

**Town of Boone
Town Council/Planning Commission Public Hearing
6:00 PM, July 28, 2025
Watauga County Public Library
140 Queen Street**

The public is invited to attend the meeting in person at the Watauga County Public Library, located at 140 Queen Street.

To give public comment, you should appear in person at the physical location of this meeting.

I. Call to Order of Town Council and Planning Commission

II. Moment of Silence

III. Approval of Meeting Minutes

1. June 23, 2025, Public Hearing/Planning Commission Meeting Minutes

IV. PUBLIC HEARING

1. Case A25-0115 Jeremiah's Ice - Conditional District Zoning Map Amendment
2. Case A25-0504 and A25-0505 High Country Mountain Properties - General Use Zoning Map Amendment
3. Case A25-0506 and A25-0507 Tyler and Lara Jones - General Use Zoning Map Amendment
4. Case A25-0230 Conditional District Zoning Map Amendment Modification - UDO Text Amendment

V. Adjournment of Town Council

PLANNING COMMISSION

VI. Discussion and Recommendation on Cases Presented at the Public Hearing

VII. Other Matters

1. Chair and Vice-Chair Application

VIII. Adjournment

**TOWN COUNCIL AND PLANNING COMMISSION
PUBLIC HEARING AND PLANNING COMMISSION MEETING MINUTES
MONDAY, JUNE 23, 2025, 6:00 PM
1500 BLOWING ROCK ROAD AND VIA WEBEX SOFTWARE**

COUNCIL MEMBERS PRESENT: Mayor Tim Futrelle, Mayor Pro Tem Dalton George, Todd Carter, Eric Plaag, Virginia Roseman, and Edie Tugman

PLANNING COMMISSION MEMBERS PRESENT: Adrian Tait-Chair, Frank Veno-Vice-Chair, Chris Behrend, Garrett Kight, Michael Mileski, Frida PazMiranda, and Anne Pruitt

PLANNING STAFF PRESENT: Jane Shook-Director of Planning & Inspections, Brandon Wise-Deputy Director of Planning & Inspections, Jessica Mitchell-Advanced Planning Specialist, Luis Tafolla-Zoning Code Compliance Official and Alyson Wuagneux-Board Clerk

Call to Order

Mayor Futrelle called the Town Council to order at 6:02 pm. Chair Tait called the Planning Commission to order at the same time. The meeting was held in the Town Council Chambers at 1500 Blowing Rock Road and via WebEx.

Moment of Silence

A moment of silence was observed.

Approval of Meeting Minutes

Council Member Plaag made a motion to approve the May 19, 2025, Public Hearing minutes as written. Mayor Pro Tem George seconded the motion.

Vote: Aye – 4
Nay – 0
Absent – 1 (Roseman)

The motion passed.

Council Member Roseman arrived (6:04 p.m.).

Commission Member Pruitt made a motion to approve the May 19, 2025, Public Hearing and Planning Commission meeting minutes as written. Commission Member Behrend seconded the motion.

Vote: Aye – 7
Nay – 0

The motion passed.

PUBLIC HEARING

Case A25-0426 Boone Next: Our Town, Our Future

Boone Next is the Town of Boone's initiative to update its comprehensive plan, serving as both the process and the final document for guiding future growth and development. Upon adoption, Boone Next will establish a shared vision for the town's long-term growth, outlining key goals, strategies, and action steps to inform policy decisions and town initiatives. Boone Next: Our Town, Our Future is being presented for adoption in accordance with N.C. Gen. Stat. §160D-501.

Planning and Inspections Staff (Shook, Mitchell, and Wise) presented a detailed review of the Boone Next process and the draft plan (permanently attached). The presentation covered the key aspects of the Boone Next initiative and draft plan. During the presentation Mr. Wise went over some changes that need to be made to the plan including:

- Typographical errors (grammar and spelling)
- Move Focus Areas out of the Appendix to the last chapter
- Update the acknowledgement page
- Adding photos (as presented) to the Downtown Edge, Walkable Mixed-Use, Undesignated Secondary Growth, and Parks and Open Space land use types
- Make changes that were missed on the Future Land Use Map (as presented)

At the end of the presentation, Ms. Shook extended her sincere thanks to the following: residents, neighbors, and community partners who participated during the plan process; Town Staff with a special thank you to the Public Works Department and Laney Wise; the other Town Boards that were invited to participate including the Board of Adjustment, the Cultural Resources Advisory Board, the Historic Preservation Commission, the Human Relations Commission, and the Sustainability Committee; the consultant team, including Nate Baker with LOI (formerly Quantum) and Kristy Carter and Teresa Buckwalter with McAdams (formerly TPD); the Town Council, the Planning Commission, and Town Attorney for their support, guidance, and engagement and to the Planning and Inspection team, especially Jessica and Brandon for their commitment to the project. She indicated that the presentation was concluded and turned the meeting over to the Town Council and Planning Commission for discussion.

Mayor Futrelle thanked staff and everyone at Planning and Inspections. He emphasized the need for a forward-thinking vision to navigate the changes in Boone and the importance of a comprehensive approach to help the community move forward. Futrelle praised Town Council's insight and the diligent work of the town in engaging community members and gathering their opinions. Mayor Futrelle noted that Boone Next was a dynamic, thoughtful, and practical guide to growth while balancing economic opportunities with the town's character in mind. He noted the plan lays out a clear roadmap for strategic land use, modernized infrastructure, affordable housing, and smart growth, and aims to build a prosperous and inclusive Boone for generation to come. He expressed his gratitude and noted he was looking forward to the final discussions and approval of the plan.

Council Member Plaag expressed gratitude to the town staff for their hard work and dedication, particularly highlighting the efforts of the Planning Department in keeping the project on track despite interruptions over the past year, including Hurricane Helene. Council Member Plaag requested a caption for the image on page 26 of Boone specifying the details to be included in the caption to ensure proper credit and historical context.

Council Member Plaag also raised a concern about the term "campus" used as one of the land use types and suggest that it might be misunderstood by the public as referring solely to Appalachian State University-owned properties. He clarified that the term "campus" includes properties used by the university as well as other institutions like the hospital, which represent a campus-like environment and

recommended making this distinction clear in the document to avoid confusion. After brief discussion it was suggested that using the term "institutional campus" was a more precise alternative to "campus".

Council Member Tugman echoed the gratitude expressed by the Mayor and Council Member Plaag. Council Member Tugman noted the enjoyable and educational nature of the process, emphasizing how the consultants and staff made it interesting and fun for those who were not familiar with planning, zoning, and comprehensive plans. She indicated that she appreciated the patience and thorough guidance provided throughout the process.

Mayor Pro Tem George expressed gratitude for the patience and hard work of everyone involved in the process and highlighted the evolution of the town's vision from the 2006 plan to the current Boone Next plan, noting the significant differences and improvements. Mayor Pro Tem George noted he appreciated being part of the process and looked forward to the public comment and discussion. He also emphasized the importance of the focus areas across town, which are key to Boone's growth and evolution and noted the areas represent opportunities to get things right or wrong, and their development is crucial for the town's future. He acknowledged the town's investment in these focus areas and the valuable conversations that have taken place.

Council Member Roseman recognized the importance of involving various entities, businesses, homes, and communities in the planning process. She expressed gratitude for those who came forward to give their opinions and voices, highlighting the immeasurable value of their input. She encouraged everyone to review the plan thoroughly, noting that it could shape the future of Boone. Council Member Roseman acknowledged the contributions of former Council Member Nenow, who advocated for 15-minute walkable communities and helped focus efforts on key corridors.

Council Member Roseman raised a concern about the median bio swale depicted in the plan, expressing worry about its effectiveness in flood-prone areas and asked for clarification on its inclusion. Brief discussion ensued as to the appropriateness of the use of bio swales.

Council Member Carter echoed the sentiments expressed by Council Member Tugman, highlighting the enjoyable and engaging nature of the planning process. He mentioned that certain activities, like the land use mapping, made the process exciting. He emphasized the importance of understanding the timeline and the work that went into the process. He noted that he appreciated the visionary approach of Boone Next, contrasting it with the town's previous reactionary stance and expressed excitement about making changes and going through the Unified Development Ordinance (UDO) to make it align with the new plan.

Mayor Futrelle asked the Planning Commission if they had any comments.

Chair Tait emphasized the comprehensive nature of the Boone Next plan, highlighting its vision for the future and the significant amount of public input that went into crafting the goals and vision. He expressed encouragement of the plan's focus on various aspects such as traffic and stormwater management, and the potential for the town's development in the coming decades. He concluded by expressing excitement and encouragement about the Boone Next plan and commending Ms. Shook and the team for their hard work and cohesive effort.

Commission Member Behrend noted that she learned a lot during the Boone Next process and was really happy and impressed with the work done.

Vice-Chair Veno noted that he was on his third term on the Planning Commission and the work on Boone Next was some of the most exciting work he had done so far. He thanked everyone, especially the Planning and Inspections Department. He noted he was really impressed with the team who forged the plan after Hurricane Helene, which he described as earth-shattering. He noted he felt reassured by the team's ability to pivot and present a future-oriented plan and noted he also appreciated how the plan addressed the unpredictability of climate change and commended the team's efforts in this regard.

There being no other comments from the Council or the Planning Commission, the Mayor opened up Public Comment after providing a brief review of the Town's public comment policies.

Sara Crouch, representing the Watauga Housing Council, expressed appreciation for the Town Council's commitment to addressing affordable housing needs. She highlighted the importance of affordable housing as a critical factor for Boone's future and recommended setting specific targets for additional affordable rental units with measurable objectives and time frames. She also emphasized the need for creative financing, increased infrastructure, and specific incentives to encourage redevelopment and support affordable housing projects.

James Milner expressed appreciation for the community's collaborative efforts in developing the comprehensive plan. He emphasized the importance of aligning the UDO with the new comprehensive plan, highlighting that density bonuses need real incentives and a fast-track ordinance to support them. He also stressed that zoning must follow the vision and not delay smart development proposals. He also pointed out the need for an actual economic development plan, including a clear tax-based growth strategy, defined target industry sectors, and a business attraction toolkit. He concluded by stating that the plan should be a foundation not as a fortress to deny development.

Brad Farrington expressed his appreciation for the neighborhood distinctions within the plan and noted he was pleased with the upcoming good neighbor program. He recommended that A.2 in the plan be modified to be more inclusive of other neighborhood conservation districts who also face the same problems as the Junaluska area.

David Jackson, representing the Boone Area Chamber of Commerce, expressed appreciation for the community's collaborative efforts in developing the plan. He emphasized the importance of the Council's leadership and decision-making, especially in the current political climate. He acknowledged the hard work of the staff, consultants, and community members involved in the process. Mr. Jackson stated the need to operationalize the plan and bring new ideas to the community. He also stressed the importance of community accountability to ensure the plan's success and avoid the fate of the previous 2030 plan. He encouraged the Council to communicate the wins and progress made, emphasizing that not everything in the plan is a quick fix. He concluded by appreciating the inclusion of the arts economy in the economic development outline.

Andy Hill, representing MountainTrue, expressed gratitude for the wonderful process of developing the new comprehensive plan. He noted he appreciated the thoughtful, aspirational, inclusive, and timely nature of the plan, noting the importance of pausing during the process to ensure nothing was missed. He praised the town's sustainability measures and the plan's creative and proactive approach to funding sources for implementing stormwater programs. He also noted he appreciated the appendix and the implementation strategies, though he suggested adding more specificity.

Michelle Dineen, representing the Watauga County Farmers Market, thanked the town for recognizing the market's importance in the Boone Next plan. She appreciated the plan's goal to promote the market as a community destination and its connection to local food systems, economic vitality, and public spaces and noted she looked forward to continued partnership with the town to ensure the market remains vibrant and well-supported.

There being no more public comment, Mayor Futrelle resumed discussion with the Council and the Planning Commission.

Council Member Plaag noted that he took what Mr. Jackson said about looking for the wins to heart and noted that it was important. He suggested that the Council consider a retreat in one month of adoption to discuss next steps and to prioritize action.

Mayor Pro Tem George noted that he appreciated everyone who spoke during public comment. He noted that that Council had been discussing inclusionary housing and UDO alignment so he appreciated the comments on those topics and noted the Council will continue to work with Planning staff to continue the work necessary to achieve the plan vision.

Council Member Roseman echoed Council Member's Plaag's request for a meeting to work on priorities after the plan's adoption. She noted that some of the public comments focused on infrastructure and noted that it would be a big decision. She encouraged those who lived in the focus areas to consider annexation to assist with the growth of the town and its infrastructure.

Council Member Carter agreed with Council Member Plaag about looking for the wins and noted the Town was not always great about communicating the wins. He also was supportive of measurable objectives and timelines and again expressed his desire to begin work on the UDO to bring it into alignment with the plan. He agreed the plan was a foundation and not a fortress and noted he understood the concern regarding past planning efforts. He noted the plan was a living document and would need continued input from the community and everyone working together to achieve plan goals.

Chair Tait asked if there was a timeline for the next steps and what it would look like. Ms. Shook noted that work on making UDO revisions to align it with the plan had already begun and noted that a text amendment to allow flexibility within the conditional district process was already scheduled for July. She noted that for the timeline that Council would need to set priorities and then dedicate resources to those priorities.

Vice-Chair Veno noted that previously the Planning Commission involvement in this type of work had been discussed and noted his interest in participating in these types of meetings. Council indicated that they agreed that the Planning Commission should be involved. Brief discussion ensued as to upcoming work sessions already scheduled with Council.

Mayor Futrelle asked if there were any other comments from the Planning Commission or Council.

Commission Member PazMiranda noted that this was her first meeting, and she wanted to emphasize that the Town should focus on affordable housing and mentioned the devastating loss of dwellings after Hurricane Helene. She discussed how the area she lived had been impacted and was interested in seeing actionable steps taken to address the concerns. Brief discussion ensued as to affordable housing efforts in the town.

Commission Member Mileski also noted this was his first meeting and noted as part of the board application process he looked at both the current plan and Boone Next and noted that there was ninety-degree difference in that the policies follow the values. He voiced his appreciation for the inclusion of green infrastructure and noted his hopes that both work on green infrastructure and affordable housing would go hand in hand.

Brief discussion ensued to the Town's authority in planning and zoning and current and proposed limitations.

Adjournment of Town Council

The Mayor adjourned the meeting at 7:50 p.m.

Tim Futrelle, Mayor

Jane Shook, Director

Adrian Tait, Planning Commission Chair

PLANNING COMMISSION

Chair Tait called a break in the meeting from 7:50 pm until 8:00 pm.

Case A25-0426 Boone Next: Our Town, Our Future

Boone Next is the Town of Boone's initiative to update its comprehensive plan, serving as both the process and the final document for guiding future growth and development. Upon adoption, Boone Next will establish a shared vision for the town's long-term growth, outlining key goals, strategies, and action steps to inform policy decisions and town initiatives. Boone Next: Our Town, Our Future is being presented for adoption in accordance with N.C. Gen. Stat. §160D-501.

Chair Tait reviewed the Planning Commission's next steps in making a recommendation to the two new Planning Commission members.

Brief discussion ensued as to the required votes. Ms. Shook noted that statutorily the vote to approve the comprehensive plan was the same as to amend the UDO, which requires the Council to vote on both

comprehensive plan consistency and reasonableness. She noted that the prompts were similar, but the references were changed from the UDO to the comprehensive plan.

Commission Member Pruitt noted that the plan was fantastic and that in her opinion should be broad and not into the specific details as had been suggested during public comment. She noted the plan should serve as the blueprint for detailed tasks and priorities that come after plan adoption.

Brief discussion ensued as to the timeline of plan adoption, which has been scheduled for June 25, 2025, and what would be the next steps. Ms. Shook confirmed that one of the next steps would be to schedule a joint meeting with the Council and the Planning Commission for an initial discussion on priorities.

After brief discussion there was consensus that the Planning Commission had no other changes to recommend other than those discussed at the public hearing as presented by Staff.

Brief discussion ensued as to which current plan policies should be referenced in the motion.

First Motion and Vote: Commission Member Behrend made a motion, that Boone Next: Our Town, Our Future, with the changes as discussed at the public hearing, is consistent with the Town's current 2006 comprehensive plan and any other adopted plans of the Town that are applicable because of:

2.1.1 Economic Development

- A. The Town shall protect and enhance a high quality of life, image, cultural amenities, and natural beauty as the most effective, long-term component of an economic development strategy.

2.3 THE COMMUNITY

- A. Urban type development within the Urban Growth Area shall meet appropriate Town standards.

2.3.4 Public Involvement

- A. Public involvement shall be encouraged in decisions concerning land use and development by making the public aware of proposed developments at the earliest opportunity, as well as fostering communication among developers, the Town, the County, the University, and the general public.
- B. Neighborhood and special area planning shall be encouraged to foster public involvement in the production of closely tailored, action oriented special area plans and programs.
- D. Special committees, advisory panels, educational forums, public workshops, leadership seminars, town meetings and media contacts shall be encouraged and fostered to enhance the effectiveness of citizen involvement in community planning and action.

Commission Member Pruitt seconded the motion.

Vote: Aye – 7
Nay – 0

The motion passed.

Second Motion and Vote: Commission Member Pruitt made a motion that the Planning Commission recommends approval of Ordinance A25-0426 within Exhibit A and believes approval is reasonable and in the public interest because Boone Next supports infrastructure planning, has clear vision and goals, guides development and land use, encourages economic development, protects natural and cultural resources and provides legal and policy foundations and improves access to grants and funding. Commission Member Behrend seconded the motion.

Vote: Aye – 7
Nay – 0

The motion passed.

Adjournment

Commission Member Kight motioned to adjourn the meeting at 8:20 p.m. Commission Member Pruitt seconded the motion.

Vote: Aye – 7
Nay – 0

The motion passed.

Adrian Tait, Planning Commission Chair

Jane Shook, Director

DRAFT

This Staff Report has been revised to reflect the Traffic Impact Analysis received from applicant on page 5 and to reflect the Town's new comprehensive plan starting on page 10. All revisions are highlighted in green.

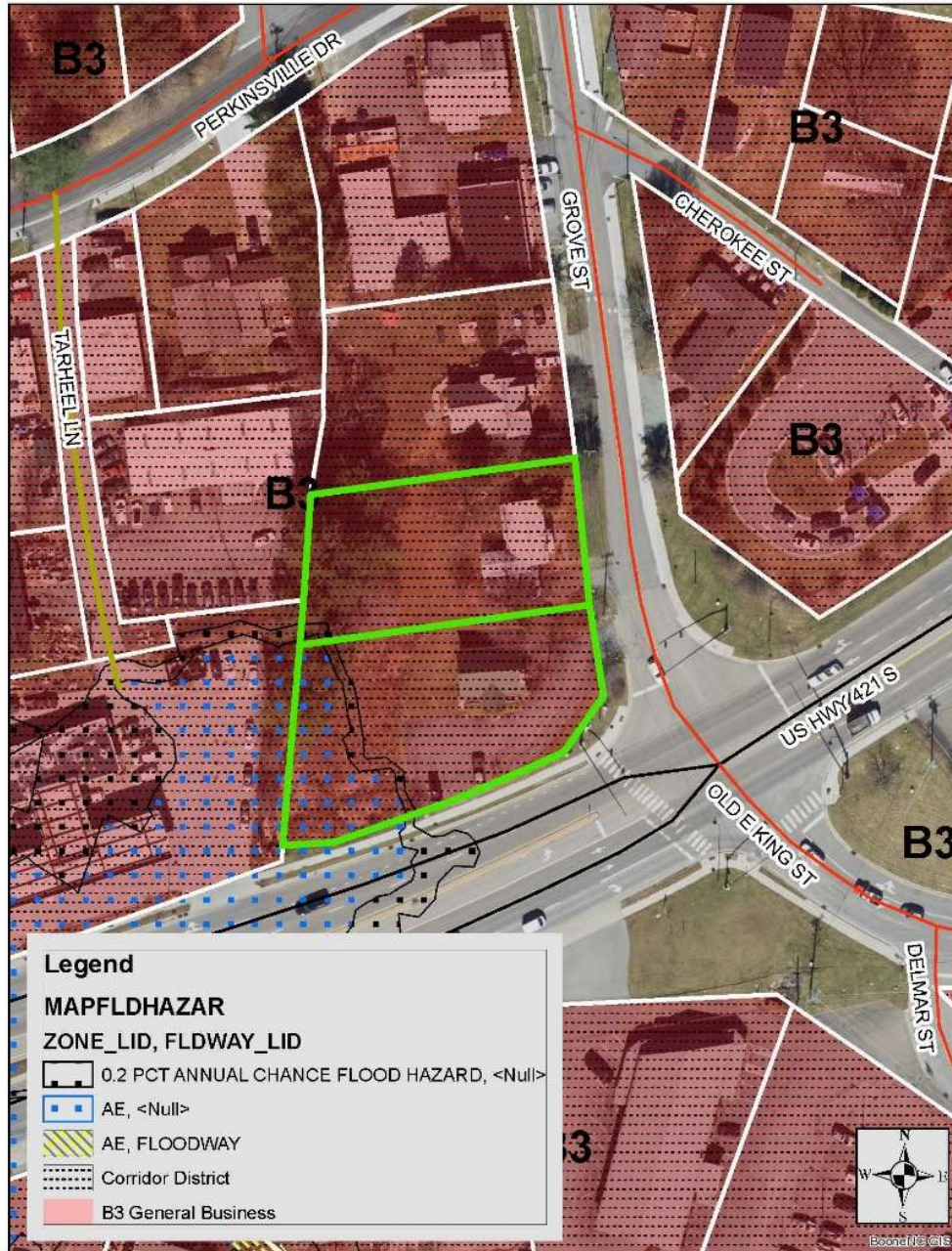
Staff Report

July 28, 2025

Case A25-0115 – Jeremiahs Ice Conditional District Zoning Map Amendment



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Request

JSeventeen7, LLC, has submitted an application to rezone the property at 1095 East King Street from B3 General Business to Conditional District B3 General Business in order to add a Drive-through as an accessory use. The applicant has submitted zoning and building plans to convert the current building into an Italian ice restaurant. The subject property is outlined in green on the map above.

Parcel and Project Information

Address:	1095 E King St	111 Grove St
Property Owner:	The John E and Lennis C Greene Revocable Living Trust	Hardin Creek Holdings, LLC
Watauga County PIN:	2910-59-9247-000	2910-59-9346-000
Parcel Tax Value:	\$301,300	\$169,400
Lot size:	0.494 ac	0.37 ac
Jurisdiction:	Town of Boone	
Access:	Grove Street (Town Maintained)	
SFHA:	Yes (not impacted by the proposed development)	
Watershed District:	No	
Corridor District:	Yes	
NCD:	No	
Viewshed:	No	
Steep Slope:	No	
Current Zoning:	B3 General Business with Corridor and Special Flood Hazard Area Overlay The B3 General Business District is primarily intended to accommodate a wide range of office, restaurant, retail, service, and multi-family residential uses in a mixed-use environment. The regulations for this district are intended to create a comfortable, healthy, safe, aesthetically pleasing, and pleasant environment for all appropriate uses. The Corridor District is an established overlay district intended to protect the main thoroughfares through Town. The Special Flood Hazard Area is an overlay district intended to regulate the Special Flood Hazard Area pursuant to Article 30 Flood Damage Prevention.	
Proposed Zoning:	Conditional Use B3 General Business with Corridor and Special Flood Hazard Area Overlay	
Current Use:	11.14 Business or Professional Office	
Proposed Use:	11.06 Restaurants ≤ 3500ft² with an Accessory Use for a Drive-through An establishment primarily engaged in preparing and selling of food and/or beverages (that may include alcoholic beverages) for consumption on or off premises.	
Proposed Project		
Costs:	\$397,000	

Zoning & Use of Adjacent Properties

	Adjacent Zoning	Adjacent Land Use
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North	B3 General Business	Residential, Single-family residence
East	B3 General Business	Commercial, Car Wash
South	B3 General Business	Institutional, Church
West	B3 General Business	Commercial, Gas Station

Zoning History

April 2, 2025 The Town of Boone issued a zoning permit, Z25-0036, for the change of use to 11.06 Restaurants $\leq 3500\text{ft}^2$.

Zoning Analysis

District Compliance:

As proposed, the site-specific plan is in compliance with the B3 General Business District standards as shown below:

Standard	Proposed	Compliance
Minimum Gross Land Area: 5,000 sq ft	37,760 ft ²	Yes
Minimum Lot Width: 50 ft	177 ft	Yes
Minimum Street Frontage: 40 ft	113 ft	Yes
Minimum Livability Space: .27	0.55 (20,842 ft ²)	Yes
Interior Setback: 17 ft	> 17 ft	Yes
Street Setback: 20 ft	> 20 ft	Yes
Maximum Building Height: 3 stories	2 stories	Yes

The neighborhood is a mix of commercial and multi-family residential. The parcel is located off from a town-maintained street which is access to a main thoroughfare.

Use Compliance:

The addition of a Drive-through is required to meet all the limited use requirements for A-4 Accessory Use Drive-Through which can be found in UDO Section 15.48 and are detailed below:

- 15.48.01: A drive-through must be located to the side or rear of the building.

Staff Note: The applicant proposes for the drive-through to be on the side/rear of the building depending on which street the property is viewed from, creating a lane of traffic below the new deck to access a window on the western elevation currently shown as walk-up service window on Revised Site Plan, Exhibit 3, page 3.

- 15.48.02: Drive-through lanes must contain a stacking area equal to five (5) standard parking spaces.
Staff Note: The applicant's site plan has a traffic flow pattern with access from Grove St behind marked parking spaces, around the western side of the building traveling under the deck, around and out through the King St facing side of the building. See Revised Site Plan in Exhibit 3, page 3.
- 15.48.03: Drive-through lanes must not interfere with parking aisles or spaces.

Staff Note: The applicant's site plan demonstrates the traffic behind the dedicated parking spaces, accessing from Grove Street on the north side of the property and circling the building to the southern side of the building. See the Traffic Flow in Exhibit 5.

Additional Ordinance Compliance:

Compliance with all other sections of the ordinance were reviewed and approved by the Town of Boone during the issuance of the permit for the change-of-use.

Analysis by other Town Staff:

Public Works:

Services Division (Justin Stines, Deputy Public Works Director)

A Traffic Impact Analysis (TIA) has been received and included as Exhibit 7. The TIA has two recommendations: First to restrict the left turn from the site so that the site has a left and right in but only a right out. Per the report this can be accomplished with signage and a painted island equipped with bollards. The second recommendation is to install Do Not Block intersection signage and pavement markings on southbound Grove St.

Procedural Analysis

Pursuant to UDO Subsection 14.01.02(C) a Conditional District (CD) is a zoning district in which the use and development of a property pursuant to a site-specific development plan is approved through the legislative process pursuant to Article 9 of this Ordinance. A CD utilizes a proposed general use zoning district, is limited to the authorized uses and development standards mandated within that district and may be subjected to conditions that make the development more desirable.

A site-specific vesting plan is defined in UDO Article 34 as "A plan submitted to a local government in which the applicant requests vesting in accordance with Section 4.13, describing with reasonable certainty on the plan the type and intensity of use for a specific parcel or parcels of property. The plan may be in the form of, but not be limited to, any of the following plans or approvals: a subdivision plat, a preliminary or general development plan, a special use permit, a conditional district zoning plan. The plan shall include the approximate boundaries of the site; significant topographical and other natural features affecting development of the site; the approximate location on the site of the proposed buildings, structures, and other improvements; the approximate dimensions, including height, of the proposed buildings and other structures; and the approximate location of all existing and proposed infrastructure on the site, including water, sewer, roads, and pedestrian walkways."

See below for details on the applicant's compliance with the Conditional District procedural requirement for a neighborhood meeting as set forth in UDO Subsection 9.09.02 and the development's overall compliance with UDO standards specific to the development:

Compliance with UDO Subsection 9.09.02 Neighborhood Meeting:

- A. The applicant shall conduct a neighborhood meeting prior to the submission of the application for a Conditional District Zoning Map Amendment. This meeting will allow the applicant to explain the proposed development and to be informed of the concerns of the neighborhood and surrounding property owners.
- B. A meeting notice must be mailed to property owners within 300' of the development at least 25 days prior to the meeting in accordance with Subsection 1.13.02 herein. A copy of the notice shall also be provided to the Planning Department. The notice shall contain a summary of the proposed development, the applicants contact information, the date, time, and location of the meeting.
- C. The meeting must be held at an accessible and convenient location and time in light of available options. Upon coordination through the Planning Department, the meeting may be held at Town Council Chambers if that location is available.
- D. At the meeting, the petitioner, at a minimum, shall present all the following information:
 - 1. Contact information of the parties involved in the ownership, design, and development of the property;
 - 2. The location of the property and general information on the current conditions of the site;
 - 3. Proposed use(s) and site development;
 - 4. Any preliminary plans or renderings, if available; and
- E. The applicant shall provide the Administrator with a summary report of the meeting which includes a list of all attendees and details the meeting including all concerns expressed by attendees and commitments made by the petitioner. This report shall be included in the staff report.

Staff Note: The applicant held a neighborhood meeting on February 6, 2025, notice was mailed to adjacent property owners on January 10, 2025. A recap of the meeting is included in the board packet as Exhibit 1.

Revised report to reflect the Town’s newly adopted comprehensive plan.

Conformity to Adopted Plans

Boone Next: Our Town, Our Future

Community Vision	Land Use and Development Vision
We will be a prosperous, livable, people-oriented mountain community modeling resilient growth that promotes and protects our natural resources with diverse housing options and dynamic economic opportunities. We will celebrate and build upon our community’s historic foundation to leave a sustainable and equitable town for future generations.	Grounded in its historic character, Boone will be a distinct pedestrian-oriented town that is affordable, livable, human-scale, and connected through a network of walkable, mixed-use corridors and activity centers.

