miles from Emerald Isle. The town sits at the confluence of the Water Oak River and Intracoastal Waterway, with the Atlantic Ocean nearby. These locational attributes draw tourism to Swansboro (especially during summer months).

The question is, what kind of impact will the Starbucks with a drive-thru lane have on the surrounding businesses? The nearby businesses and institutions near this planned development include the Walmart SuperCenter, Coastal Auto Market, Moore’s BBQ, Charles Rawls, Queen’s Creek Elementary and Swansboro High School. We also note that properties on the north side of W. Corbett Avenue include Battlefield Automotive, Swansboro Tire and Auto, Battlefield Tire Shop and Davis Auto Sales. Here are some of our observations.

Corporate Headquarters: 425 Broad Hollow Road, Suite 429 | Melville, New York 11747 | 516-827-0222

Regional Offices: Atlanta | Boston | Chicago | Dallas | Los Angeles | Miami | New York City | Orlando | Phoenix | San Antonio

San Francisco | Washington, D.C.

Blake & Sanyu Alliance: Tokyo | Osaka | Nagoya | Tohoku

1. W. Corbett Avenue is a commercial corridor and is lined with a mixture of commercial and retail uses. There is no residential in the general area along W. Corbett Avenue. The vacant land nearby is designated for commercial use (B1, "Highway Business"), which allows a variety of business/retail uses along a business corridor. A Starbucks store would be a draw to the immediate area and have a positive impact on adjacent commercial land. We note there is no single-family-zoned land along this general pocket of W. Corbett Avenue. Please refer to the Zoning Map in this letter. The current land use patterns near the planned Starbucks store appear to be consistent with the existing B-1 zoning.
2. The proposed Starbucks will generate additional traffic to the commercial corridor of W. Corbett Avenue. According to a traffic report by J.M. Teague Engineering & Planning, dated May 2022, the 2020 Annual Average Daily Traffic (AADT)¹ along W. Corbett Avenue was about 29,500. According to this report, annual traffic is anticipated to increase by 3%. Further, during peak tourism season (summer months), traffic is anticipated to increase by 7%. The projected traffic increase may be viewed as value enhancements to adjacent commercial properties.
3. Two non-business entities include the Queen's Creek elementary school and the Swansboro High School. Even though these institutions are not a for-profit enterprise, given Starbucks good reputation, it is not viewed as a detriment to the school property values. Moreover, the proposed Starbucks may be viewed as an amenity to its enrollment and faculty/staff.
4. The "Starbucks effect": The "Starbucks effect" describes the phenomena of increasing home and property values in the neighborhoods surrounding a new Starbucks location. An article by Zillow claimed that if you lived within 0.25 of a mile of a Starbucks location, the value of your home would have grown by 96% from 1997 to 2014. If you live further out from the coffee giant, your home may have appreciated only 65%.
5. Harvard Business School found another trend worth noting. When a new Starbucks location shows up, homes in that zip code increase in value by 0.05% within just one year. Harvard economist Edward Glaeser said, "Starbucks locations are chosen by individuals with very good judgment about where the prices are going to increase." The company's analytics experts know how to successfully identify the income, demographic, economic trends and other neighborhood factors.
6. The proposed Starbucks is not expected to have any adverse environmental impacts to properties nearby.

Given the favorable attributes associated with the proposed Starbucks use with a drive-thru lane noted we are of the opinion that said development will not have any negative impact on surrounding property values. To the contrary, we believe this planned development will not only compliment the land use patterns established in the area, but also should be a welcomed addition to the commercial corridor that is W. Corbett Avenue.

¹Annual average daily traffic (AADT) is the total volume of vehicle traffic on a highway or road for a year divided by 365 days. AADT is a useful and simple measurement of how busy a road is.

PROPERTIES NEAR THE PROPOSED STARBUCKS				
Property DBA	Address/Location	Parcel ID	2022 AV	Comment
1. Proposed Starbucks	SE/C W. Corbett & Norris Rd, Swansboro	--	--	Vacant Pad
2. Walmart SuperCenter with gas pumps	1109 W. Corbett, Swansboro	001318	\$12,132,400	—
3. Coastal Auto Market	1227 W. Corbett, Swansboro	018748	\$328,500	Retail pad north of Walmart
4. Moore's BBQ	1103 W. Corbett, Swansboro	025404	\$1,201,800	Retail pad north of Walmart
5. Charles Rawls	1114 State Road 1511, Swansboro	034708	\$296,500	Non-retail pad northeast of Walmart
6. Queen's Creek Elementary	159 Queen's Creek, Swansboro	--	--	West of Walmart
7. Swansboro HS	161 Queen's Creek, Swansboro	--	--	West of Walmart

1. Proposed Starbucks Site



2. Walmart SuperCenter

Item V - a.



2. Walmart Fuel Pumps

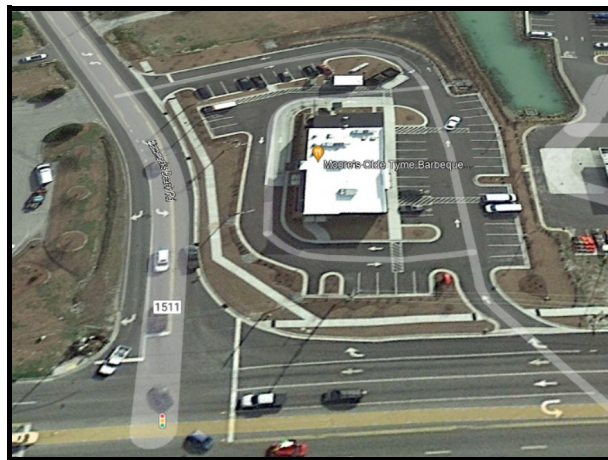


3. Coastal Auto Market

Item V - a.



4. Moore's BBQ



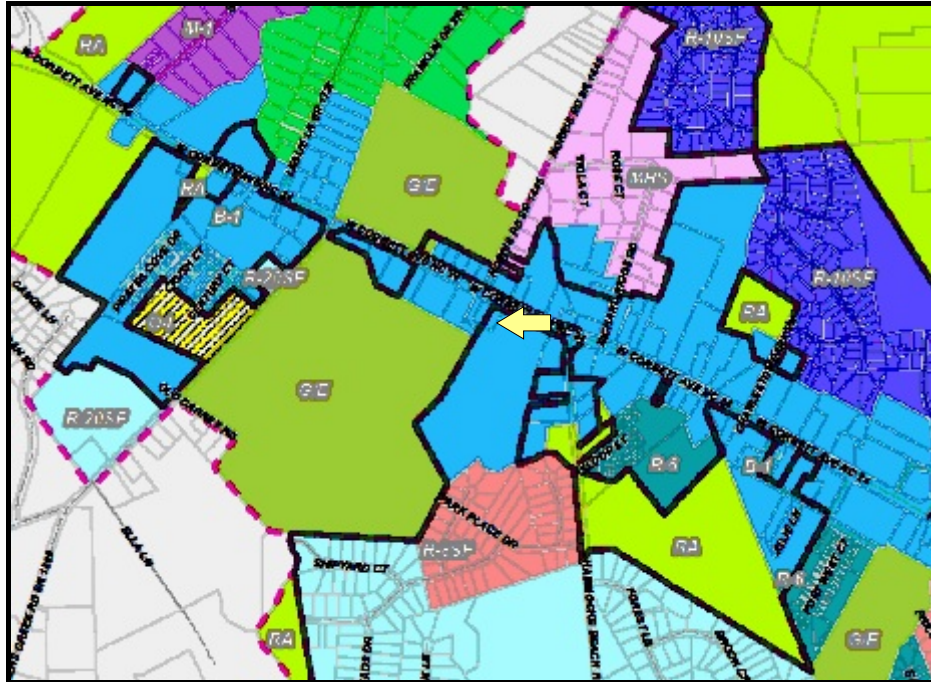


6. Queen's Creek Elementary



7. Swansboro HS





Respectfully submitted,

JOSEPH J. BLAKE AND ASSOCIATES, INC.

Justin Biers, MAI
Director
State Certified General Real Estate Appraiser
No. A8466 (Expires: June 30, 2022)
Jbiers@josephjblake.com

QUALIFICATIONS OF THE APPRAISER

Justin Biers, MAI

Director

Joseph J. Blake and Associates, Inc.

5505 Creedmoor Road, Suite 230
Raleigh, NC 27612

jbiers@JosephJBlake.com

Direct: (919) 355-0406

Cell: (310) 947-1772

www.JosephJBlake.com

Head of operations in North Carolina. Extensive experience in California and North Carolina markets, as well as most of the surrounding states. Appraised in 16 different states altogether. Specializes in complex appraisal assignments. Supervises and trains staff appraisers.

EXPERIENCED IN THE FOLLOWING PROPERTY TYPES

- Industrial
 - Logistics
 - Flex
 - Manufacturing
- Office
 - All classes
- Multifamily
 - Market
 - Affordable Housing
 - LIHTC
- Retail
 - Community, neighborhood, strip centers
 - Malls
 - Freestanding buildings
 - All others
- Special Use
 - Religious facilities
 - Schools/education facilities from small single buildings to college campus
 - Golf Courses
 - Observatory
- Residential Subdivision Analysis
 - Sell Out Modeling
 - Aggregate Retail Value
 - Bulk Discount Value
- Land
 - Residential
 - Industrial
 - Commercial

PROFESSIONAL AFFILIATIONS

Affiliation	Number
North Carolina Certified General Real Estate Appraiser	No. 8466
California Certified General Real Estate Appraiser	No. AG3002961
Designated Member of the Appraisal Institute	No. 563938

QUALIFICATIONS OF THE APPRAISER

PROFESSIONAL EXPERIENCE

Joseph J. Blake & Associates	2013 to Present
Butler Burgher Group	2012 to 2013

HIGHER EDUCATION

California State University, Long Beach
Bachelor of Business (Marketing)

REAL ESTATE AND APPRAISAL EDUCATION

Course Name	Provider
Basic Appraisal Procedures	Appraisal Institute
Basic Appraisal Principles	Appraisal Institute
General Appraiser Income Approach 1 & 2	Appraisal Institute
General Appraiser Market Analysis & Highest and Best Use	Appraisal Institute
General Appraiser Report Writing & Case Studies	Appraisal Institute
General Appraiser Site Valuation & Cost Approach	Appraisal Institute
Real Estate Finance, Statistics, and Valuation Modeling	Appraisal Institute
General Appraiser Sales Comparison Approach	Appraisal Institute
Business Practices and Ethics	Appraisal Institute
Quantitative Analysis	Appraisal Institute
Advanced Market Analysis and Highest & Best Use	Appraisal Institute
Report Writing and Case Studies	Appraisal Institute
Advanced Concepts and Case Studies	Appraisal Institute
Advanced Income Capitalization	Appraisal Institute
Demonstration Report	Appraisal Institute
Comprehensive Exam	Appraisal Institute
Advanced Land Valuation: Sound Solutions to Perplexing Problems	Appraisal Institute
Laws and Regulations for California Appraisers	McKissock
Appraisal of Owner-Occupied Commercial Properties	McKissock
Appraisal of Self-Storage Facilities	McKissock
Appraisal of Fast Food Facilities	McKissock
Appraising Small Apartment Properties	McKissock
Introduction to Expert Witness Testimony for Appraisers: To Do or Not to Do	McKissock
North Carolina Supervisory Appraiser/Trainee Appraiser Course	McKissock
Appraisal of Industrial and Flex Buildings	McKissock
The Income Approach: An Overview	McKissock

CERTIFICATION

			NORTH CAROLINA APPRAISAL BOARD		
APPRAISER QUALIFICATION CARD					
REGISTRATION / LICENSE / CERTIFICATE HOLDER					
21	JUSTIN L BIRS				22
A8466		G		Y	
APPRAISER NUMBER		TYPE		NATIONAL REGISTRY	
<hr/>			<hr/>		
<i>Appraiser's Signature</i>			<i>Executive Director</i>		
EXPIRES JUNE 30, 2022					

KEYSTONE
CONTRACTORS INC
PARID: 161190
M.B. 77 PG. 2
AREA PER DEED: 0.73

KEYSTONE CONTRACTORS
INC
PARID: 166010
M.B. 77 PG. 2
AREA PER DEED: 0.44

20' ONWASA SEWER EASEMENT

TRANSITION TO EXISTING
CURB SECTION OVER
CURB RETURN RADIUS

WAL MART REAL ESTATE BUSINESS
TRUST
PARID: 001318
M.B. 77 PG. 2
AREA PER DEED: 18.29

WAL MART REAL ESTATE BUSINESS
TRUST
PARID: 166621
M.B. 77 PG. 2
AREA PER DEED: 0.86

SITE DATA TABLE	
SITE AREA	1.07 AC (46,609 SF)
PARKING REQUIRED	10 SPACES/1,000 SF = 22 SPACES
TOTAL PROVIDED PARKING	34 SPACES
ADA PARKING	2 SPACES

SITE PLAN NOTES:

1. ALL CONSTRUCTION SHALL BE IN STRICT CONFORMANCE WITH ALL STATE AND LOCAL JURISDICTIONAL REQUIREMENTS AND/OR SPECIFICATIONS. WHERE DISCREPANCIES ARE FOUND ON THESE PLANS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER PRIOR TO BEGINNING CONSTRUCTION.
2. ALL DIMENSIONS ARE FLOWLINE TO FLOWLINE OR BUILDING FOUNDATION UNLESS OTHERWISE NOTED.
3. ALL IMPROVEMENTS ARE PARALLEL AND PERPENDICULAR TO THE WEST PROPERTY LINE UNLESS OTHERWISE NOTED.
4. BUILDING FOOTPRINT SHOWN IS BASED UPON THE LATEST ARCHITECTURAL INFORMATION PROVIDED TO CAGE ENGINEERING. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. CONTRACTOR SHALL REFER TO LATEST ARCHITECTURAL DRAWINGS FOR PRECISE BUILDING DIMENSIONS AND LAYOUT AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.

SITE PLAN KEYNOTES:

- 1 NON-ILLUMINATED BOLLARD (REFER TO ARCH PLANS)
- 2 ACCESSIBLE PARKING SIGN (SEE SHEET 12)
- 3 ACCESSIBLE PARKING SYMBOL (SEE SHEET 12)
- 4 ACCESSIBLE CONCRETE CURB RAMP
- 5 4" WIDE YELLOW PAVEMENT STRIPING (TYP)
- 6 SAWCUT PAVEMENT, FULL DEPTH
- 7 EXIT ARROW (SEE SHEET 12)
- 8 ENTRY ARROW (SEE SHEET 12)
- 9 DOUBLE ARROW (SEE SHEET 12)
- 10 PATIO RAILING (REFER TO ARCH PLANS)
- 11 FREESTANDING PRE-MENU (REFER TO ARCH PLANS)
- 12 5 PANEL FREESTANDING MENU (REFER TO ARCH PLANS)
- 13 DIGITAL ORDER SCREEN WITH CANOPY (REFER TO ARCH PLANS)
- 14 DRIVE THRU WINDOW BUMP-OUT (REFER TO ARCH PLANS)
- 15 DRIVE THRU DIRECTIONAL SIGN (REFER TO ARCH PLANS)
- 16 CLEARANCE BAR (REFER TO ARCH PLANS)
- 17 6" VERTICAL CURB & GUTTER (SEE SHEET 12)
- 18 TRASH ENCLOSURE (REFER TO ARCH PLANS)
- 19 SCREEN WALL (REFER TO ARCH PLANS)
- 20 WHEEL STOP (TYP, REFER TO ARCH PLANS)
- 21 PARKING STRIPING 45° 4" YELLOW STRIPING AT 2' O.C.
- 22 LIGHTED PYLON SIGN (REFER TO ARCH PLANS)
- 23 PROPOSED "MOBILE ORDER" SIGN (REFER TO ARCH PLANS)
- 24 PROPOSED 12" STOP BAR AND STOP SIGN
- 25 PATIO (581.92 SF)

LEGEND

#	PARKING COUNT
[Pattern]	STANDARD DUTY PAVEMENT REFER TO GEOTECHNICAL REPORT
[Pattern]	HEAVY DUTY PAVEMENT REFER TO GEOTECHNICAL REPORT
[Pattern]	HEAVY DUTY CONCRETE REFER TO GEOTECHNICAL REPORT
[Pattern]	HEAVY DUTY (DUMPS-TER) CONCRETE REFER TO GEOTECHNICAL REPORT
[Pattern]	CONCRETE SIDEWALK REFER TO ARCHITECTURAL PLANS FOR SURFACE FINISH ADJACENT TO BUILDING
[Pattern]	LANDSCAPING
[Pattern]	CATCH CURB & GUTTER
[Pattern]	SPILL CURB & GUTTER



UNCC
CALL BEFORE
YOU DIG
811

1-800-632-4949

UTILITY NOTIFICATION
CENTER OF NORTH
CAROLINA

0 20' 40'
1" = 20' (HORIZONTAL)



REV. NO.	DESCRIPTION	DATE
3	REVISED PER WALMART COMMENTS	08/29/2022
2	REVISED GREASE TRAP	06/17/2022
1	REVISED PER TOWN COMMENTS	06/10/2022

