

**Town of Swansboro  
Planning Board  
Regular Meeting Minutes  
October 4, 2022**

**Call to Order**

The meeting was called to order at 5:30 pm. Board members in attendance were Christina Ramsey, Scott Chadwick, Laurent Meilleur, Edward Binanay, Sherrie Hancock, and Ed McHale. Michael Favata was absent.

The applicant, Vaquero Ventures attended through the Zoom platform due to their location being out of state. Those who attended through Zoom were Pamela Parker, Patrick Noonan, and Jeff Weller.

**Old Business**

***Special Use Permit- 1117 W Corbett Ave (Starbucks coffee shop)***

Manager, Paula Webb reviewed that on June 20, 2022, the Planning Board had reviewed the Special Use Permit application and the request was tabled due areas of concern in the Traffic Impact Analysis that were identified by the Town Traffic Engineer, Jeff Hochanadel that needed to be addressed. A new study was submitted, and the Towns Traffic engineer reviewed and agreed that no improvements or recommendations were necessary to mitigate capacity concerns for intersections that are expressed in the report.

Mr. Chadwick requested those in attendance through Zoom provide details about their responsibilities for the Special Use Permit. Pamela Parker shared that she was the Development Coordinator for Vaquero and worked on permitting, Patrick Noonan was on the acquisitions team and worked in development as well, and Jeff Weller was Vaquero's Traffic Engineer.

In response to inquiries from the Board, Manager Webb or the Traffic Engineer for Vaquero Ventures, Jeff Weller clarified the following:

- Section 152.313 F (3) states that if it is determined by the town or the town's Traffic Engineer that the proposed development is only partially responsible for a deficient intersection, intersection movement, or intersection approach, payment of a partial fee-in-lieu may be considered. In this instance, the development shall be responsible for their proportionate share of a required improvement. A proportionate share is the percentage of a development's trips (as compared to the total volume of trips) at an intersection or intersection approach during the worst analyzed peak hour, all as determined by the town or the town's Traffic Engineer. For example, if a development's trips represent 5% of the total traffic at an intersection during the worst analyzed peak hour, that development will be responsible for 5% of the total cost of the required improvement at that intersection. Any fee-in-lieu consideration will be at the sole discretion of the town or town's Traffic Engineer. The standards established in § 152.384 shall be followed. Both Manager Webb and Mr. Weller agreed that this did not apply because the intersections were not deemed deficient as the Level of Service (LOS) was never lower than LOS D. (See attachment A)
- The volume increase of 7% that was used to account for the increase of traffic during the summer was provided by the Towns Traffic Engineer Jeff Hochanadel.
- There were individual movements which were identified lower than a LOS D, however individual movements do not deem an intersection deficient.

The board reviewed the application in accordance with Section 152.210. On a motion by Mr.

Chadwick, seconded by Mrs. Ramsey, the Board unanimously recommended approval of the Special Use Permit for 1117 W. Corbett Avenue (Starbucks) to the Board of Commissioners based on the following criteria:

- (1.)The special use was allowed pursuant to § 152.210 and meets all the required conditions and specifications, including without limitation, those set out in § 152.211. All Board members agreed.
- (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. All Board members agreed.
- (3.)The special use will not substantially injure the value of adjoining or abutting property. OR the special use was a public necessity. All Board members agreed.
- (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 was 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). All Board members agreed.

Board members were concerned with the lighting plan and the 7% increase that was used to account for summer traffic. Manager Webb was directed to ensure the lighting plan would meet the Towns specifications and to check with the Town’s Traffic Engineer on the 7% increase he directed them to use.

### **Adjournment**

On a motion by Mr. Binanay, seconded by Mr. Meilleur, the meeting adjourned at 5:55 pm.

(Attachment A)

#### **FINAL SWANSBORO STARBUCKS TRAFFIC IMPACT ANALYSIS**

**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) |