Planning Principles: The Boone Next Planning Principles are intended, as a collective, to provide a core vision to guide planning, zoning, and development decisions. These principles should be carefully considered with respect to all zoning map amendments, ordinance text amendments, and other development decisions as well as other town planning and policy initiatives.

Planning Principle 1

Prioritize thoughtfully designed development of underutilized land within the town’s existing built-upon areas over development of undeveloped land on the town’s outer limits.

It is preferable to accommodate growth in locations within the existing town limits that are appropriate for, can support, and would be enhanced by, new development. Infill and redevelopment will occur in a strategic manner that considers community needs like provision of and access to goods, services, transit, and quality public space.

Planning Principle 2

Emphasize quality design to create an attractive, inspiring public and private realm-architecture, streetscape, corridors, gateways, and edges-that is uniquely Boone.

Public areas (streetscapes, sidewalks, parks, plazas, etc.) and private areas (building facades, landscaping, parking facilities, etc.) will be planned, arranged, and designed with quality materials to celebrate a sense of place and character by balancing function, appearance, and affordability, while fostering creativity, innovation, and human-scale design that is true to Boone.

Planning Principle 4

Encourage development and connections that better balance the needs of pedestrians, drivers, cyclists, and transit users.

Opportunities will be sought to improve the street pattern and connectivity, thereby increasing travel options, potentially decreasing vehicle miles, reducing congestion, and improving safety.

»A connected street pattern will be the preferred network for future development and redevelopment unless prevented by streams, steep slopes, or other barriers.

»Well-connected streets will be designed with short blocks and alleys and include sidewalks and street trees to facilitate walking.

»Streets and trails will have high connectivity within and between neighborhoods and commercial districts.

»Bicycle and pedestrian trails with supporting amenities will be integrated into new development and areas undergoing redevelopment.

»Enhance connectivity to community amenities; add sidewalks, bike facilities, transit, and other pedestrian safety facilities where feasible.

Growth Management Tiers Map: The Growth Management Tiers Map is a policy tool intended to help Boone manage the growth of its corporate limits. The map identifies areas inside and outside the corporate limits that are likely to face development pressures, and it identifies those areas that are most appropriate for the town to consider serving by means of annexation within the next 10 to 15 years. The Growth Management Tiers Map is supplemented by and should be applied in concert with the Future Land Use Map, where applicable. The overall purposes of the map are to:

- Promote better interjurisdictional and long-range planning between and among the town, Watauga County, and utility providers.
- Encourage long-term fiscally and environmentally sustainable growth by carefully managing the extension of taxpayer-funded town services
- Encourage infill development
- Inform developers, landowners, farmers, and residents with respect to the town’s priorities and approach to the growth of its corporate limits
- Provide policy guidance to town decision-makers regarding annexations, town service provision, fees and incentives, and locations for capital improvements

This property is located within the Priority Growth area.

Priority Growth Area is land where growth is most encouraged; designated as Downtown, Downtown Edge, and Walkable Mixed Use on the Future Land Use Map.

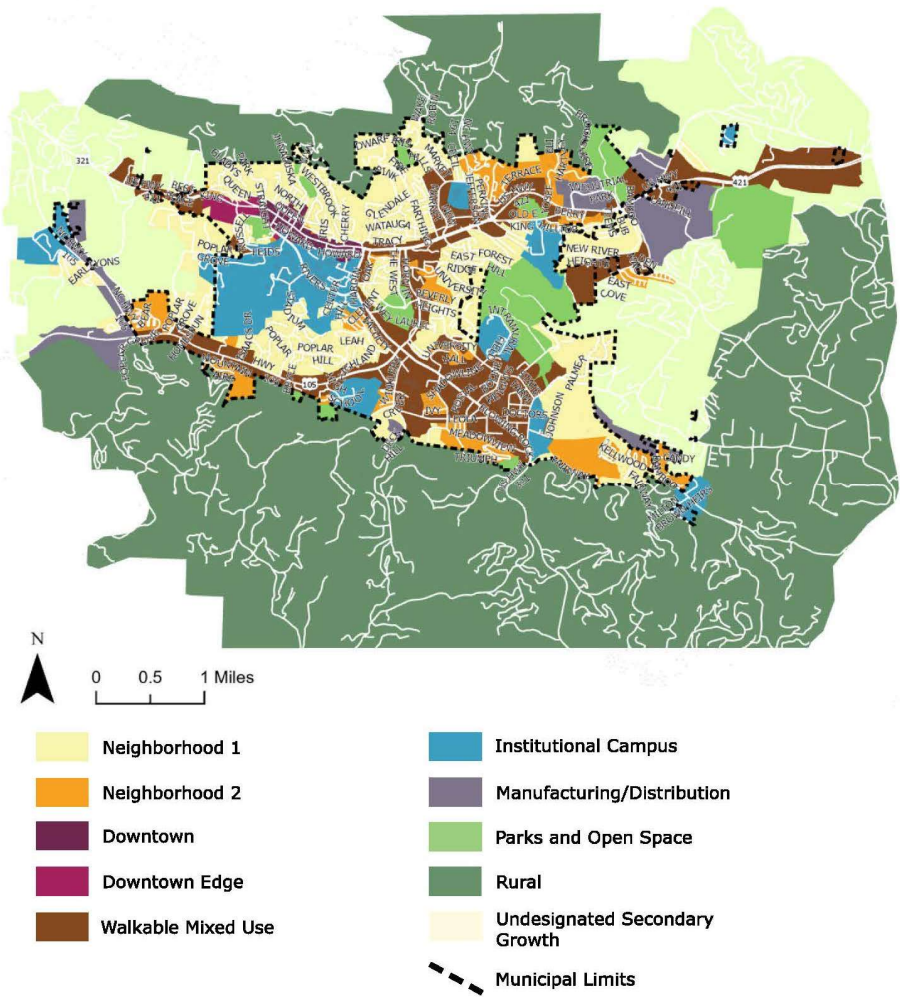
Future Land Use Map

The Future Land Use Map is a critical tool intended to give shape to and help implement Boone’s vision for the next 15-20 years. The map and associated land use types provide a framework for development and other land use-related decisions, including decisions on public infrastructure and transportation.

In legislative decision-making cases, Council and the Planning Commission will review Boone Next and the Future Land Use Map to ensure that the request:

- is consistent with the goals and policies set forth in this plan; and
- is consistent with the land use type as shown on the Future Land Use Map;
- and if not ensure that the requested change of zoning will not negatively impact the intent of the mapped land use type; and
- is supported by existing or planned infrastructure.

Town of Boone Future Land Use Map



The property included in the request is mapped in the Walkable Mixed Use land use type. Please see below for more details on this land use type.

Description	Objectives	Primary Uses
Walkable Mixed-Use areas are envisioned as places that should evolve from existing auto-oriented patterns into green, walkable, mixed-use corridors and destinations. New street and alley grids may be established, fostering a more urban environment while maintaining a commitment to well-designed, green, and visually-engaging building patterns. Buildings in these areas are oriented toward the street and generally up to four stories in height; in some cases, on appropriately sized and located lots, they may reach up to six stories. Parking and drive aisles in the front are minimized and the majority of parking placed to the sides and rear. Ground floors should feature ample transparent windows and doors. Ground floors should create an inviting atmosphere for pedestrians by, for example, incorporating features like generous transparent windows and inviting entryways. Where appropriate, wider sidewalks and street trees enhance the pedestrian experience and promote a sense of place. The overall vision behind the Walkable Mixed-Use Land Use Type is to foster vibrant, self-sufficient communities where everything is just a short stroll away – a true realization of the “15-minute city” or “city within a city” concept. Here, residents enjoy access to local businesses, services, and amenities that cater to their daily lives, while commercial spaces thrive on the support of a connected residential environment.	•Eliminate curb cuts on arterials through rear access parking and new alley construction and dedication •Evaluate opportunities for neighborhood scale-businesses that enhance neighborhoods with accessible resources such as cafes, small grocers/bodegas, and childcare facilities •Mixed-use buildings provide a variation in layout and size for ground floor non-residential uses •Encourage and facilitate public spaces like plazas, playgrounds, and other public amenities	•Vertical mixed-use with ground floor commercial and upper story residential and/or appropriate commercial uses; or a mix of single-use commercial and/or residential buildings within a single development •Multi-family •Limited light industrial/manufacturing uses with minimal external impacts

Goals & Policies

Goal 1.2 DEVELOPMENT TRUE TO BOONE’S VISION

Boone’s development and redevelopment will enhance the best of the town’s existing built environment and reinforce the vision set forth in this plan.

Policy 1.2.4: Create and Enhance Gateways

Gateways can serve as visual cues that travelers are passing between and arriving in new places. New development, public infrastructure projects, and preservation efforts should consider gateways into Boone and between distinct areas within the town.

Goal 1.3 A PRESERVED HERITAGE

Boone’s unique architectural and cultural history is celebrated. The town preserves historic buildings and encourages the design of new buildings and places that complement its architectural heritage.

Policy 1.3.4: Encourage Reuse and Rehabilitation

Support and encourage adaptive reuse and rehabilitation of existing homes and buildings. Where appropriate, minimum building code standards should be applied in a manner compatible with historic preservation efforts.

Goal 3.1 A STRONG AND DIVERSE LOCAL ECONOMY

Boone will have a strong and diverse local economy that builds on existing economic sectors and fosters the growth of new green economic sectors.

Policy 3.1.1: Build on Boone’s Existing Economic Assets

Leverage existing economic assets by promoting businesses that are actively investing in Boone and providing living wage jobs.

Policy 3.1.4: Support Boone’s Small Businesses

Support Boone’s independent businesses and ensure existing resources are adequately advertised to existing and prospective small business. Foster a spirit of entrepreneurship and information-sharing. Create opportunity for creating new locally-owned small businesses, including protecting and expanding the supply of small, affordable spaces in existing and new buildings.

Policy 3.1.5: Stimulate Equity in Economic Development

Support the development and growth of worker-owned businesses as a means of promoting higher wages, upward mobility, and a diversity of locally-owned services. Support growth of and collaboration with unions and unionized businesses.

Goal 3.4 INNOVATION THROUGH ARTS, CULTURE, AND CREATIVITY

Boone is a place where art, culture, and creativity nourishes the mind and body as well as supports livelihoods.

Policy 3.4.4: Local and Regional Foods

Build and strengthen the local food economy through local farmers’ markets and food hubs. Support, grow, and expand local food cooperatives like Blue Ridge Women in Agriculture and High Country

Food Hub. Seek to eliminate food deserts and make food geographically accessible to residents across the community. Support local restaurants, food incubators, food-related events, and other initiatives.

Certificate of Mailing

I, Brenda Henson, certify that individual notices meeting the requirements of Article 9 of the Town of Boone UDO were placed in the mail (first class) on 07/07/2025.

/s/ Brenda Henson

Brenda Henson, Administrative Support Specialist

Certification of Posting

I, Darrell Pulliam, certify that the subject property was posted as required in Article 9, Subsection 9.03.03(B)(2) of the Town of Boone UDO on 07/07/2025.

/s/ Darrell Pulliam

Darrell Pulliam, Building Code Compliance Official

Condition of Approval

The following conditions are automatically included and a part of any approval.

1. Where there is a conflict between the application information and the plans (dated received on March 19, 2025), the plans shall control. Insignificant deviations may be permitted to comply with the requirements of the UDO.
2. Any commitments and representations concerning the proposed development made by the applicant or her representatives at the public hearing shall also become a condition of the permit, and a basis for a stop work order and/or permit revocation if violated.
3. The applicant shall submit the necessary applications, plans, details and specifications which meet the requirements of the Town Code, UDO, Building Code and any other applicable codes for review and approval necessary to issue Zoning and Building Permits.

Any other conditions agreed upon by the applicant and Town Council:

1. Any other conditions agreed upon ...

Planning Commission Recommendations

Per NCGS 160D-604(b), subsequent to initial adoption of a zoning regulation, all proposed amendments to the zoning regulation or zoning map shall be submitted to the Planning Commission for review and comment. If no written report is received from the Planning Commission within 30 days of referral of the amendment to that board, the Town Council may act on the amendment without the Planning Commission report. The Town Council is not bound by the recommendations, if any, of the Planning Commission. Per NCGS 160D-604(d), when conducting a review of proposed zoning text or map, the Planning Commission shall advise and comment on whether the proposed action is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable. The Planning Commission shall provide a written recommendation to the governing board that addresses plan consistency and other matters as deemed appropriate by the Planning Commission, but a comment by the Planning Commission that a proposed amendment is inconsistent with the comprehensive plan shall not preclude consideration or approval of the proposed amendment by the governing board.

Vote 1: The proposed amendment to the Town's zoning map ☐is OR ☐is not consistent with the Town's comprehensive plan and any other adopted plan(s) of the Town that are applicable because:

Note 1

Note 1: describe elements of controlling land use plans and how the amendment is or is not consistent.

Vote 2: The Planning Commission recommends ☐approval OR ☐denial of Ordinance #A25-0115 within Exhibit A and believes ☐approval OR ☐denial is reasonable and in the public interest because:

Note 2

Note 2: briefly explain why, factors may include (i) the size, physical conditions, and other attributes of the area proposed to be rezoned, (ii) the benefits and detriments to the landowners, the neighbors, and the surrounding community, (iii) the relationship between the current actual and permissible development on the tract and adjoining areas and the development that would be permissible under the proposed amendment; (iv) why the action taken is in the public interest; and (v) any changed conditions warranting the amendment.

Town Council Action - Adoption of Ordinance

Per NCGS 160D-605, when adopting or rejecting any zoning text or map amendment, the Town Council shall approve a brief statement describing whether its action is consistent or inconsistent with an adopted comprehensive plan. The requirement for a plan consistency statement may also be met by a clear indication in the minutes of the governing board that at the time of action on the amendment the governing board was aware of and considered the planning board's recommendations and any relevant portions of an adopted comprehensive plan. If a zoning map amendment is adopted and the action was deemed inconsistent with the adopted plan, the zoning amendment shall have the effect of also amending any future land-use map in the approved plan, and no additional request or application for a plan amendment shall be required. A plan amendment and a zoning amendment may be considered concurrently.

Vote 1: The proposed amendment to the Town's zoning map ☐is OR ☐is not consistent with the Town's comprehensive plan and any other adopted plan(s) of the Town that are applicable because:

Note 1

Vote 2: The Town Council ☐approves OR ☐denies and believes ☐approval OR ☐denial of Ordinance #A25-0115 in Exhibit A is reasonable and in the public interest because:

Note 2

Note 1: describe elements of controlling land use plans and how the amendment is or is not consistent.

Note 2: briefly explain why, factors may include (i) the size, physical conditions, and other attributes of the area proposed to be rezoned, (ii) the benefits and detriments to the landowners, the neighbors, and the surrounding community, (iii) the relationship between the current actual and permissible development on the tract and adjoining areas and the development that would be permissible under the proposed amendment; (iv) why the action taken is in the public interest; and (v) any changed conditions warranting the amendment.

Exhibit A – Ordinance A25-0115

Ordinance A25-0115

WHEREAS, pursuant to N.C. Gen. Stat. §160D-601, the Town may amend its zoning map after giving proper public notice and holding a public hearing; and

WHEREAS, the Planning Commission and Town Council has received the request to amend the Official Zoning Map of the Town of Boone, North Carolina to rezone the property below from B3 General Business with Corridor and Special Flood Hazard Area Overlay to B3 General Business with Corridor and Special Flood Hazard Area Overlay with a site-specific development plan for Use 11.06 Restaurants ≤ 3500ft² with an Accessory Use for a A-4 Drive-through.

Addresses:	1095 East King St	111 Grove St
Watauga County PIN:	2910-59-9247-000	2910-59-9346-000
Property Owner:	The John E and Lennis C Greene Revocable Living Trust	Hardin Creek Holdings, LLC

WHEREAS, the Boone Town Council held a duly-noticed public hearing July 28th, 2025 with respect to this rezoning request; and

WHEREAS, the Boone Town Council has taken into full consideration any information offered at the public hearing; and

WHEREAS, this Town Council has reviewed the written recommendations of the Town of Boone Planning Commission; and

NOW, THEREFORE, BE IT RESOLVED as follows:

SECTION 1. The Boone Town Council hereby approves and adopts the modifications to the Town Zoning Map as set forth herein.

SECTION 2. All provisions of any Town ordinance in conflict with this ordinance are hereby repealed to the extent of such conflict.

SECTION 3. This Ordinance shall be effective immediately upon its adoption by Town Council.

Adopted this the 27th day of August, 2025.

The Honorable Tim Futrelle, Mayor

Attest:

Nicole Harmon-Church, Town Clerk

DEAL, MOSELEY, DI SANTI, GARRETT & MARTIN, LLP**ATTORNEYS AND COUNSELLORS AT LAW****870 West King Street, Suite B****PO Box 311****Boone, North Carolina 28607****Telephone (828) 264-4734****Fax (828) 264-2712**

James M. Deal, Jr.
Allen C. Moseley
Claude D. Smith, Jr.*
Anthony S. di Santi (ret.)

 * Also Licensed in Georgia

Bryan P. Martin
Chelsea Bell Garrett
J. Tucker Deal
George J. Wigington

Neighborhood Meeting Notes- Jeremiah's Italian Ice & TBD Coffee Truck**Meeting Date: Thurs. February 6, 2025****Re: CDZ drive-through for proposed Italian ice and coffee truck****Property Location: 1095 E. King St.****Notice Mailed January 10, 2025**

Attendees: (1) Dillon Waschenbach- owner (with wife, Emma) of property located at 222 Perkinsville Drive (the blue house on the northeast corner of Grove St. and Perkinsville Drive); (2) Chelsea Bell Garrett; (3) Jack Garrett (junior at WHS)

Please see attached email correspondence between Chelsea Garrett and Dillon Waschenbach before the neighborhood meeting. At the meeting, Mr. Waschenbach asked about the intended use a bit more. He expressed concern about morning traffic more than anything. He said that is the time of day he notices and primarily experiences traffic congestion. The Italian ice business will not open before 11am and he appeared pleased to hear that. If a coffee truck is also parked on property (which is currently up-in-the-air), he understood that would have morning hours. Dillon was open to a coffee truck in the morning if cars could be accommodated and kept off Grove St. Applicant and Dillon discussed the length of the drive-through and how it would operate.

There will NOT be an ordering board/ voice menu. Patrons will order and wait for their order at the window (for Italian ice) or coffee truck in person. Thus, no cars will stack waiting to order closer to the entrance of the property. Instead, the first and only place stacking will start is under the deck shown on the rendering. In the unlikely event a greater number of cars than expected stack- creating an issue, one idea discussed was a possible double queue like what Come Back Shack does, and Applicant is very open to considering this if the site layout will permit. However, Applicant has the strong belief (and is seeking franchise data) that the distance provided from entry to drive-up window is sufficient for fairly significant stacking during any busy hours. The ordinance requires the drive-through to accommodate a minimum of 5 cars stacked on property, which are measured as 17 ½ feet each. Based on the scale on the plans, it appears at least 8-9 cars should be able to stack before they order at the window (without/ before resorting to a double queue). In addition, unlike Chick Fil A or other restaurants with peak mealtime hours, the times of visits to the site for Italian Ice are anticipated to be more spread out during the day and certainly more after mealtimes. Visits for the coffee truck would be concentrated in the morning- clearly.

Mr. Waschenbach was encouraged to come to the March 24, 2025 meeting or submit his comments in writing to Town of Boone staff or the Applicant to share.

From: Chelsea Garrett <cgarrett@dealmooseley.com>
To: Dillon Waschenbach <dillon.waschenbach@gmail.com>
CC: "acrees@mesco.com" <acrees@mesco.com>, Sid Greene <sid@hardincreek.co>
Date: 1/16/2025 2:36 PM
Subject: RE: 1095 East King Drive Thru

Dillon:

The cabin building will remain and just be renovated. In that, my husband and I are going to open a "Jeremiah's Italian Ice". The operating hours will be approximately 11/ 12- 9/10pm. We will nail this down specifically, but this is very close if not accurate. On the outer drive-through lane (closest to the creek and the convenience store next door), there will be a "Bald Guy Brew" coffee truck. The hours of operation of that will be early morning until about midday/ early afternoon. So, the 2 will only overlap a couple hours midday.

I have texted with Don Cox who owns Bald Guy to talk to him about his plans/ intentions and will get back to you with any corrections or additional detail after I do so.

The entry drive/ proposed drive through will be as close to the back of the back (currently vacant) lot as possible (as shown), cars that are going through the drive-through will run along the back, turn left toward King St./ front of the property and go under a new deck that will be built on/ attached to the side of the cabin. 2 lanes will go under the deck. The exit is going to be in the same "curb cut" and will be marked by arrows. So parked cars can leave by simply backing out of the space and turning onto Grove. Drive-through cars will go around the front and leave the same way next to where they came in.

I will find out the exact #s, but my understanding from the Town is that the length of our drive-through provides for substantial "stacking" of cars on site- more than required. Let me see if I can get some comparative info to see what other drive-throughs are so you can compare.

Thank you,

Chelsea Bell Garrett
Attorney/ Partner
Deal Moseley di Santi Garrett & Martin, LLP
870 W. King St., Suite B
PO Box 311
Boone, NC 28607
Phone: 828-264-4734
Fax: 828-264-2712
cgarrett@dealmooseley.com

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-----Original Message-----

From: Dillon Waschenbach <dillon.waschenbach@gmail.com>
Sent: Thursday, January 16, 2025 1:44 PM
To: Chelsea Garrett <cgarrett@dealmooseley.com>
Cc: acrees@mesco.com; Sid Greene <sid@hardincreek.co>; Chelsea Garrett <cgarrett@dealmooseley.com>
Subject: Re: 1095 East King Drive Thru

Great, thank you Chelsea! I appreciate the prompt response! Here are some questions and thoughts;

What are the hours of the business?

What is the nature of the business? Fast food, ice cream, coffee, etc?

If open in the morning, there can be a lot of traffic going down the road with high school students going to school and people going to work. Will there be potential for a line that extends into the roadway, impeding this traffic? Similar to Come Back Shack, Cook Out, Bojangles? If so, I fear that will directly impact people's morning commutes, at an already congested intersection.

Which lots are you planning to use? It looks like the space where the cabin is and the open lot next to it.

Thank you,
Dillon Waschenbach

> On Jan 15, 2025, at 9:29 PM, Chelsea Garrett <cgarrett@dealmooseley.com> wrote:

>

> Dillon:

> Per your request, attached is the site plan for your review. The proposal shows the entry and exit being together and furthest away from the stop light, which is required by the ordinance and DOT rules on driveways near an intersection. Like I said earlier, if you want to ask questions or voice concerns, I'd love to hear them before 2/6 just so we can think through ways to address them (if possible); but, no pressure. You are, of course, free to wait until the meeting. I also copied Alan Crees from Municipal Engineering (local to Boone) who prepared the site plan and the property owner representative (Sid Greene).

> Thanks!

>

> Chelsea

>

> Chelsea Bell Garrett

> Attorney/ Partner

> Deal Moseley di Santi Garrett & Martin, LLP

> 870 W. King St., Suite B

> PO Box 311

> Boone, NC 28607

> Phone: 828-264-4734

> Fax: 828-264-2712

> cgarrett@dealmooseley.com

>

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>

> -----Original Message-----

> From: Dillon Waschenbach <dillon.waschenbach@gmail.com>

> Sent: Wednesday, January 15, 2025 7:15 PM

> To: Chelsea Garrett <cgarrett@dealmooseley.com>

> Subject: 1095 East King Drive Thru

>

> Good Evening Ms. Garrett,

>

> I received your letter today regarding the proposed drive thru on Grove St. I was wondering if you could provide a mock up or photo of what the drive through would look like? I'm curious where the entrance and exit will be.

>

> I plan to attend on Feb 6th to learn more and voice concern. I believe I'm the only property owner on this street that doesn't rent their property out, so depending on the proposal, it could actively affect my living situation.

>

> Looking forward to it,

> Dillon Waschenbach

> <2025-01-15- 1-Page Site Plan for Neighb. Mtg..pdf>



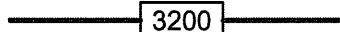
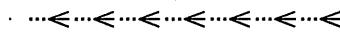
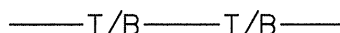
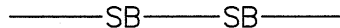
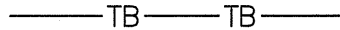
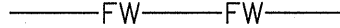
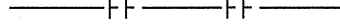
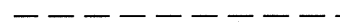
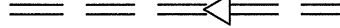
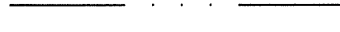
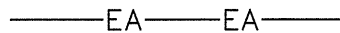
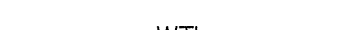
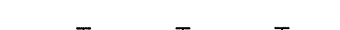
INDEX OF DRAWINGS		
DWG. NO.	DESCRIPTION	DWG. NO.
C-1	COVER SHEET	1 OF 14
C-2	EXISTING CONDITIONS AND TREE REMOVAL PLAN	2 OF 14
C-3	SITE PLAN	3 OF 14
C-4	GRADING & STORM WATER DRAINAGE PLAN	4 OF 14
C-5	EROSION & SEDIMENTATION CONTROL PLAN	5 OF 14
C-6	THIS SHEET HAS BEEN OMITTED	6 OF 14
C-7	PHOTOMETRIC PLAN	7 OF 14
C-8	SITE DETAIL SHEET #1	8 OF 14
C-9	SITE DETAIL SHEET #2	9 OF 14
C-10	DUMPSTER ENCLOSURE DETAIL SHEET	10 OF 14
C-11	STORM DRAINAGE DETAILS	11 OF 14
C-12	EROSION & SEDIMENTATION CONTROL DETAIL SHEET #1	12 OF 14
C-13	EROSION & SEDIMENTATION CONTROL DETAIL SHEET #2	13 OF 14
C-14	EROSION & SEDIMENTATION CONTROL DETAIL SHEET #3	14 OF 14

Exhibit 3

ARCHITECT:
APPALACHIAN ARCHITECTURE
703 W. KING STREET, SUITE 201
BOONE, NC 28607
(828) 265-2406

JEREMIAH'S ICE / BALD GUY BREW
JSEVENTEEN7, LLC
1095 EAST KING STREET
BOONE, NORTH CAROLINA
PROJECT NO. B24051

By: [Signature]
Professional Engineer

LEGEND		LINETYPES		LAND USE INTENSITY RATIOS		PARKING REQUIREMENTS	
 EX. SS MANHOLE	 PROPOSED SS MANHOLE	 3200 EXISTING CONTOURS	 3200 PROPOSED CONTOURS	WATAUGA COUNTY PIN NOS:	2910-59-9247-000 & 2910-59-9346-000	<u>AUTOMOBILE PARKING REQUIREMENTS</u>	
 EX. SS CLEANOUT	 PROPOSED SS CLEANOUT	 STREAM OR CREEK	 DITCH OR SWALE	WATAUGA COUNTY BOOK / PAGE:	2367 / 482 & 2235 / 087	PARKING REQUIRED = 12 SPACES / 1,000 SF GFA	
 EX. GATE VALVE	 PROPOSED GATE VALVE	 T/B — T/B — STREAM OR CREEK TOP OF BANK	 SB — SB — STREAM BUFFER	ZONING:	B3 - GENERAL BUSINESS	BUILDING GFA = 1,029 SF	
 EX. FIRE HYDRANT	 PROPOSED FIRE HYDRANT	 TB — TB — TROUT BUFFER	 FW — FW — EXISTING FLOODWAY LIMIT	PROPERTY AREA:	0.867 AC (37,760 SF)	MINIMUM SPACES REQUIRED = (1,029 / 1,000) x 12 = 12 SPACES	
 EX. BACKFLOW DEVICE	 PROPOSED POWER POLE	 FP — FP — EXISTING FLOODPLAIN LIMIT	 FF — FF — EXISTING FLOOD FRINGE LIMIT	APPROXIMATE DISTURBED AREA:	0.74 AC	PARKING SPACES PROVIDED = 16 SPACES	
 EX. WATER METER	 PROPOSED LIGHT POLE	 EXISTING STORM DRAINAGE	 PROPOSED DRAINAGE PIPE	EXISTING LAND USE:	11.14 - BUSINESS OR PROFESSIONAL OFFICE		
 EX. CATCH BASIN	 PROPOSED STORMWATER INLINE SIDEWALK DRAIN	 EXISTING SANITARY SEWER	 PROPOSED SANITARY SEWER MAIN	PROPOSED LAND USE:	11.06 - RESTAURANT ≤ 3,500 SF		
 EX. DROP INLET	 PROPOSED STORMWATER CATCH BASIN	 EXISTING WATERLINE	 PROPOSED FENCE	EXISTING GROSS FLOOR AREA:	1,485 SF		
 EX. POWER POLE	 PROPOSED STORMWATER DROP INLET	 PROPOSED GUARDRAIL	 EXISTING FENCE	ADDED GROSS FLOOR AREA:	0 SF		
 EX. LIGHT POLE	 PROPOSED STORMWATER JUNCTION BOX / AREA INLET	 R/W — RIGHT-OF-WAY LINE	 PROPOSED GUARDRAIL	TOTAL GROSS FLOOR AREA:	1,485 SF		
 EX. GUY WIRE		 EA — EA — EASEMENTS	 WTL — EXISTING WETLANDS	EXISTING BUILDING FOOTPRINT:	1,029 SF		
 EX. UTILITY BOX (SEE DESCRIPTION)		 TD — TD — TEMPORARY BERM DITCH	 SF — SF — SF — SF — SF — SILT FENCE	ADDED BUILDING FOOTPRINT:	0 SF		
 EX. DECIDUOUS TREE (SEE DESCRIPTION)		 EXISTING WOODS LINE		TOTAL BUILDING FOOTPRINT:	1,029 SF		
 EX. EVERGREEN TREE (SEE DESCRIPTION)		 // — EXISTING OVERHEAD POWERLINE		NUMBER OF STORIES:	2		
 EX. PROPERTY CORNER (SEE DESCRIPTION)		 G — G — UNDERGROUND GAS LINE		BUILDING HEIGHT:	25' < 4 STORY MAX.		
 EX. CORNER POINT		 P — P — UNDERGROUND POWERLINE		EXISTING IMPERVIOUS AREA:	8,937 SF		
 EX. SIDEWALK RAMP DETECTABLE WARNING SURFACE		 T — T — UNDERGROUND TELEPHONE LINE		ADDED IMPERVIOUS AREA:	8,824 SF		
 EX. BOLLARD		 C — C — UNDERGROUND CABLE LINE		TOTAL IMPERVIOUS AREA:	17,761 SF		
 EX. TEMPORARY BENCH MARK (SEE DESCRIPTION)				LIVABILITY SPACE:	20,842 SF		
				LIVABILITY SPACE RATIO:	55 % > 27% min.		
				PERCENT LIVABILITY SPACE THAT IS HARDSCAPE (IMPERVIOUS): 4.0% < 25% MAX.			
				BROWNFIELDS:	N/A		
				FLOOD HAZARD AREA:	YES		
				<u>AUTOMOBILE PARKING REQUIREMENTS</u>			
				PARKING REQUIRED = 12 SPACES / 1,000 SF GFA			
				BUILDING GFA = 1,029 SF			
				MINIMUM SPACES REQUIRED = (1,029 / 1,000) x 12 = 12 SPACES			
				PARKING SPACES PROVIDED = 16 SPACES			
				<u>MOTORCYCLE PARKING REQUIREMENTS</u>			
				MOTORCYCLE PARKING SPACE REQUIREMENT:			
				1 SPACE / 40 AUTOMOBILE PARKING SPACES			
				LESS THAN 20 AUTOMOBILE SPACES SO NONE REQUIRED			
				<u>BICYCLE PARKING REQUIREMENTS</u>			
				<u>SHORT TERM BICYCLE SPACES REQUIRED</u>			
				1 SPACE / 5,000 SF GFA			
				MINIMUM REQUIRED SHORT-TERM BICYCLE SPACES: 2 SPACES			
				PROVIDED SHORT-TERM BICYCLE SPACES: 2 SPACES			
				<u>LONG TERM BICYCLE SPACES REQUIRED</u>			
				1 SPACE / 10,000 SF GFA			
				MINIMUM REQUIRED LONG-TERM BICYCLE SPACES: 2 SPACES			
				PROVIDED LONG-TERM BICYCLE SPACES: 2 SPACES			



MUNICIPAL ENGINEERING, INC.