VAQUERO SWANSBORO PARTNERS, LP

COFFEE SHOP
SITE PLAN

1117 WEST CORBETT AVENUE
SWANSBORO, NORTH CAROLINA



PROJ NO: 220055
ENG: RAK
DATE: 04/08/2022

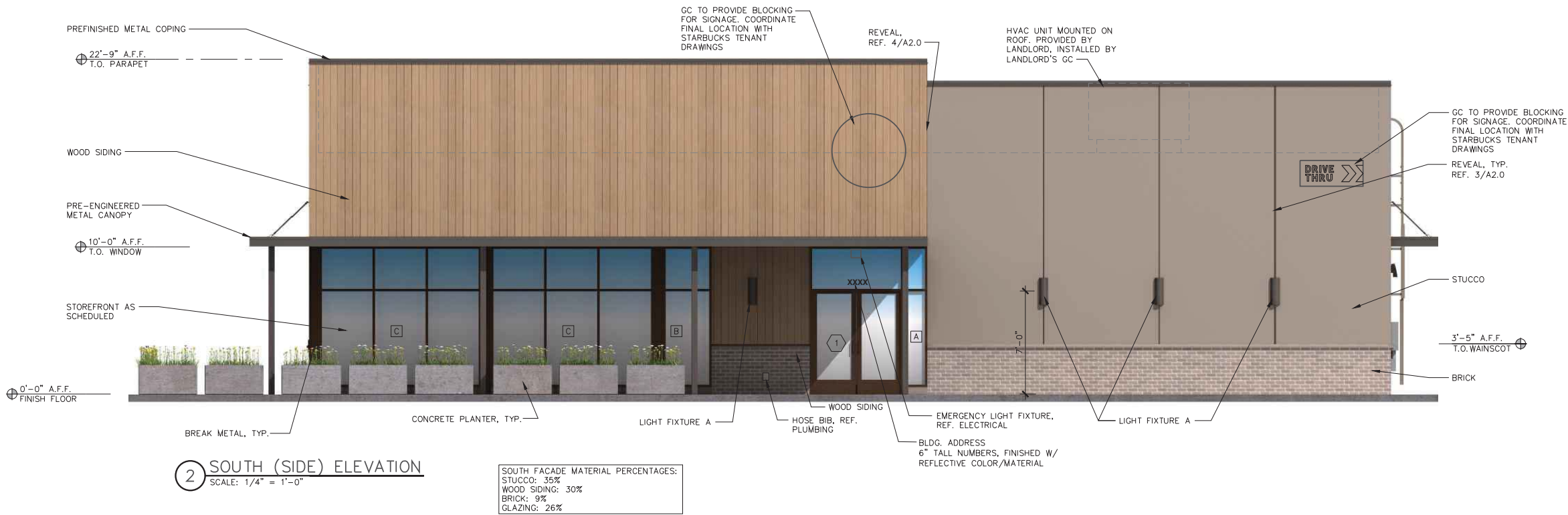
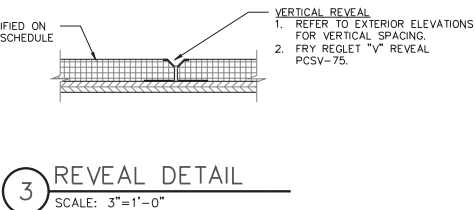
THIS DESIGN AND THESE DRAWINGS ARE THE PROPERTY OF CAGE ENGINEERING, INC. NO PART OF THIS DESIGN MAY BE REPRODUCED WITHOUT PRIOR WRITTEN PERMISSION FROM CAGE ENGINEERING, INC.

SHEET NUMBER
SP1

7 OF 14



WEST FACADE MATERIAL PERCENTAGES:
STUCCO: 5%
WOOD SIDING: 54%
BRICK: 2%
GLAZING: 39%



SOUTH FACADE MATERIAL PERCENTAGES:
STUCCO: 35%
WOOD SIDING: 30%
BRICK: 9%
GLAZING: 26%

EXTERIOR FINISH SCHEDULE			
ITEM	COLOR	MANUFACTURER	REMARKS
STUCCO	"KEYSTONE GRAY" SW 7504	SHERWIN WILLIAMS	SANDPEBBLE FINE FINISH
WOOD SIDING	NICHIHA - VINTAGEWOOD CEDAR WOOD CLADDING	NICHIHA FIBER CEMENT	INSTALL VERTICALLY PER MANUFACTURER'S SPECIFICATIONS. HORIZONTAL SEAMS SHALL BE MINIMIZED. ALL SPANS OF 10' OR MORE SHALL HAVE HORIZONTAL CAULKED SEAMS ALIGNED IN THE CENTER OF THE ARCHON. ALL TRIMS SHALL BE FACTORY PAINTED TO MATCH PANELS. VERTICAL APPLICATIONS ONLY (NOT FOR USE ON SOFFITS).
BRICK	VELOUR MEDIUM GRAY	CHEROKEE BRICK	SMOOTH, VELOUR, QUEEN SIZE. THIN BRICK
METAL GATES AT TRASH ENCLOSURE	"BLACK FOX" SW 7020	SHERWIN WILLIAMS	-
PRE-ENGINEERED METAL CANOPY	TO MATCH "BLACK FOX" SW 7020	ARCHITECTURAL FABRICATION	COLOR TO BE REVIEWED AND APPROVED BY STARBUCKS DESIGNER.
STOREFRONT FRAMES	DARK BRONZE ANODIZED FRAME AND DOORS	KAWNEER	REFER TO WINDOW AND DOOR SCHEDULE
HARDWARE	SATIN CLEAR FINISH	FACTORY FINISHED	REFER TO HARDWARE LEGEND
HOLLOW METAL DOOR AND FRAME	"BLACK FOX" SW 7020	SHERWIN WILLIAMS	-
DOWNSPOUTS	TO MATCH STUCCO COLOR	AEP SPAN	FACTORY APPLIED DURATECH FINISH
ROOF LADDER	TO MATCH STUCCO COLOR	SHERWIN WILLIAMS	-
MISCELLANEOUS METALS	"BLACK FOX" SW 7020	SHERWIN WILLIAMS	-
PREFINISHED METAL COPING	"BLACK FOX" SW 7020	SHERWIN WILLIAMS	-
LIGHT FIXTURE A	BLACK	KICHLER	LED (REFER TO ELECT.)
STUCCO @ TRASH ENCLOSURE	"KEYSTONE GRAY" SW 7504	SHERWIN WILLIAMS	SANDPEBBLE FINE FINISH
** COLORS AND MANUFACTURERS INDICATED ARE PREFERRED. G.C. SHALL SUBMIT SAMPLES OF PROPOSED ALTERNATES FOR ARCHITECT'S APPROVAL IN ACCORDANCE WITH DIRECTIONS IN SPECIFICATIONS			

PLANTER SCHEDULE				
	SIZE	COLOR	MANUFACTURER	MODEL
CONCRETE PLANTER	48"L x 18"W x 24"H	CONCRETE GRAY	PLANTERS UNLIMITED	TITAN RECTANGULAR C2-TIT-REC481824

PRELIMINARY
NOT TO BE USED
FOR
REGULAR
APPROVAL
PERMITTING
CONSTRUCTION

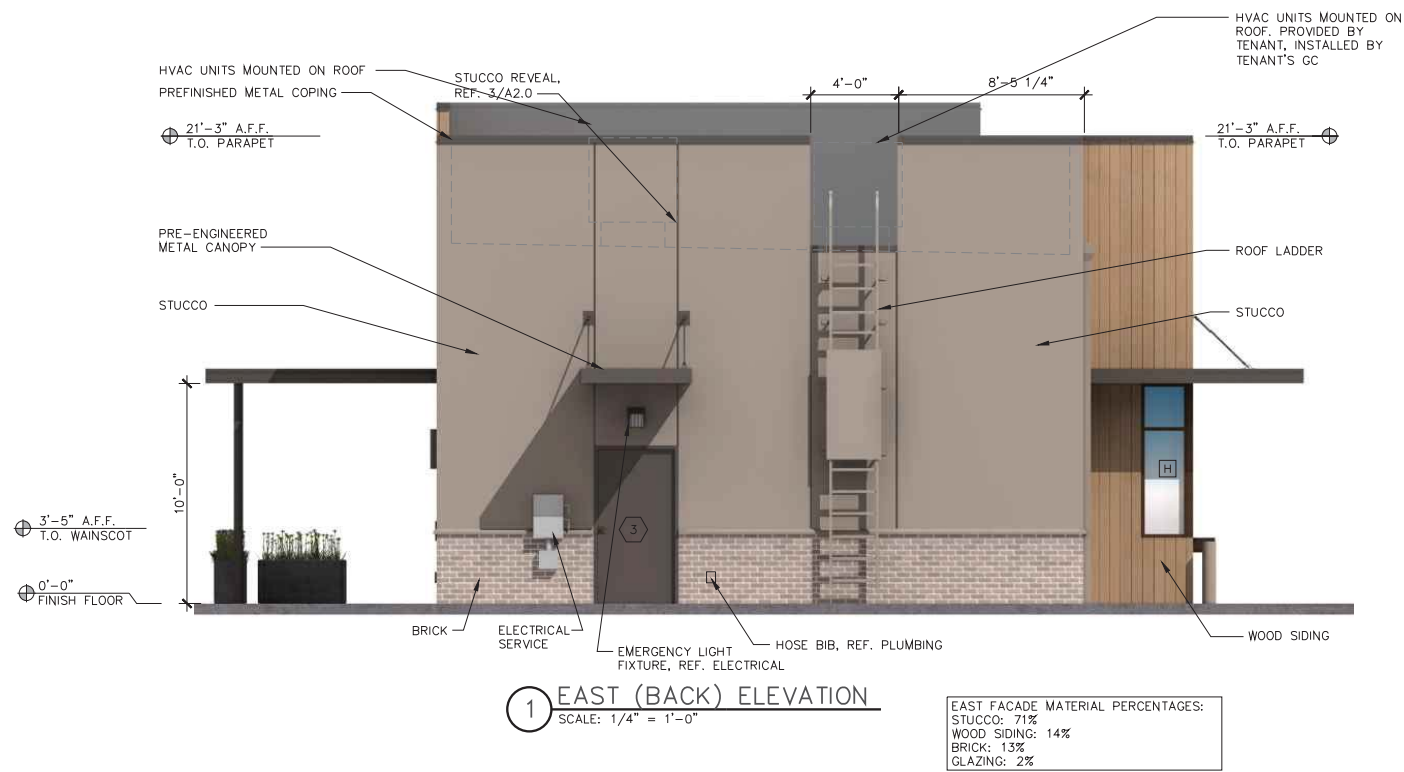
JOHN FRANZ
architect
4035 International Plaza Suite 100
Fort Worth, Texas 76109
(817) 737-9922

SHELL BUILDING
1117 W. CORBETT AVE.
SWANSBORO, NC 28584

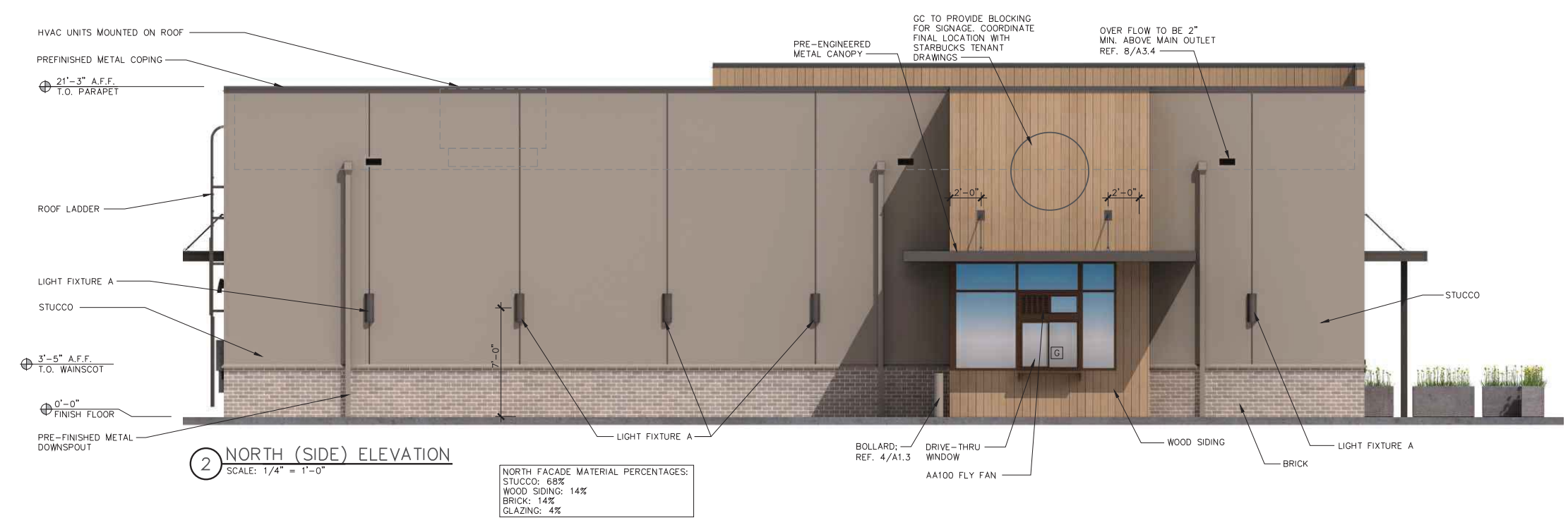
Revisions:

File Name: 21181-A2.0
Project No: 21181
Date: XX/XX/22
Drawn By: MNK
Checked By: JWF

SHEET
A2.0
EXTERIOR ELEVATIONS
65



EXTERIOR FINISH SCHEDULE			
ITEM	COLOR	MANUFACTURER	REMARKS
STUCCO	"KEYSTONE GRAY" SW 7504	SHERWIN WILLIAMS	SANDPEBBLE FINE FINISH
WOOD SIDING	NICHIHA - VINTAGEWOOD CEDAR WOOD CLADDING	NICHIHA FIBER CEMENT	INSTALL VERTICALLY PER MANUFACTURER'S SPECIFICATIONS. HORIZONTAL SEAMS SHALL BE MINIMIZED. ALL SPANS OF 10' OR MORE SHALL HAVE HORIZONTAL CAULKED SEAMS ALIGNED IN THE CENTER OF THE ARCHON. ALL TRIMS SHALL BE FACTORY PAINTED TO MATCH PANELS. VERTICAL APPLICATIONS ONLY (NOT FOR USE ON SOFFITS).
BRICK	VELOUR MEDIUM GRAY	CHEROKEE BRICK	SMOOTH, VELOUR, QUEEN SIZE. THIN BRICK
METAL GATES AT TRASH ENCLOSURE	"BLACK FOX" SW 7020	SHERWIN WILLIAMS	-
PRE-ENGINEERED METAL CANOPY	TO MATCH "BLACK FOX" SW 7020	ARCHITECTURAL FABRICATION	COLOR TO BE REVIEWED AND APPROVED BY STARBUCKS DESIGNER.
STOREFRONT FRAMES	DARK BRONZE ANODIZED FRAME AND DOORS	KAWNEER	REFER TO WINDOW AND DOOR SCHEDULE
HARDWARE	SATIN CLEAR FINISH	FACTORY FINISHED	REFER TO HARDWARE LEGEND
HOLLOW METAL DOOR AND FRAME	"BLACK FOX" SW 7020	SHERWIN WILLIAMS	-
DOWNSPOUTS	TO MATCH STUCCO COLOR	AEP SPAN	FACTORY APPLIED DURATECH FINISH
ROOF LADDER	TO MATCH STUCCO COLOR	SHERWIN WILLIAMS	-
MISCELLANEOUS METALS	"BLACK FOX" SW 7020	SHERWIN WILLIAMS	-
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** COLORS AND MANUFACTURERS INDICATED ARE PREFERRED. G.C. SHALL SUBMIT SAMPLES OF PROPOSED ALTERNATES FOR ARCHITECT'S APPROVAL IN ACCORDANCE WITH DIRECTIONS IN SPECIFICATIONS			



PRELIMINARY
NOT TO BE USED
FOR
REGULATORY
APPROVAL
PERMITTING
CONSTRUCTION

Item V - a.