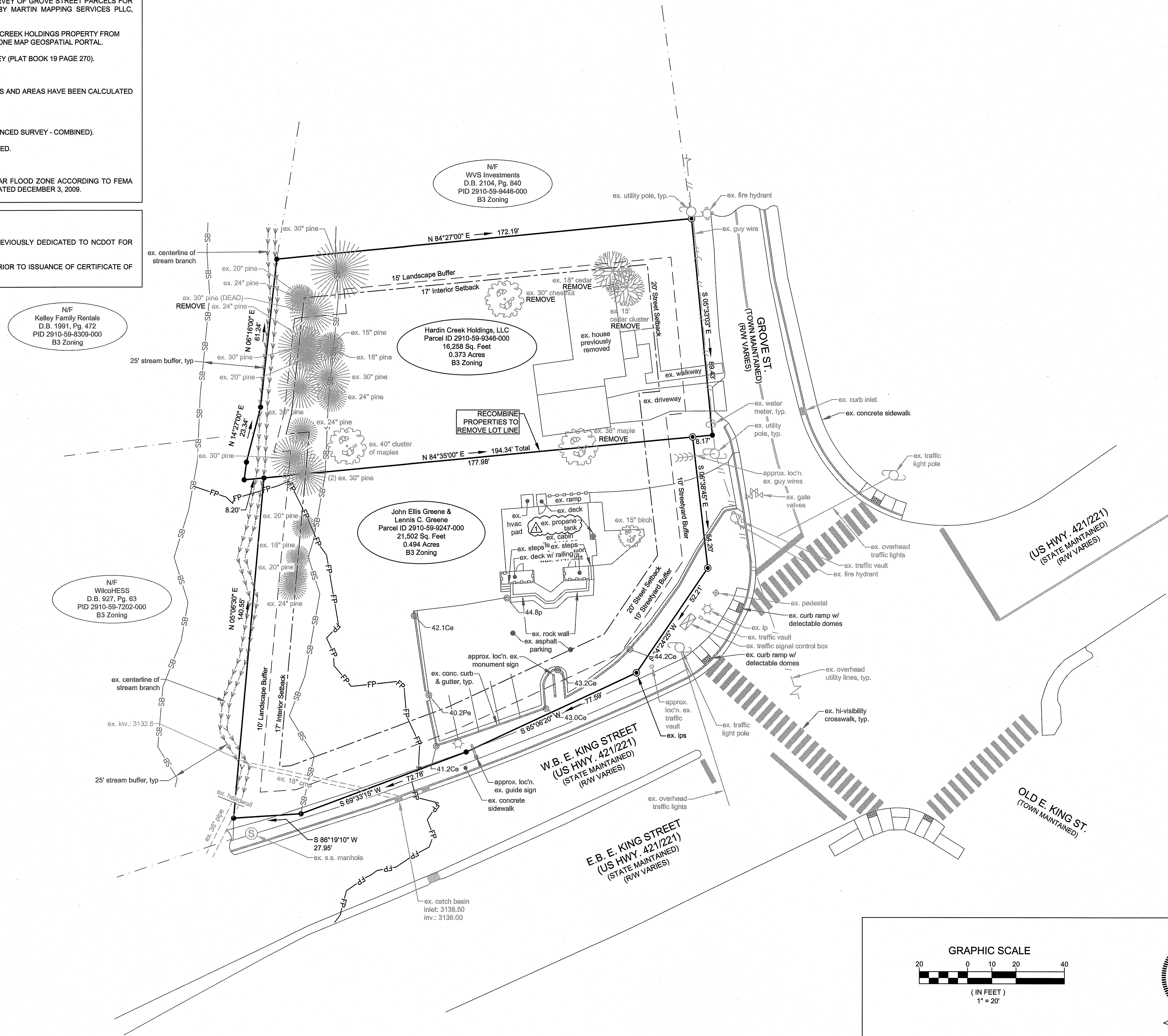
68 SHIPWASH DRIVE, GARNER, NC 27529 - PHONE: 919-772-5393
 820-B STATE FARM ROAD, BOONE, NC 28607 - PHONE: 828-262-1767
 LICENSE NUMBER: F-0812 & C-586

**JEREMIAH'S ICE/ BALD GUY BREW
JSEVENTEEN7, LLC
1095 EAST KING ST.
BOONE, NORTH CAROLINA**

[illegible]

1. WATAUGA COUNTY PIN: 2910-59-9247-000 & 2910-59-9346-000.
2. BASEMAP FROM TOPOGRAPHIC & BOUNDARY SURVEY OF GROVE STREET PARCELS FOR "HARDIN CREEK TIMBER FRAME & MILLWORK" BY MARTIN MAPPING SERVICES PLLC, P-1899 DATED JULY 22, 2024. PROJ #21-040
3. EXISTING HOUSE, DRIVE, & WALKWAY ON HARDIN CREEK HOLDINGS PROPERTY FROM ORTHOGRAPHIC AERIAL PHOTOGRAPH FROM NC ONE MAP GEOSPATIAL PORTAL.
4. BEARINGS ARE RELATIVE TO REFERENCED SURVEY (PLAT BOOK 19 PAGE 270).
5. ELEVATIONS ARE BASED UPON NAVD 88'.
6. ALL DISTANCES ARE HORIZONTAL MEASUREMENTS AND AREAS HAVE BEEN CALCULATED USING THE COORDINATE GEOMETRY METHOD.
7. CONTOUR INTERVAL = 2 FOOT.
8. TOTAL PROPERTY AREA = 0.8670 ACRES (REFERENCED SURVEY - COMBINED).
9. SITE IS LOCATED IN THE HARDIN CREEK WATERSHED.
10. SITE IS LOCATED IN THE NEW RIVER BASIN.
11. SITE IS PARTIALLY LOCATED IN ZONE AE, 100-YEAR FLOOD ZONE ACCORDING TO FEMA FLOOD INSURANCE RATE MAP NO. 3710291000I, DATED DECEMBER 3, 2009.

1. A PORTION OF THE GREENE PROPERTY WAS PREVIOUSLY DEDICATED TO NCDOT FOR THE US 421/221 WIDENING PROJECT.
2. THE TWO PROPERTIES SHALL BE RECOMBINED PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY.



MUNICIPAL ENGINEERING, INC.



**JEREMIAH'S ICE/ BALD GUY BREW
JSEVENTEEN7, LLC
1095 EAST KING ST.
BOONE, NORTH CAROLINA**

SCALE: AS SHOWN	
DATE: 11-27-24	
CHKD. BY: AJC	
PROJECT NUMBER	
B24051	
DRAWING NO.	SHEET NO.
C-2	2 OF 14

SIGNAGE NOTES:

- ALL SIGNAGE SHALL BE PERMITTED BY THE OWNER/APPLICANT SEPARATELY.

WATER SERVICE NOTES:

- THE EXISTING WATER SERVICE TO THE BUILDING SHALL BE USED.
- CONTRACTOR SHALL COORDINATE UPGRADE OF THE EXISTING WATER METER WITH ROBBIE JONES AT TOWN OF BOONE UTILITY DEPARTMENT (828-268-6250). UPGRADE SHALL BE AT OWNER'S EXPENSE.
- A DOUBLE CHECK VALVE SHALL BE INSTALLED INSIDE THE BUILDING AT THE MAIN CUTOFF FOR BACK FLOW PROTECTION.

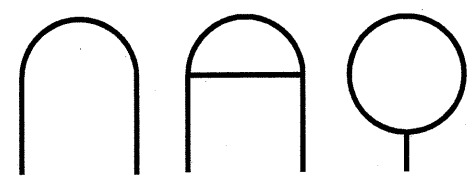
SEWER SERVICE NOTES:

- THE EXISTING SEWER SERVICE AT THE BUILDING SHALL BE USED.
- THE EXISTING SEWER SERVICE SHALL BE REROUTED AS NECESSARY IF CONFLICTS ARISE FORM THE STORM WATER POND GRADING.

BICYCLE PARKING NOTES:

- ALL BICYCLE PARKING FACILITIES SHALL MEET THE REQUIREMENTS OF THE TOWN OF BOONE'S UNIFIED DEVELOPMENT ORDINANCE. IN PARTICULAR, BICYCLE PARKING FACILITIES SHALL BE CONSTRUCTED OF MATERIALS OF SUFFICIENT STRENGTH TO SIGNIFICANTLY RESIST THEIR DISPLACEMENT OR REMOVAL, AND THEY SHALL BE SECURELY ANCHORED IN CONCRETE OR OTHER EQUIVALENT MATERIAL OR SYSTEM OF SUFFICIENT STRENGTH TO SIGNIFICANTLY RESIST REMOVAL. BICYCLE PARKING FACILITIES SHALL SUPPORT BICYCLES IN A STABLE POSITION WITHOUT DAMAGE TO WHEELS, FRAME OR OTHER COMPONENTS AND ALLOW FOR THE USE OF EITHER A CABLE, U-SHAPED, OR SIMILAR LOCK TO SECURE BOTH WHEELS OF THE BICYCLE. NO LESS THAN 4' SHALL BE PROVIDED BETWEEN PARALLEL RACKS.

- EXAMPLES OF ACCEPTABLE FACILITIES:

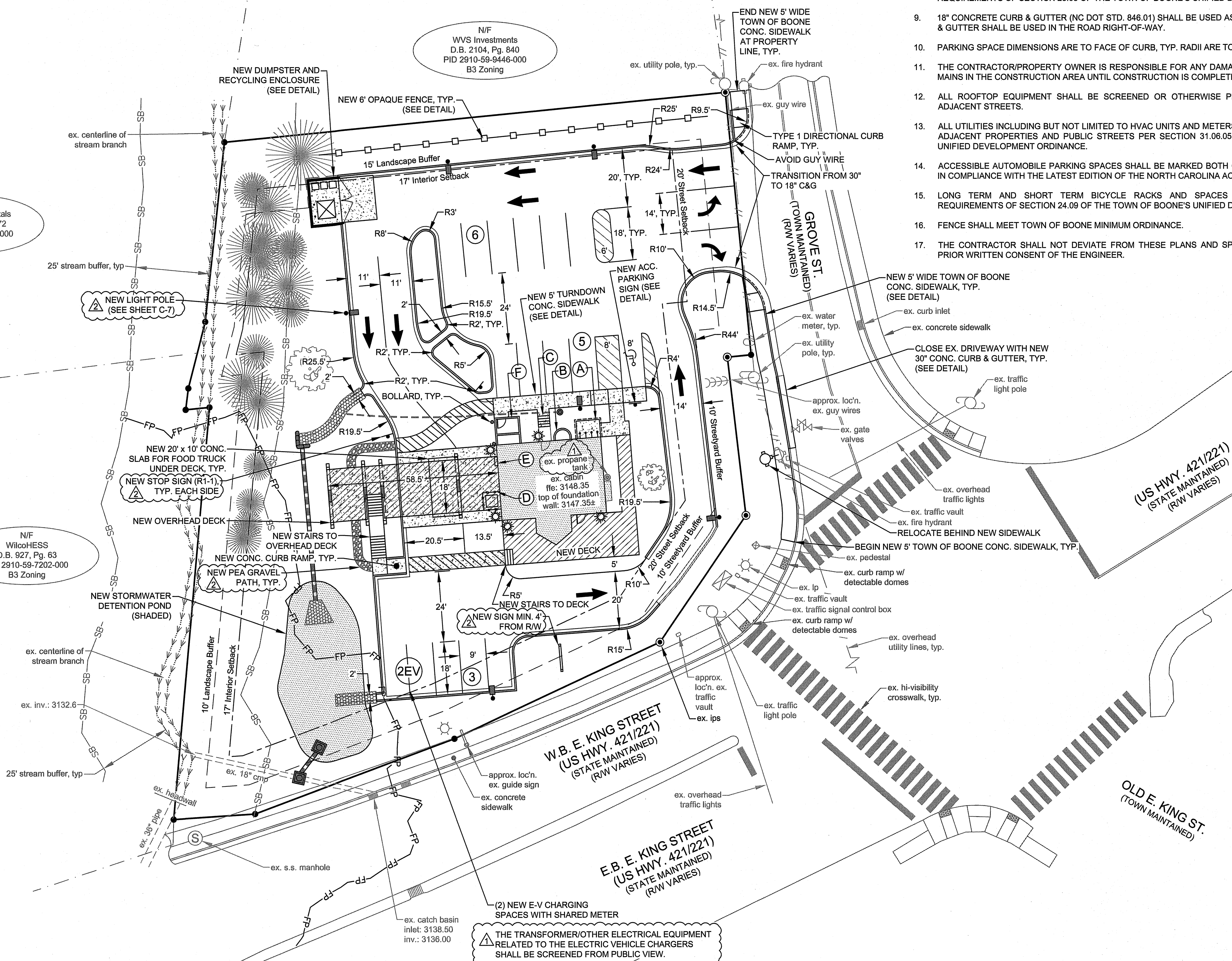


WORK WITHIN PUBLIC STREET OR SIDEWALK

- A TRAFFIC CONTROL PLAN MUST BE SUBMITTED TO THE PUBLIC WORKS DEPARTMENT FOR ANY PROJECTS WHICH CONTAIN WORK WITHIN A PUBLIC STREET OR SIDEWALK CLOSURE.
- IN ACCORDANCE WITH TOWN CODE SECTION 96.04, ALL PERSONS ENGAGED IN DOING WORK THAT CREATES ANY DANGEROUS CONDITION OR OBSTRUCTION IN THE PUBLIC RIGHT-OF-WAY OF ANY STREET OR SIDEWALK SHALL TAKE WHATEVER ACTION IS NECESSARY, INCLUDING THE PLACEMENT OF BARRICADES AND WARNING SIGNS OR DEVICES TO WARN THE TRAVELING PUBLIC OF THE CONDITION OR OBSTRUCTION. THEREFORE, ALL WORK WITHIN OR ABUTTING ANY PUBLIC RIGHT-OF-WAY OR PUBLIC EASEMENT FOR STREETS OR SIDEWALKS MUST BE CONDUCTED IN CONFORMANCE WITH THE US DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION'S MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) (HTTP://MUTCD.FHWA.DOT.GOV) THIS INCLUDES, BUT IS NOT LIMITED TO:
 - PROVIDING COMPLETE AND PROPER SIGNAGE AND TRAFFIC CONTROL DEVICES TO WARN THE TRAVELING PUBLIC OF CONSTRUCTION.
 - ALL LANES OF TRAFFIC, INCLUDING SIDEWALKS SHALL BE BACKFILLED AND TRAVERSABLE PRIOR TO REMOVING ANY LANE CLOSURE DEVICES.
- IN ACCORDANCE WITH TOWN CODE SECTION 96.09 ANY INFRASTRUCTURE DISTURBED OR DAMAGED DURING THE COURSE OF CONSTRUCTION SHALL BE RESTORED TO ITS ORIGINAL CONDITION.
 - ALL OPEN CUTS ON STREETS AND SIDEWALKS SHALL BE BACKFILLED AND TRAVERSABLE PRIOR TO REMOVING ANY RELATED LANE CLOSURE DEVICES.
- AT THE END OF EACH PHASE OF CONSTRUCTION WHERE WORK IN THE PUBLIC STREET OR SIDEWALK IS COMPLETE, THE APPLICANT MUST IMMEDIATELY RETURN THE PUBLIC STREET OR SIDEWALK TO PREVIOUS CONDITIONS.
- ALL LANES OF TRAVEL, INCLUDING SIDEWALKS, SHALL BE OPEN DURING NON-WORKING HOURS.
- THE APPLICANT IS REQUIRED TO COORDINATE THE CLOSING OF ANY DRIVEWAY WITH AFFECTED PROPERTY OWNERS, INGRESS AND EGRESS SHALL BE MAINTAINED TO ALL PROPERTY OWNERS AFFECTED BY THE PROJECT.
- IN ACCORDANCE WITH TOWN CODE 96.05 NO PARKING OR MATERIAL STORAGE SHALL BE ALLOWED ALONG ANY PUBLIC STREET OR RIGHT OF WAY.

SIGNAGE NOTES:

- 8' X 8' CONCRETE PAD FOR 2 SHORT TERM AND 2 LONG TERM BICYCLE PARKING SPACES. PROVIDE WALL MOUNTED RACKS FOR HANGING BICYCLES AND SHED ROOF FOR COVER.
- NEW CRAWL SPACE ACCESS
- NEW STAIRS
- SCREENING AROUND NEW HVAC UNIT MOUNTED ON DECK
- WALK UP SERVICE WINDOW
- OUTSIDE BATHROOM



GENERAL NOTES:

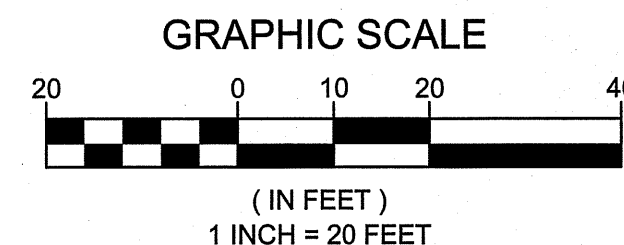
- PROPERTIES TO BE RECOMBINED PRIOR TO CERTIFICATE OF OCCUPANCY.
- PROPERTY IS LOCATED IN A TOWN OF BOONE CORRIDOR DISTRICT.
- PRIOR TO ANY EXCAVATION, CONTRACTOR SHALL LOCATE ALL UNDERGROUND UTILITIES. CALL 811.
- ALL UTILITIES SHALL BE UNDERGROUND.
- CONTACT NEW RIVER LIGHT & POWER FOR LOCATION OF POWER (828-264-3671).
- CONTACT AT&T FOR PHONE SERVICE (828-262-4908).
- CONTACT CHARTER COMMUNICATIONS FOR CABLE SERVICE (828-733-1510).
- ALL SIDEWALKS WITHIN THE TOWN OF BOONE RIGHT OF WAY SHALL CONFORM TO ALL REQUIREMENTS OF SECTION 23.08 OF THE TOWN OF BOONE'S UNIFIED DEVELOPMENT ORDINANCE.
- 18\"/>

MUNICIPAL ENGINEERING, INC.



**JEREMIAH'S ICE/ BALD GUY BREW
JSEVENTEENTH, LLC
1095 EAST KING ST.
BOONE, NORTH CAROLINA**

REVISIONS PER TOB		REVISIONS PER TOB	
DATE	BY	DATE	BY
3-19-25	AJC	1-28-25	AJC
SCALE: AS SHOWN		DATE: 11-27-24	
DRWN. BY: SGJ		CHKD. BY: AJC	
PROJECT NUMBER		SHEET NO.	
B24051		3 OF 14	
DRAWING NO. C-3			



3-K-25

STORMWATER DRAINAGE STRUCTURE SCHEDULE				
STRUCTURE NUMBER	STRUCTURE TYPE	GRATE / RIM / THROAT ELEV.	INV. IN ELEVATION	INV. OUTLET ELEVATION
1	15" PIPE	--	3140.25'	--
2	15" PIPE	--	--	3138.00'
3	OCS (SEE DETAIL)	3140.00'	3138.00'	3136.00'
4	JB	3139.00± (MATCH EX. GRADE)	3134.60'	3134.60'
5	YD	3146.0±'	--	3144.5±'
6	6" PIPE	--	--	3142.0±'
	--	--	--	--

STORMWATER DRAINAGE PIPE SCHEDULE				
PIPE NUMBER	MATERIAL	LENGTH	DIAMETER	SLOPE
1 - 2	HDPE	53'	15"	4.25%
2 - 3	HDPE	10'	15"	14.00%
4 - 5	HDPE	74'	6"	1.00% MIN.

STORMWATER DRAINAGE PIPE NOTES:

- HIGH DENSITY POLYETHYLENE (HDPE) PIPE SHALL BE DUAL WALL WITH SMOOTH INTERIOR. PIPE MUST MEET AASHTO M294.
- ALL STORM DRAINAGE PIPES SHALL HAVE 1' MINIMUM COVER MEASURED FROM FINISHED GRADE.

STORMWATER DRAINAGE GENERAL NOTES:

- THE STORMWATER COLLECTION SYSTEM PIPE AND DETENTION POND ON THE SITE HAVE BEEN DESIGNED FOR A 25-YEAR, 24-HOUR STORM EVENT WITH A 5-MINUTE TIME OF CONCENTRATION (RAINFALL DEPTH = 8.06 INCHES). PEAK DISCHARGE CALCULATIONS HAVE BEEN PERFORMED USING THE SCS METHOD FOR A TYPE II STORM DISTRIBUTION USING HYDRAFLOW HYDROGRAPHS. THE STORMWATER PIPE HAS BEEN DESIGNED USING HYDRAFLOW EXPRESS. THE STORMWATER DETENTION SYSTEM HAS BEEN DESIGNED AS REQUIRED BY ARTICLE 21.03.09 OF THE TOWN OF BOONE UNIFIED DEVELOPMENT ORDINANCE (UDO) TO ENSURE THE 25-YEAR, 24-HOUR POST DEVELOPMENT PEAK DISCHARGE RATE FOR THE SITE DOES NOT EXCEED THE 25-YEAR, 24-HOUR PRE-DEVELOPMENT PEAK DISCHARGE RATE. STORMWATER DETENTION POND INFLOW-OUTFLOW CALCULATIONS HAVE BEEN PERFORMED USING HYDRAFLOW HYDROGRAPHS.
- STORMWATER DRAINAGE DESIGN CONFORMS TO THE STANDARDS AND SPECIFICATIONS AS PROVIDED IN THE TOWN OF BOONE UDO.
- ALL STORMWATER DRAINAGE STRUCTURES AND PIPES SHALL CONFORM TO THE LATEST NCDOT DETAILS AND STANDARDS.
- ALL PIPE LENGTHS SHOWN ON THE STORMWATER DRAINAGE PIPE SCHEDULE ARE APPROXIMATE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE ACTUAL FIELD LENGTH.
- ALL ROOF DRAIN DOWNSPOUTS AND LEADERS SHALL BE DIRECTED TOWARD THE STORMWATER DETENTION POND. ROOF DRAINS IN THE BACK OF THE BUILDING MAY BE TIED INTO THE YARD DRAIN.
- ANY ACCUMULATED SOIL IN THE STORMWATER DRAINAGE WAY OR POND SHALL BE REMOVED PRIOR TO FINAL INSPECTION AND CERTIFICATION.

GRADING GENERAL NOTES:

- ALL EXISTING FIELD CONDITIONS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL CONTACT SITE ENGINEER AND OWNER IMMEDIATELY IF ANY DISCREPANCIES ARE NOTICED.
- IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY THE LOCATION AND ELEVATION OF THE TBM (TEMPORARY BENCHMARK) PRIOR TO STARTING CONSTRUCTION. CONTACT SURVEYOR AS NECESSARY.
- CONTRACTORS SURVEYOR TO STAKE ALL PARKING LOT CORNERS PRIOR TO CONSTRUCTION. CONTRACTOR TO CONTACT SURVEYOR TO APPROVE PRIOR TO STARTING BUILDING CONSTRUCTION.
- ALL A.D.A. PARKING SPACES SHALL BE GRADED TO HAVE A MAXIMUM IN ANY DIRECTION OF 2% (1:48).
- ALL A.D.A. ACCESSIBLY ROUTES SHALL BE GRADED TO HAVE A MAXIMUM LONGITUDINAL SLOPE OF 5% (1:20) AND A MAXIMUM CROSS-SLOPE OF 2% (1:48).
- ALL A.D.A. CURB RAMPS SHALL BE GRADED TO HAVE A MAXIMUM LONGITUDINAL SLOPE OF 8.33% (1:12) AND A MAXIMUM CROSS-SLOPE OF 2% (1:48). ALL A.D.A. CURB RAMPS SHALL HAVE A MINIMUM 4 FOOT BY 4 FOOT LANDING AT THE TOP AND BOTTOM OF THE RAMP WITH A MAXIMUM LONGITUDINAL AND CROSS-SLOPE OF 2% (1:48) FOR PEDESTRIANS TO PERFORM MANEUVERS. ALL A.D.A. CURB RAMPS SHALL BE SLOPED TO DRAIN TO CURB.
- MAXIMUM SLOPE IN ANY PARKING SPACE SHALL BE 5%.
- ALL FILL/CUT SLOPES ON THE SITE SHALL BE 2H:1V OR AS INDICATED ON THE PLAN.
- THE CONTRACTOR SHALL GRADE AROUND ALL LANDSCAPE ISLANDS TO PROVIDE POSITIVE DRAINAGE AROUND THE ISLAND AT MINIMUM 1% SLOPE.

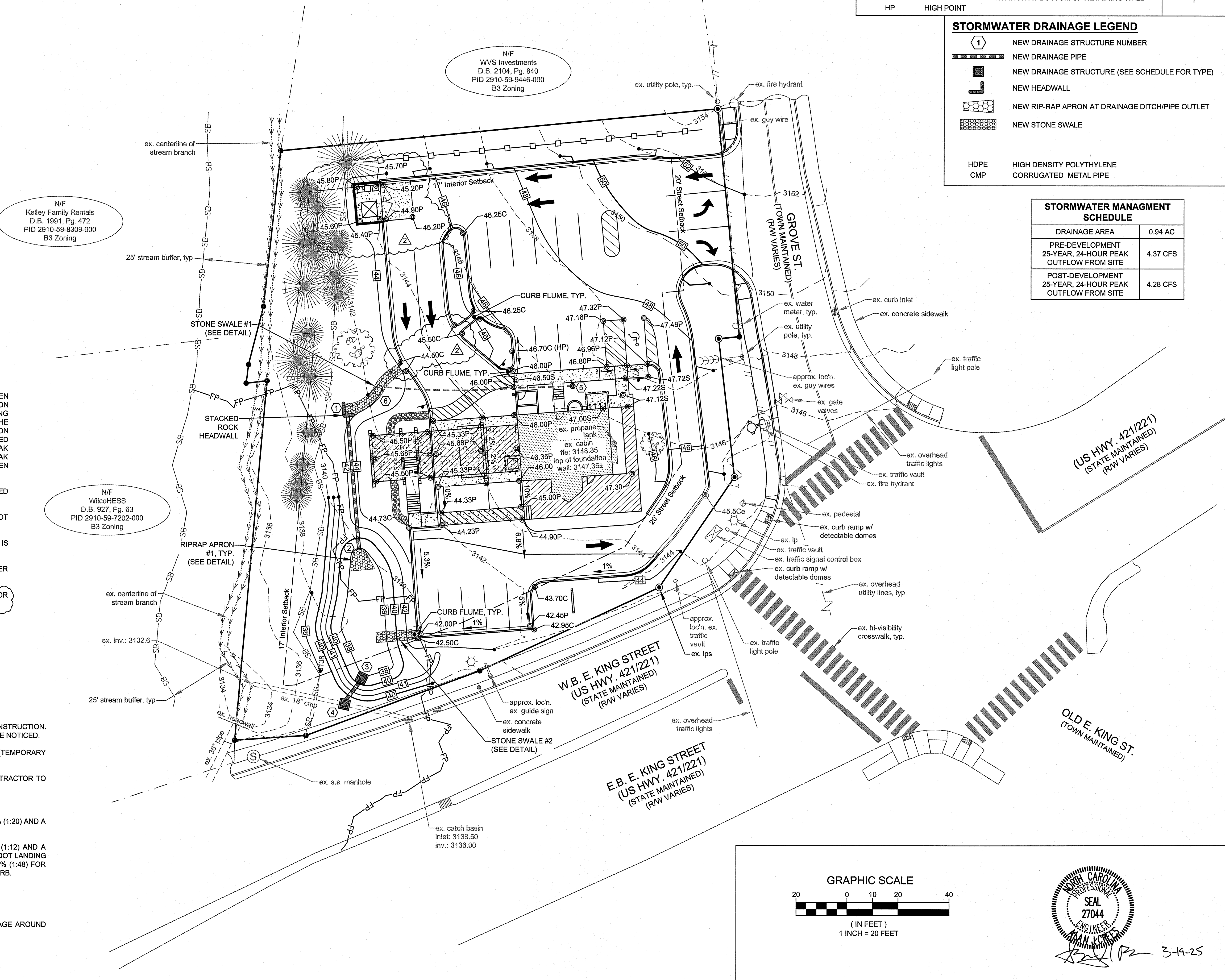
STORMWATER DRAINAGE STRUCTURE NOTES:

JB - JUNCTION BOX - NC DOT STD. DWG. 840.34 OR 840.52 WITH MANHOLE FRAME & COVER PER NC DOT STD. DWG. 840.54. ADJUST COVER ELEVATIONS AS NECESSARY TO MATCH FINAL GRADE.

YD - YARD DRAIN - MINIMUM 15" DIAM. ADS NYLOPLAST DRAIN WITH METAL GRATE OR APPROVED EQUAL. PLACE IN LOW AREA TO DRAIN WATER FROM BEHIND THE BUILDING.

OCS - DETENTION POND OUTLET CONTROL STRUCTURE - SEE DETAIL ON SHEET C-11.

ALL DRAINAGE STRUCTURES GREATER THAN 42" DEEP SHALL HAVE STEPS INSTALLED IN STRUCTURE AS PER NCDOT STD. DWG. 840.66.



GRADING LEGEND

- 50.00e Existing Finished Grade Elevation
- 50.00P FINISHED GRADE SPOT ELEVATION TOP OF NEW PAVEMENT
- 50.00C FINISHED GRADE SPOT ELEVATION TOP OF NEW CURB
- 50.00S FINISHED GRADE SPOT ELEVATION TOP OF NEW SIDEWALK
- 50.00G FINISHED GRADE SPOT ELEVATION
- FFE = 3148.35 FINISHED FLOOR ELEVATION FOR EX. BUILDING
- 3:1 FINISHED GRADE SLOPE (HORIZONTAL SLOPE: VERTICAL SLOPE) & GRADE DIRECTION
- 5% FINISHED GRADE SLOPE (PERCENT SLOPE) & GRADE DIRECTION
- 3180 EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- 50 FINISHED GRADE MAJOR CONTOUR
- FINISHED GRADE MINOR CONTOUR
- TW FINISHED GRADE ELEVATION AT TOP OF RETAINING WALL
- BW FINISHED GRADE ELEVATION AT BOTTOM OF RETAINING WALL
- HP HIGH POINT

STORMWATER DRAINAGE LEGEND

- 1 NEW DRAINAGE STRUCTURE NUMBER
- NEW DRAINAGE PIPE
- NEW DRAINAGE STRUCTURE (SEE SCHEDULE FOR TYPE)
- NEW HEADWALL
- NEW RIP-RAP APRON AT DRAINAGE DITCH/PIPE OUTLET
- NEW STONE SWALE
- HDPE HIGH DENSITY POLYTHYLENE
- CMP CORRUGATED METAL PIPE

STORMWATER MANAGEMENT SCHEDULE	
DRAINAGE AREA	0.94 AC
PRE-DEVELOPMENT 25-YEAR, 24-HOUR PEAK OUTFLOW FROM SITE	4.37 CFS
POST-DEVELOPMENT 25-YEAR, 24-HOUR PEAK OUTFLOW FROM SITE	4.28 CFS

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JEREMIAH'S ICE/ BALD GUY BREW
JSEVENTEEN7, LLC
1095 EAST KING ST.
BOONE, NORTH CAROLINA

DATE	BY	REV.	DESCRIPTION
3-19-25	AJC	1	MINOR GRADING ADJUSTMENTS - SEE A
1-28-25	AJC	1	REVISIONS PER TOB

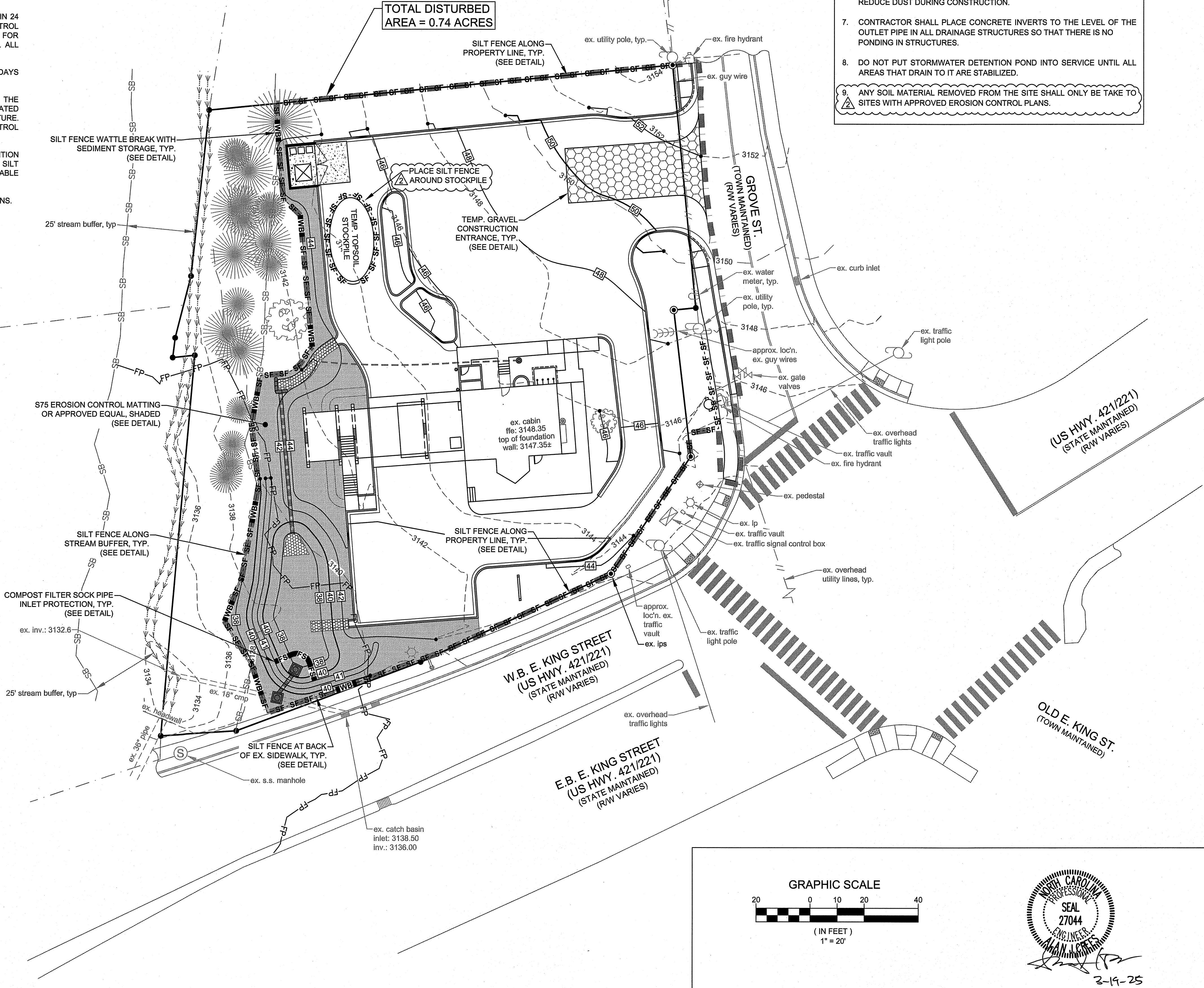
SCALE: AS SHOWN
DATE: 11-27-24
DRWN. BY: SGJ
CHKD. BY: AJC
PROJECT NUMBER: B24051
DRAWING NO. C-4
SHEET NO. 4 OF 14

CONSTRUCTION SEQUENCE

- PRIOR TO ANY GROUND DISTURBING ACTIVITIES, CONTRACTOR SHALL LOCATE ALL UNDERGROUND UTILITIES. CALL 811.
- SCHEDULE PRE-CONSTRUCTION MEETING WITH TOWN OF BOONE PLANNING & INSPECTIONS DEPARTMENT (828-268-6960).
- BEGIN CLEARING & GRUBBING WORK FOR THE INSTALLATION OF THE INITIAL EROSION & SEDIMENT CONTROL MEASURES FOR THE SITE, INCLUDING TEMPORARY GRAVEL CONSTRUCTION ENTRANCE, SILT FENCE AND SILT FENCE WATTLE BREAKS AS SHOWN ON THIS PLAN. INSTALL SILT FENCE AROUND TOPSOIL STOCKPILE AREA AND ANY ADDITIONAL STOCKPILE AREAS ON THE SITE.
- REMOVE THE EXISTING TREES AS INDICATED ON THE TREE REMOVAL PLAN AND BEGIN ROUGH GRADING WORK ON THE SITE. INSTALL THE STORMWATER DRAINAGE STRUCTURES AND PIPES AS THE GRADING WORK IS BEING ACCOMPLISHED. INSTALL SPECIFIED INLET PROTECTION MEASURES FOR THE STORMWATER STRUCTURES THE SAME DAY THE STRUCTURE IS INSTALLED. AS SOON AS GRADING IS COMPLETE FOR THE STORMWATER POND AND ALL GRADED SLOPES ALONG THE STREAM BUFFER IS COMPLETE, IMMEDIATELY STABILIZE THE SLOPES WITH THE SPECIFIED EROSION CONTROL MATTING AND AT LEAST TEMPORARY SEEDING AS PER THE SPECIFICATIONS ON SHEET C-12. WHEN GRADING IS COMPLETE ON A PORTION OR ALL THE DRIVEWAY OR PARKING LOT IS COMPLETE, STABILIZE THE DISTURBED AREA WITH MINIMUM 4" COMPACTED AGGREGATE BASE COURSE. WHEN GRADING WORK FOR LANDSCAPED AREAS ADJACENT TO THE BUILDING PAD, DRIVEWAY OR PARKING LOT IS COMPLETE, STABILIZE THE AREA AS PER THE TEMPORARY SEEDING SPECIFICATIONS ON SHEET C-12.
- THE ANGLE FOR GRADED SLOPES AND FILLS SHALL BE NO GREATER THAN THE ANGLE THAT CAN BE RETAINED BY VEGETATIVE COVER OR OTHER ADEQUATE EROSION AND SEDIMENTATION CONTROL DEVICES OR STRUCTURES. IN ANY EVENT, SLOPES LEFT EXPOSED WILL, WITHIN 7 OR 14 CALENDAR DAYS OF COMPLETION OF ANY PHASE OF GRADING, BE PLANTED OR OTHERWISE PROVIDED WITH TEMPORARY GROUND COVER, DEVICES OR STRUCTURES SUFFICIENT TO RESTRAIN EROSION. THE TIME DURATION IN CALENDAR DAYS WILL BE DETERMINED IN ACCORDANCE WITH THE NEW STABILIZATION TIME FRAMES CHART SHOWN ON SHEET C-12.
- ALL EROSION & SEDIMENT CONTROL MEASURES SHALL BE INSPECTED AT LEAST ONCE PER 7 CALENDAR DAYS AND WITHIN 24 HOURS OF A RAIN EVENT $\geq 1"$ OF RAIN IN 24 HOURS. REPAIR IMMEDIATELY ANY DAMAGE TO EROSION & SEDIMENT CONTROL MEASURES. SEE EROSION & SEDIMENT CONTROL DETAILS SHEETS C-12 & C-13 FOR SPECIFIC MAINTENANCE REQUIREMENTS FOR EACH EROSION & SEDIMENT CONTROL MEASURE SHOWN ON THE PLANS. ALL MEASURE SHALL BE MAINTAINED UNTIL ALL DISTURBED AREAS HAVE BEEN STABILIZED AND PERMANENT GROUND COVER ESTABLISHED.
- PERMANENT GROUND COVER SHALL BE ESTABLISHED WITHIN 15 WORKING DAYS OR NO MORE THAN 90 CALENDAR DAYS (WHICHEVER IS SHORTER) FOLLOWING THE COMPLETION OF CONSTRUCTION).
- ONCE THE GRADING WORK FOR ALL AREAS DRAINING TO THE STORMWATER DETENTION POND IS COMPLETE AND ALL THE DISTURBED AREAS HAVE PERMANENTLY STABILIZED WITH THE APPROPRIATE GROUND COVER, REMOVE ANY ACCUMULATED SEDIMENT IN THE POND AND THE COMPOST FILTER SOCK PIPE INLET PROTECTION AT THE OUTLET CONTROL STRUCTURE. IMMEDIATELY STABILIZE ANY AREAS IN THE POND WHERE SEDIMENT IS REMOVED WITH THE SPECIFIED EROSION CONTROL MATTING AND ESTABLISH PERMANENT SEEDING AS PER THE SPECIFICATIONS ON SHEET C-12.
- ONCE PERMANENT STABLE GROUND COVER HAS BEEN ESTABLISHED FOR ALL AREAS WITHIN THE STORMWATER DETENTION POND, THE REMAINING EROSION AND SEDIMENT CONTROL MEASURES (TEMPORARY GRAVEL CONSTRUCTION ENTRANCE, SILT FENCE AND SILT FENCE WATTLE BREAKS) MAY BE REMOVED. IMMEDIATELY STABILIZE AND ESTABLISH PERMANENT STABLE GROUND COVER ON ALL AREAS WHERE THESE EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN REMOVED.
- APPLY TOP DRESSING 6 MONTHS AFTER INITIAL PERMANENT SEEDING ESTABLISHMENT IN ACCORDANCE WITH SPECIFICATIONS.

CONSTRUCTION NOTES

- REFER TO SITE WORK SPECIFICATIONS FOR GRADING, COMPACTING, DRAINAGE AND SEDIMENT & EROSION CONTROL.
- ALL EROSION & SEDIMENTATION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED PER THE NCDEQ EROSION & SEDIMENT CONTROL PLANNING & DESIGN MANUAL.
- ALL EROSION & SEDIMENTATION CONTROL FABRIC SHALL BE INSTALLED IN STRICT ACCORDANCE WITH MANUFACTURER'S GUIDELINES.
- IF CONTRACTOR WISHES TO USE AN EROSION & SEDIMENTATION CONTROL FABRIC OTHER THAN WHAT IS SPECIFIED, PRIOR APPROVAL MUST BE GRANTED BY THE ENGINEER.
- EROSION & SEDIMENTATION CONTROL MEASURES SHALL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION & SEDIMENT CONTROL, ADDITIONAL EROSION & SEDIMENTATION CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.
- THE CONTRACTOR SHALL USE ALL REASONABLE MEANS (E.G. WATER TRUCK, TARPS, MULCH, TEMPORARY SEEDING, ETC.) NECESSARY TO REDUCE DUST DURING CONSTRUCTION.
- CONTRACTOR SHALL PLACE CONCRETE INVERTS TO THE LEVEL OF THE OUTLET PIPE IN ALL DRAINAGE STRUCTURES SO THAT THERE IS NO PONDING IN STRUCTURES.
- DO NOT PUT STORMWATER DETENTION POND INTO SERVICE UNTIL ALL AREAS THAT DRAIN TO IT ARE STABILIZED.
- ANY SOIL MATERIAL REMOVED FROM THE SITE SHALL ONLY BE TAKE TO SITES WITH APPROVED EROSION CONTROL PLANS.



EROSION & SEDIMENT CONTROL LEGEND

- PROP. GRADING LIMITS OF DISTURBANCE
- TEMP. SILT FENCE
- TEMP. TREE PROTECTION FENCE
- TEMP. SILT FENCE WATTLE BREAK
- TEMP. FILTER SOCK
- TEMP. GRAVEL CONSTRUCTION ENTRANCE
- FINISHED GRADE SLOPE (HORIZONTAL SLOPE:VERTICAL SLOPE)
- TEMP. RIPRAP APRON
- AREAS REQUIRING 7-DAY STABILIZATION/GROUND COVER

MUNICIPAL ENGINEERING, INC.
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REVISIONS PER TOB		REVISIONS PER TOB		DESCRIPTION	
REV.	DATE	REV.	DATE	BY	DESCRIPTION
1	3-19-25	A/JC	1-28-25		

SCALE: AS SHOWN
DATE: 11-27-24
DRWN. BY: SGJ
CHKD. BY: A/JC
PROJECT NUMBER: B24051
DRAWING NO. C-5
SHEET NO. 5 OF 14

MARK	Total Number	DESCRIPTION	MAUFACTURER/ SERIES	TEMP(OK)	LAMPS	VOLTS	DELIVERED LUMENS	WATTS	COLOR	MOUNTING HEIGHT
A	6	EVOLVE EALS SERIES	GE CURRENT	3000	LEDs	120	11,200	101	DARK BRONZE	25'
B	5	LED LIGHT BULB IN FULL CUTOFF FIXTURES		3000	LEDs	120	1600	100		8'

TOWN OF BOONE LIGHTING STANDARDS		
AREA:	MINIMUM (FC)	MAXIMUM (FC)
BUILDING ENTRIES	1	10
PARKING AREAS/ PEDESTRIAN AREAS/ SIDEWALKS	0.4	6
SITE PERMITER		0.5
ALL OTHER ON-SITE LIGHTING		10

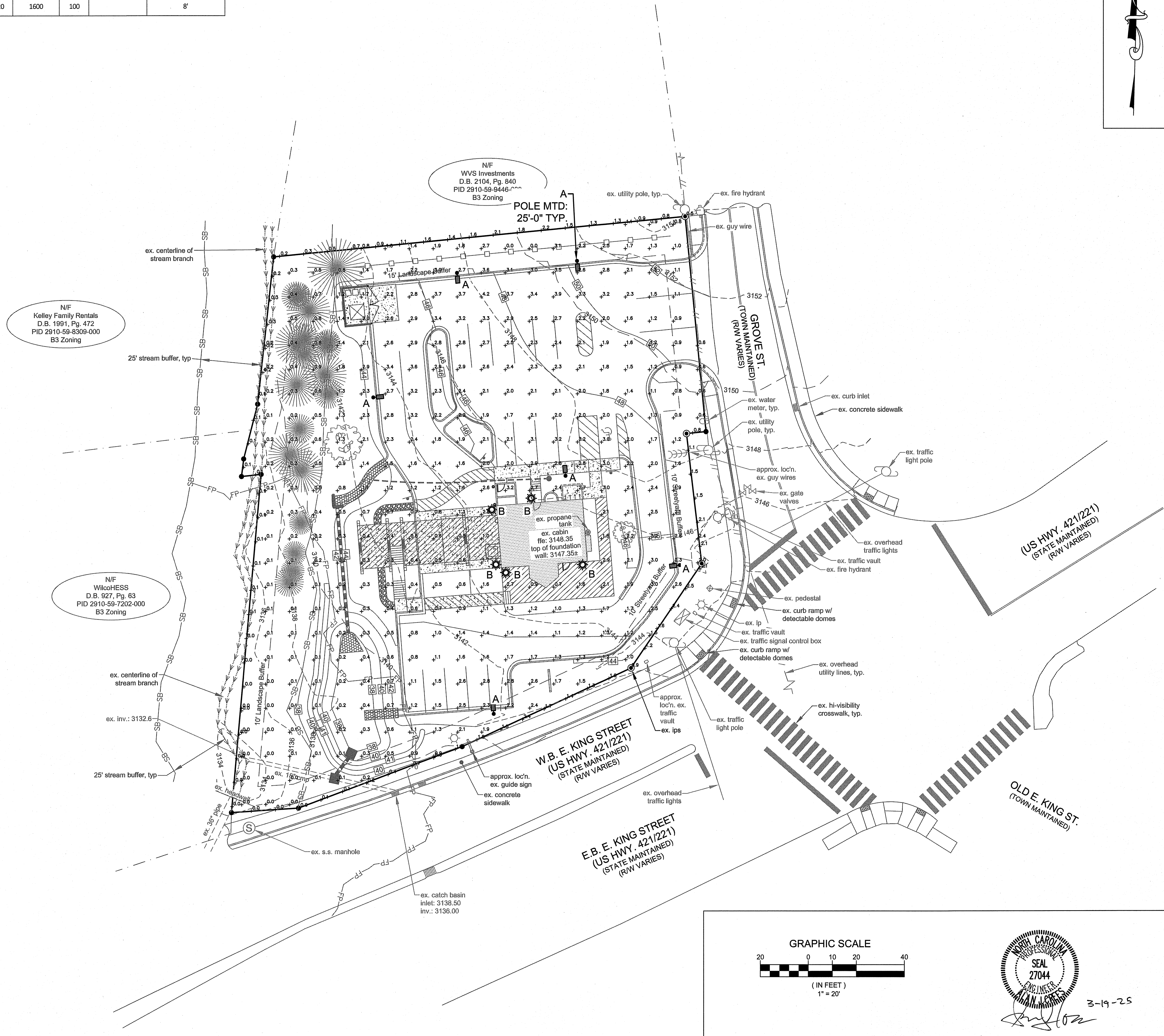
PHOTOMETRIC RESULTS		
AREA:	MINIMUM (FC)	MAXIMUM (FC)
PROP. PERIMETER LINE (NOT INCL. STREETS)	0	2.5*
PARKING AREAS/ PEDESTRIAN AREAS/ SIDEWALKS	0.5	4.2

LIGHTING NOTES:

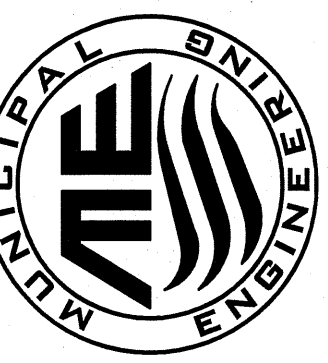
1. ALL FIXTURES TO BE FULL CUTOFF OR NIGHT SKY COMPLIANT.
2. UTILITY TO CONFIRM MOUNTING POLE HEIGHT. MOUNTING STRUCTURAL ENGINEERING BY OTHERS.
3. CONTRACTOR TO CONFIRM VOLTAGE, DIMMING, CONTROLS, MOUNTING ARM, FIXTURE COLOR AND ANY FURTHER OPTIONS.

SPECIAL NOTES FOR APPROVAL:

1. ENGINEER SHALL MEASURE LIGHT LEVELS AFTER INSTALLATION AND PROVIDE CERTIFICATION TO THE TOWN OF BOONE.
2. TYPE V BACKSHIELD NOT AVAILABLE FOR PHOTOMETRIC MODEL. PROPOSED BACKSHIELD IS FULL CUTOFF 12.5' BEHIND LIGHT FIXTURE

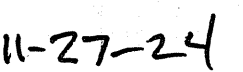
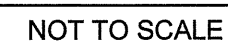
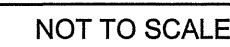
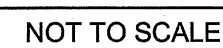
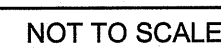
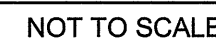