JOHN FRANZ
architect

4035 International Plaza Suite 100
Fort Worth, Texas 76109
(817) 737-9922

SHELL BUILDING
1117 W. CORBETT AVE.
SWANSBORO, NC 28584

Revisions:

File Name: 21181_A2.1

Project No: 21181

Date: XX/XX/22

Drawn By: MNK

Checked By: JWF

SHEET
A2.1
EXTERIOR
ELEVATIONS

66

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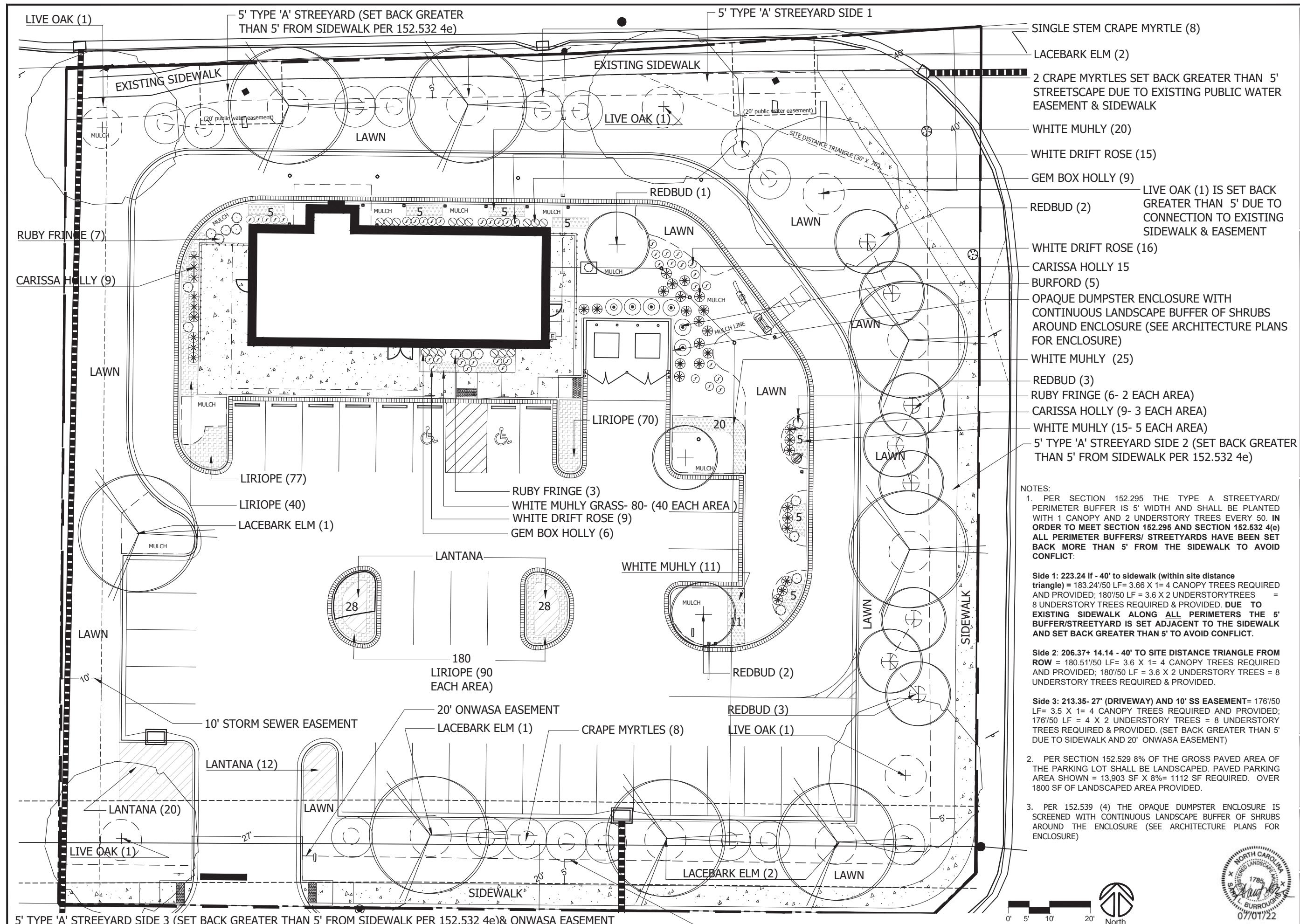
[illegible]

COFFEE SHOP
1117 WEST CORBETT AVENUE
SWANSBORO, NORTH CAROLINA

LANDSCAPE
PLAN

PROJ NO: _____
LA: **S.L.B.**
DATE: **07/19/22**

L1 of 2



PLANT MATERIAL NOTES

- ALL PLANT MATERIAL SHALL CONFORM TO THE MOST CURRENT STANDARDS ESTABLISHED BY "THE AMERICAN ASSOCIATION OF NURSERYMAN".
- CONTAINERIZED PLANTS SHALL HAVE A ROOT SYSTEM SUFFICIENT ENOUGH IN DEVELOPMENT TO HOLD THE SOIL INTACT WHEN REMOVED FROM THE CONTAINER. THE ROOT SYSTEM SHALL NOT BE ROOT BOUND, A CONDITION WHERE THE ROOT SYSTEM IS DENSE IN MASS, EXCESSIVELY INTERTWINED, AND HAS ESTABLISHED A CIRCULAR GROWTH PATTERN.
- ALL PLANTS SHALL BE FRESHLY DUG, SOUND, HEALTHY, VIGOROUS, WELL-ROOTED PLANTS AND ESTABLISHED IN THE CONTAINER IN WHICH THEY ARE SOLD. THE PLANTS SHALL HAVE TOPS WHICH ARE GOOD QUALITY AND ARE IN A HEALTHY GROWING CONDITION.
- PLANTS SHALL NOT BE PRUNED PRIOR TO DELIVERY UNLESS APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO SHIPMENT.
- ALL TREE PITS, SHRUB BEDS AND PREPARED PLANTING BEDS ARE TO BE COMPLETELY EXCAVATED IN ACCORDANCE WITH THE PLANTING DETAILS AND SPECIFICATIONS.
- TOPSOIL AMENDMENTS REQUIRED FOR SOIL MIXES SHALL BE PROVIDED BY CONTRACTOR AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. CONTRACTOR MUST LOAD, HAUL, MIX AND SPREAD ALL TOPSOIL AND OTHER SOIL ADDITIVES AS REQUIRED ON SITE.
- CONTRACTOR SHALL VERIFY AND/ OR AMEND ALL PLANTING SOILS TO ENSURE PROPER SUITABILITY INCLUDING STATE RECOMMENDED QUANTITIES OF NITROGEN, PHOSPHORUS, AND POTASH NUTRIENTS AND SOIL AMENDMENTS TO BE ADDED TO PRODUCE QUALITY PLANTING SOIL FOR ALL PLANT MATERIAL TO SURVIVE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL PLANTING PITS PERCOLATE PROPERLY PRIOR TO PLANTING INSTALLATION.
- SHRUBS, BULBS, AND GROUNDCOVERS SHALL BE TRIANGULARLY SPACED AT SPACING SHOWN ON PLANTING PLANS AND/OR IN THE PLANT SCHEDULE.
- THE CONTRACTOR SHALL THE VERIFY EXTENT OF SEEDING OR SOD AREA WITH OWNER REPRESENTATIVE AND LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- LANDSCAPER MUST BE A LICENSED NC LANDSCAPE CONTRACTOR.

TREE INSTALLATION NOTES

- ALL TREES SHALL MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI, 1990, PART 1, "SHADE AND FLOWERING TREES").
- TREES SUPPLIED MUST HAVE BEEN PROPERLY PLANTED AND GROWN IN THE NURSERY. THE ROOT CROWN (ALSO CALLED THE TRUNK FLARE) SHALL BE EVIDENT NEAR THE TOP OF THE GROUND. ANY EXCESS SOIL, UP TO 3 INCHES COVERING THE CROWN WILL HAVE TO BE REMOVED CAREFULLY BY HAND, IN ORDER TO PREVENT ROOT SCRAPES. THE TREE IS THEN TO BE PLANTED WITH THE ROOT CROWN IN PROPER RELATION TO THE SURROUNDING GRADE. ANY TREES WITH MORE THAN 3 INCHES OF SOIL ON TOP OF THE ROOT CROWN WILL BE REJECTED. THE NURSERY OWNERS MAY DIG OVERSIZE BALLS AND REMOVE THE SOIL IN ORDER FOR THE ROOT SYSTEM DIAMETER (WHICH IS THE REQUIRED ROOT BALL DIAMETER) TO MEET THE SPECIFICATION FOR THE TRUNK CALIPER REQUIRED.
- BALL AND BURLAPPED (BBB) PLANTS MUST HAVE FIRM, NATURAL BALLS OF EARTH, OF DIAMETER NOT LESS THAN RECOMMENDED IN THE "TREE AND SHRUB TRANSPLANTING MANUAL", AND BE OF SUFFICIENT DEPTH TO INCLUDE THE FIBROUS AND FEEDING ROOTS. PLANTS MOVED WITH A BALL WILL NOT BE ACCEPTED IF THE BALL IS DRY, CRACKED OR BROKEN BEFORE OR DURING PLANTING OPERATIONS.
- REMOVE ALL TREATED OR PLASTIC-COATED BURLAP, STRAPPING, WIRE OR NYLON TWINE FROM ROOT BALL. AFTER SETTING IN HOLE, CUT AWAY 2/3 OF WIRE BASKET, IF ANY, AND TOP 1/3 OF BURLAP.
- SOAK ROOT BALL AND PIT IMMEDIATELY AFTER INSTALLATION.
- CONSTRUCT 4" HIGH SAUCER (WATER BERM) OUTSIDE OF PLANT MIX BACK FILL.
- WHERE TREES ARE PLANTED IN ROWS, THEY SHALL BE UNIFORM IN SIZE AND SHAPE.
- NO EXISTING TREES SHALL BE REMOVED WITHOUT WRITTEN AUTHORIZATION FROM THE OWNER REPRESENTATIVE EXCEPT WHERE NOTED ON PLANS. NO GRUBBING SHALL OCCUR WITHIN EXISTING TREE AREAS.
- THE CONTRACTOR SHALL STAKE THE LOCATIONS OF ALL PROPOSED TREES AND OBTAIN APPROVAL FROM THE LANDSCAPE ARCHITECT AND OWNER REPRESENTATIVE PRIOR TO INSTALLATION.
- ALL TREES SHALL BE STAKED AT TIME OF INSTALLATION IN ACCORDANCE WITH PLANTING DETAILS.
- THE CONTRACTOR SHALL ENSURE THAT TREES REMAIN VERTICAL AND UPRIGHT FOR THE DURATION OF THE GUARANTEE PERIOD.

WATERING NOTES

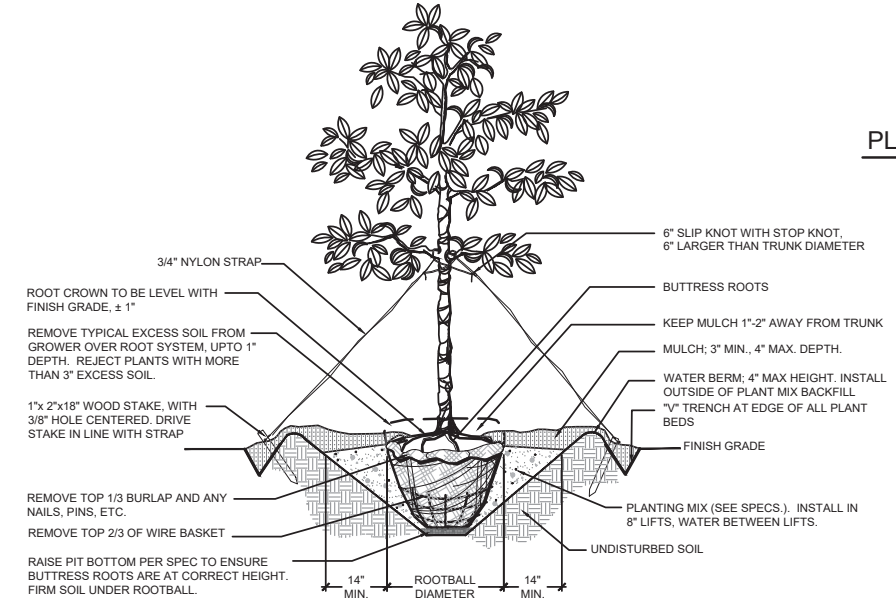
- CONTRACTOR IS RESPONSIBLE FOR ENSURING ALL PLANT MATERIAL HAS ADEQUATE WATER TO ENSURE PLANT SUCCESS. CONTRACTOR SHALL WATER PLANT MATERIAL THROUGH THE DURATION OF THE PROJECT UNTIL OWNER HAS GIVEN APPROVAL AND/OR RELEASED THE CONTRACTOR FROM THE SITE.

TREE PROTECTION NOTES

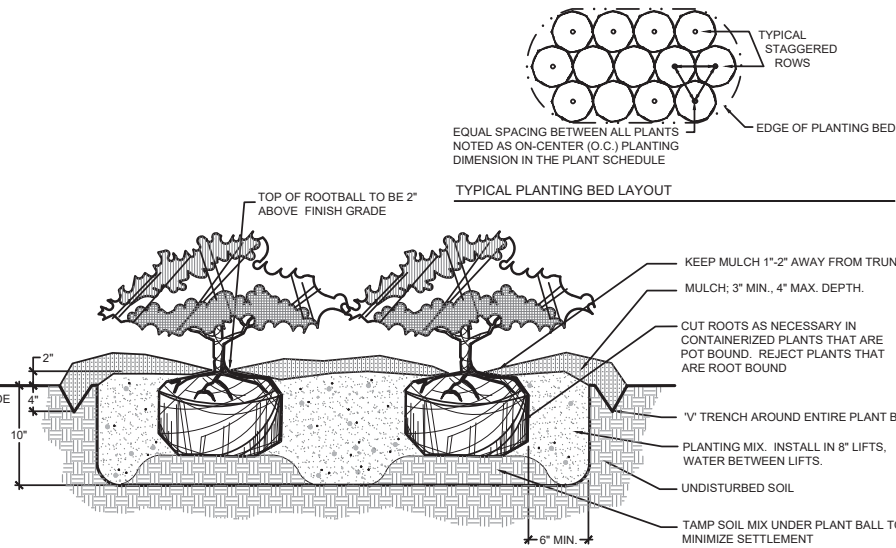
- PRIOR TO ANY CLEARING, GRADING, OR CONSTRUCTION ACTIVITY, TREE PROTECTION WILL BE INSTALLED AROUND PROTECTED TREES. NO CONSTRUCTION WORKERS, TOOLS, MATERIALS, OR VEHICLES ARE PERMITTED WITHIN THE TREE PROTECTION FENCING.

IRRIGATION NOTES

- CONTRACTOR IS RESPONSIBLE FOR PERMITTING, PROVIDING AND SUBMITTING ALL IRRIGATION PLANS, SPECIFICATIONS, AND PRODUCT MANUALS BASED UPON THE FINAL APPROVED LANDSCAPE PLANS.
- ALL VALVES AND VALVE BOXES SHALL BE PLACED, WHERE POSSIBLE, IN PLANTED AREAS UNDER MULCH.
- INSTALL ALL PIPING AS FAR FROM TREES AND ROOT BALLS AS POSSIBLE WHILE MAINTAINING SPRINKLER AND DRIP TUBE SPACING.
- CONTRACTOR SHALL TEST DYNAMIC PRESSURE BEFORE STARTING WORK, REPORT ANY DEVIATION FROM PRESSURE REQUIRED TO OWNER'S REP. BEFORE CONTINUING.
- INSTALL CONTROLLER AS DIRECTED BY OWNER'S REPRESENTATIVE. IRRIGATION SYSTEM SHOULD INCLUDE MULTIPLE ZONES CONTRACTOR SHALL SUBMIT LAYOUT PLAN ILLUSTRATING PROPOSED ZONES AND LAYOUT.
- ALL ABOVE GROUND WIRING, INSIDE AND OUTSIDE OF BUILDING, SHALL BE INSTALLED IN RIGID, METALLIC CONDUIT FOR VANDALISM PROTECTION.
- COORDINATE LOCATION OF ALL EXISTING AND FUTURE UTILITIES ON SITE AND CONTACT PROPER AUTHORITIES AND UTILITY COMPANIES BEFORE THE START OF WORK.
- ONCE INSTALLED, CONTRACTOR IS RESPONSIBLE FOR AN ON-SITE WALK THRU WITH OWNER'S REP. AND PROVIDING AN OPERATIONAL MANUAL.
- ALL SPRINKLER HEADS SHALL BE AIMED TO MINIMIZE WATER RUN-OFF AND OVERWATERING OF THE SITE.



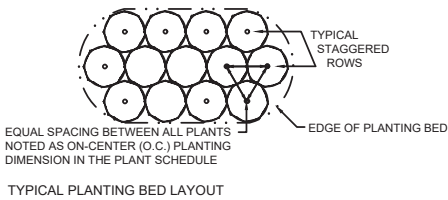
A SINGLE STEM TREE INSTALLATION DETAIL
SCALE: NTS



B SHRUB INSTALLATION DETAIL
SCALE: NTS

PLANT SCHEDULE						
QTY	KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPACING
CANOPY TREE						
5		QUERCUS VIRGINIANA 'CATHEDRAL'	CATHEDRAL LIVE OAK	3" CAL. MIN. & 12' HGT.	B & B/CONT.	AS SHOWN
8		ULMUS PARVIFOLIA 'EMER II'	ALLEE ELM	3" CAL. MIN. & 12' HGT.	B & B/CONT.	AS SHOWN
UNDERSTORY TREE						
13		CERCIS CANADENSIS 'RISING SUN'	RISING SUN REDBUD	6' HT. MIN.	B & B/CONT.	AS SHOWN
16		LAEGESTROEMIA INDICA 'NATCHEZ' SINGLE STEM	SINGLE STEM CRAPE MYRTLE	6' HT. MIN.	B & B/CONT.	AS SHOWN
SHRUBS						
6		ILEX CORNUTA 'BURFORDII'	BURFORD HOLLY	3 GAL x 12" HGT. MIN.	CONTAINER	AS SHOWN
35		ILEX CORNUTA CARISSA	CARISSA HOLLY	3 GAL x 12" HGT. MIN.	CONTAINER	AS SHOWN
15		ILEX GLABRA 'GEM BOX'	GEM BOX HOLLY	3 GAL x 12" HGT. MIN.	CONTAINER	AS SHOWN
16		LOROPETALUM CHINENSE VAR. RUBRUM 'RUBY'	RUBY FRINGE FLOWER	3 GAL x 12" HGT. MIN.	CONTAINER	AS SHOWN
40		ROSA HYBRIDA 'DRIFT'- WHITE	WHITE DRIFT ROSE	3 GAL x 12" HGT. MIN.	CONTAINER	AS SHOWN
GROUNDCOVERS/PERENNIALS/GRASSES- SHALL BE TRIANGULARLY SPACED UNLESS OTHERWISE SHOWN						
88	LA	LANTANA - YELLOW	YELLOW LANTANA	1 GAL MIN.	CONTAINER	36" OC
367	LV	LIRIOPE MUSCARI 'VARIEGATA'	VARIEGATED LILYTURF	3" POT/OR PLUG	CONTAINER	12" O.C.
146	MW	MUHLENBERGIA CAPILLARIS	WHITE MUHLY GRASS	1 GAL MIN.	CONTAINER	24" O.C.
OTHER						
	SEEDED LAWN	CENTPEDE SEED- EREMOCHLOA OPHIUROIDES	SEE PLAN FOR ALL LAWN AREAS SHOWN - PLANTING SHALL FOLLOW ALL SWANSBORO REQUIREMENTS			
		MULCH: BROWN HARDWOOD SHREDDED MULCH AT A MINIMUM INSTALLED DEPTH OF 3" ; ALL BEDS BROWN SHREDED HARDWOOD MULCH UNLESS OTHERWISE NOTES ON PLANS	ALL TREES, SHRUBS, AND GROUNDCOVERS/ LANDSCAPE BEDS TO BE INCLUDED IN MULCH BEDS. OWNER TO APPROVE MULCH SIZE AND COLOR. DEPTHS SHALL MEET ALL SWANSBORO REQUIREMENTS (3" MIN.)			
18	EACH	GATOR BAGS:	TREES SHALL HAVE GATOR BAGS UNTIL END OF WARRANTY PERIOD OR UNTIL IRRIGATION HAS BEEN ESTABLISHED			

PLANT SCHEDULE



C GROUNDCOVER INSTALLATION DETAIL
SCALE: NTS



Item V - a.

SageDesign

228 North Front Street, Suite 301
Wilmington, NC 28401
Ph. (910)252-3878

REV. NO.	DESCRIPTION	DATE

COFFEE SHOP
1117 WEST CORBETT AVENUE
SWANSBORO, NORTH CAROLINA

LANDSCAPE
DETAILS

PROJ NO:
LA: S.L.B.
DATE: 07/19/22

SHEET NUMBER

L2 of 2



**FINAL Swansboro Starbucks
Traffic Impact Analysis**

Swansboro, North Carolina

September 28, 2022

Prepared for:

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Sign-off Sheet

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Approved by Christa Greene
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Christa Greene, PE



Table of Contents

EXECUTIVE SUMMARY	I
1.0 INTRODUCTION.....	1
2.0 INVENTORY OF TRAFFIC CONDITIONS	4
2.1 STUDY AREA	4
2.2 PROPOSED ACCESS	4
2.3 EXISTING CONDITIONS	4
2.4 FUTURE HIGHWAY IMPROVEMENTS	5
2.5 SAFETY ANALYSIS/REPORT	5
3.0 TRIP GENERATION AND DISTRIBUTION.....	7
3.1 TRIP GENERATION	7
3.2 SITE TRIP DISTRIBUTION	7
4.0 TRAFFIC VOLUMES	12
4.1 DATA COLLECTION.....	12
4.2 BACKGROUND TRAFFIC VOLUMES	12
4.3 BUILD TRAFFIC VOLUMES	12
5.0 TRAFFIC ANALYSIS.....	18
5.1 2022 EXISTING	20
5.2 2024 OFF-SEASON BACKGROUND	21
5.3 2024 SEASONAL BACKGROUND	23
5.4 2024 OFF-SEASON BUILD	25
5.5 2024 SEASONAL BUILD	27
6.0 RECOMMENDATIONS.....	29
7.0 REFERENCES.....	30
8.0 APPENDIX.....	30



LIST OF TABLES

Table 1: Existing Conditions	4
Table 2: Injury Classification	5
Table 3: Trip Generation	7
Table 4: Level of Service Criteria	18
Table 5: 2022 Existing Level of Service and Delay	20
Table 6: 2024 Off-season Background Level of Service and Delay	22
Table 7: 2024 Seasonal Background Level of Service and Delay	24
Table 8: 2024 Off-Season Build Level of Service and Delay	26
Table 9: 2024 Seasonal Build Level of Service and Delay	28

LIST OF FIGURES

Figure 1: Site Location	2
Figure 2: Site Plan	3
Figure 3: 2022 Existing Lanes and Traffic Control	6
Figure 4: Site Trip Distribution	8
Figure 5: Pass-By Trip Distribution	9
Figure 6: Site Trip Assignment	10
Figure 7: Pass-By Trip Assignment	11
Figure 8: 2022 Existing Traffic Volumes	13
Figure 9: 2024 No-Build Traffic Volumes	14
Figure 10: 2024 No-Build Seasonal Traffic Volumes	15
Figure 11: 2024 Build Traffic Volumes	16
Figure 12: 2024 Build Seasonal Traffic Volumes	17



Executive Summary

The proposed Starbucks is included as an outparcel for the existing Walmart development located on the south side of NC 24 (West Corbett Avenue) and west of SR 1511 (Hammocks Beach Road) in Swansboro, NC. The proposed development will consist of a 2,223 square-foot coffee shop with a drive-thru and is expected to be complete in 2023.

The proposed development is expected to generate 1,186 trips per average weekday. In the AM and PM peak hours, the development is expected to generate 95 new AM peak hour trips (48 entering and 47 exiting) and 39 new PM peak hour trips (19 entering and 20 exiting). These peak hour trips would result in an approximate increase of 1.5% to the existing trips along the NC 24 corridor during the peak hours.

Access to the site is envisioned to be provided by connecting to the internal network established as part of the original Walmart development.

The purpose of this report is to evaluate the proposed development in terms of traffic conditions, evaluate the ability of the adjacent roadways to accommodate the additional traffic volumes, and recommend transportation improvements needed to mitigate congestion that may result from the additional site traffic. This report presents trip generation, trip distribution, traffic analysis, and recommendations for transportation improvements needed to meet anticipated traffic demands. This report examines the following scenarios for the AM and PM peak hours:

- 2022 Existing
- 2024 Off-season Background
- 2024 Seasonal Background
- 2024 Off-season Build
- 2024 Seasonal Build

Capacity analysis for the AM and PM peak hours in each scenario were performed for the following intersections:

- NC 24 (West Corbett Avenue) at SR 1509 (Queens Creek Road) / Swansboro Middle School Egress
- NC 24 (West Corbett Avenue) at SR 1445 (Norris Road) / Walmart Driveway 1
- NC 24 (West Corbett Avenue) at Walmart Driveway 2
- NC 24 (West Corbett Avenue) at SR 1511 (Hammocks Beach Road)

With the addition of traffic generated by the proposed development, there are no discernable differences in operations between the Background and Build scenarios for either seasonal or off-season analyses. Due to the minimal traffic impact, the existing infrastructure is able to accommodate the proposed development. Access to the internal road network should meet the design requirements in the Town of Swansboro Unified Development Ordinance.

Table ES-1 shows a summary of the capacity analysis results included in this Traffic Impact Analysis (TIA).



Table ES-1: Level of Service Summary Table

Level of Service (Delay, sec/veh)	2022 Existing		2024 No Build		2024 No Build - Seasonal Traffic		2024 Build		2024 Build - Seasonal Traffic	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NC 24 & Queens Creek Road/Swansboro Middle School	C (30.2)	D (37.8)	C (33.9)	D (44.3)	D (38.3)	D (53.0)	C (34.5)	D (43.4)	D (39.4)	D (52.8)
NC 24 & Norris Road/Walmart Driveway 1	B (10.7)	B (19.9)	B (11.0)	B (18.9)	B (12.2)	C (23.7)	B (14.2)	C (21.6)	B (15.6)	C (25.3)
NC 24 & Walmart Driveway 2	B (11.0)	B (12.0)	B (11.3)	B (12.5)	B (11.5)	B (12.7)	B (11.5)	B (12.6)	B (11.7)	B (12.9)
NC 24 & Hammocks Beach Road	A (8.2)	B (10.6)	A (8.7)	B (10.2)	A (9.5)	B (12.4)	A (8.6)	B (10.5)	A (9.6)	B (12.2)



Introduction
September 28, 2022

1.0 INTRODUCTION

The purpose of this report is to evaluate the transportation impacts of the proposed Starbucks outparcel development to the existing Walmart located on the south side of NC 24 (West Corbett Avenue) and west of SR 1511 (Hammocks Beach Road) in Swansboro, NC. The subject parcel is zoned B-1 – Highway Business which has the purpose of providing proper grouping of roadside business uses. This Traffic Impact Analysis (TIA) satisfies the Town of Swansboro Unified Development Ordinance (UDO) requirement of a traffic impact study for a special use permit (SUP) associated with sites expected to generate greater than 200 trips per day. The project location is shown below in Figure 1.

This report evaluates the feasibility of the adjacent transportation system to accommodate the total Build traffic demands of the proposed 2,223 square-foot coffee shop with drive-thru. The proposed development is expected to be complete during 2023 and, per the requirement in the Swansboro UDO that future year scenario analyses occur for Build year +1, the resulting future year analyses will be for 2024. Additionally, the UDO requires analyses for seasonal scenarios to determine the impacts on the adjacent transportation system during peak summer months.

Trip generation, trip distribution, and traffic analysis for the following AM and PM peak hour scenarios are included in this study:

- 2022 Existing
- 2024 Off-season Background
- 2024 Seasonal Background
- 2024 Off-season Build
- 2024 Seasonal Build

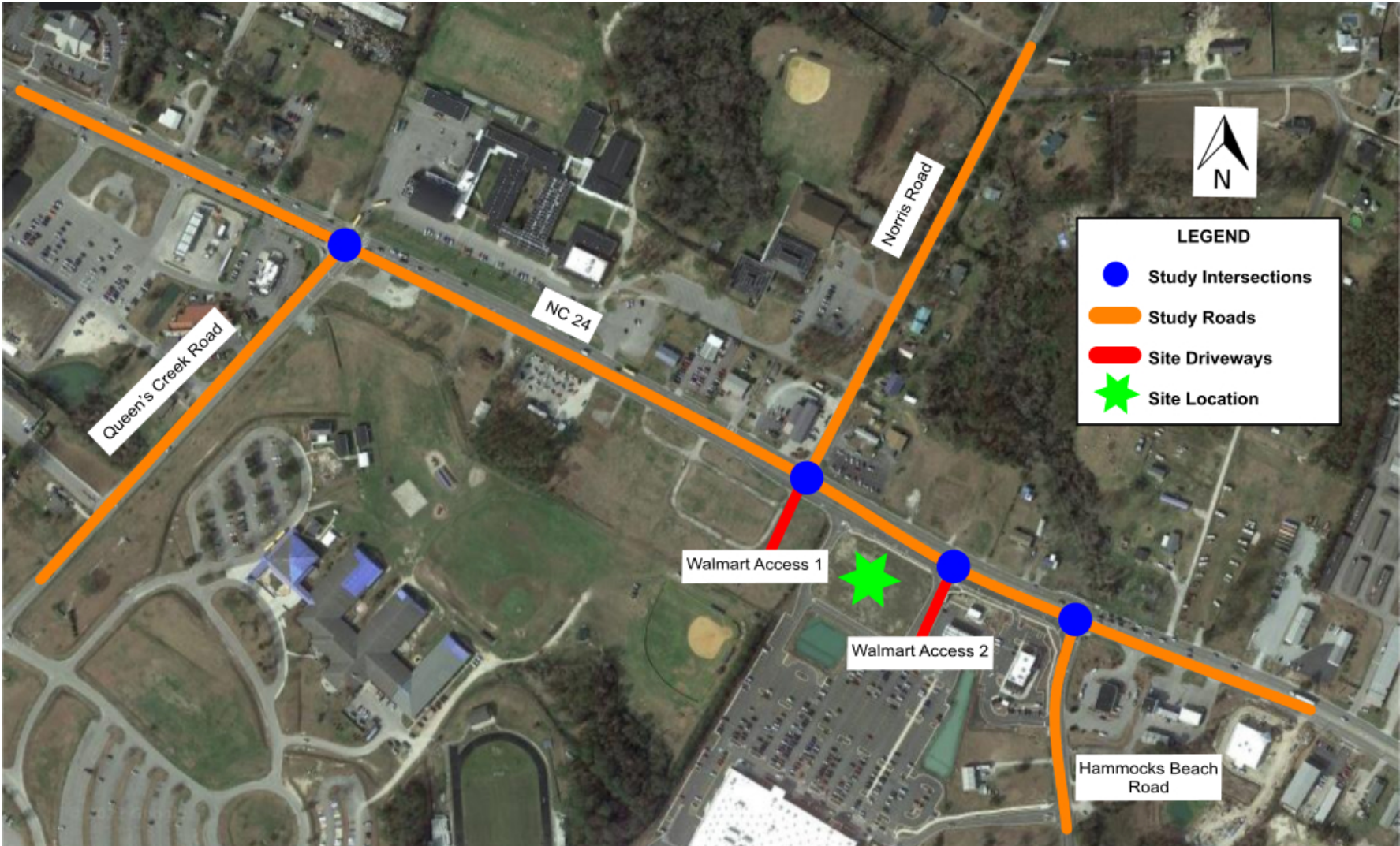
Figure 2 shows the conceptual site plan prepared by Franz Architects. An electronic copy of the site plan is provided in the appendix.



FINAL SWANSBORO STARBUCKS TRAFFIC IMPACT ANALYSIS

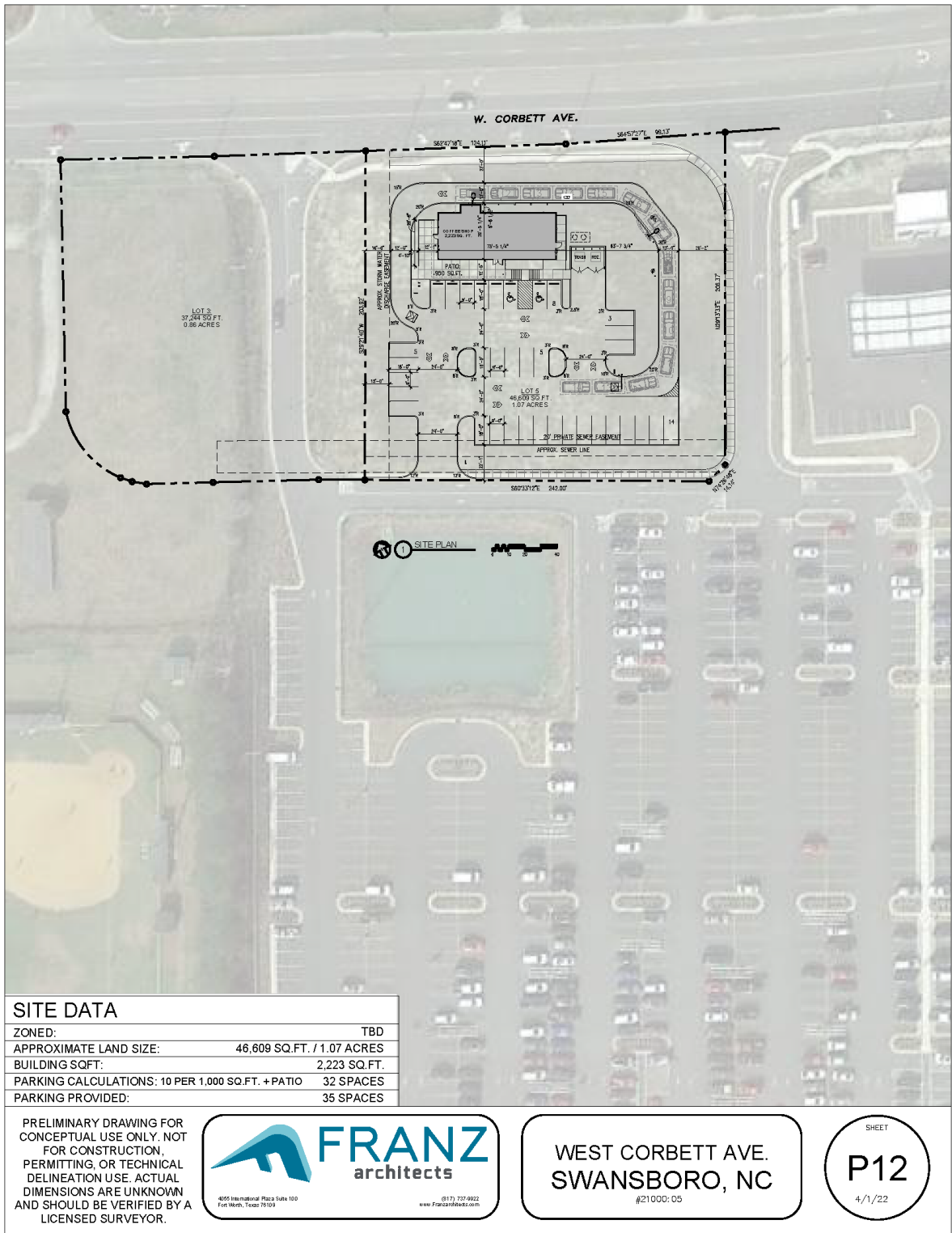
Introduction
September 28, 2022

Figure 1: Site Location



Introduction
September 28, 2022

Figure 2: Site Plan



Inventory of Traffic Conditions
September 28, 2022

2.0 INVENTORY OF TRAFFIC CONDITIONS

2.1 STUDY AREA

Stantec coordinated with the Town of Swansboro to determine the appropriate study area and assumptions. The following intersections were agreed upon to be analyzed to determine the impacts associated with this development.

- NC 24 (West Corbett Avenue) at SR 1509 (Queens Creek Road) / Swansboro Middle School Egress
- NC 24 (West Corbett Avenue) at SR 1445 (Norris Road) / Walmart Driveway 1
- NC 24 (West Corbett Avenue) at Walmart Driveway 2
- NC 24 (West Corbett Avenue) at SR 1511 (Hammocks Beach Road)

2.2 PROPOSED ACCESS

Access to the site is envisioned to be provided by connecting to the established internal network of the Walmart development. The existing Walmart site connects to the adjacent public roadway network via Walmart Driveway 1 (located at the signalized intersection of West Corbett Avenue and Norris Road), Walmart Driveway 2 (a right-in / right-out driveway connecting to West Corbett Avenue) and Walmart Driveway 3 (a stop-controlled driveway connecting to Hammocks Beach Road).