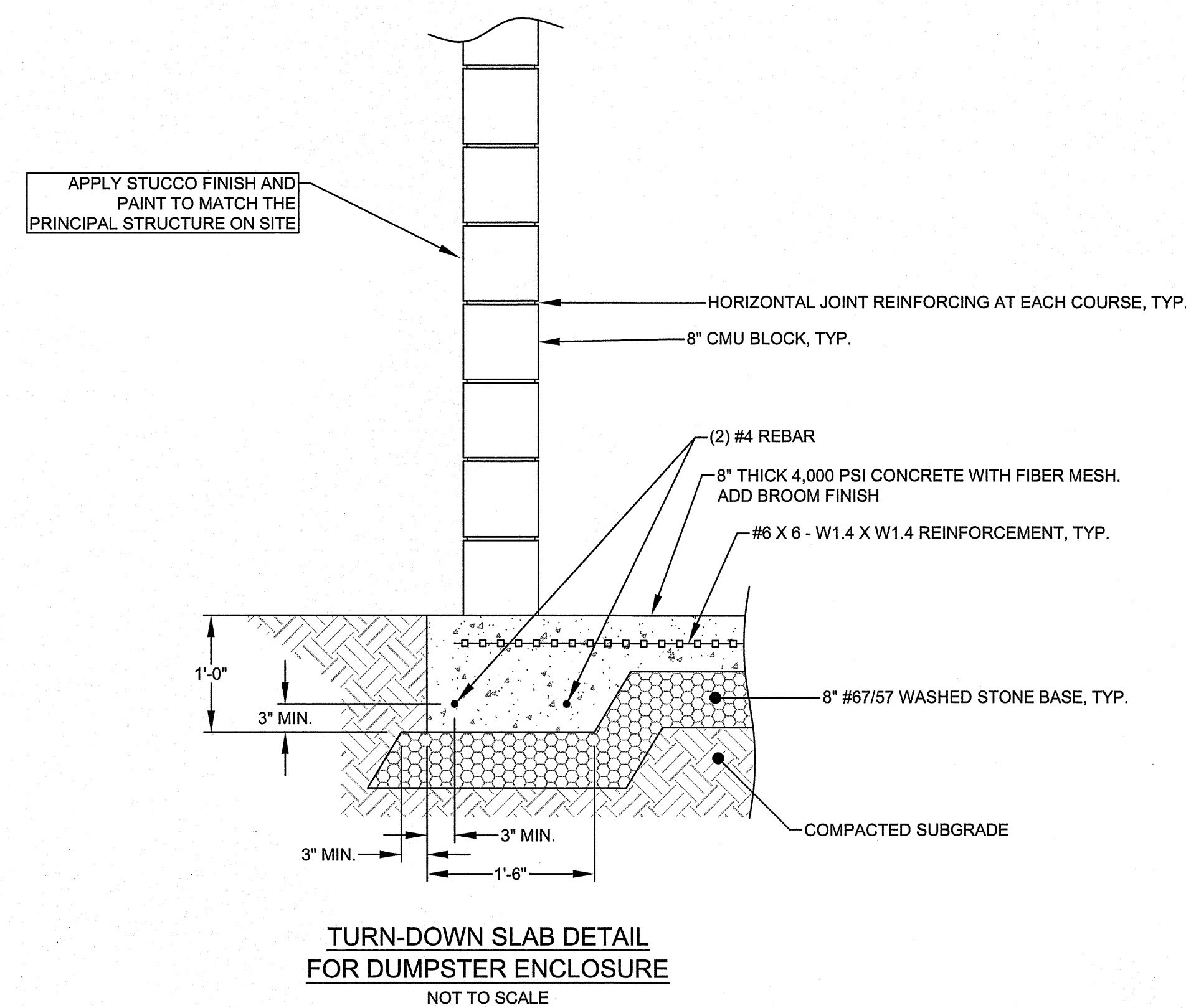
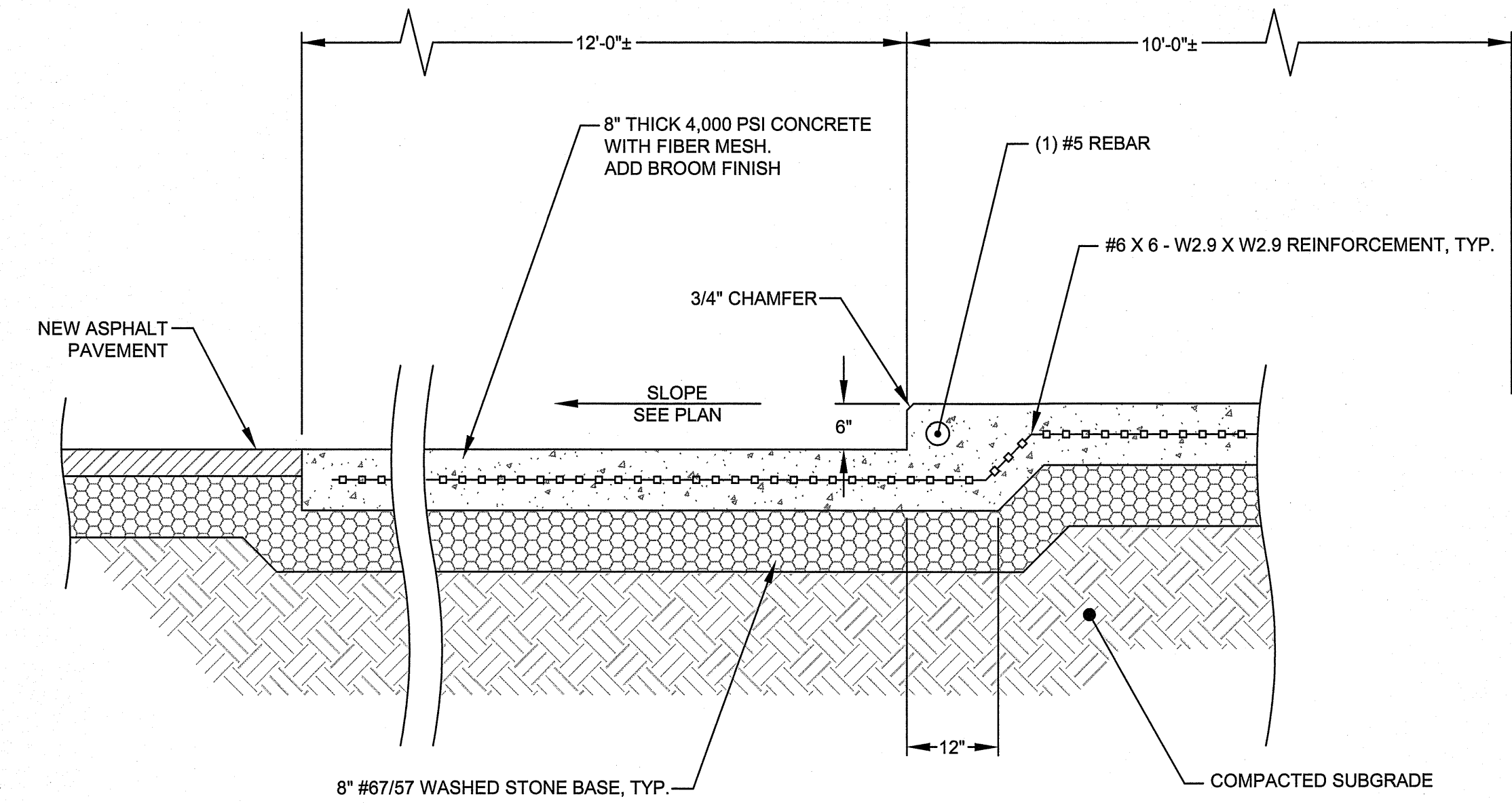
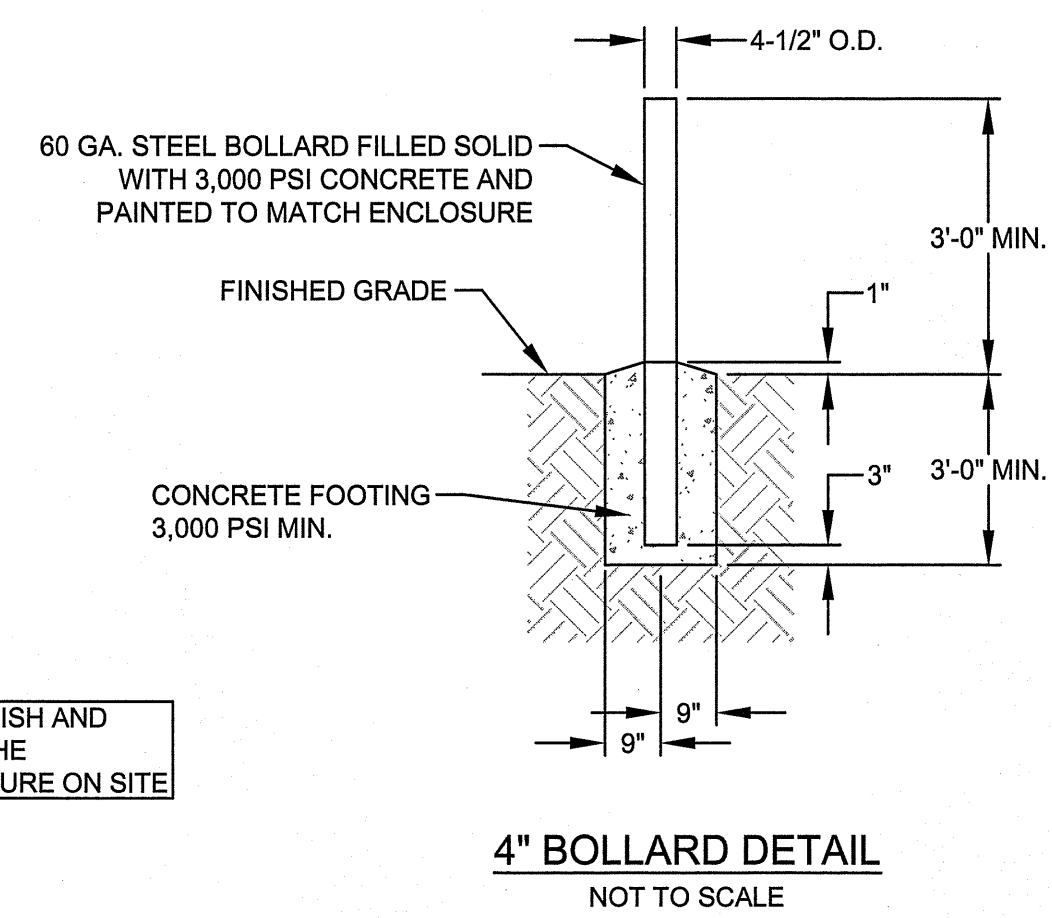
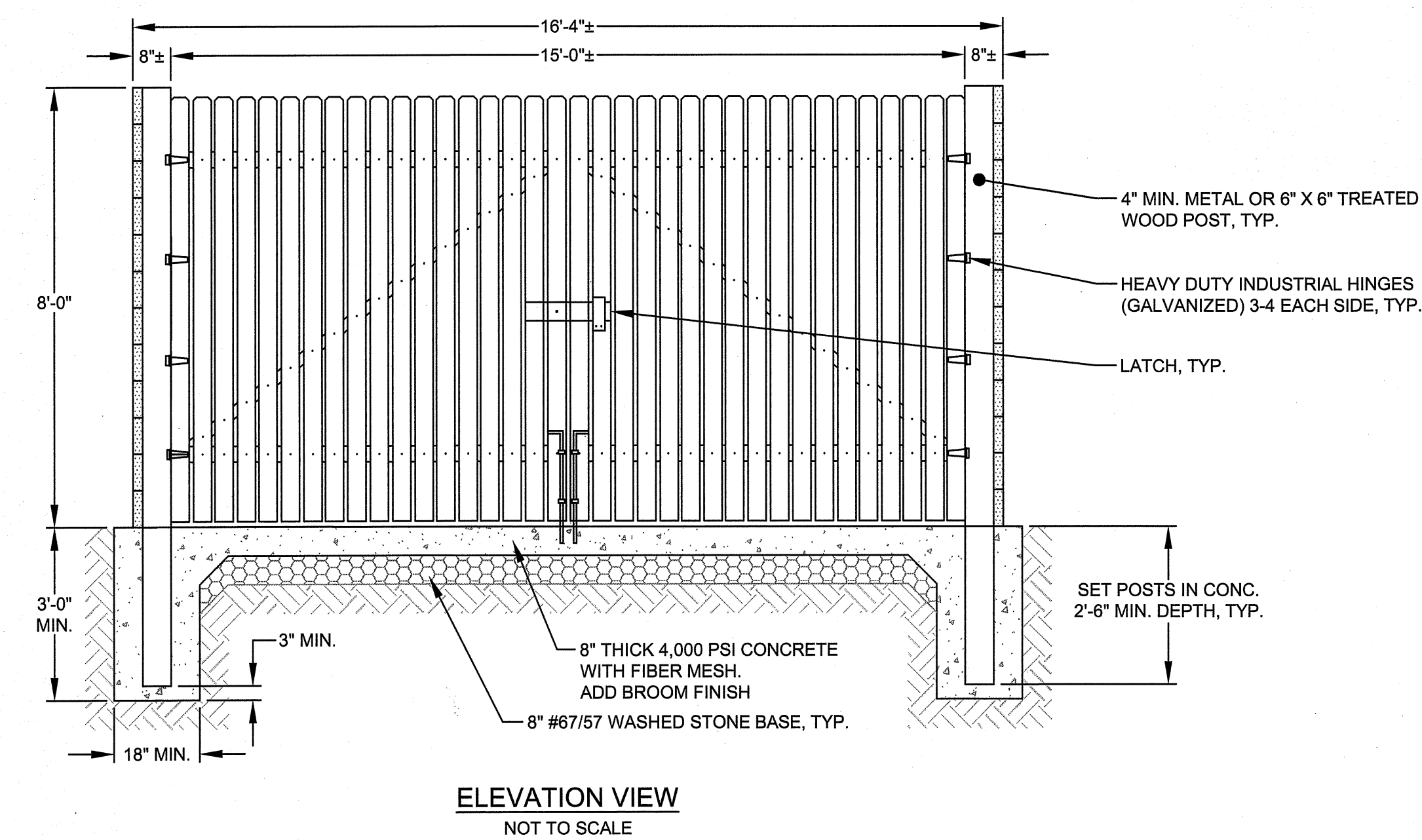
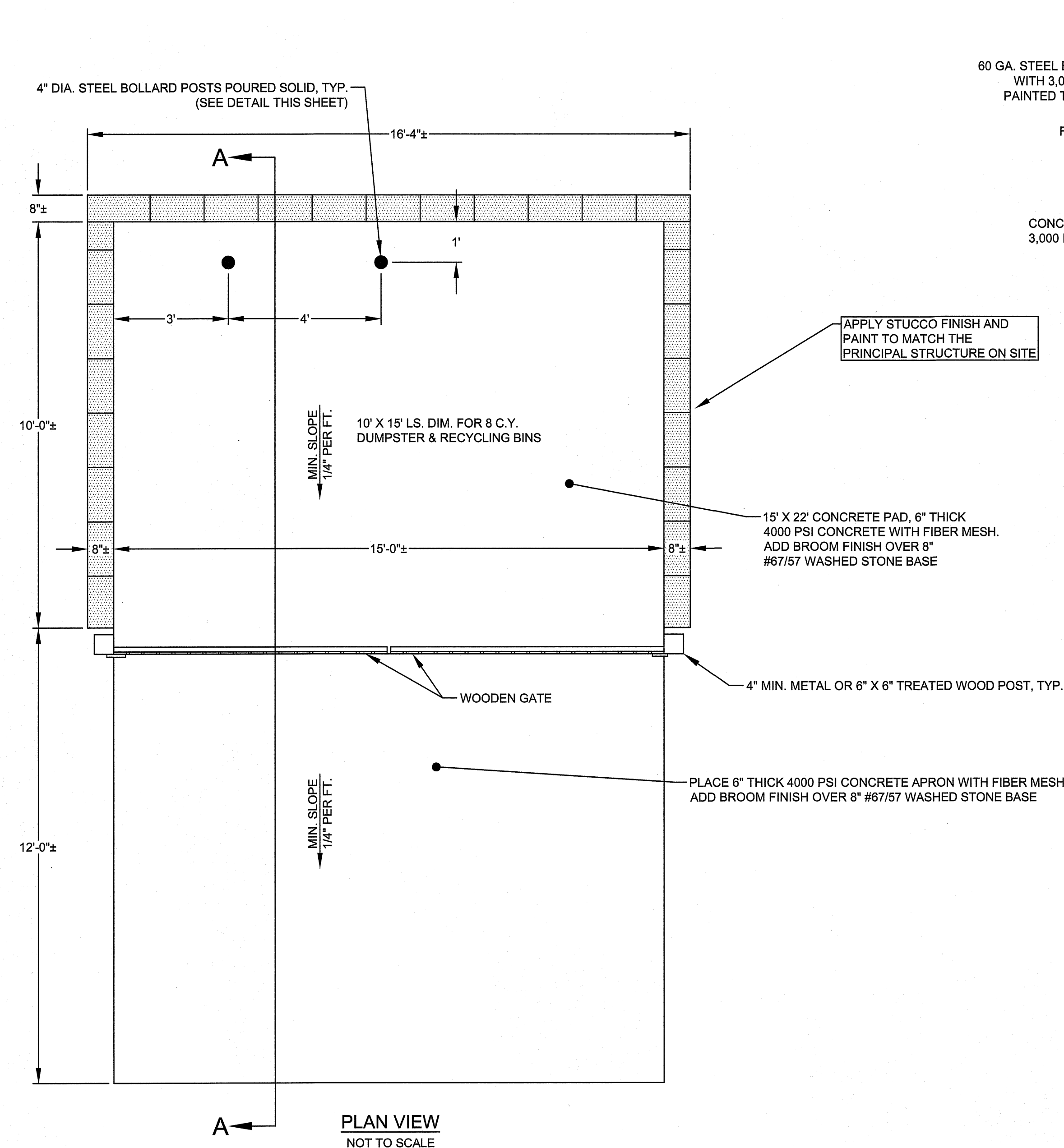
MUNICIPAL ENGINEERING, INC.



**JEREMIAH'S ICE/ BALD GUY BREW
JSEVENTEEN7, LLC
1095 EAST KING ST.
BOONE, NORTH CAROLINA**

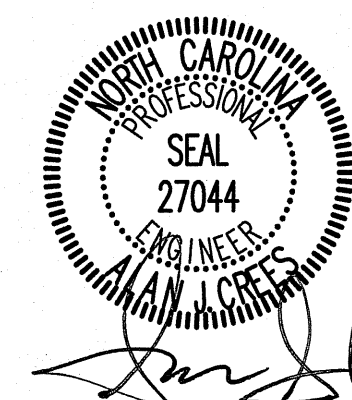
DATE		REV.	DESCRIPTION
BY			
3-19-25	AJC	A	REVISIONS PER REVISED ORDINANCE
PHOTOMETRIC PLAN			
PROJECT NUMBER		B24051	
DRAWING NO.		SHEET NO.	
C-7		7 OF 14	





- GENERAL NOTES:

1. DUMPSTER ENCLOSURE SHALL BE CMU WITH STUCCO TEXTURE AND PAINTED TO BE ARCHITECTURALLY COMPATIBLE WITH THE PRINCIPAL BUILDING ON SITE AS PER TOWN OF BOONE ORDINANCE SECTION 31.06.05.
2. HINGES IN GATES SHALL ALLOW GATES TO OPEN GREATER THAN 90°
3. GATESTOPS SHALL BE INSTALLED TO KEEP GATES FROM SWINGING BACK ONTO TRUCK.

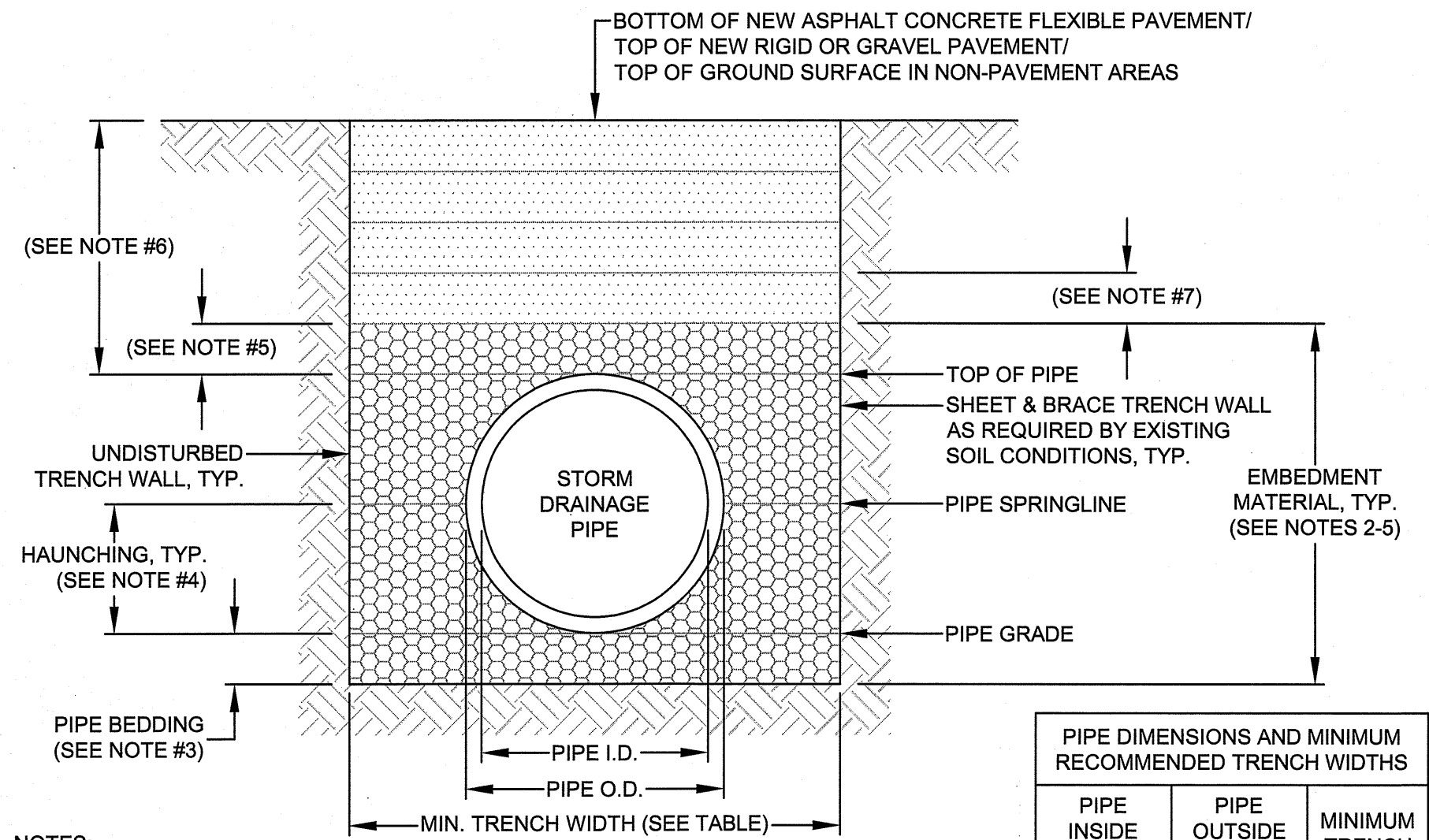


11-27-24



**JEREMIAH'S ICE/ BALD GUY BREW
JSEVENTEEN7, LLC
1095 EAST KING ST.
BOONE, NORTH CAROLINA**

						DESCRIPTION	DUMPSTER ENCLOSURE DETAIL SHEET
SCALE:						AS SHOWN	
DATE:						11-27-24	
DRAWN BY:						SGJ	
CHKD. BY:						AJC	
PROJECT NUMBER							
B24051							
DRAWING NO.						SHEET NO.	
C-10						10 OF 14	



NOTES:

- FOR TRENCHES REQUIRING SHORING AND BRACING, TRENCH WIDTH DIMENSIONS SHALL BE TAKEN FROM THE INSIDE FACE OF THE SHORING AND BRACING.
- EMBEDMENT MATERIAL SHALL BE #67 WASHED STONE. EXCAVATE BEDDING UNDER EACH PIPE BELL SUFFICIENTLY TO PREVENT ANY LOAD ON BELL.
- DEPTH OF PIPE BEDDING SHALL BE 4" MINIMUM FOR 4" TO 24" PIPE AND 6" MINIMUM FOR 30" TO 60" PIPE.
- UNIFORM HAUNCHING OF THE EMBEDMENT STONE ON EACH SIDE OF THE TRENCH FROM TOP OF BEDDING TO PIPE SPRINGLINE IS REQUIRED FOR ALL PIPE INSTALLATIONS.
- EMBEDMENT MATERIAL (IN PAVEMENT AREAS) SHALL BE 4" MINIMUM ABOVE TOP OF PIPE FOR 4" TO 24" DIAMETER PIPE AND 6" MINIMUM ABOVE TOP OF PIPE FOR 30" TO 60" PIPE.
- COVER FROM TOP OF PIPE TO BOTTOM OF ASPHALT CONCRETE FLEXIBLE PAVEMENT, TOP OF RIGID OR GRAVEL PAVEMENT AND TOP OF GROUND SURFACE IN NON-PAVEMENT AREAS SHALL BE 12" MINIMUM FOR 4" TO 48" DIAMETER PIPE AND 24" MINIMUM FOR 60" PIPE.
- BACKFILL OF TRENCHES SHALL BE ACCOMPLISHED IMMEDIATELY AFTER THE PIPE IS INSTALLED. EACH LAYER OF BACKFILL SHALL BE PLACED LOOSE IN 6" MAXIMUM LIFTS AND THOROUGHLY COMPACTED TO AT LEAST 95% OF STANDARD PROCTOR DENSITY (AASHTO TEST METHOD T-99), TYP. COMPACTION REQUIREMENTS SHALL BE ATTAINED BY THE USE OF MECHANICAL TAMPS ONLY.
- ALL BACKFILL MATERIAL SHALL BE SUITABLE NATIVE MATERIAL.
- UNDER NO CIRCUMSTANCES SHALL WATER BE PERMITTED TO RISE IN UNBACKFILLED TRENCHES AFTER THE PIPE HAS BEEN PLACED.

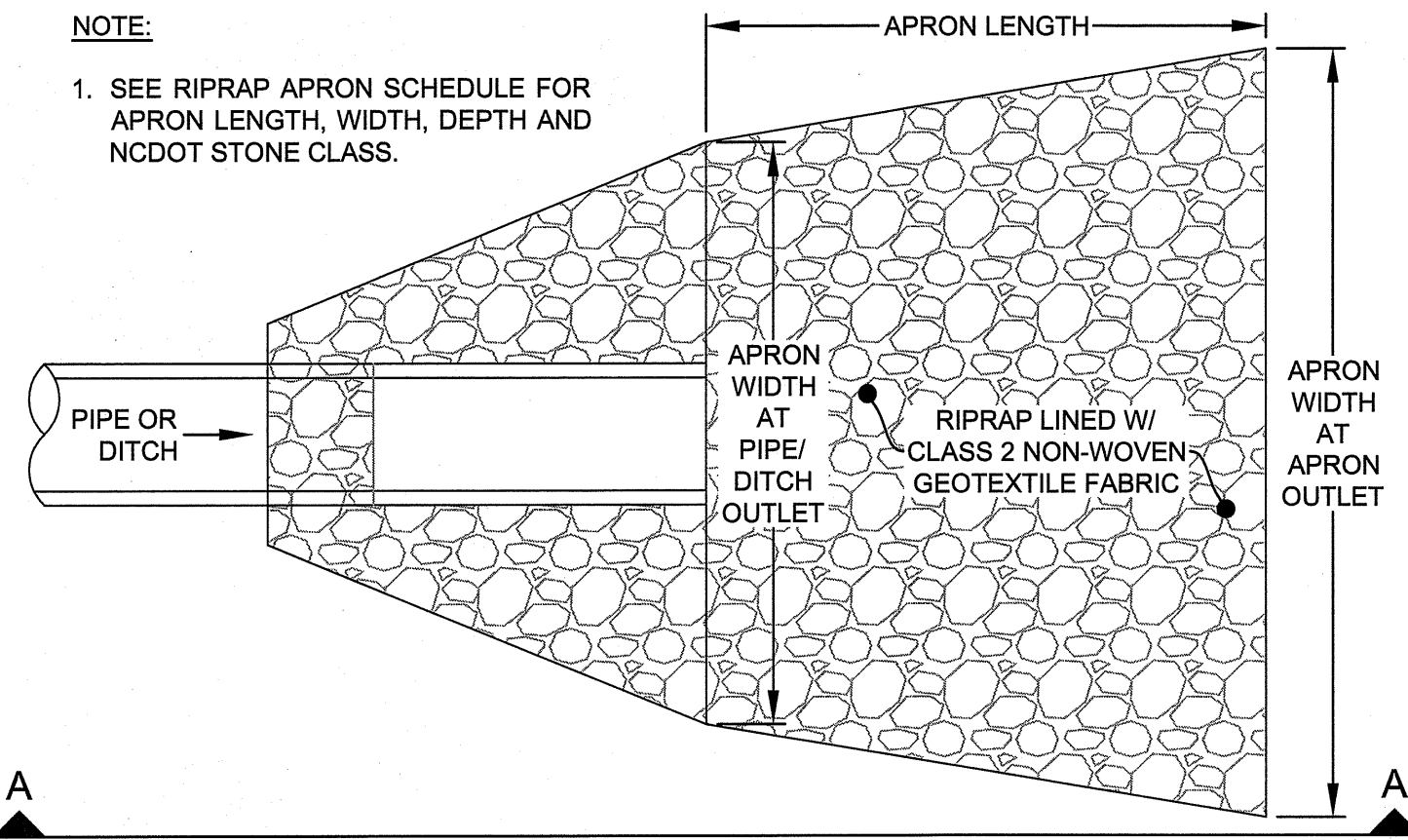
DUAL WALL HDPE TRENCH DETAIL

NOT TO SCALE

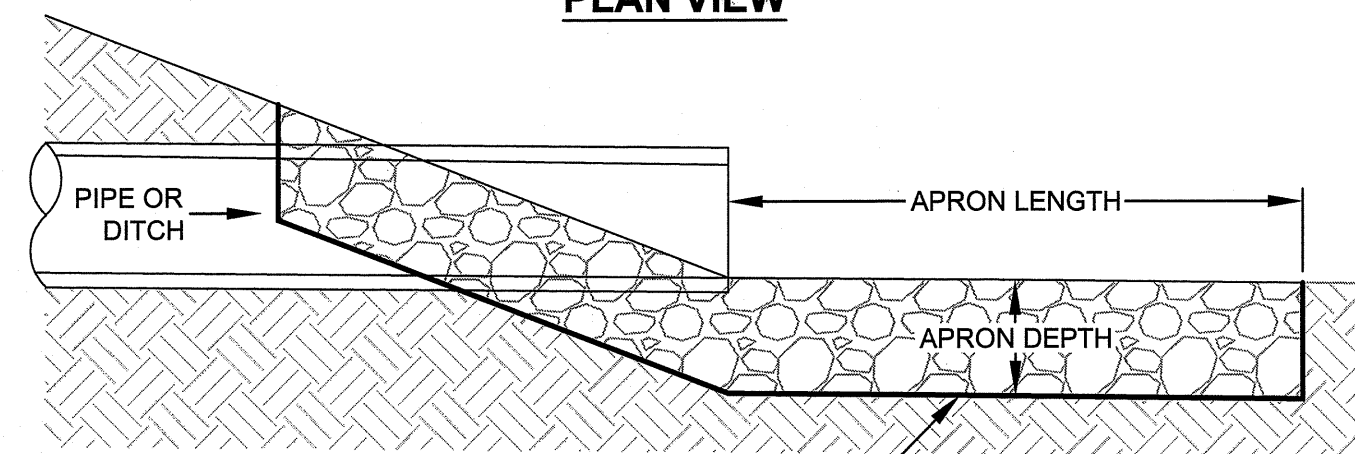
PIPE INSIDE DIAMETER (I.D.)	PIPE OUTSIDE DIAMETER (O.D.)	MINIMUM TRENCH WIDTH
4"	4.8"	21"
6"	6.9"	23"
8"	9.1"	26"
10"	11.4"	28"
12"	14.5"	30"
15"	18"	34"
18"	22"	39"
24"	28"	47"
30"	36"	56"
36"	42"	63"
42"	48"	72"
48"	54"	80"
60"	67"	96"

NOTE:

- SEE RIPRAP APRON SCHEDULE FOR APRON LENGTH, WIDTH, DEPTH AND NCDOT STONE CLASS.



PLAN VIEW



SECTION A-A

MAINTENANCE REQUIREMENTS:

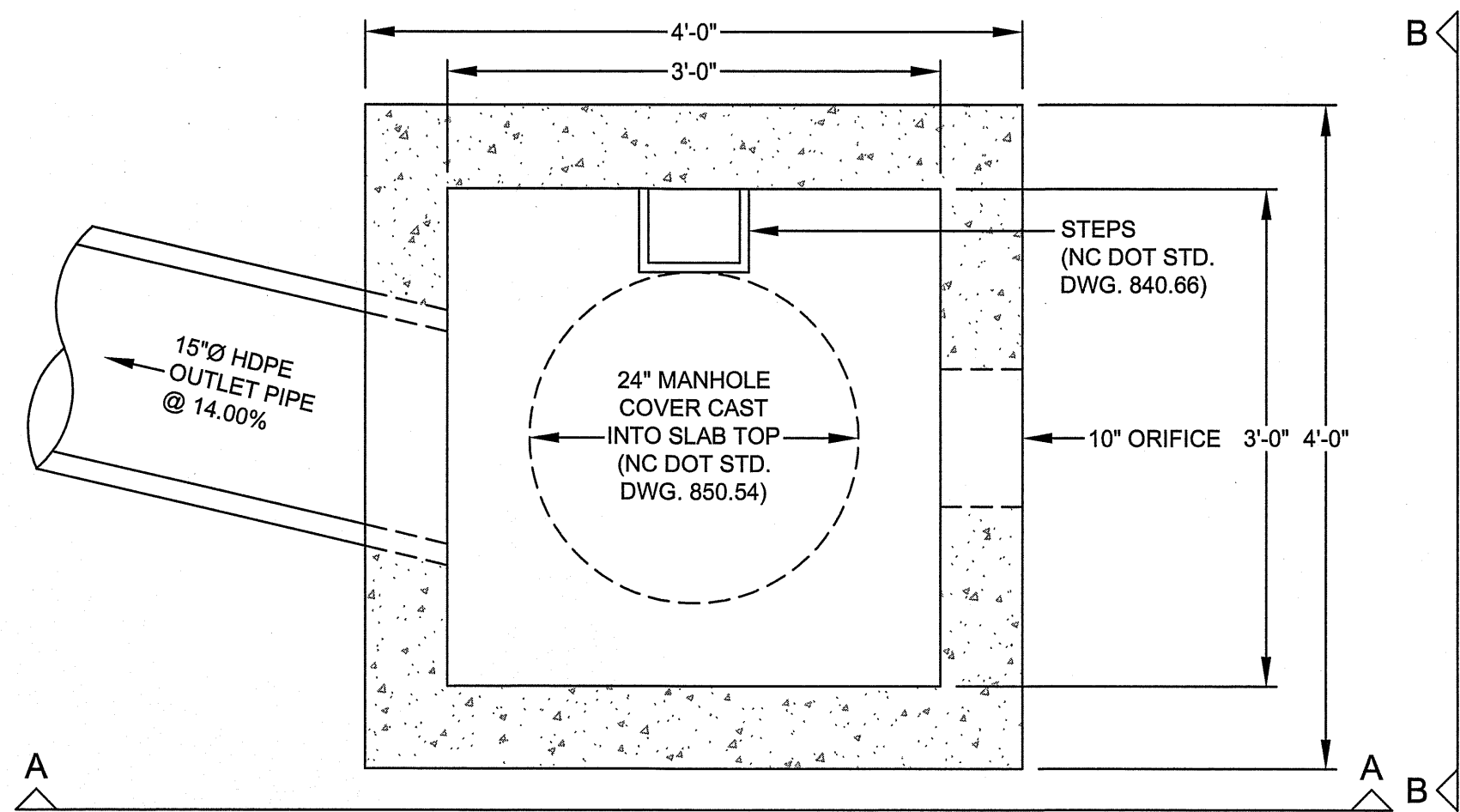
- INSPECT RIPRAP APRONS AT LEAST ONCE PER 7 CALENDAR DAYS AND WITHIN 24 HOURS OF A RAINFALL EVENT OF 1 INCH OR GREATER IN 24 HOURS. MAKE ANY REQUIRED REPAIRS IMMEDIATELY.
- CLEAN ANY SEDIMENT TRAPPED BY THE RIPRAP APRON AFTER EACH RAINFALL.
- REPLACE ANY RIPRAP THAT BECOMES DISLODGED FROM APRON DURING GRADING WORK ON THE SITE.

RIPRAP APRON

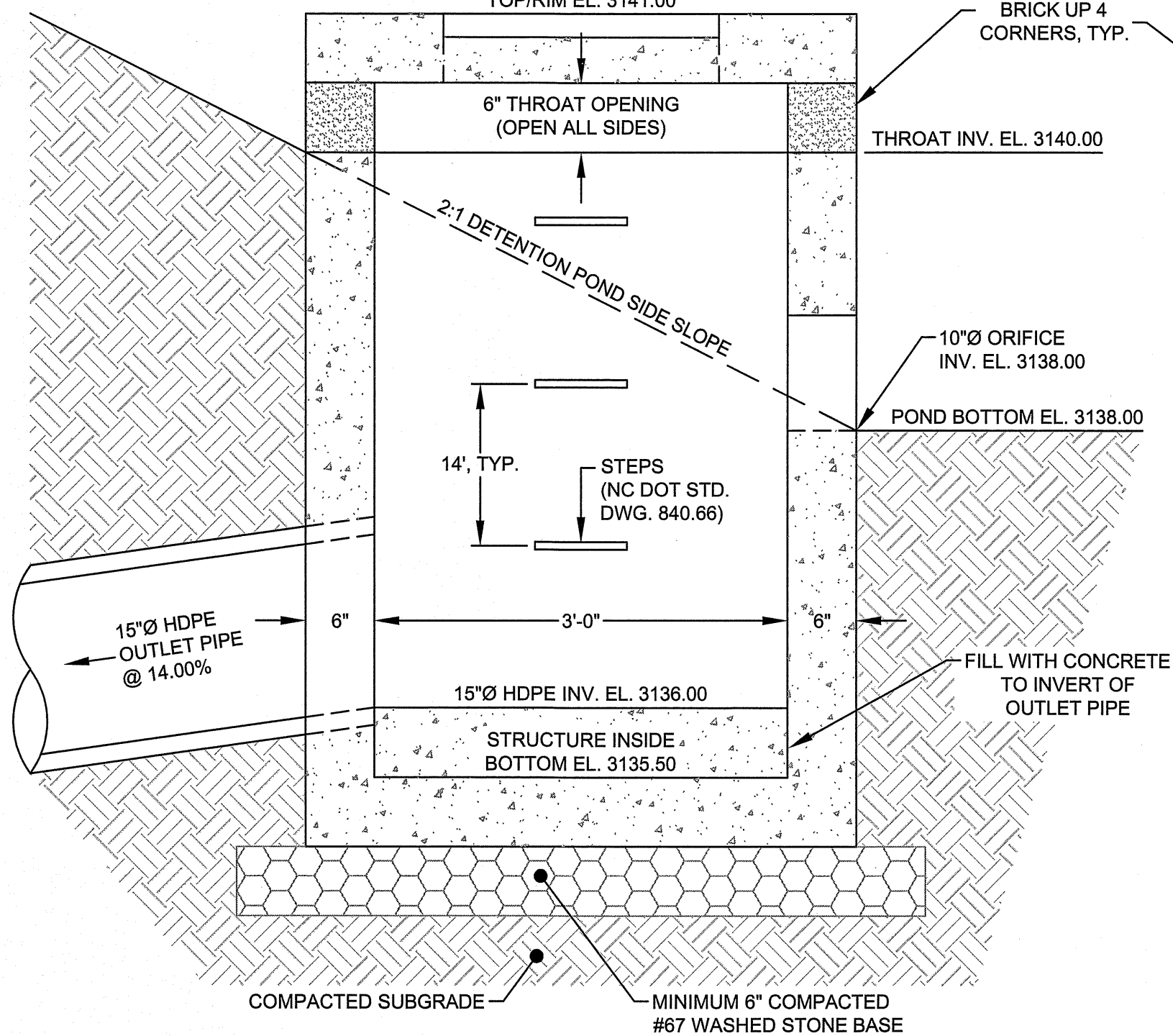
NOT TO SCALE

APRON NO.	APRON LENGTH	APRON WIDTH AT PIPE/ DITCH OUTLET	APRON WIDTH AT APRON OUTLET	MIN. APRON DEPTH	NCDOT STONE CLASS
1	8'	4'	10'	18"	B

PERMANENT RIPRAP APRONS



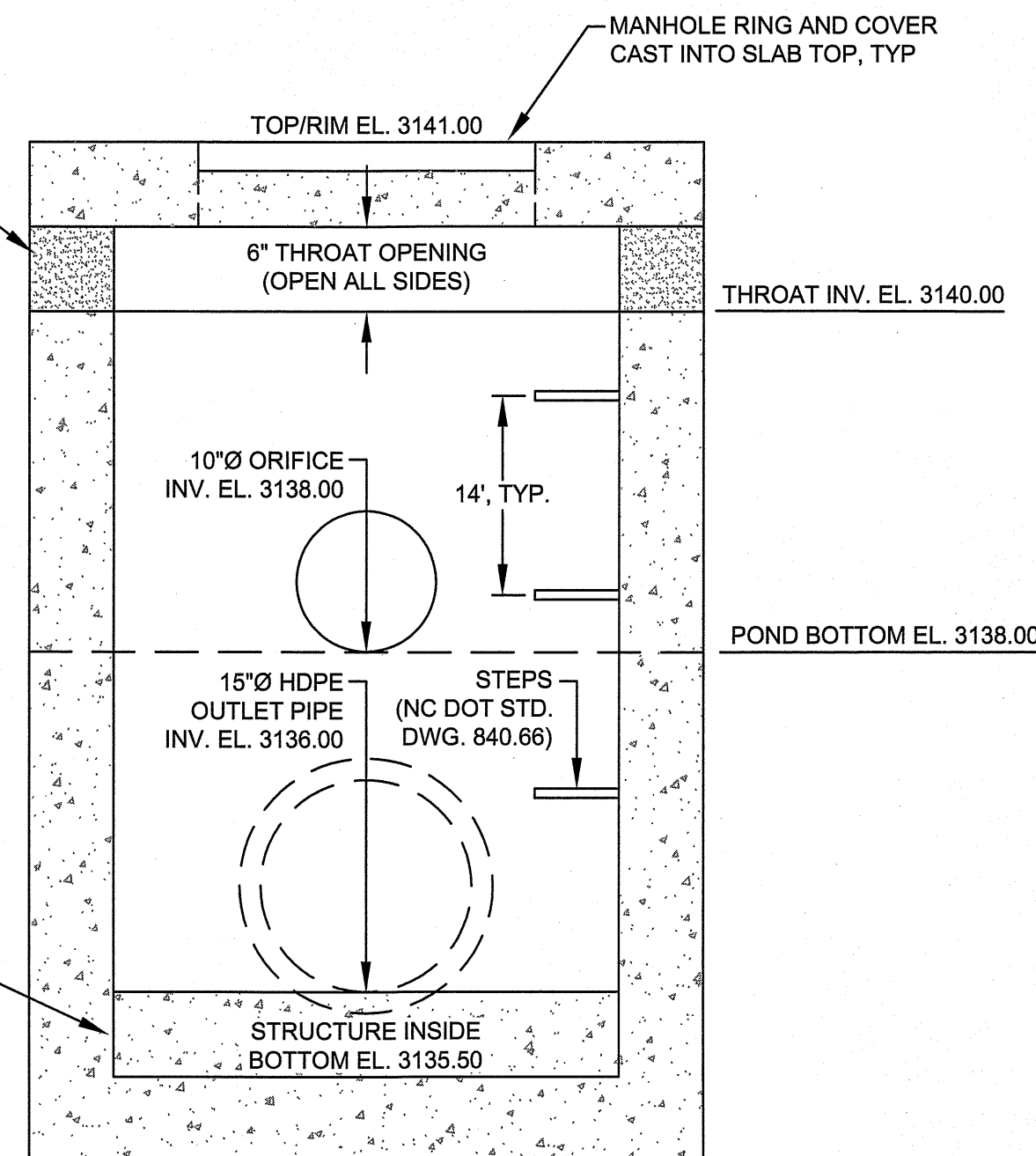
PLAN VIEW



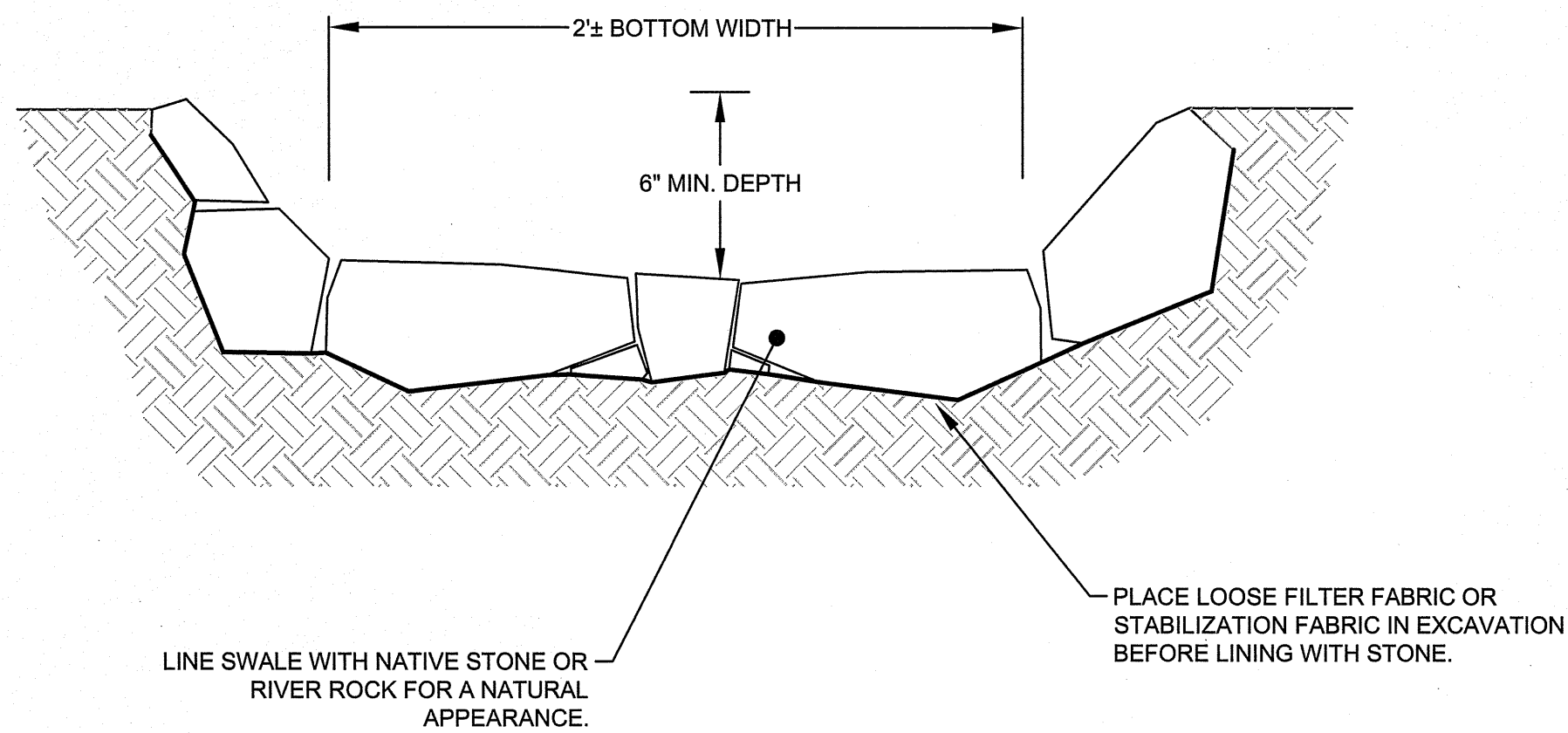
SECTION A-A

OUTLET CONTROL STRUCTURE

NOT TO SCALE



SECTION B-B

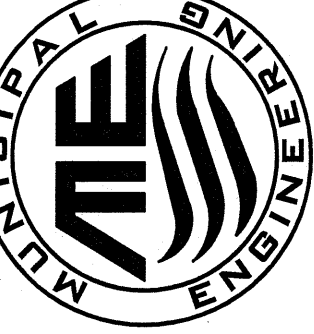


STONE SWALE DETAIL

NOT TO SCALE



MUNICIPAL ENGINEERING, INC.



**JEREMIAH'S ICE/ BALD GUY BREW
JSEVENTEENTH, LLC
1095 EAST KING ST.
BOONE, NORTH CAROLINA**

68 SHIPWASH DRIVE, GARNER, NC 27529 • PHONE: 919-772-5393
820-B STATE FARM ROAD, BOONE, NC 28607 • PHONE: 828-262-1767
LICENSE NUMBER: F-0812 & C-586

DATE	BY	REV.	DESCRIPTION
11-27-24	SGJ		STORM DRAINAGE DETAILS
SCALE: AS SHOWN			
DATE: 11-27-24			
DRWN. BY: SGJ			
CHKD. BY: A/JC			
PROJECT NUMBER: B24051			
DRAWING NO. C-11		SHEET NO. 11 OF 14	

STAIR-STEP GRADE OR GROOVE CUT SLOPES WITH A GRADIENT STEEPER THAN 3:1. USE STAIR-STEP GRADING ON ANY ERODIBLE MATERIAL SOFT ENOUGH TO BE RIPPED WITH A BULLDOZER. SLOPES CONSISTING OF SOFT ROCK WITH SOME SUBSOIL ARE PARTICULARLY SUITED TO STAIR-STEP MAKE THE VERTICAL CUT DISTANCE LESS THAN THE HORIZONTAL DISTANCE, & SLIGHTLY SLOPE THE HORIZONTAL POSITION OF THE "STEP" IN TOWARD THE VERTICAL WALL. DO NOT MAKE INDIVIDUAL VERTICAL CUTS MORE THAN 2 FEET IN SOFT MATERIALS OR MORE THAN 3 FEET IN ROCKY MATERIALS. GROOVING USES MACHINERY TO CREATE A SERIES OF RIDGES & DEPRESSIONS THAT RUN ACROSS THE SLOPE (ON THE CONTOUR). USING ANY APPROPRIATE MEANS, THE CUT CAN BE SAFELY OPERATED ON THE SLOPE, SUCH AS DISKS, TILLERS, SPRING HARROWS, OR THE TEETH ON A FRONT END LOADER BUCKET. DO NOT MAKE SUCH GROOVES LESS THAN 3 INCHES DEEP NOR MORE THAN 15 INCHES APART.

PLACE FILL SLOPES WITH A GRADIENT STEEPER THAN 3:1 IN LIFTS NOT TO EXCEED 9 INCHES, & MAKE SURE EACH LIFT IS PROPERLY COMPACTED. ENSURE THAT THE FACE OF THE SLOPE CONSISTS OF LOOSE, UNCOMPACTED FILL 4-6 INCHES DEEP. USE GROOVING AS DESCRIBED ABOVE, TO ROUGHEN THE FACE OF THE SLOPES, IF NECESSARY.

DO NOT BLADE OR SCRAPE THE FINAL SLOPE FACE.

MAKE MOWED SLOPES NO STEEPER THAN 3:1
ROUGHEN THESE AREAS TO SHALLOW GROOVES BY NORMAL TILLING,
DISKING, HARROWING, OR USE OF CULTIPACK-SEEDER. MAKE THE FINAL
PASS OF ANY SUCH TILLAGE IMPLEMENT ON THE CONTOUR.
MAKE GROOVES, FORMED BY SUCH IMPLEMENTS, CLOSE TOGETHER
(LESS THAN 10 INCHES) & NOT LESS THAN 1 INCH DEEP.
EXCESSIVE ROUGHNESS IS UNDESIRABLE WHEN MOWING IS PLANNED.

LIMIT ROUGHENING WITH TRACKED MACHINERY TO SANDY SOILS TO AVOID UNDUE COMPACTION OF THE SOIL SURFACE. TRACKING IS GENERALLY NOT AS EFFECTIVE AS THE OTHER ROUGHENING METHODS DESCRIBED.

OPERATE TRACKED MACHINERY UP & DOWN THE SLOPE TO LEAVE HORIZONTAL DEPRESSIONS IN THE SOIL. DO NOT BACK-BLADE DURING THE FINAL GRADING OPERATION.

COMPLETE SEEDBED PREPARATION BY BREAKING UP LARGE CLOUDS & RAKING INTO A SMOOTH, UNIFORM SURFACE (SLOPES LESS THAN 3:1). FILL IN OR LEVEL DEPRESSIONS THAT CAN COLLECT WATER. BROADCAST SEED INTO A FRESHLY LOOSENED SEEDBED THAT HAS NOT BEEN SEALED BY RAINFALL.

1. IF RECENT TILLAGE OPERATIONS HAVE RESULTED IN A LOOSE SURFACE, ADDITIONAL SURFACE ROUGHENING MAY NOT BE REQUIRED, EXCEPT TO BREAK UP LARGE CLODS. IF RAINFALL CAUSES THE SURFACE TO BECOME SEALED OR CRUSTED, LOOSEN IT JUST PRIOR TO SEEDING BY DISKING, RAKING, HARROWING, OR OTHER SUITABLE METHODS. GROOVE OR FURROW SLOPES STEEPER THAN 3:1 ON THE CONTOUR BEFORE SEEDING. SEE OTHER REQUIREMENTS FOR SURFACE ROUGHENING ON THIS SHEET.
2. SOIL SURFACE SHALL BE WELL PULVERIZED, LOOSE AND UNIFORM.

LATE WINTER & EARLY SPRING (FEB. 15 - MAY 15)

<u>SPECIES</u>	<u>RATE (LB/ACRE)</u>
----------------	-----------------------

RYE (GRAIN)	120
AND	
KOREAN LESPEDEZA	50

OMIT LESPEDEZA WHEN DURATION OF TEMPORARY COVER IS NOT EXTENDED BEYOND JUNE 15.

SUMMER (MAY 15 - AUGUST 15)

<u>SPECIES</u>	<u>RATE (LB/ACRE)</u>
----------------	-----------------------

GERMAN MILLET	40
OR	
TALL FESCUE	50

FALL (AUGUST 15 - DECEMBER 15)

<u>SPECIES</u>	<u>RATE (LB/ACRE)</u>
----------------	-----------------------

RYE (GRAIN)	120
-------------	-----

FOLLOW RECOMMENDATIONS OF SOIL TEST OR APPLY 2,000 LB/ACRE GROUND AGRICULTURAL LIMESTONE AND 750 LB/ACRE 10-10-10 FERTILIZER. INCREASE FERTILIZER RATE TO 1000 LB/ACRE IN THE FALL.

APPLY 4,000-5,000 LB/ACRE STRAW. ANCHOR STRAW BY TACKING WITH ASPHALT, NETTING OR A MULCH ANCHORING TOOL. A DISK WITH BLADES SET NEARLY STRAIGHT CAN BE USED AS MULCH ANCHORING TOOL.

REFERTILIZE IF GROWTH IS NOT FULLY ADEQUATE. RESEED, FERTILIZE AND MULCH IMMEDIATELY FOLLOWING EROSION OR OTHER DAMAGE. TOPDRESS WITH 50 LB/ACRE OF NITROGEN IN MARCH. IF IT IS NECESSARY TO EXTEND TEMPORARY COVER BEYOND JUNE 15, OVERSEED WITH 50 LB/ACRE KOREAN LESPEDEZA IN LATE FEBRUARY OR EARLY MARCH.

APPLY TOP DRESSING 6 MONTHS AFTER INITIAL SEEDING. TOP DRESSING TO CONSIST OF THE FOLLOWING:

RE-APPLY LIME AND FERTILIZER ACCORDING TO SOIL TESTS. IF SOIL TESTS ARE NOT AVAILABLE, APPLY 4,000 LB/ACRE GROUND AGRICULTURAL LIMESTONE AND 1,000 LB/ACRE 5-10-10 FERTILIZER.

APPLY 1/2" COMPOST OR TOP SOIL TO ANY BARE SPOTS

RE-APPLY SEED MIX TO ANY BARE OR THIN SPOTS PER THE PERMANENT SEEDING SCHEDULE OR PERMANENT FLOODPLAIN SEED MIX SPECIFICATIONS AS APPROPRIATE FOR THE AREA.

RE-MULCH BARE SPOTS THAT HAVE BEEN RE-SEEDED.

LIME AND FERTILIZER NEEDS SHOULD BE DETERMINED BY SOIL TESTS. SOIL TESTING IS PERFORMED FREE OF CHARGE BY THE NC DEPT. OF AGRICULTURE. SOIL TESTING LABORATORY. DIRECTIONS, SAMPLE CARTONS, AND INFORMATION ARE AVAILABLE THROUGH COUNTY AGRICULTURAL EXTENSION OFFICES OR FROM NCDA. BECAUSE THE NCDA SOIL TESTING LAB REQUIRES 1-6 WEEKS FOR SAMPLE TURN-AROUND, SAMPLING MUST BE PLANNED WELL IN ADVANCE OF FINAL GRADING. TESTING IS ALSO DONE BY COMMERCIAL LABORATORIES.

1. ROUGHEN SURFACES IN ACCORDANCE WITH THE NOTES ON SURFACE ROUGHENING ON THIS SHEET
2. BREAK UP LARGE CLOUDS AND RAKING INTO A SMOOTH, UNIFORM SURFACE (SLOPES LESS THAN 3:1.)
FILL IN OR LEVEL DEPRESSIONS THAT CAN COLLECT WATER. BROADCAST SEED INTO A FRESHLY
LOOSENED SEEDBED THAT HAS NOT BEEN SEALED BY RAINFALL.

<u>SPECIES</u>	<u>RATE (LB/ACRE)</u>
----------------	-----------------------

TALL FESCUE	100
KOREAN LESPEDEZA	10
KENTUCKY BLUEGRASS	5
REDTOP	5
BUFFALO GRASS	1

1. WHERE APPEARANCE IS A CONSIDERATION, INCREASE KOREAN LESPEDEZA TO 40 LB/ACRE.

BETWEEN MAY 1 AND AUGUST 15 ADD 10 LB/ACRE GERMAN MILLET OR 15 LB/ACRE TALL FESCUE. PRIOR TO MAY 1 OR AFTER AUGUST 15, ADD 40 LB/ACRE RYE (GRAIN). IT MAY BE BENEFICIAL TO PLANT THE GRASSES IN LATE SUMMER AND OVERSEED THE LESPEDEZAS IN MARCH.

	<u>BEST</u>	<u>POSSIBLE</u>
BELOW 2500 FT:	AUG. 15- SEPT.1 MAR. 1- APR.1	JULY 25 - SEPT. 15 MAR. 1 - MAY 10

ABOVE 2500 FT: JULY 25 - AUG. 15 JULY 15 - AUG. 30

COMPLETE SEEDING EARLIER IN FALL, AND START LATER IN SPRING
ON NORTH AND EAST FACING SLOPES.

APPLY LIME AND FERTILIZER ACCORDING TO SOIL TESTS. IF SOIL TESTS ARE NOT AVAILABLE, APPLY 4,000 LB/ACRE GROUND AGRICULTURAL LIMESTONE AND 1,000 LB/ACRE 5-10-10 FERTILIZER.

APPLY 4,000 - 5,000 LB/ACRE GRAIN STRAW OR EQUIVALENT COVER OF ANOTHER SUITABLE MULCHING MATERIAL. ANCHOR STRAW BY TACKING WITH ASPHALT, NETTING OR ROVING. NETTING IS THE PREFERRED ANCHORING METHOD ON STEEP SLOPES.

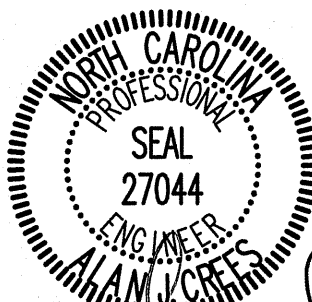
REFERTILIZE THE SECOND YEAR UNLESS GROWTH IS FULLY ADEQUATE. MOW NO MORE THAN ONCE PER YEAR. RESEED, FERTILIZE AND MULCH DAMAGED AREAS IMMEDIATELY.

Required Ground Stabilization Timeframes		
Site Area Description	Stabilize within this many calendar days after ceasing land disturbance	Timeframe variations
(a) Perimeter dikes, swales, ditches, and perimeter slopes	7	None
(b) High Quality Water (HQQW) Zones	7	None
(c) Slopes steeper than 3:1	7	If slopes are 10' or less in length and are not steeper than 2:1, 14 days are allowed
(d) Slopes 3:1 to 4:1	14	- 7 days for slopes greater than 50' in length and with slopes steeper than 4:1 - 7 days for perimeter dikes, swales, ditches, perimeter slopes and HQW Zones - 10 days for Falls Lake Watershed
(e) Areas with slopes flatter than 4:1	14	- 7 days for perimeter dikes, swales, ditches, perimeter slopes and HQW Zones - 10 days for Falls Lake Watershed unless there is zero slope

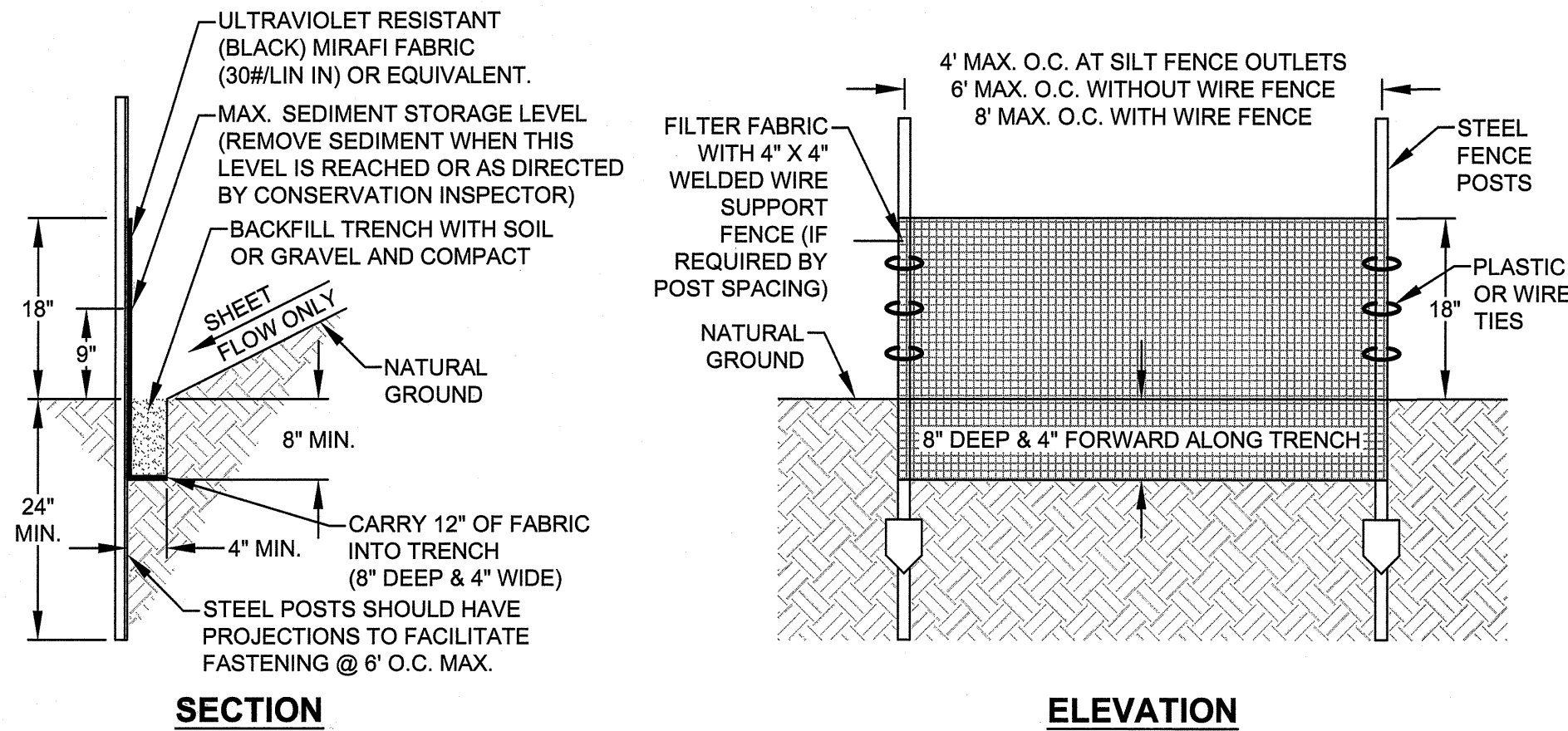
Note: After the permanent cessation of construction activities, any areas with temporary ground stabilization shall be converted to permanent ground stabilization as soon as practicable but in no case longer than 90 calendar days after the last land disturbing activity. Temporary ground stabilization shall be maintained in a manner to render the surface stable against accelerated erosion until permanent ground stabilization is achieved.