2.3 EXISTING CONDITIONS

Table 1 provides a detailed description of the existing study area roadway network. All functional classification and average annual daily traffic (AADT) information were obtained from the North Carolina Department of Transportation (NCDOT).

Table 1: Existing Conditions

Road Name	Road Number	Primary Cross-Section	Functional Classification ¹	2020 AADT ² (vpd)	Speed Limit (mph)	Bicycle/ Pedestrian Facilities	Maintenance Agency
West Corbett Avenue	NC 24	Four-Lane w/TWLTL	Principal Arterial	29,500	35	Limited Sidewalks	NCDOT
Queens Creek Road	SR 1509	Two-Lane w/TWLTL	Major Collector	11,000	45	None	NCDOT
Norris Road	SR 4445	Two-Lane Undivided	Local Road	-	45	None	NCDOT
Hammocks Beach Road	SR 1511	Two-Lane Undivided	Local Road	3,400	35	None	NCDOT

¹TWLTL = Continuous Two-Way Left-Turn Lane

The existing lane configuration and traffic control for the study area intersections are illustrated in Figure 3.



Inventory of Traffic Conditions
September 28, 2022

2.4 FUTURE HIGHWAY IMPROVEMENTS

The NCDOT proposes to convert the NC 24 corridor from traditional intersections to reduced conflict intersections (RCIs) via State Transportation Improvement Program (STIP) Project R-5885. The project to convert the 3.0-mile corridor which extends beyond the study area of this analysis is currently slated to begin in FY 2027; construction is listed as Post Year and is therefore unfunded and uncommitted. The Draft 2024-2033 STIP further delays the proposed schedule and both ROW acquisition and construction are listed as Post Year. Due to the project delays and uncommitted status, it was determined that inclusion of any planned or proposed improvements associated with this project was unnecessary for the scope of this traffic study.

No approved developments were identified for the study area.

2.5 SAFETY ANALYSIS/REPORT

Crash data was obtained at the signalized study area intersections for the period of January 1, 2017 – December 31, 2021, via the Total Crash Frequency By Intersection³ map publishing by the NCDOT Traffic Safety Unit. A total of 145 crashes were reported at these intersections and as expected, more than half (84 out of 145) are rear-end or sideswipe crashes which are often associated with congested conditions. There were a number of injury crashes during the analysis period with roughly 25% (36 out of 145) being classified as such. For reference, Table 2 below, provides definitions for each type of injury crashes. The majority of these injury crashes (29) were Type C, while the remaining 7 were classified as Type B injury crashes. No Fatalities or Type A injury crashes were reported. Additionally, a signal was installed at the intersection of NC 24 with Norris Road and incorporated a realignment of Walmart Driveway 1 during the 5-year period. It is assumed that this new signal was part of the Walmart development; however, it is expected that this signalization had a positive impact on the pattern and severity of crashes, although it is still in the evaluation period.

Table 2: Injury Classification

K	Fatality (Killed)
A	Incapacitating injury
B	Non-incapacitating injury
C	Reported injury, not evident



FINAL SWANSBORO STARBUCKS TRAFFIC IMPACT ANALYSIS

Inventory of Traffic Conditions
September 28, 2022

Figure 3: 2022 Existing Lanes and Traffic Control

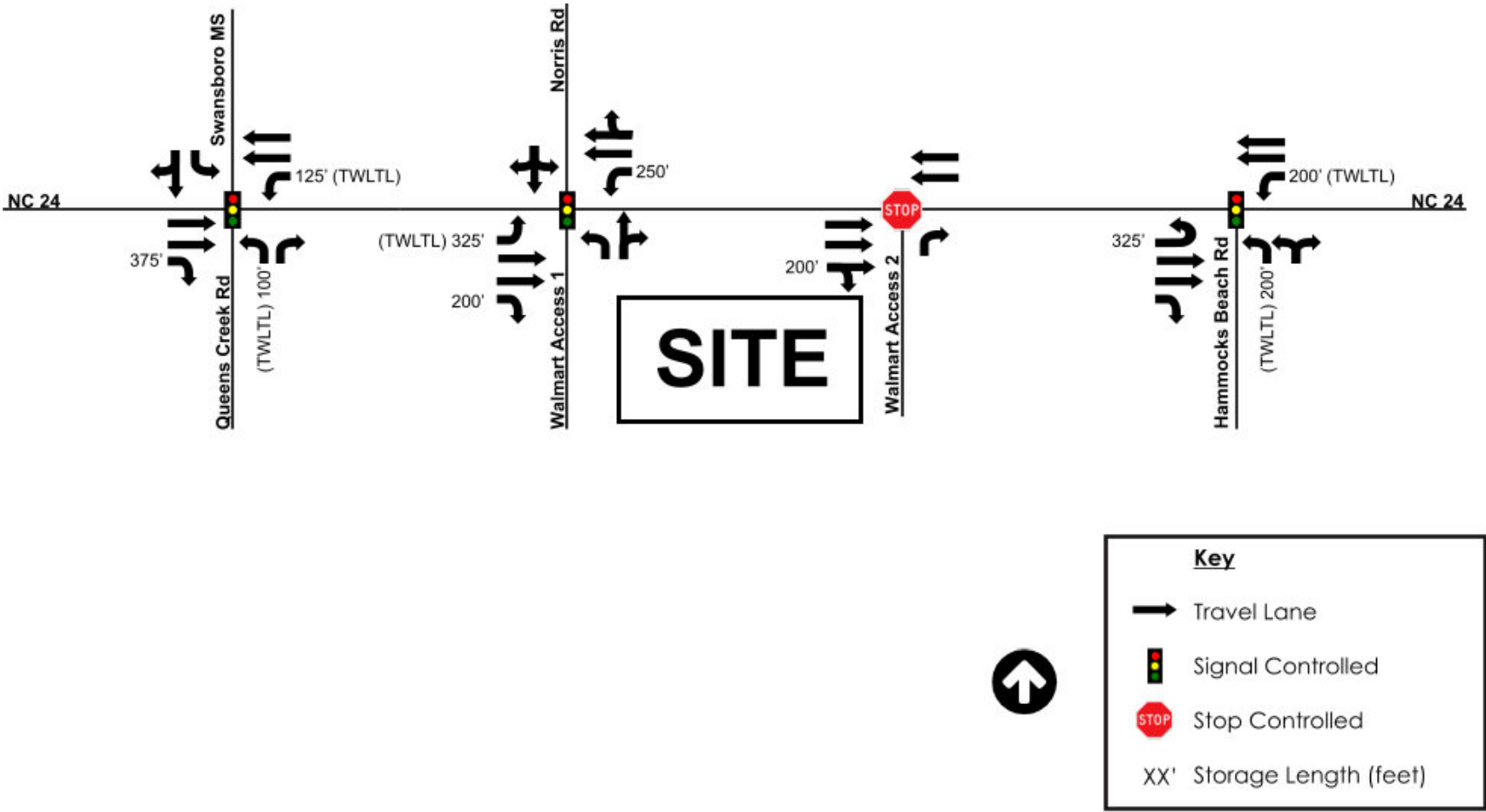


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Trip Generation and Distribution
September 28, 2022

3.0 TRIP GENERATION AND DISTRIBUTION

3.1 TRIP GENERATION

Table 3 below shows the number of anticipated trips that will be generated by the proposed development. These values are calculated using the 11th Edition of the Institute of Transportation Engineers Trip Generation Manual⁴. While no pass-by reductions are included in the current version of the Trip Generation Manual for this land use code, pass-by reduction rates were requested and approved as part of the scoping process for this study.

Table 3: Trip Generation

Trip Generation												
Land Use	ITE LUC	Size		Daily			AM Peak			PM Peak		
				Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Coffee/Donut Shop with Drive-Through Window	937	2.223	1000 GFA	1186	593	593	191	97	94	87	43	44
				1186	593	593	191	97	94	87	43	44
Pass-Bys	ITE LUC	Size		Daily			AM Peak			PM Peak		
				Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
							AM Pass-Bys: 50%			PM Pass-Bys: 55%		
Coffee/Donut Shop with Drive-Through Window	937	2.223	1000 GFA				96	49	47	48	24	24
Adjusted Trip Generation	ITE LUC	Size		Daily			AM Peak			PM Peak		
				Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Coffee/Donut Shop with Drive-Through Window	937	2.223	1000 GFA	1186	593	593	95	48	47	39	19	20
	Total Trips Generated			1186	593	593	95	48	47	39	19	20

3.2 SITE TRIP DISTRIBUTION

To accurately determine the effect of the proposed development on the surrounding roadway network, an estimate of the expected distribution of traffic entering and exiting the site is needed. The following percentages were used in both the AM and PM peak hours:

- 50% to/from the west on NC 24
- 40% to/from the east on NC 24
- 10% to/from the south on Queen's Creek Road

These percentages were developed using a combination of existing traffic volume counts, historic average annual daily traffic (AADT) recordings provided by NCDOT, and engineering judgment.

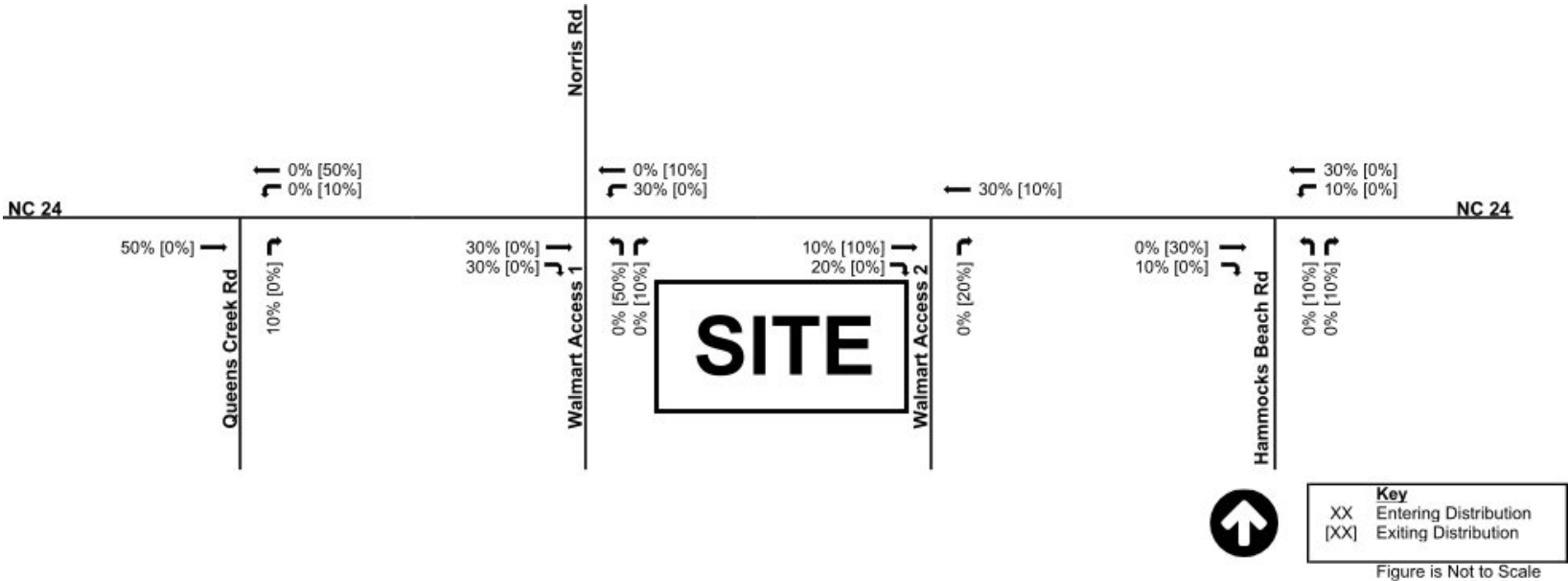
Figure 4 shows the distribution described above as well as the turning movement percentages at each intersection and Figure 5 shows the expected pass-by distribution. Figure 6 shows the actual trips that are expected to be generated through the study area intersections and Figure 7 shows the net pass-by trips that are expected to travel through the study area intersections.