Stabilize the ground sufficiently so that rain will not dislodge the soil. Use one of the techniques in the table below:

Temporary Stabilization	Permanent Stabilization
• Temporary grass seed covered with straw or other mulches and tackifiers • Hydroseeding • Rolled erosion control products with or without temporary grass seed • Appropriately applied straw or other mulch • Plastic sheeting	• Permanent grass seed covered with straw or other mulches and tackifiers • Geotextile fabrics such as permanent soil reinforcement matting • Hydroseeding • Shrubs or other permanent plantings covered with mulch • Uniform and evenly distributed ground cover sufficient to restrain erosion • Structural methods such as concrete, asphalt or retaining walls • Rolled erosion control products with grass seed



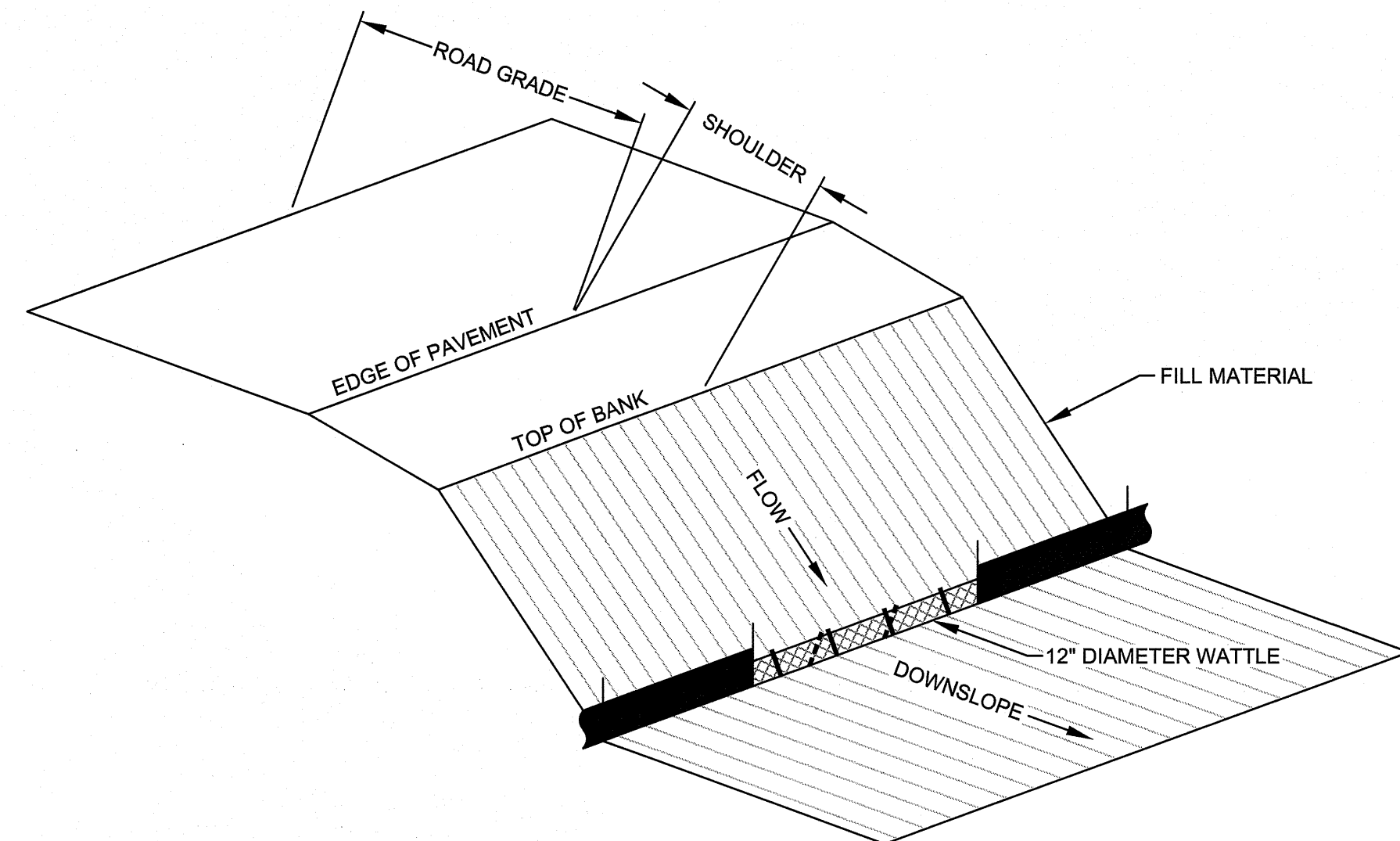
11-27-24



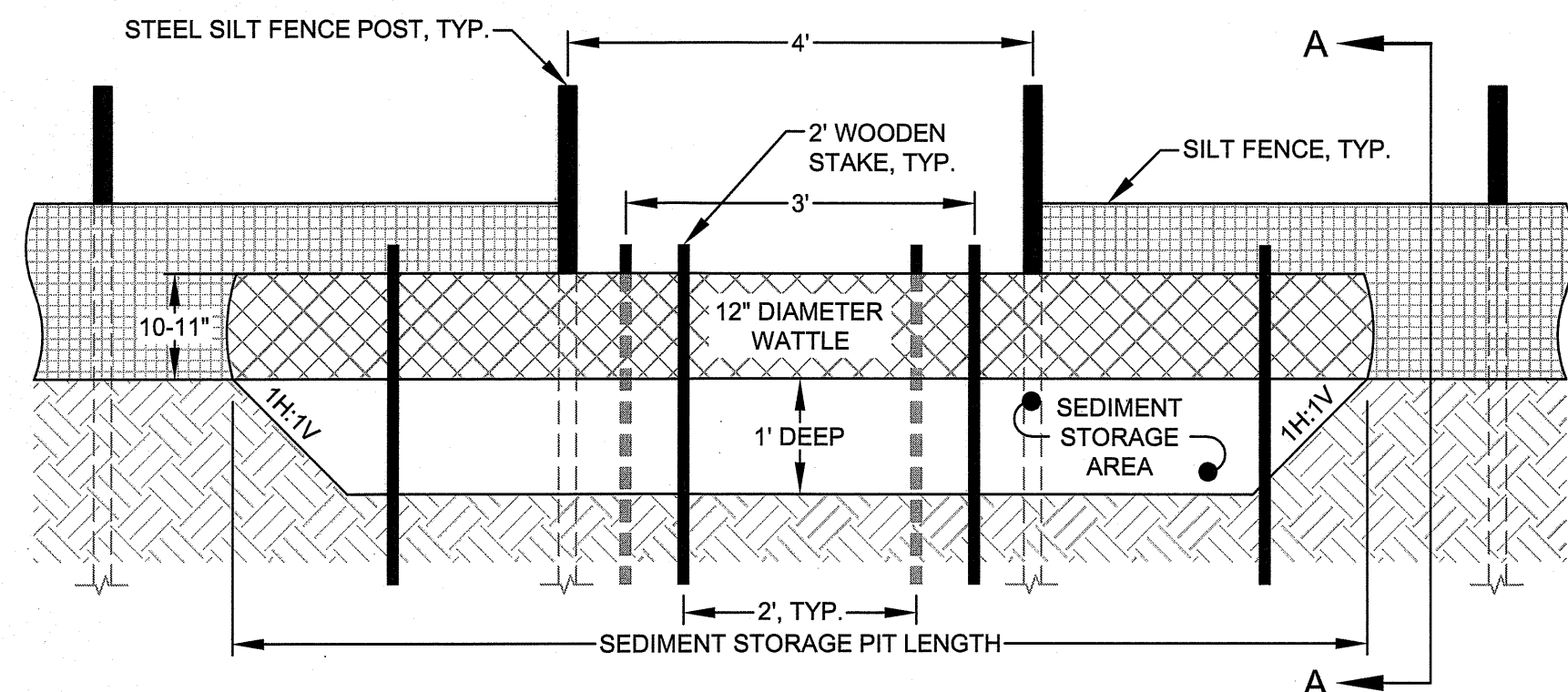
- MAINTENANCE REQUIREMENTS:**
1. INSPECT SILT FENCE AT LEAST ONCE PER 7 CALENDAR DAYS AND WITHIN 24 HOURS OF A RAINFALL EVENT OF 1 INCH OR GREATER IN 24 HOURS. MAKE ANY REQUIRED REPAIRS IMMEDIATELY.
 2. SHOULD THE FABRIC OF A SILT FENCE COLLAPSE, TEAR, DECOMPOSE OR BECOME INEFFECTIVE, REPLACE IT IMMEDIATELY.
 3. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES ONE-HALF OF THE FENCE HEIGHT AND AS NECESSARY TO PROVIDE ADEQUATE STORAGE VOLUME FOR THE NEXT RAINFALL AND TO REDUCE PRESSURE ON THE FENCE. TAKE CARE TO NOT DAMAGE OR UNDERMINE THE FENCE DURING CLEANOUT.
 4. INSTALL ADDITIONAL STEEL POSTS OR WIRE BACKING AT LOCATIONS WHERE SILT FENCE IS SAGGING.

SILT FENCE

NOT TO SCALE



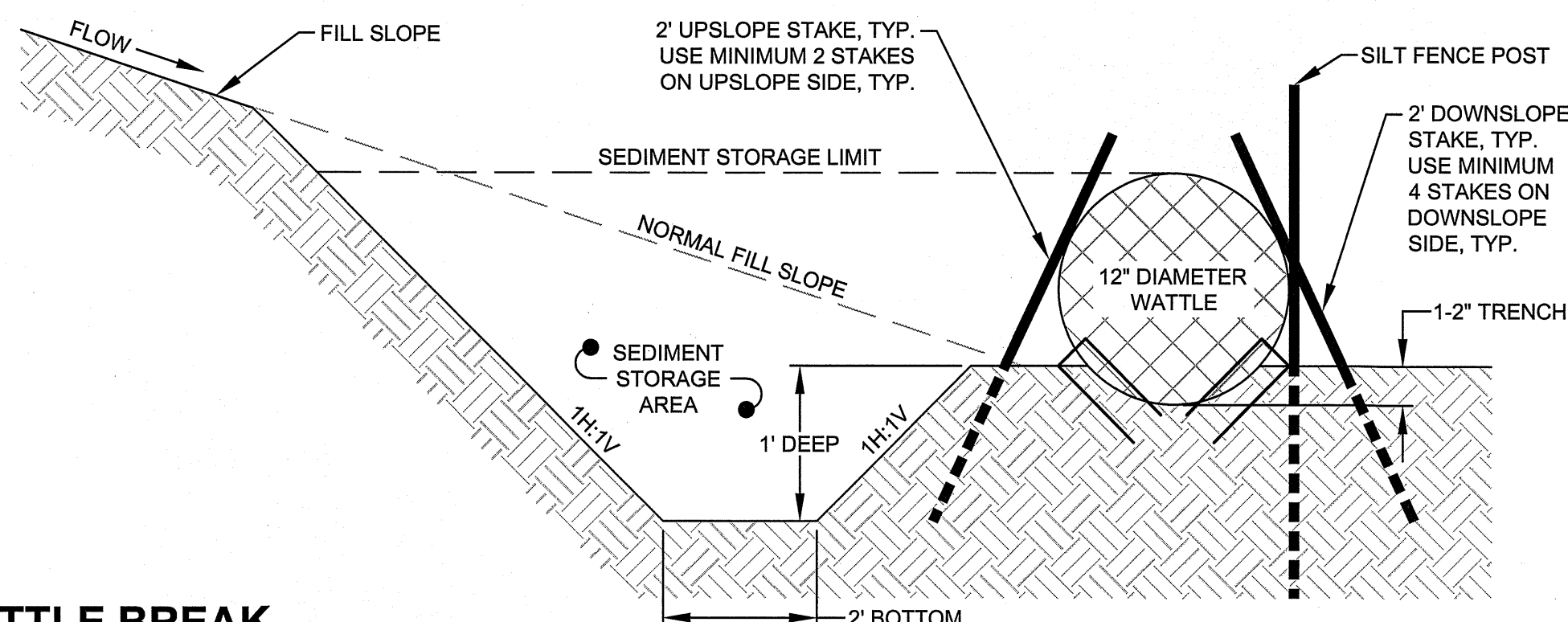
ISOMETRIC VIEW



VIEW FROM SLOPE

SILT FENCE WATTLE BREAK WITH SEDIMENT STORAGE PIT

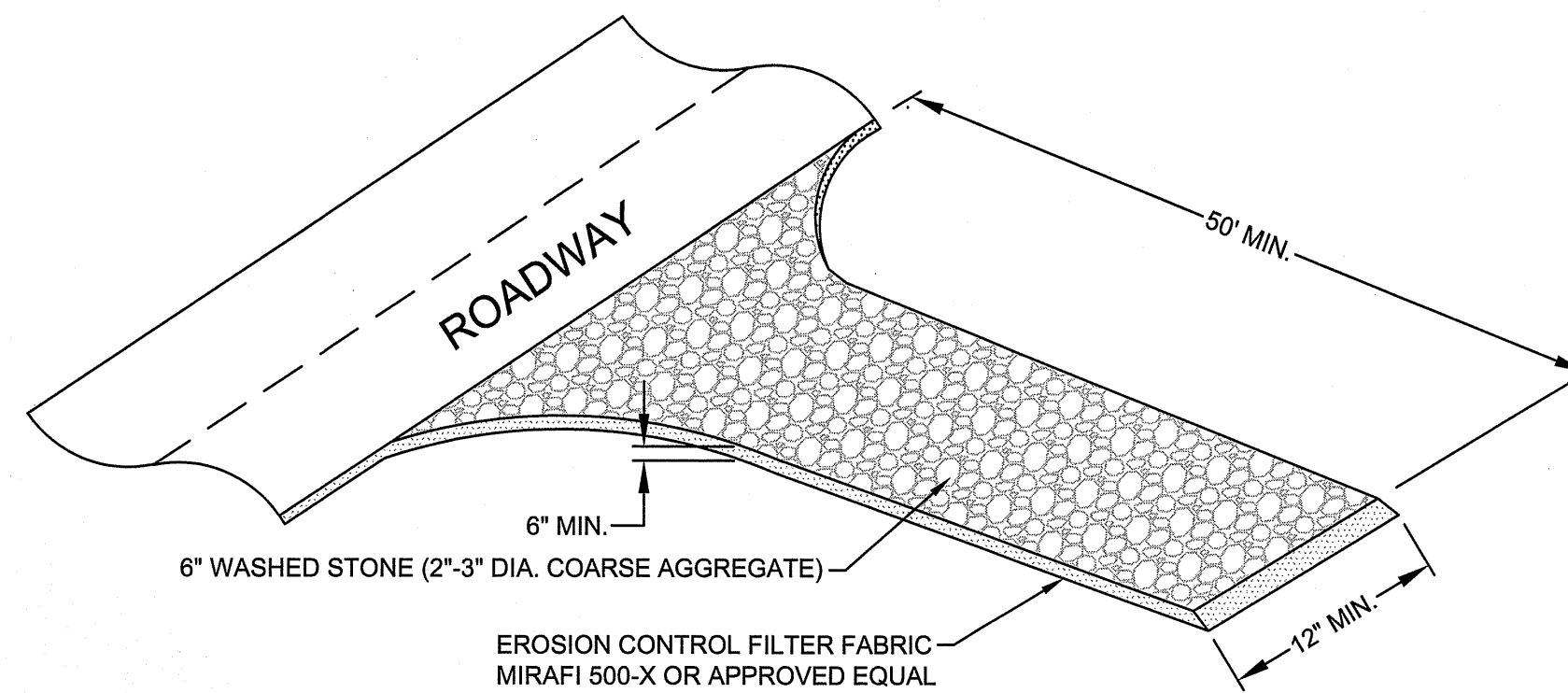
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CROSS SECTION A-A

- NOTES:**
1. USE MINIMUM 12" DIAMETER EXCELSIOR WATTLE AND LENGTH OF 10'.
 2. EXCAVATE A 1" TO 2" TRENCH FOR WATTLE TO BE PLACED.
 3. DO NOT PLACE WATTLE ON TOE OF SLOPE.
 4. USE 2' LONG WOODEN STAKES WITH A 2" X 2" NOMINAL CROSS SECTION.
 5. INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO GROUND.
 6. STAKES SHALL NOT BE INSTALLED THROUGH THE WATTLE.
 7. PROVIDE STAPLES MADE OF 0.125" DIAMETER STEEL WIRE FORMED INTO U SHAPE NOT LESS THAN 12" IN LENGTH.
 8. INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.
 9. WATTLE INSTALLATION CAN BE ON OUTSIDE OF THE SILT FENCE AS DIRECTED.
 10. INSTALL TEMPORARY SILT FENCE IN ACCORDANCE WITH DETAIL.

- MAINTENANCE REQUIREMENTS:**
1. INSPECT WATTLE BREAKS AT LEAST ONCE PER 7 CALENDAR DAYS AND WITHIN 24 HOURS OF A RAINFALL EVENT OF 1 INCH OR GREATER IN 24 HOURS. MAKE ANY REQUIRED REPAIRS IMMEDIATELY.
 2. REMOVE ACCUMULATED SEDIMENT IN THE SEDIMENT STORAGE PIT WHEN IT REACHES ONE-HALF THE HEIGHT OF THE WATTLE AND AS NECESSARY TO PROVIDE ADEQUATE FLOW FOR THE NEXT RAINFALL EVENT. REMOVE DEBRIS FROM THE STORAGE PIT AND WATTLE. IF THE NATURAL FIBERS OF THE WATTLE BECOME TOO SATURATED WITH SEDIMENT OR DEBRIS AND REMOVAL IS NOT POSSIBLE, WATTLES SHALL BE REPLACED.
 3. WATTLES SHALL BE REPLACED IF THEY ARE CLOGGED OR TORN.
 4. CHECK STABILITY OF ANCHOR STAKES AND REINSTALL WATTLES IF THEY BECOME DISLODGED OR UNDERMINED.

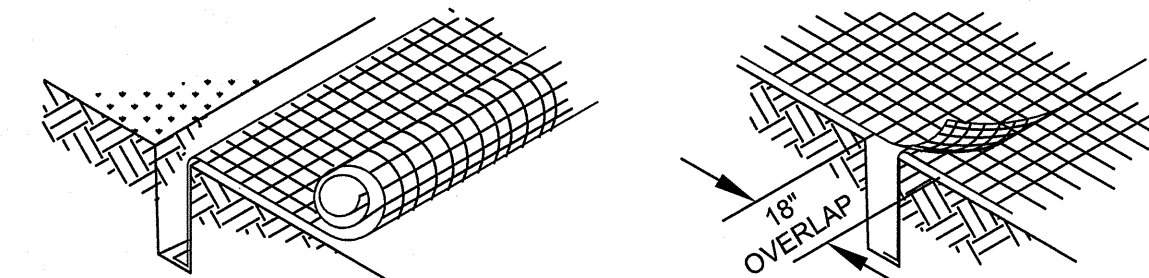
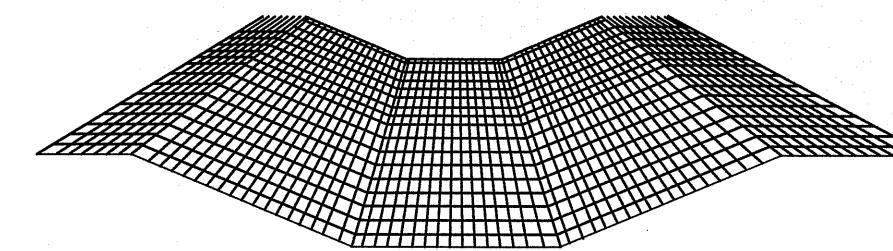


- NOTES:**
1. CLEAR THE ENTRANCE AND EXIT AREA OF ALL VEGETATION, ROOTS AND OTHER OBJECTIONABLE MATERIAL AND PROPERLY GRADE IT.
 2. PLACE THE GRAVEL TO THE SPECIFIC GRADE AND DIMENSIONS SHOWN ON THE PLANS AND SMOOTH IT.
 3. USE GEOTEXTILE FABRIC UNDER THE STONE IN LOCATIONS SUBJECT TO SEEPAGE OR HIGH WATER TABLE.
 4. PROVIDE DRAINAGE TO CARRY WATER TO A SEDIMENT TRAP OR OTHER SUITABLE OUTLET.

- MAINTENANCE REQUIREMENTS:**
1. INSPECT CONSTRUCTION ENTRANCE AT LEAST ONCE PER 7 CALENDAR DAYS AND WITHIN 24 HOURS OF A RAINFALL EVENT OF 1 INCH OR GREATER IN 24 HOURS. MAKE ANY REQUIRED REPAIRS IMMEDIATELY.
 2. MAINTAIN THE GRAVEL CONSTRUCTION ENTRANCE IN A CONDITION TO PREVENT MUD OR SEDIMENT FROM LEAVING THE CONSTRUCTION SITE. TOP DRESS WITH 2" STONE AS REQUIRED.
 3. CLEAN ANY SEDIMENT TRAPPED BY CONSTRUCTION ENTRANCE AFTER EACH RAINFALL.
 4. IMMEDIATELY REMOVE ALL SEDIMENT AND ANY OBJECTIONABLE MATERIALS SPILLED, WASHED OR TRACKED ONTO PUBLIC ROADWAYS.

TEMPORARY GRAVEL CONSTRUCTION ENTRANCE

NOT TO SCALE



INSTALLATION OF NETTING AND MATTING:

PRODUCTS DESIGNED TO CONTROL EROSION SHOULD BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS. ANY MAT OR BLANKET-TYPE PRODUCT USED AS A PROTECTIVE MULCH SHOULD PROVIDE COVER OF AT LEAST 30% OF THE SURFACE WHERE IT IS APPLIED. INSTALLATION IS ILLUSTRATED ABOVE.

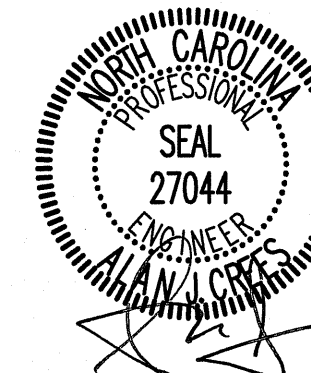
1. APPLY LIME, FERTILIZER AND SEED BEFORE LAYING THE NET OR MATT. IF OPEN-WEAVE NETTING IS USED, LIME MAY BE INCORPORATED BEFORE INSTALLING THE NET AND FERTILIZER AND SEED SPRAYED ON AFTERWARD.
2. START LAYING THE NET FROM THE TOP OF THE CHANNEL OR SLOPE AND UNROLL IT DOWN THE GRADE. ALLOW NETTING TO LAY LOOSELY ON THE SOIL BUT WITHOUT WRINKLES--DO NOT STRETCH.
3. TO SECURE THE NET, BURY THE UPSLOPE END IN A SLOT OR TRENCH NO LESS THAN 6 INCHES DEEP, COVER WITH SOIL, AND TAMP FIRMLY. STAPLE THE NET EVERY 12 INCHES ACROSS THE TOP END AND EVERY 3 FEET AROUND THE EDGES AND BOTTOM. WHERE 2 STRIPS OF NET ARE LAID SIDE BY SIDE, THE ADJACENT EDGES SHOULD BE OVERLAPPED 3 INCHES AND STAPLED TOGETHER. EACH STRIP OF NETTING SHOULD ALSO BE STAPLED DOWN THE CENTER, EVERY THREE FEET. DO NOT STRETCH THE NET WHEN APPLYING STAPLES.
4. TO JOIN TWO STRIPS, CUT A TRENCH TO ANCHOR THE END OF THE NEW NET. OVERLAP THE END OF THE PREVIOUS ROLL 18 INCHES, AS SHOWN ABOVE, AND STAPLE EVERY 12 INCHES JUST BELOW THE ANCHOR SLOT.

MAINTENANCE REQUIREMENTS:

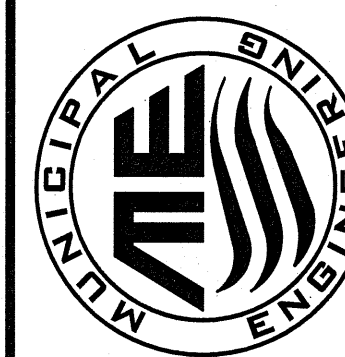
1. INSPECT ROLLED EROSION CONTROL PRODUCTS AT LEAST ONCE PER 7 CALENDAR DAYS AND WITHIN 24 HOURS OF A RAINFALL EVENT OF 1 INCH OR GREATER IN 24 HOURS. MAKE ANY REQUIRED REPAIRS IMMEDIATELY.
2. REPAIR UNDERMINING BENEATH MATTING. PULL BACK THE MATTING, FILL AND COMPACT THE ERODED AREA, RESEED AND MULCH THEN SECURE MATTING FIRMLY.
3. REPOSITION OR REPLACE MATTING THAT HAS MOVED ALONG THE DITCH OR SWALE CHANNEL AND SECURE FIRMLY.
4. REPLACE DAMAGED SECTIONS OF MATTING.