FINAL SWANSBORO STARBUCKS TRAFFIC IMPACT ANALYSIS

Trip Generation and Distribution
September 28, 2022

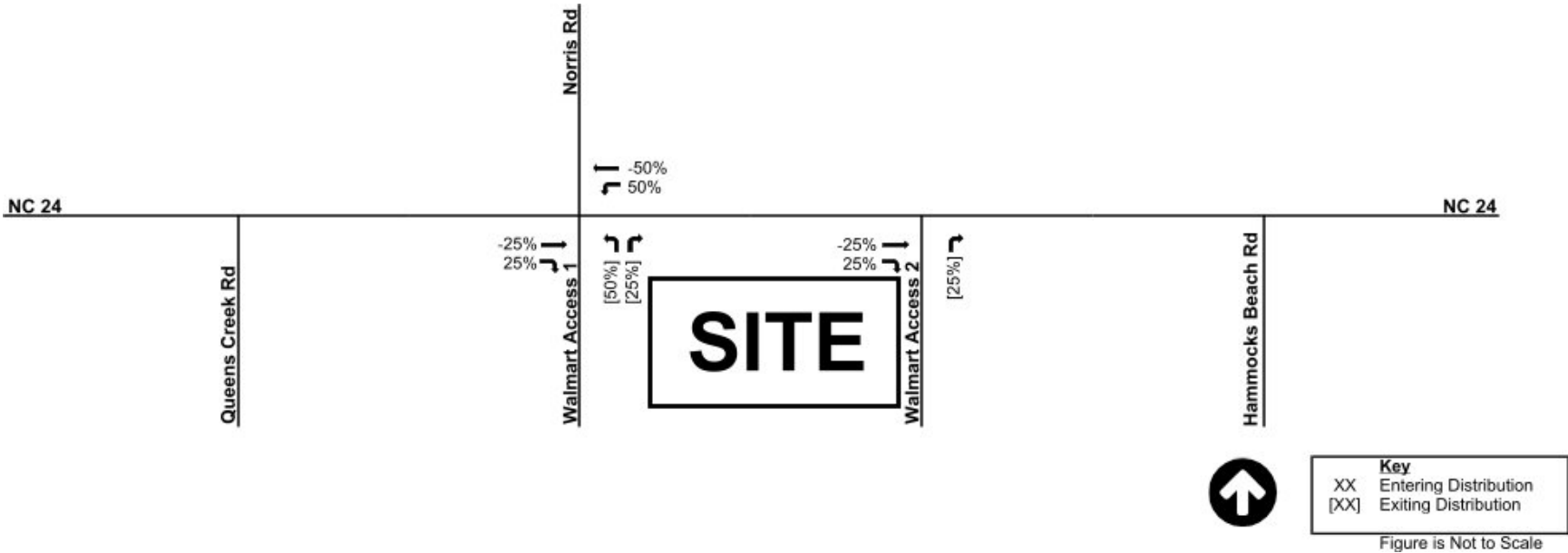
Figure 4: Site Trip Distribution



FINAL SWANSBORO STARBUCKS TRAFFIC IMPACT ANALYSIS

Trip Generation and Distribution
September 28, 2022

Figure 5: Pass-By Trip Distribution



FINAL SWANSBORO STARBUCKS TRAFFIC IMPACT ANALYSIS

Trip Generation and Distribution
September 28, 2022

Figure 6: Site Trip Assignment

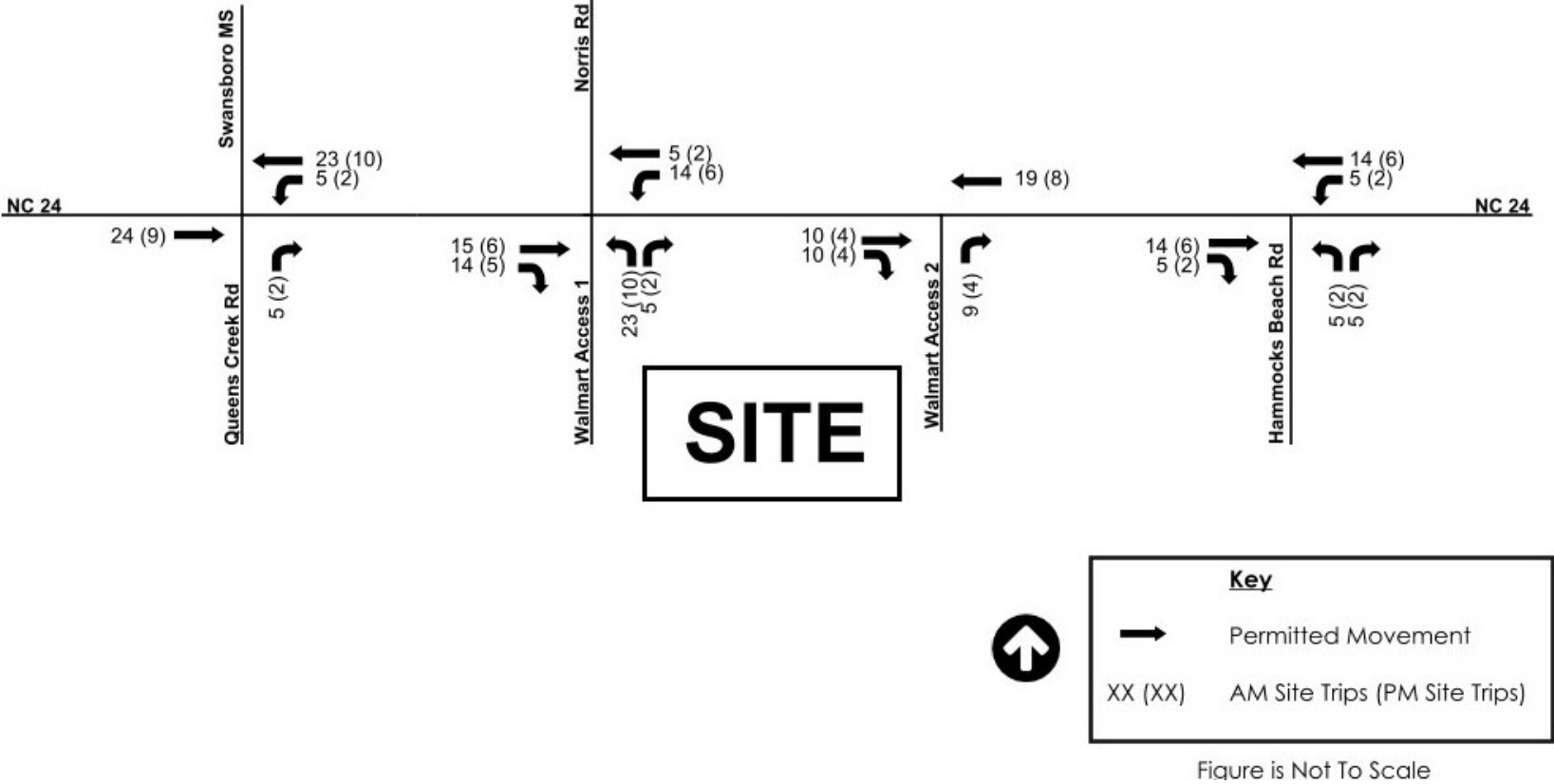


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FINAL SWANSBORO STARBUCKS TRAFFIC IMPACT ANALYSIS

Trip Generation and Distribution
September 28, 2022

Figure 7: Pass-By Trip Assignment

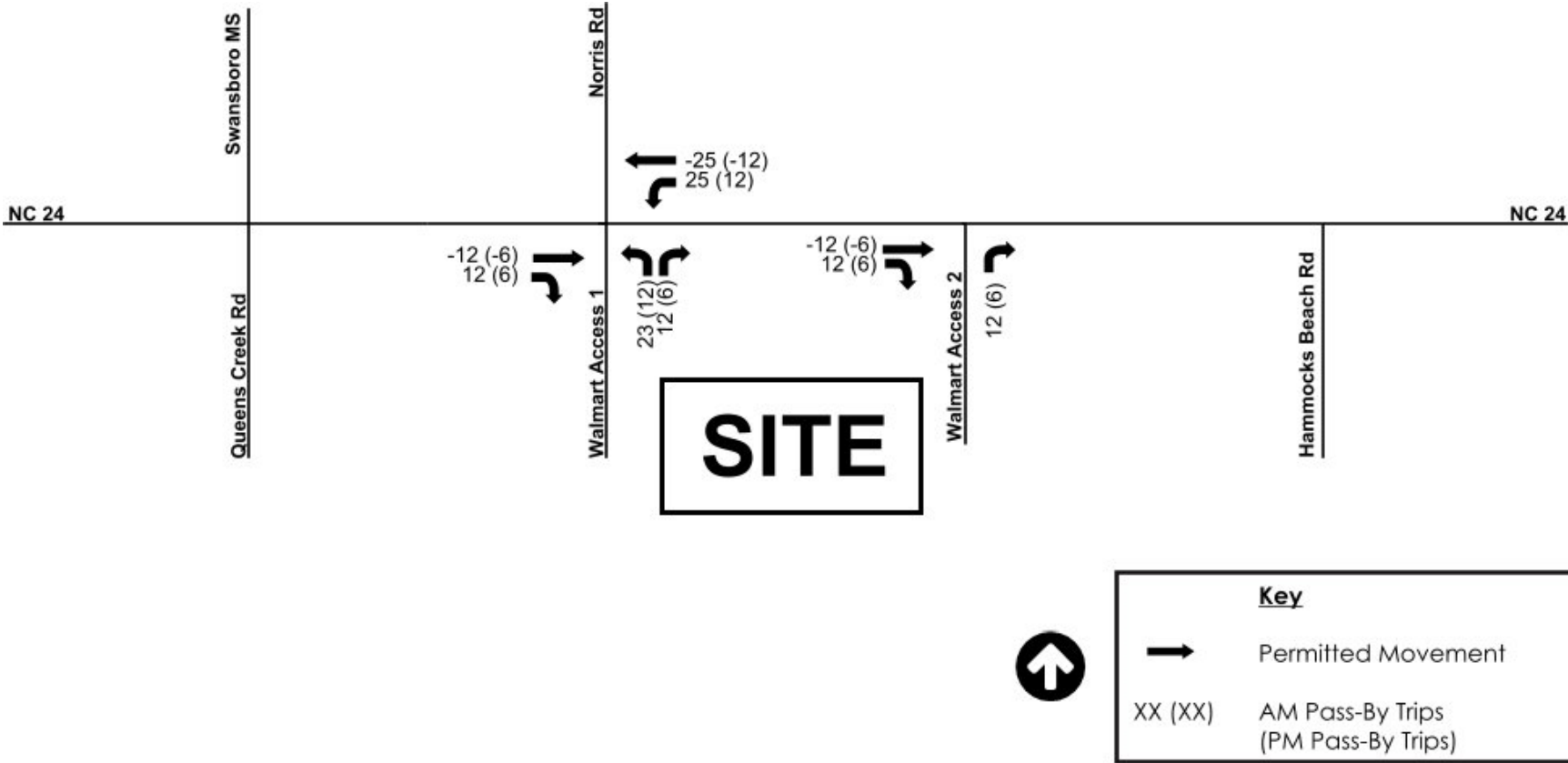


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Traffic Volumes
September 28, 2022

4.0 TRAFFIC VOLUMES

4.1 DATA COLLECTION

AM (7:00 – 9:45 AM) and PM (4:00 – 6:00 PM) turning movement counts were collected for a previous study on April 7th, 2022, at the following intersections:

- NC 24 (West Corbett Avenue) at SR 1509 (Queen's Creek Road)
- NC 24 (West Corbett Avenue) at SR 4445 (Norris Road) / Walmart Driveway 1
- NC 24 (West Corbett Avenue) at Walmart Driveway 2
- NC 24 (West Corbett Avenue) at SR 1511 (Hammocks Beach Road)

Raw count data for these locations are included in the appendix. Traffic volumes were balanced between study intersections. The Existing (2022) traffic volumes are shown in Figure 8.

4.2 BACKGROUND TRAFFIC VOLUMES

As stipulated in the Swansboro UDO, the count data was grown by three percent (3%) per year to estimate traffic growth from 2022 to 2024. The historical growth traffic volumes were added to the existing volumes to determine the 2024 Off-season Background traffic volumes. The 2024 Off-season Background traffic volumes are shown in Figure 9.

To account for the increase in traffic during the summer, the 2024 Seasonal Background traffic volumes were further increased by seven percent (7%). The 2024 Seasonal Background traffic volumes are shown in Figure 10.

4.3 BUILD TRAFFIC VOLUMES

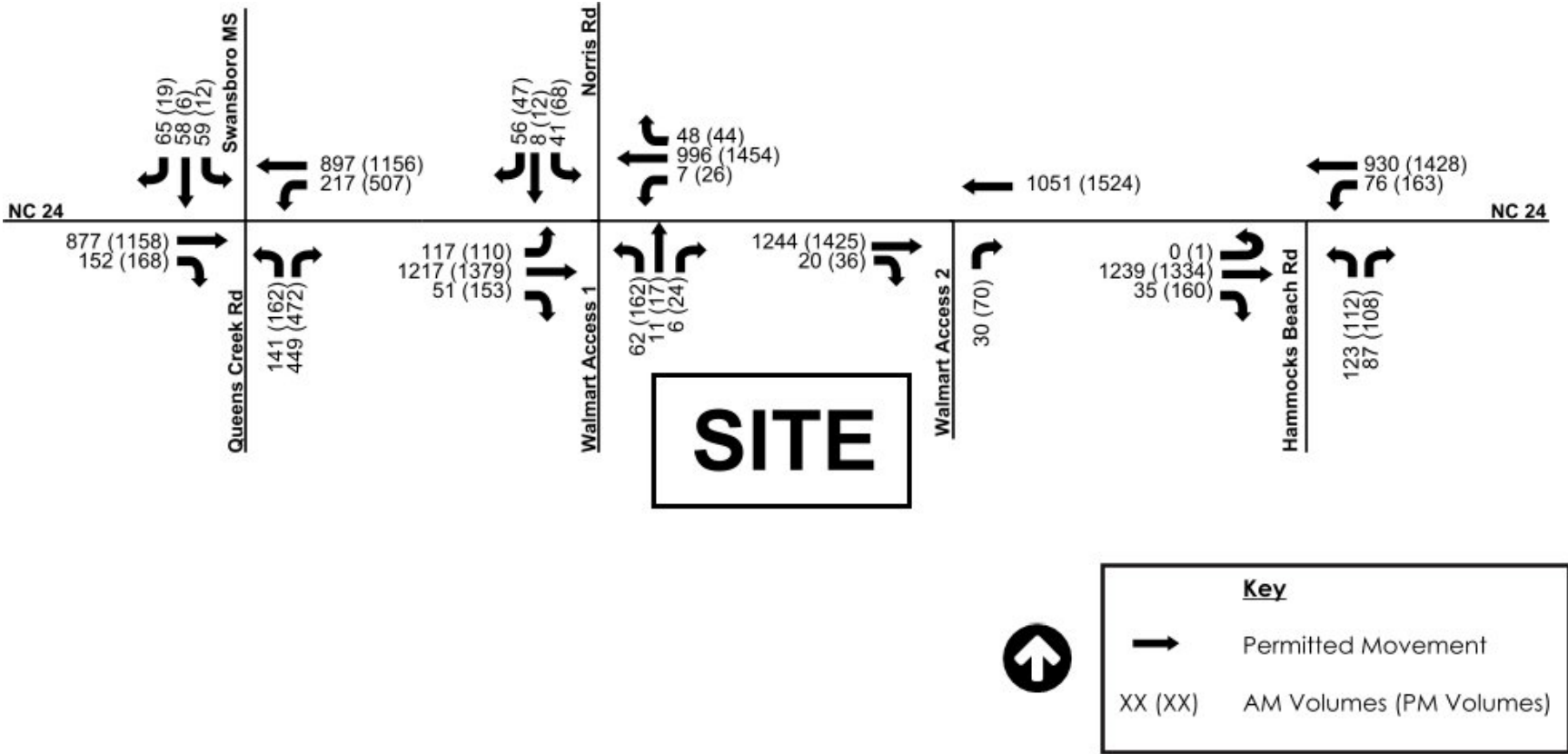
The 2024 Off-season Build traffic volumes include the 2024 Off-season Background traffic and the proposed development traffic discussed in Section 3.0. The 2024 Off-season Build traffic volumes are shown in Figure 11 and the 2024 Seasonal Build traffic volumes are shown in Figure 12.



FINAL SWANSBORO STARBUCKS TRAFFIC IMPACT ANALYSIS

Traffic Volumes
September 28, 2022

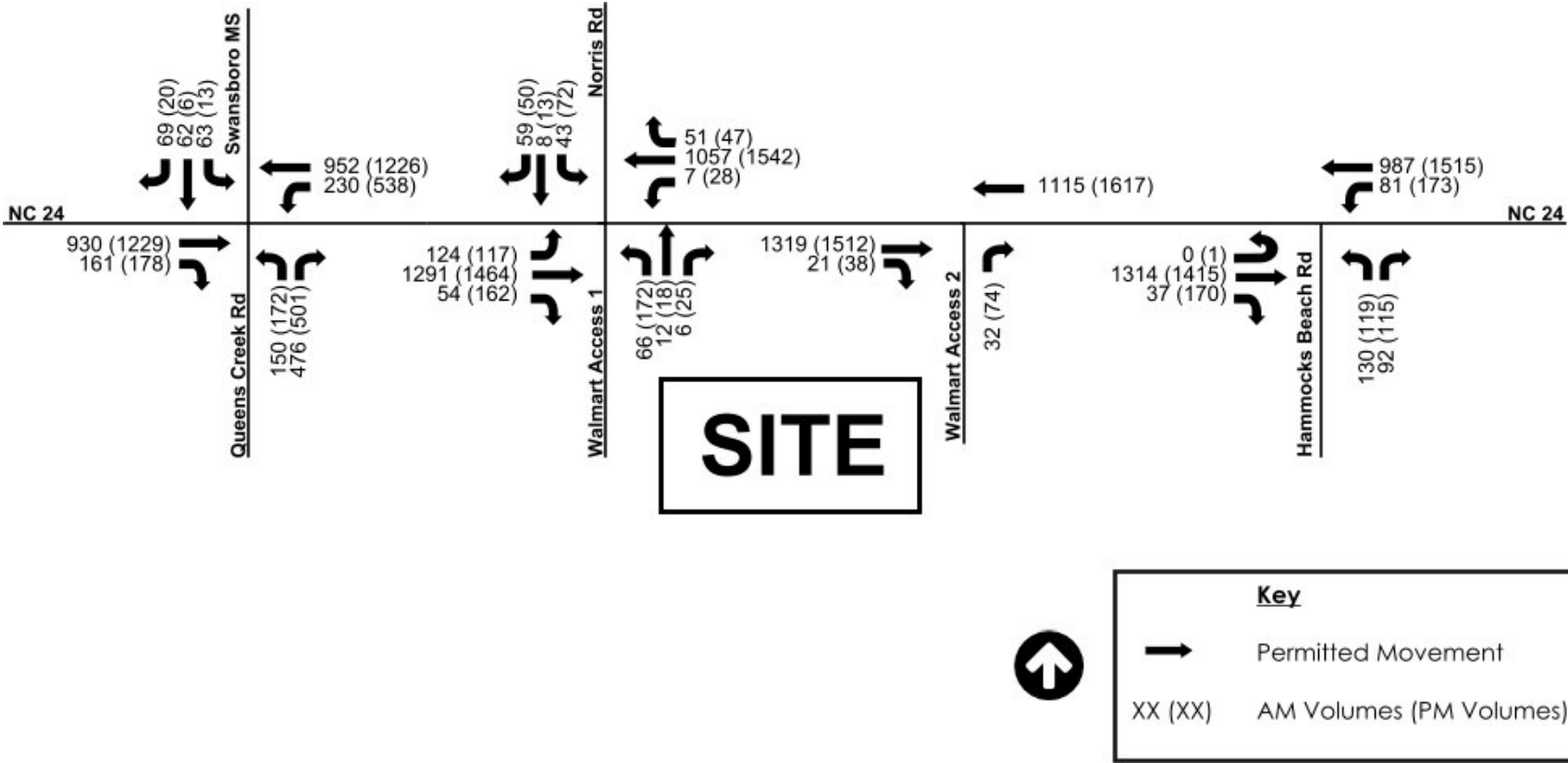
Figure 8: 2022 Existing Traffic Volumes



FINAL SWANSBORO STARBUCKS TRAFFIC IMPACT ANALYSIS

Traffic Volumes
September 28, 2022

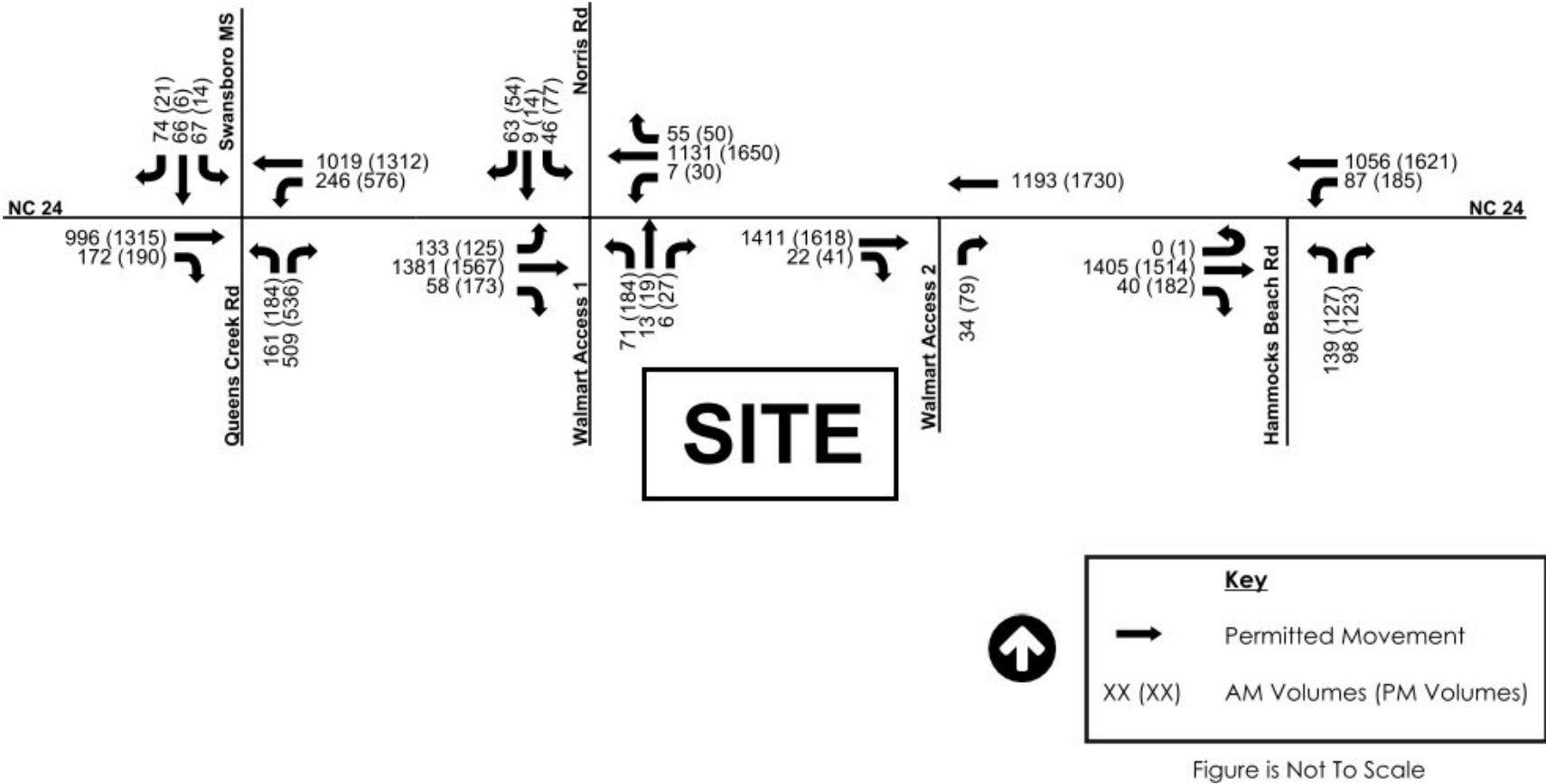
Figure 9: 2024 No-Build Traffic Volumes



FINAL SWANSBORO STARBUCKS TRAFFIC IMPACT ANALYSIS

Traffic Volumes
September 28, 2022

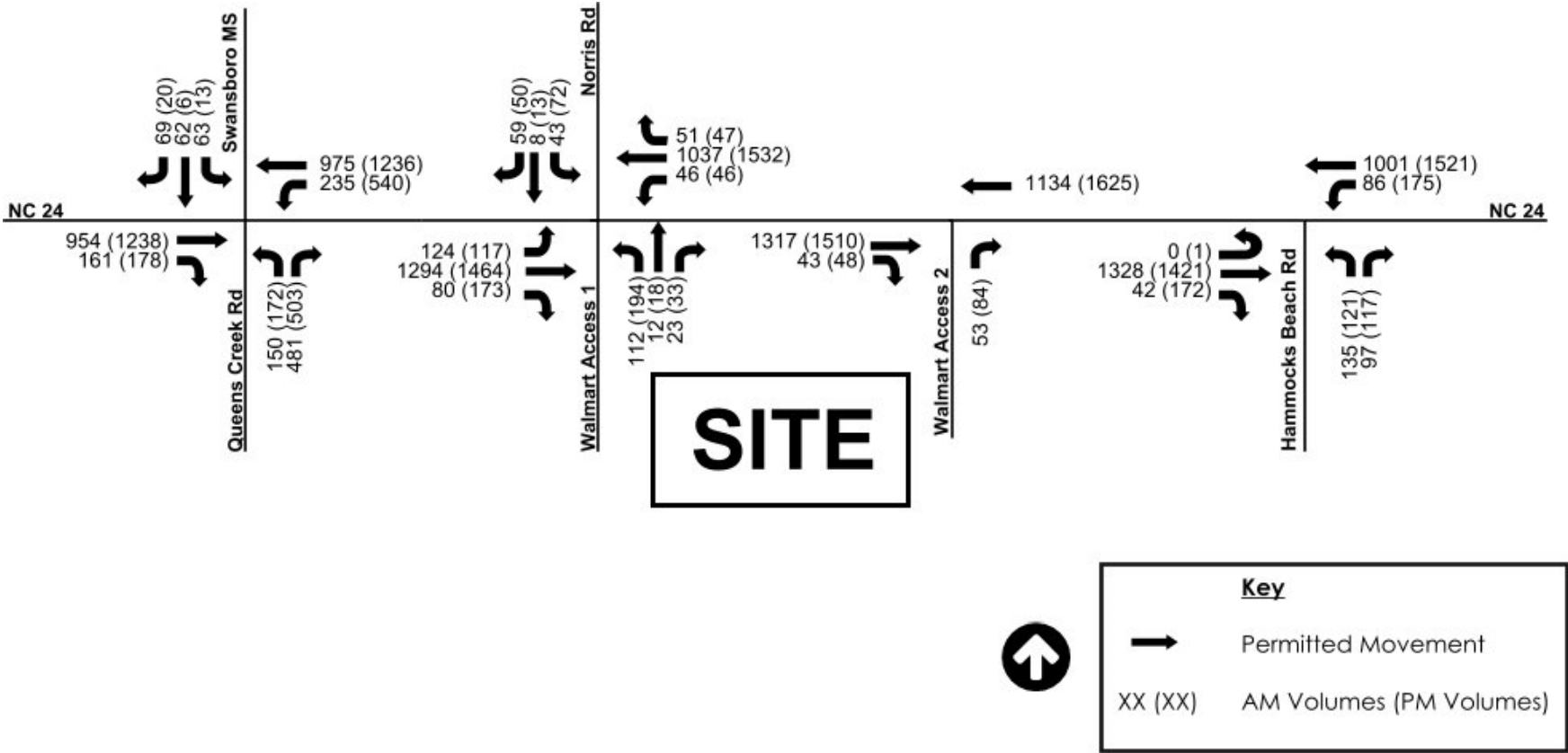
Figure 10: 2024 No-Build Seasonal Traffic Volumes



FINAL SWANSBORO STARBUCKS TRAFFIC IMPACT ANALYSIS

Traffic Volumes
September 28, 2022

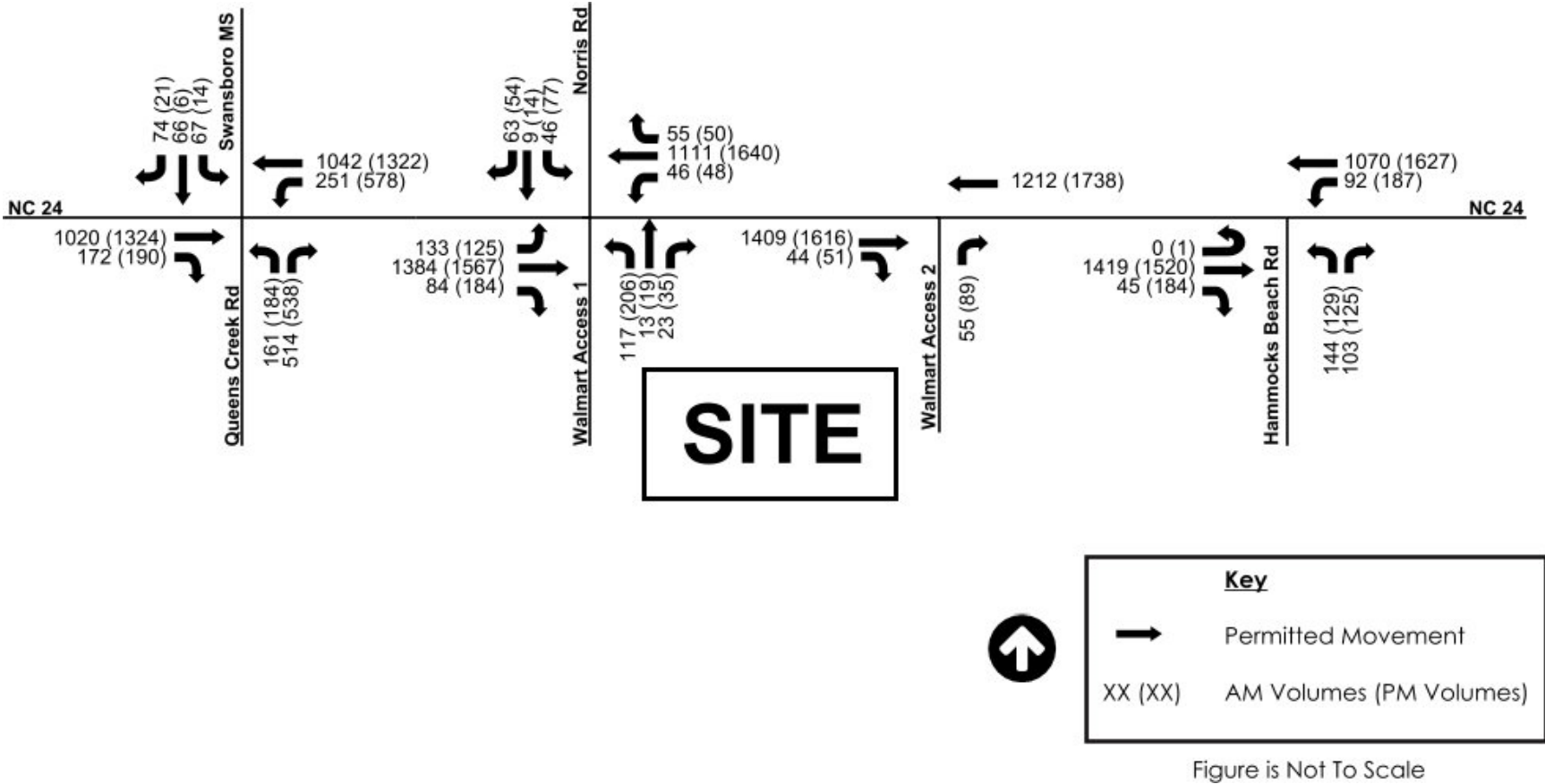
Figure 11: 2024 Build Traffic Volumes



FINAL SWANSBORO STARBUCKS TRAFFIC IMPACT ANALYSIS

Traffic Volumes
September 28, 2022

Figure 12: 2024 Build Seasonal Traffic Volumes



Traffic Analysis
September 28, 2022

5.0 TRAFFIC ANALYSIS

Capacity analyses were performed for the roadway network in the study area. The traffic analysis program Synchro Version 11 was used to analyze all signalized and stop-controlled intersections according to methods put forth by the Transportation Research Board's Highway Capacity Manual⁵ (HCM). The HCM defines capacity as the "maximum rate or flow at which persons or vehicles can be reasonably expected to traverse a point or uniform section of a line or roadway during a specified period under prevailing roadway, traffic, and control conditions, usually expressed as vehicles per lane per hour."

Level of service (LOS) is a term used to describe different traffic conditions and is defined as a "qualitative measure describing operational conditions within a traffic stream, and their perception by motorists or passengers." LOS varies from Level A, representing free flow, to Level F where traffic breakdown conditions are evident. At an unsignalized intersection, the primary traffic on the main roadway is virtually uninterrupted. Therefore, the overall delay for the intersection is usually less than what is calculated for the minor street movements. The overall intersection delay and the delay for the intersections' minor movement(s) are reported in the summary tables of this report. LOS D is acceptable for signalized intersections in suburban areas during peak periods. For unsignalized intersections, it is common for some of the minor street movements or approaches to be operating at LOS F during peak hour conditions and that is not necessarily indicative of an area that requires improvements.

Capacity analyses were completed following *NCDOT Capacity Analysis Guidelines*⁶ as well as the *Draft NCDOT Capacity Analysis Guidelines Best Practices*⁷. Table 4 presents the criteria of each LOS as indicated in the HCM.

Table 4: Level of Service Criteria

Level of Service (LOS)	Signalized Intersection Control Delay (seconds / vehicle)	Unsignalized Intersection Control Delay (seconds / vehicle)
A	≤ 10	≤ 10
B	>10 and ≤ 20	>10 and ≤ 15
C	>20 and ≤ 35	>15 and ≤ 25
D	>35 and ≤ 55	>25 and ≤ 35
E	>55 and ≤ 80	>35 and ≤ 50
F	>80	>50

Capacity analyses were performed for the following conditions:

- 2022 Existing
- 2024 Off-season Background
- 2024 Off-season Build
- 2024 Seasonal Background
- 2024 Seasonal Build



Traffic Analysis
September 28, 2022

Peak hour factors for all analysis scenarios were set to 0.9. Dallas permitted & protected (D.P.+P.) left turn/u-turn phasing was used in all future year scenarios where already used in the existing signal phasing. Additionally, corridor signal timings were optimized for all analysis scenarios. All Synchro files and detailed printouts can be found in the appendix. A summary of the results of the analyses is provided in the following sub-sections.







Traffic Analysis
September 28, 2022

5.1 2022 EXISTING

In the base year of 2022 under the existing geometric conditions, all study intersections operate at an acceptable level of service. In the PM peak hour, the northbound left and southbound through-right movement at the NC 24 & Queen's Creek Road intersection operates at LOS F, as well as the northbound left movement at the NC 24 & Norris Road intersection, and the northbound approach at the NC 24 & Hammocks Beach Road intersection. Synchro level of service, delay, and queuing results for the 2022 Existing analysis scenario are listed in Table 5.

Table 5: 2022 Existing Level of Service and Delay

Intersection			Approach	Lane Group	Delay (sec. / veh.)		Level of Service (LOS)		95th % Queue (feet)	
					AM	PM	AM	PM	AM	PM
	NC 24 & Queens Creek Road/Swansboro Middle School	Overall		30.2	37.8	C	D			
		EB	T	34.7	52.2	C	D	421	843	
			R	12.7	17	B	B	88	135	
		WB	L	21.9	66.9	C	E	151	780	
			T	5	6	A	A	88	236	
		NB	L	64.3	89.1	E	F	181	265	
			R	52.6	35.7	D	D	455	471	
		SB	L	57	77	E	E	95	38	
TR	85.4		85.3	F	F	212	65			
	NC 24 & Norris Road/Walmart Driveway 1	Overall		10.7	19.9	B	B			
		EB	L	6.2	29.1	A	C	19	67	
			T	4.4	8.1	A	A	164	262	
			R	3.5	5.8	A	A	12	36	
		WB	L	4.1	7.6	A	A	4	13	
			TR	10.3	19.3	B	B	277	845	
		NB	L	55	91.2	E	F	93	265	
			TR	42.6	52.9	D	D	34	76	
SB	LTR	63.8	65.5	E	E	142	200			
		NC 24 & Walmart Driveway 2	NB	R	11	12	B	B	5	13
	NC 24 & Hammocks Beach Road	Overall		8.2	10.6	A	B			
		EB	U	0.8	1.5	A	A	0	0	
			T	3.2	4.8	A	A	27	109	
			R	0.4	1.1	A	A	0	14	
		WB	L	6.6	21.7	A	C	24	82	
			T	3.9	5.2	A	A	141	312	
		NB	LR	58.6	80.4	E	F	129	173	



Traffic Analysis
September 28, 2022

5.2 2024 OFF-SEASON BACKGROUND





In the 2024 Off-season Background scenario, all of the study intersections operate at an overall acceptable level of service. There are a few movements that operate at LOS F. The northbound left and southbound left movements at the NC 24 & Queen's Creek Road intersection operates at LOS F in the PM peak hour and the southbound through-right movement operates at LOS F in both peak hours.

Synchro level of service, delay, and queuing results for the 2024 Off-season Background analysis scenario are listed in Table 6.



Traffic Analysis
September 28, 2022

Table 6: 2024 Off-season Background Level of Service and Delay

Intersection			Approach	Lane Group	Delay (sec. / veh.)		Level of Service (LOS)		95th % Queue (feet)	
					AM	PM	AM	PM	AM	PM
	NC 24 & Queens Creek Road/Swansboro Middle School	Overall			33.9	44.3	C	D		
		EB	T		35.5	62.4	D	E	455	1005
			R		12	15.4	B	B	91	133
		WB	L		27.7	72	C	E	196	906
			T		5.2	7.5	A	A	96	471
		NB	L		64.1	104.5	E	F	189	316
			R		68.8	45.4	E	D	534	678
		SB	L		58	88.3	E	F	100	45
TR			95.1	99.8	F	F	232	74		
	NC 24 & Norris Road/Walmart Driveway 1	Overall			11	18.9	B	B		
		EB	L		7.9	23.8	A	C	18	70
			T		4.3	11.2	A	B	179	368
			R		3.5	5.1	A	A	12	57
		WB	L		4.4	6.8	A	A	4	7
			TR		11.3	19.1	B	B	296	307
		NB	L		55.2	71	E	E	96	225
			TR		42.1	32	D	C	35	54
	NC 24 & Walmart Driveway 2	NB	R		11.3	12.5	B	B	5	13
	NC 24 & Hammocks Beach Road	Overall			8.7	10.2	A	B		
		EB	U		0.8	1.2	A	A	0	0
			T		4	7.2	A	A	30	44
			R		0.4	1.5	A	A	0	2
		WB	L		8.8	30.8	A	C	26	113
			T		4.2	6.1	A	A	157	227
		NB	LR		58.4	46.2	E	D	134	114



Traffic Analysis
September 28, 2022

5.3 2024 SEASONAL BACKGROUND





In the 2024 Seasonal Background scenario, all of the study intersections operate at an acceptable overall level of service. There are a few movements that operate at LOS F. The northbound left and southbound left movements at the NC 24 & Queen's Creek Road intersection operates at LOS F in the PM peak hour and the southbound through-right movement operates at LOS F in both peak hours. The northbound left movement at the NC 24 & Norris Road intersection operates at LOS F in the PM peak hour.

Synchro level of service, delay, and queuing results for the 2024 Seasonal Background analysis scenario are listed in Table 7.



Traffic Analysis
September 28, 2022

Table 7: 2024 Seasonal Background Level of Service and Delay

Intersection			Approach	Lane Group	Delay (sec. / veh.)		Level of Service (LOS)		95th % Queue (feet)	
					AM	PM	AM	PM	AM	PM
	NC 24 & Queens Creek Road/Swansboro Middle School	Overall			38.3	53	D	D		
		EB	T	41.5	77.7	D	E	559	1254	
			R	13.5	19.6	B	B	109	176	
		WB	L	35.2	77	D	E	229	1159	
			T	6.4	6.8	A	A	115	238	
		NB	L	69.9	141.3	E	F	216	476	
			R	74.4	56.1	E	E	582	909	
		SB	L	62.6	113.3	E	F	111	57	
TR	104.9		133	F	F	265	88			
	NC 24 & Norris Road/Walmart Driveway 1	Overall			12.2	23.7	B	C		
		EB	L	10.9	41.8	B	D	16	120	
			T	4.8	16.7	A	B	227	602	
			R	3.8	10.9	A	B	12	116	
		WB	L	4.6	8.8	A	A	4	9	
			TR	12.3	21.7	B	C	337	440	
		NB	L	61.7	80.3	E	F	109	277	
			TR	45.5	37.7	D	D	38	65	
SB	LTR	69.7	49.3	E	D	167	177			
		NC 24 & Walmart Driveway 2	NB	R	11.5	12.7	B	B	5	15
	NC 24 & Hammocks Beach Road	Overall			9.5	12.4	A	B		
		EB	U	0.8	1	A	A	0	0	
			T	4.2	9	A	A	32	55	
			R	0.3	1.7	A	A	1	6	
		WB	L	12.4	40.8	B	D	30	156	
			T	4.5	6.7	A	A	184	299	
		NB	LR	63.9	56.5	E	E	152	143	



Traffic Analysis
September 28, 2022

5.4 2024 OFF-SEASON BUILD

This analysis scenario evaluates traffic operations under the increased traffic demands associated with the proposed Starbucks.





In the 2024 Off-season Build scenario, all of the study intersections still operate at an overall acceptable level of service. There are a few movements that operate at LOS F. The northbound left and southbound left movements at the NC 24 & Queen's Creek Road intersection operates at LOS F in the PM peak hour and the southbound through-right movement operates at LOS F in both peak hours.

Capacity analysis results for the 2024 Off-season Build analysis scenario are listed in Table 8.



Traffic Analysis
September 28, 2022

Table 8: 2024 Off-Season Build Level of Service and Delay

Intersection			Approach	Lane Group	Delay (sec. / veh.)		Level of Service (LOS)		95th % Queue (feet)	
					AM	PM	AM	PM	AM	PM
	NC 24 & Queens Creek Road/Swansboro Middle School	Overall			34.5	43.4	C	D		
		EB	T		35.7	67.7	D	E	465	1005
			R		11.7	15.9	B	B	89	131
		WB	L		29.9	55.9	C	E	238	866
			T		5.2	7.1	A	A	90	315
		NB	L		64.1	104.5	E	F	189	316
			R		70.7	44.2	E	D	555	689
		SB	L		59.3	88.5	E	F	101	45
TR			101.9	100.5	F	F	242	74		
	NC 24 & Norris Road/Walmart Driveway 1	Overall			14.2	21.6	B	C		
		EB	L		7.7	19.9	A	B	20	44
			T		7.4	14.9	A	B	217	480
			R		5.6	10.7	A	B	20	99
		WB	L		5.5	9.5	A	A	18	12
			TR		13.1	20.9	B	C	286	322
		NB	L		68.6	75.9	E	E	150	252
			TR		42	31.6	D	C	55	60
SB	LTR		58.3	40.7	E	D	144	139		
		NC 24 & Walmart Driveway 2	NB	R		11.5	12.6	B	B	8
	NC 24 & Hammocks Beach Road	Overall			8.6	10.5	A	B		
		EB	U		1.2	0.8	A	A	0	0
			T		3.6	8.3	A	A	55	136
			R		0.1	1.4	A	A	1	7
		WB	L		6.6	25.9	A	C	28	117
			T		4.4	6	A	A	164	229
		NB	LR		58.5	47.4	E	D	139	115



Traffic Analysis
September 28, 2022

5.5 2024 SEASONAL BUILD

This analysis scenario evaluates traffic operations under the increased traffic demands associated with the proposed Starbucks during the summer months.





In the 2024 Seasonal Build scenario, all of the study intersections still operate at an overall acceptable level of service. There are a few movements that operate at LOS F. The northbound left and southbound left movements at the NC 24 & Queen's Creek Road intersection operates at LOS F in the PM peak hour and the southbound through-right movement operates at LOS F in both peak hours. The northbound left movement at the NC 24 & Norris Road intersection operates at LOS F in both peak hours.

Capacity analysis results for the 2024 Seasonal Build analysis scenario are listed in Table 9.



Traffic Analysis
September 28, 2022

Table 9: 2024 Seasonal Build Level of Service and Delay

Intersection			Approach	Lane Group	Delay (sec. / veh.)		Level of Service (LOS)		95th % Queue (feet)	
					AM	PM	AM	PM	AM	PM
	NC 24 & Queens Creek Road/Swansboro Middle School	Overall			39.4	52.8	D	D		
		EB	T		45.1	79	D	E	643	1268
			R		14.9	19.6	B	B	118	176
		WB	L		38.4	76.3	D	E	263	1121
			T		6.7	5.1	A	A	117	243
		NB	L		75.9	141.3	E	F	231	476
			R		69.2	56.3	E	E	437	916
		SB	L		66.9	113.3	E	F	118	57
TR			109.9	133	F	F	278	88		
	NC 24 & Norris Road/Walmart Driveway 1	Overall			15.6	25.3	B	C		
		EB	L		10.8	38.7	B	D	19	76
			T		7.3	18.1	A	B	252	530
			R		5.6	11.7	A	B	20	103
		WB	L		7.6	14.3	A	B	21	15
			TR		14	22.6	B	C	347	424
		NB	L		83.3	89.7	F	F	179	312
			TR		48.7	37.4	D	D	63	73
SB	LTR		67.5	47.3	E	D	172	175		
		NC 24 & Walmart Driveway 2	NB	R		11.7	12.9	B	B	8
	NC 24 & Hammocks Beach Road	Overall			9.6	12.2	A	B		
		EB	U		1	1.2	A	A	0	0
			T		3.1	8.2	A	A	52	60
			R		0.2	1.9	A	A	0	4
		WB	L		13.8	42.1	B	D	32	161
			T		4.6	6.6	A	A	198	302
		NB	LR		69.2	57.5	E	E	169	145



Recommendations
September 28, 2022

6.0 RECOMMENDATIONS

With the addition of traffic generated by the proposed development (approximately 1.5% increase in the peak hours), there are no discernable differences in operations between the Background and Build scenarios for either seasonal or off-season analyses. All of the study intersections operate at an acceptable level of service in all of the Off-season and Seasonal scenarios. Therefore, no improvements are recommended to be constructed as part of the Swansboro Starbucks Development. Access to the internal road network should meet the design requirements in the UDO.



References

September 28, 2022

7.0 REFERENCES

¹ **NCDOT Functional Classification Map**,

<http://ncdot.maps.arcgis.com/home/webmap/viewer.html?layers=029a9a9fe26e43d687d30cd3c08b1792>

² **2020 NCDOT Average Daily Traffic Volumes**,

<https://ncdot.maps.arcgis.com/apps/webappviewer/index.html?id=964881960f0549de8c3583bf46ef5ed4>

³ **Total Crash Frequency By Intersection**

<https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=dc944f1c834f49a18479c17df1f783b9>

⁴ **Trip Generation (11th Edition)**, Institute of Transportation Engineers (ITE), September 2021.

⁵ **Highway Capacity Manual 6th Edition: A Guide for Multimodal Mobility Analysis**. Washington D.C.: Transportation Research Board, 2016.

⁶ **NCDOT Capacity Analysis Guidelines**. North Carolina Department of Transportation (NCDOT), March 2022, <https://connect.ncdot.gov/resources/safety/Congestion%20Mngmt%20and%20Signing/Standards%20-%20Capacity%20Analysis%20Guidelines.pdf>

⁷ **Draft NCDOT Capacity Analysis Guidelines: Best Practices**. North Carolina Department of Transportation (NCDOT), March 2022, <https://connect.ncdot.gov/resources/safety/Congestion%20Mngmt%20and%20Signing/Best%20Practices%20-%20Capacity%20Analysis%20Guidelines.pdf>

8.0 APPENDIX

- Scoping Correspondence
- Site Plan
- Raw Traffic Count Data
- Traffic Volume Calculations
- Synchro Files
- Synchro & SimTraffic Reports



September 29, 2022

Paula Webb
Town Manager
Town of Swansboro
601 W. Corbett Ave
Swansboro, NC 28584
(910) 326-4428

RE: Swansboro Starbucks Technical Review Memorandum - Update

Dear Ms. Webb,

Timmons Group reviewed the Swansboro Starbucks Traffic Impact Analysis (TIA) completed by Stantec and submitted to the Town of Swansboro on September 19th, 2022. Initial technical review comments were submitted on September 26th, 2022. The provided comments were addressed by Stantec and a revised TIA was submitted to the Town of Swansboro on September 28th, 2022. Updated technical review comments have been included as part of this memorandum update.

TIA Memorandum Contents and Requirements

For purposes of analysis, it was assumed that the proposed Starbucks Development will consist of the following land uses:

- 2,223 Square-Foot (SF) coffee shop with drive-thru

Per the Town's request, the Stantec study included the following information:

1. **(Study Area)** See #3 below
2. **(Planned Roadway Improvements)** None
3. **(Roadway / Intersections to be Analyzed)** The following study area intersections were included for analysis:
 - NC-24 (W Corbett Ave) / Queens Creek Road / Swansboro Middle School Drive
 - NC-24 (W Corbett Ave) / Norris Road / Walmart Driveway 1
 - NC-24 (W Corbett Ave) / Walmart Driveway 2
 - NC-24 (W Corbett Ave) / Hammock Beach Road
4. **(Projected Trip Generation)** Trip generation included the Starbucks square footage (2,223 SF).
5. **(Preliminary Traffic Distribution)** The trip distribution was provided by Stantec prior to submittal and approved by Timmons Group. The trip distribution included:
 - NC-24 to the east – 40%
 - NC-24 to the west – 50%
 - Queens Creek Road to the south – 10%
6. **(Other Planned / Approved Developments)** None
7. **(Traffic Growth Rate)** A growth rate of 3.0% per year was used.

8. **(Available Traffic Data)** Turning movement counts collected by JM Teague (4/07/22) were provided to Stantec.
9. **(Study Periods)** The TIA analyzed the following conditions:
 - 2022 Existing
 - 2024 Background
 - 2024 Build
 - 2024 Peak Season** Background
 - 2024 Peak Season** Build

**A 7% increase in traffic was used to account for peak season traffic.

10. **(Other Staff Concerns)** None

TIA Memorandum Findings

The overall NC-24 (W Corbett Ave) / Queens Creek Road / Swansboro Middle School Drive intersection level of service is not projected to exceed LOS D during any analyzed condition. No improvement recommendations were provided or are necessary to mitigate capacity concerns at this intersection.

The overall NC-24 (W Corbett Ave) / Norris Road / Walmart Driveway 1 intersection level of service is not projected to exceed LOS C during any analyzed condition. No improvement recommendations were provided or are necessary to mitigate capacity concerns at this intersection.

The unsignalized northbound right-turn lane at NC-24 (W Corbett Ave) / Walmart Driveway 2 is not projected to exceed LOS B during any analyzed condition. No improvement recommendations were provided or are necessary to mitigate capacity concerns at this intersection.

The overall NC-24 (W Corbett Ave) / Hammock Beach Road intersection level of service is not projected to exceed LOS B during any analyzed condition. No improvement recommendations were provided or are necessary to mitigate capacity concerns at this intersection.

Overall delay percent differences (between Background and Build analyses) for intersections with LOS E or above (overall or intersection approach) did not exceed 12% during any analyzed condition. The development minimally increased queues at each intersection. The document recommended no improvements to mitigate congestion or queuing caused by the proposed development.

Timmons Group TIA Review Summary

Timmons Group reviewed the provided TIA and agrees with the project findings. The technical comments provided in the September 26th, 2022 memorandum are provided below with updated comments (in green).

All the technical review comments have been corrected and no additional comments are provided.

Timmons Group TIA Memorandum Review Comments

Study comments from the September 26th, 2022 memorandum are provided below with updated comments (in Green).

The following was noted in the Synchro analysis review:

- Minor roundoff errors at various locations (<2 vehicles) – no correction required.
- For all signalized intersections – lost time adjust was calculated incorrectly. Per NCDOT standards and guidelines, the following formula should be used:
 - Yellow + All Red + Lost Time Adjust = 5.0 second
 - ➔ Lost times were corrected for all signalized intersections)
- Protected / permitted movements utilizing four-section flashing yellow arrow signal heads should use “DP+P” instead of “pm+pt”.
 - ➔ Protected / permitted movements (with four-section flashing yellow arrow signal heads) were updated to use “DP+P”
- Max Recall was used for both side streets at the Norris Road / Walmart Driveway 1 intersection.
 - ➔ Side street “Max Recall” updated to “None”
- It was assumed that intersections timings were optimized for each analysis condition. This was not specified in the document.
 - ➔ Signal timing optimization was not specified

Should you have any questions regarding this memorandum or need any additional information from Timmons Group, please do not hesitate to contact me.

Sincerely,



Jeffrey P. Hochanadel, PE, PTOE
Principal | North Carolina Transportation Group Leader



Board of Commissioners Meeting Agenda Item Submittal

Item To Be Considered: Public Safety Building/Emergency Operations Center Consultant

Board Meeting Date: November 14, 2022

Prepared By: Paula W. Webb/Town Manager

Overview: The Committee recommends Becker Morgan as its top selection for the PSB/EOC Consultant.

The Board of Commissioners created the PSB/EOC Committee in March 2022. The Committee immediately went to work on site visits and developing a Request for Qualifications as provided for in the Emergency Management Committee Action Plan adopted by the Board of Commissioners in June 2022. The RFQ was submitted to multiple firms and provided on the Town website. At deadline, five Architectural Firms had submitted proposals.

Committee members reviewed/ranked the proposals. A committee interview team of six was then created, and the top three firms were interviewed on October 18, 2022.

Becker Morgan Oakley Collier Davis Kane

After discussion and individual ranking – the interview team recommended Becker Morgan, and on November 9, the full committee supported that recommendation. Becker Morgan is located in Wilmington, has experience in coastal design, considerable experience in public safety facilities design to fit the community, experience in master planning, accuracy on budgeting, and experience in the formal bidding process and project management.

In conversation with all three firms, all are fully aware of the \$6 million dollar budget. Although, trends indicate that construction costs *may* be coming down, the current construction costs is \$425 – 450/sq ft. All have experience in conducting feasibility studies and/or developing master plans.

Becker Morgan’s feasibility cost are typically \$15-25K, depending on a few things...

- whether we already have a property survey and which budget pays for it,
- whether we have any tricky or complex site matters – DOT, Duke, regional stormwater, zoning irregularities, etc. The more players we need to engage the higher the fee.
- the number of options needing study.

Becker Morgan indicated they could complete a feasibility study in 30-45 days.

Project design costs then ranging from 7-9% of the estimated construction costs.

Action: _____

Davis Kane's feasibility cost are typically \$12,000 - 15,000, generally based on the estimated effort they anticipate a project taking to complete, and not so much a percentage of construction cost. They estimate the feasibility study taking up to 6 weeks.

Item VI - a.

Project design costs then ranging from 8-10% of the estimated construction costs.

Oakley Collier shared that they typically wrap the feasibility costs into the 10% estimated construction cost and estimate a 12-week turn around for the study.

Background Attachment(s): None

Recommended Action: Motion to select a consultant for the PSB/EOC Project completing one of the committee's tasks to provide a consultant recommendation as provided for in the Emergency Management Committee Action Plan.



Board of Commissioners Meeting

Agenda Item Submittal

Item To Be Considered: Future Agenda Topics

Board Meeting Date: November 14, 2022

Prepared By: Alissa Fender – Town Clerk

Overview: The purpose of this memo is to provide the Board with matters that staff anticipates/proposes for upcoming meetings. It should be noted that these items are tentatively scheduled for the specified monthly agenda but are subject to change due to preparation of materials, public notice requirements, etc.

In providing this memo each month, we hope it will also provide opportunity for the Board to introduce items of interest and subsequent direction for placement on future agendas, which will allow staff the opportunity to plan accordingly.

November 28, 2022 Meeting – Canceled

Proposed for December 12, 2022

- * Historical Association Lease Renewal
- * 2023 Board Meeting Schedule
- * Samuel Swann Bland Community Service Award
- * Board Appointments
- * Church Street One Way consideration past Water Street
- * ARP Funding Update

December 26, 2022 Meeting – Canceled

Future Agenda Items

- * American Rescue Plan Funding Recommendations (updates)
- * Further LUP Review/Amendments
 - o Comprehensive Transportation Plan Revisions
- * Text Amendments – Occupancy Tax
- * Text Amendments – R/A Zoning Uses – *referred back to Planning Board*
- * Sub-committee designations for Strategic Plan Implementation (*Eco Dev Committee est. Oct 2020*)
- * Historic Preservation Commission Recommendations (Joint Meeting Items)
 - o Demo by neglect
- * Building Standards
- * Table of Permitted Uses Amendments (*after: consider re-empowering BOA for Special Use Permit Review*)
- * Joint Meeting with Historic Preservation Commission
- * Board Meeting Alternatives for Public viewing (*undergoing further research*)
- * Church Street Dock Safety Policy
- * Emerald Coast Queens Creek Road Rezoning request (*on hold at the request of the applicant*)
- * Swimming Pool/Consideration for Establishing a Pool Committee (*on hold for P&R Master Plan*)
- * Social District Consideration
- * Potential Water Street Area Rezoning
- * Samuel Swann Bland Community Service Award policy revisions (*ongoing*)