ROLLED EROSION CONTROL PRODUCT (RECP) DETAIL

NOT TO SCALE

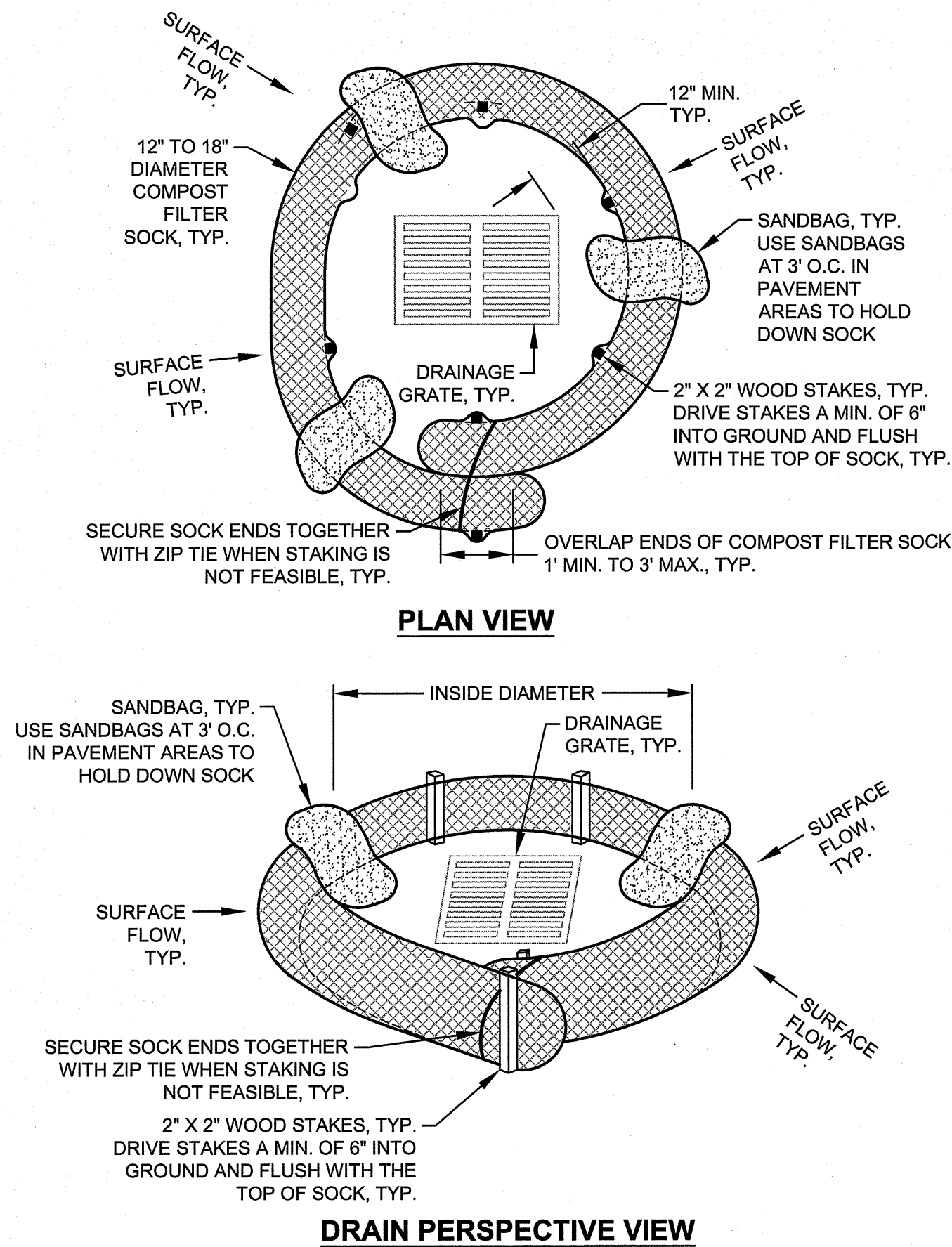


MUNICIPAL ENGINEERING, INC.
68 SHIPWASH DRIVE, GARNER, NC 27529 - PHONE: 919-772-5393
820-B STATE FARM ROAD, BOONE, NC 28607 - PHONE: 828-262-1767
LICENSE NUMBER: F-0812 & C-586



JEREMIAH'S ICE/BALD GUY BREW
JSEVENTEEN7, LLC
1095 EAST KING ST.
BOONE, NORTH CAROLINA

DATE	BY	REV.	DESCRIPTION
11-27-24	SGJ		EROSION & SEDIMENT CONTROL
	AJC		DETAIL SHEET #2
SCALE:	AS SHOWN		
DATE:	11-27-24		
DRWN. BY:	SGJ		
CHKD. BY:	AJC		
PROJECT NUMBER	B24051		
DRAWING NO.	C-13		
SHEET NO.	13 OF 14		



DROP INLET COMPOST FILTER SOCK INLET PROTECTION

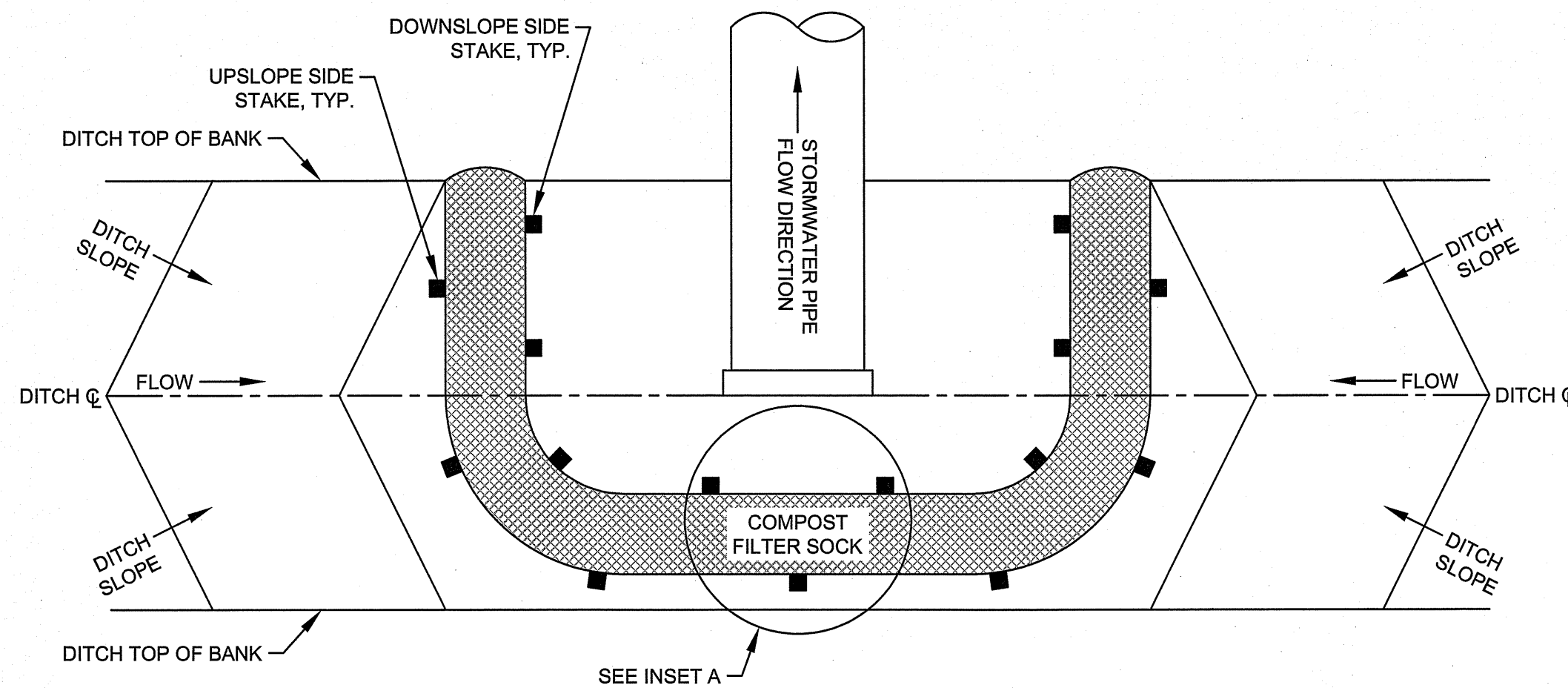
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NOTES:

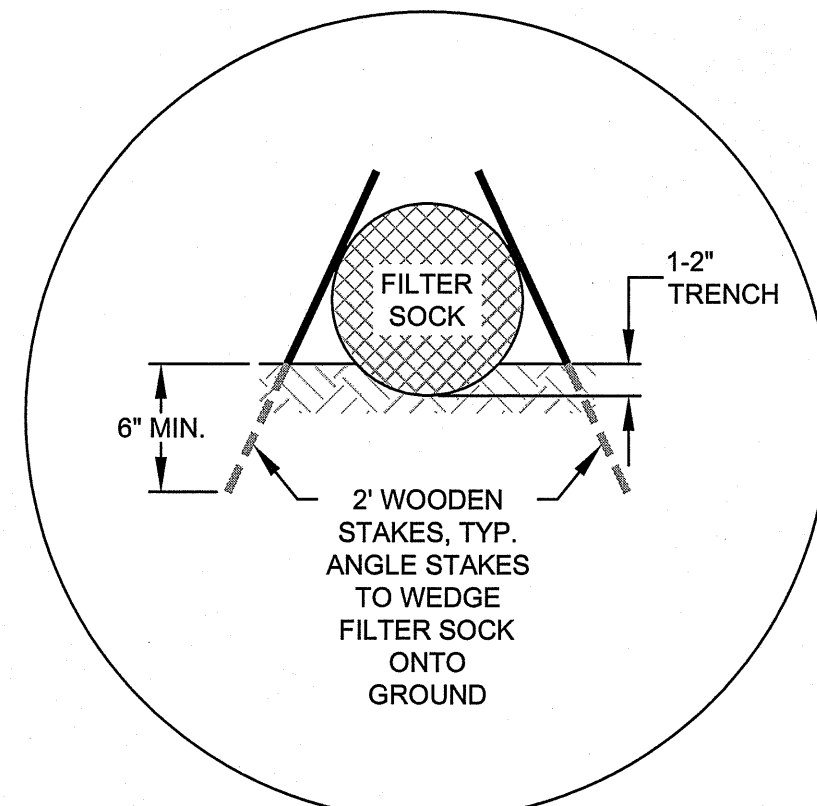
1. USE 8" TO 12" DIAMETER SOCK ON CURBSIDE IN TRAFFIC AREAS.
2. USE 12" TO 18" DIAMETER SOCK IN NON-TRAFFIC AREAS OR AREAS WHERE THE LARGER SOCK CAN BE USED SAFELY.
3. USE 2' LONG WOODEN STAKES WITH A 2" X 2" NOMINAL CROSS-SECTION. DRIVE STAKES A MINIMUM OF 6" INTO THE GROUND AND THE TOP OF STAKE SHALL BE FLUSH WITH THE TOP OF THE FILTER SOCK.
4. STAKES SHALL NOT BE INSTALLED THROUGH THE FILTER SOCK.
5. SANDBAGS TO HOLD DOWN FILTER SOCK INSTALLED IN PAVEMENT AREAS SHALL BE PLACED AT A MAXIMUM OF 3 LF ON CENTER.
6. SECURE SOCK ENDS TOGETHER WITH ZIP TIE WHEN STAKING IS NOT FEASIBLE OR WHEN FILTER SOCKS ARE INSTALLED IN PAVEMENT AREAS.

MAINTENANCE REQUIREMENTS:

1. INSPECT COMPOST FILTER SOCKS AT LEAST ONCE PER 7 CALENDAR DAYS AND WITHIN 24 HOURS OF A RAINFALL EVENT OF 1 INCH OR GREATER IN 24 HOURS. MAKE ANY REQUIRED REPAIRS IMMEDIATELY.
2. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES ONE-HALF THE HEIGHT OF THE FILTER SOCK AND AS NECESSARY TO PROVIDE ADEQUATE FLOW FOR THE NEXT RAINFALL EVENT. REMOVE DEBRIS FROM THE FILTER SOCK. IF THE COMPOST FILTER SOCK BECOMES TOO SATURATED WITH SEDIMENT OR DEBRIS AND REMOVAL IS NOT POSSIBLE, IT SHALL BE REPLACED.
3. COMPOST FILTER SOCKS SHALL BE REPLACED IF THEY ARE CLOGGED OR TORN.
4. CHECK STABILITY OF ANCHOR STAKES AND/OR SANDBAGS AND REINSTALL FILTER SOCK IF THEY BECOME DISLODGED OR UNDERMINED. REPLACE ANY DAMAGED STAKES AND/OR SANDBAGS IMMEDIATELY.



TOP VIEW



INSET A

NOTES:

1. USE 12" TO 18" DIAMETER FILTER SOCK.
2. USE 2' LONG WOODEN STAKES WITH A 2" X 2" NOMINAL CROSS-SECTION. DRIVE STAKES A MINIMUM OF 6" INTO THE GROUND AND THE TOP OF STAKE SHALL BE FLUSH WITH THE TOP OF THE FILTER SOCK.
3. INSTALL FILTER SOCK TO A HEIGHT ON SLOPE SO FLOW WILL NOT WASH AROUND SOCK AND SCOUR SLOPES, OR AS DIRECTED.
4. PROVIDE A MINIMUM OF TWO UPSLOPE STAKES AND FOUR DOWNSLOPE STAKES FOR EACH DITCH AT AN ANGLE TO WEDGE FILTER SOCK TO GROUND AT BOTTOM.
5. STAKES SHALL NOT BE INSTALLED THROUGH THE FILTER SOCK.

MAINTENANCE REQUIREMENTS:

1. INSPECT COMPOST FILTER SOCKS AT LEAST ONCE PER 7 CALENDAR DAYS AND WITHIN 24 HOURS OF A RAINFALL EVENT OF 1 INCH OR GREATER IN 24 HOURS. MAKE ANY REQUIRED REPAIRS IMMEDIATELY.
2. REMOVE ACCUMULATED SEDIMENT WHEN IT REACHES ONE-HALF THE HEIGHT OF THE FILTER SOCK AND AS NECESSARY TO PROVIDE ADEQUATE FLOW FOR THE NEXT RAINFALL EVENT. REMOVE DEBRIS FROM THE FILTER SOCK. IF THE COMPOST FILTER SOCK BECOMES TOO SATURATED WITH SEDIMENT OR DEBRIS AND REMOVAL IS NOT POSSIBLE, IT SHALL BE REPLACED.
3. COMPOST FILTER SOCKS SHALL BE REPLACED IF THEY ARE CLOGGED OR TORN.
4. CHECK STABILITY OF ANCHOR STAKES AND/OR STAPLES AND REINSTALL FILTER SOCK IF THEY BECOME DISLODGED OR UNDERMINED. REPLACE ANY DAMAGED STAKES AND/OR STAPLES IMMEDIATELY.

COMPOST FILTER SOCK PIPE INLET PROTECTION

NOT TO SCALE



11-27-24



DATE	BY	REV.	DESCRIPTION

SCALE: AS SHOWN
DATE: 11-27-24
DRWN. BY: SGJ
CHKD. BY: A/JC
PROJECT NUMBER: B24051
DRAWING NO. C-14
SHEET NO. 14 OF 14

JSeventeen7, LLC
1059 East King Street
Description of Activities Fire Code Consideration

Applicant is proposing an Italian ice/ frozen dessert retail business (called Jeremiah's Italian Ice) inside the existing structure along with a coffee truck to be parked onsite. The Italian ice/ frozen dessert business will not have an oven, cook/ stove top, grill, fryer or any other equipment/ appliances to cook food or even prepare food onsite except an ice cream machine. The coffee truck will also not contain any of the foregoing appliances/ equipment and will not be roasting coffee beans or preparing food on site.

Jeremiah's patrons will be able to eat inside but there will be minimal seating-planned 2 4-top tables. In addition, there will be a large deck as shown on the plans which patrons for both businesses may use.

Please advise if you need additional information.



MUNICIPAL ENGINEERING, INC.

Engineering Excellence: Innovative Approaches / Sustainable Solutions

January 28, 2025

Ms. Amy Snider, Commercial Zoning Administrator
Town of Boone Department of Planning & Inspections
680 West King Steet Suite C
Boone NC 28607

RE: Jeremiah Italian Ice Zoning Permit Application
Traffic Impact Analysis Requirements

Dear Ms. Snider:

We have reviewed Section 4.04.02C of the Town's Unified Development Ordinance which lists the conditions that may require a Traffic Impact Analysis (TIA) for the subject project. Below are the conditions along with our responses in blue:

1. The development proposes to have an access to the public road system within 100' of the STOP bar of any traffic control signal. The center of the existing commercial driveway is approximately 30' from the stop bar on Grove Street. The center of the proposed driveway is approximately 102' from the stop bar. The proposed driveway has been moved as far away as possible from the stop bar while maintaining minimal radii and avoiding an AT&T guy wire.
2. The development proposes to have an access to the public road system within 200' of the STOP bar of any traffic control signal and based upon Institute of Transportation Engineers (ITE) trip generation rates is projected to generate eighty (80) or more exiting trips during any one (1) hour period of any day. According to the ITE Trip Generation Manual, we calculated less than 80 trips during the peak hour for the proposed development.
3. The development proposes to have access to any public road at a location where sight distance in any direction along the road is less than 500'. There is clear site distance along Grove Street to its intersection with East King Street and Perkinsville Drive.
4. The development proposes access onto a public road that does not have a paved width of at least eighteen feet (18'). The paved width of Grove Street is over 18'.

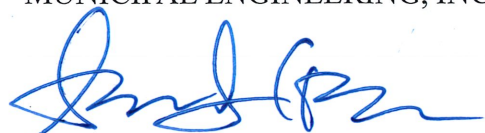
MESCO.COM

Licenses: F-0812 & C-586

1. The development proposes access to a public road that currently operates at a level of service of D or less and based upon ITE trip generation rates is projected to generate 1,500 weekday trips. According to the ITE Trip Generation Manual, we calculated less than 1,500 weekday trips for the proposed development.
2. The Administrator or Public Works Director determines that the proposed project will have a potential negative impact on the public road system due to the size of the project or existing transportation system; or determines that there are safety concerns with the driveway location and design. To be determined.

Please let us know if you have any questions or need additional information.

Sincerely,
MUNICIPAL ENGINEERING, INC.

A handwritten signature in blue ink, appearing to read "Alan J. Crees", with a stylized flourish at the end.

Alan J. Crees, PE

Copy: Chelsea Garrett
Sid Greene

July 10, 2025



TRANSPORTATION IMPACT ANALYSIS

Jeremiah's Italian Ice of Boone

Boone, North Carolina

Project # 250004

Prepared For: JSeventeen7, LLC



Transportation Impact Analysis

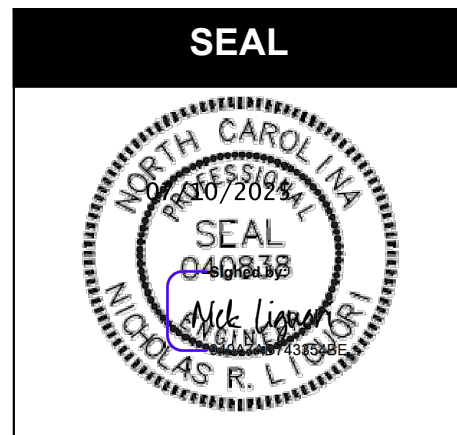
Jeremiah's Italian Ice of Boone Boone, NC

Prepared for
JSeventeen7, LLC

July 10, 2025

Analysis and Graphics by: Nick Liguori, PE
John Davenport III, EI

Reviewed and Sealed by: Nick Liguori, PE



This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of, or improper reliance on, this document by others without written authorization and adaptation by DAVENPORT shall be without liability to DAVENPORT and shall be a violation of the agreement between DAVENPORT and the client.



EXECUTIVE SUMMARY

The proposed Jeremiah's Italian Ice is located on the northwest quadrant of the intersection of East King Street and Grove Street / Old East King Street in Boone, NC. This site will consist of a 1,485-square-foot Italian ice / frozen treats shop with two (2) drive-thru lanes. One full-movement access is proposed on Grove Street approximately 155 feet north of East King Street (measured center-to-center). The expected build-out year for this development is 2026. Information regarding the property was provided by the applicant, JSeventeen7, LLC, and by the site civil engineer, Municipal Engineering.

The trip generation of the proposed site is approximately 441 daily trips and 49 trips in the peak hour. Note that this business is planned to be open from 12:00 pm to 9:00 pm on a typical weekday.

Overall, the capacity analysis shows that the signalized intersection of US 421 at Grove Street / Old East King Street currently operates at level of service (LOS) B during both the School PM peak hour (3-4 pm) and during the Commuter PM peak hour (4-5 pm). The impact of site traffic is relatively minimal. The intersection remains at LOS B, with an impact of 0.7 seconds or less during both peak periods. No modifications are recommended at this signalized intersection.

The proposed Site Access has been positioned as far north as possible to maximize spacing from the traffic signal. However, given right-of-way constraints, the effective spacing is only 85 feet. This means that at most four (4) vehicles can stack on Grove Street at the signal before the driveway is blocked. Existing queues of vehicles driving south on Grove Street toward Old East King Street already exceed this spacing, meaning that the driveway is sporadically blocked by queues from the signal. Based on this, two recommendations are given for safety reasons: 1) to restrict left turn exit movement from the site with signage and a painted island with bollards, and 2) installing "Do Not Block Intersection" signage and pavement markings on southbound Grove Street. Those exiting the site will be required to turn right-out only, then use the signal at Old E. King St. to turn left or right. The recommendations are shown in Exhibit A and Table A.

The internal circulation analysis for the drive-thru indicates a maximum queue length of 89 feet in the left lane and 86 feet in the right lane, or 175 feet total of both lanes. This represents approximately 4 vehicles in each lane, or 8 vehicles total. The site plan provides approximately 220 feet of storage in the left lane and 200 feet in the right lane, or 420 feet total. The drive-thru can contain approximately 10 vehicles in the left lane and 9 in the right lane, or 19 total. The anticipated maximum queues are well-contained by the available storage.

In conclusion, this study has identified the potential traffic impacts of this development and has provided recommendations to mitigate the impact of future traffic. The analysis indicates that with the recommended improvements in place, the proposed site is not expected to have a detrimental effect on transportation capacity and mobility within the study area. The recommendations summarized in Exhibit A and Table A should be constructed to comply with applicable Town of Boone standards.



Table A – Summary of Recommended Improvements	
INTERSECTION	RECOMMENDATIONS
East King Street at Grove Street / Old East King Street	No improvements recommended
Grove Street at Proposed Site Access	- Restrict left turn exit from site (left in, right in, right out). This can be accomplished with signage and a painted island equipped with bollards. - Install “Do Not Block Intersection” signage and pavement markings on southbound Grove Street

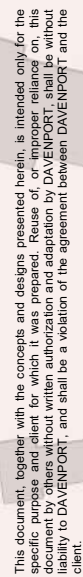




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1.0 Introduction

The proposed Jeremiah's Italian Ice is located on the northwest quadrant of the intersection of East King Street and Grove Street / Old East King Street in Boone, NC. This site will consist of a 1,485-square-foot Italian ice / frozen treats shop with two (2) drive-thru lanes. One full-movement access is proposed on Grove Street approximately 155 feet north of East King Street (measured center-to-center). The expected build-out year for this development is 2026. Information regarding the property was provided by the applicant, JSeventeen7, LLC, and by the site civil engineer, Municipal Engineering.

A conceptual site plan is shown in Figure 1, and a site location map and a vicinity map are provided in Figures 2A and 2B, respectively.

DAVENPORT was retained to determine the potential traffic impact of this development and to identify transportation improvements that may be required to accommodate the new development traffic. The following intersections are included in the study:

1. US 421 (East King Street) at Grove Street / Old East King Street (signalized)
2. Grove Street at Proposed Site Access (unsignalized)

These intersections were analyzed during the School PM (3-4 PM) and Commuter PM (4-5 PM) peaks for the following conditions:

- 2025 Existing Conditions
- 2026 Future No Build Conditions
- 2026 Future Build Conditions
- 2026 Future Build Conditions + Improvements

The Transportation Impact Analysis (TIA) was performed based on the scope agreed upon with NCDOT and Town of Boone. It was conducted according to the standards and best practices of the transportation engineering profession.

GENERAL NOTES:

1. PROPERTY IS LOCATED IN A TOWN OF BOONE CORRIDOR DISTRICT.
2. PRIOR TO ANY EXCAVATION, CONTRACTOR SHALL LOCATE ALL UNDERGROUND UTILITIES. CALL 811.
3. ALL UTILITIES SHALL BE UNDERGROUND.
4. CONTACT NEWIRRIER LIGHT & POWER FOR LOCATION OF POWER (828-264-3671).
5. CONTACT XTEL FOR PHONE SERVICE (803-362-4400).
6. CONTACT CHARTER COMMUNICATIONS FOR CABLE SERVICE (828-733-1510).
7. ALL SIDEWALKS WITHIN THE TOWN OF BOONE RIGHT OF WAY SHALL CONFORM TO ALL REQUIREMENTS OF THE TOWN OF BOONE. SIDEWALKS SHALL BE CONCRETE WITH A MINIMUM WIDTH OF 10 FEET.
8. 16" CONCRETE CURBS & GUTTER (AC DOT STD. 644.01) SHALL BE USED AS SHOWN ON PLAN. 30" CURBS SHALL BE USED IN THE TOWN OF BOONE TYP.
9. PARKING SPACE DIMENSIONS ARE TO FACE OF CURB. TYP. RADI ARE TO BACK OF CURB. TYP.
10. THE CONTRACTOR/PROPERTY OWNER IS RESPONSIBLE FOR ANY DAMAGE TO THE WATER & SEWER MAINS IN THE CONSTRUCTION AREA WITH CONSTRUCTION TO COMPLETE.
11. ALL UTILITIES EXPOSED SHALL BE SHIELDED OR OTHERWISE PLACED OUT OF VIEW FROM ADJACENT STREETS.
12. ALL UTILITIES INCLUDING BUT NOT LIMITED TO GAS, WATER AND METERS SHALL BE SCHEDULED FROM ADJACENT PROPERTIES AND PUBLIC STREETS PER SECTION 17.06.03 OF THE TOWN OF BOONE'S UNIFIED DEVELOPMENT ORDINANCE.
13. ACCESSIBLE AUTOMOBILE PARKING SPACES SHALL BE MARKED BOTH ON PAVEMENT & WITH SIGNS IN COMPLIANCE WITH THE LATEST EDITION OF THE NORTH CAROLINA ACCESSIBILITY CODE.
14. LONG TERM AND SHORT TERM TRUCK, TRAILER, RACKS AND SPACES SHALL CONFORM TO ALL REQUIREMENTS OF SECTION 17.06.03 OF THE TOWN OF BOONE'S UNIFIED DEVELOPMENT ORDINANCE.
15. FENCE SHALL MEET TOWN OF BOONE MINIMUM ORDINANCE.
16. THE CONTRACTOR SHALL NOT DEVIATE FROM THESE PLANS AND SPECIFICATIONS WITHOUT THE

BICYCLE PARKING NOTES:

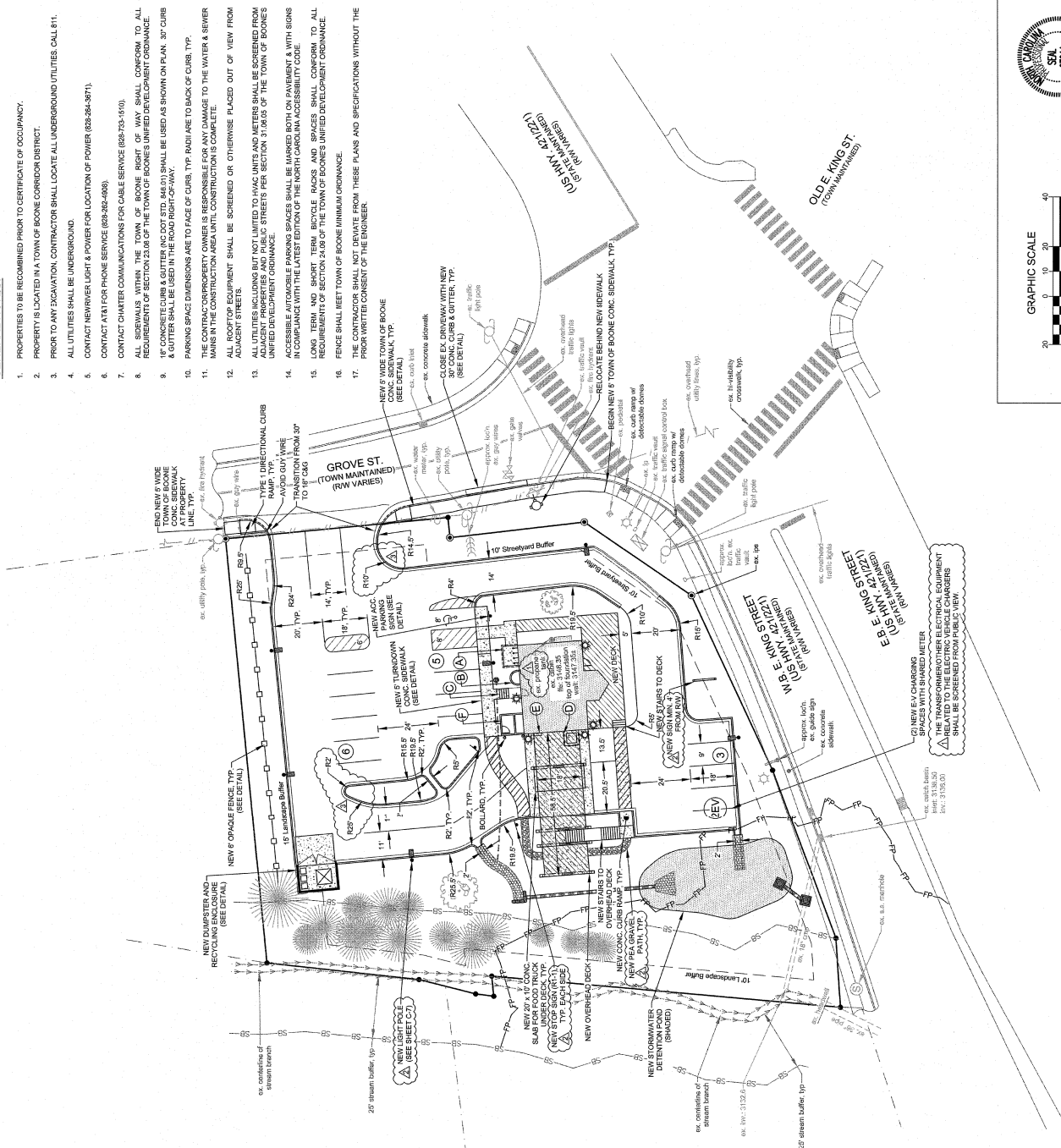
- ALL BICYCLE PARKING FACILITIES SHALL MEET THE REQUIREMENTS OF THE TOWN OF BOONES UNIFIED DEVELOPMENT ORDINANCE. IN PARTICULAR, BICYCLE PARKING FACILITIES SHALL BE CONSTRUCTED OF MATERIALS OF SUFFICIENT STRENGTH TO SIGNIFICANTLY RESIST THEIR DISTURBANCE BY OVERLOADING, COLLISION, OR OTHER MEANS. SUFFICIENT STRENGTH TO SIGNIFICANTLY RESIST REMOVAL BY CYCLES OR OTHER MEANS OF SUFFICIENT STRENGTH TO SIGNIFICANTLY RESIST REMOVAL BY CYCLES PARKING FACILITIES SHALL SUPPORT BICYCLES IN A STABLE POSITION WITHOUT DAMAGE TO WHEELS, FRAME OR OTHER COMPONENTS AND ALLOW FOR THE USE OF EITHER A CABLE, U-SHAPED, OR SIMILAR LOCK TO SECURE BOTH WHEELS OF THE BICYCLE. NO LESS THAN 4" SHALL BE PROVIDED BETWEEN PARALLEL RACKS.

2. EXAMPLES OF ACCEPTABLE FACILITIES:

- (
(
(

WORK WITHIN PUBLIC STREET OR SIDEWALK

- [illegible]



GRAPHIC SCALE
(IN FEET)
1 INCH = 20 FEET



SCALE: AS SHOWN		SHEET	
DATE: 11/2/24	DRWN BY: SSU	3 OF 3	
CHNG BY: ACC	PROJECT NUMBER	DRAWING NO. C-3	
B24051		B24051	

DATE	BY	REV.	DESCRIPTION
1-28-25	AJC	1	REVISIONS PER TOB
3-19-25	AJC	2	REVISIONS PER TOB
5-6-25	AJC	3	MINOR REVISIONS TO CURB AND GUTTER

SITE PLAN

MUNICIPAL ENGINEERING, INC.
668 SHIPWASH DRIVE, GARNER, NC 27529 - PHONE: 919-772-5393
8220-B STATE FARM ROAD, BOONE, NC 28607 - PHONE: 828-262-1767
LICENSE NUMBER: F-0812 & C-586

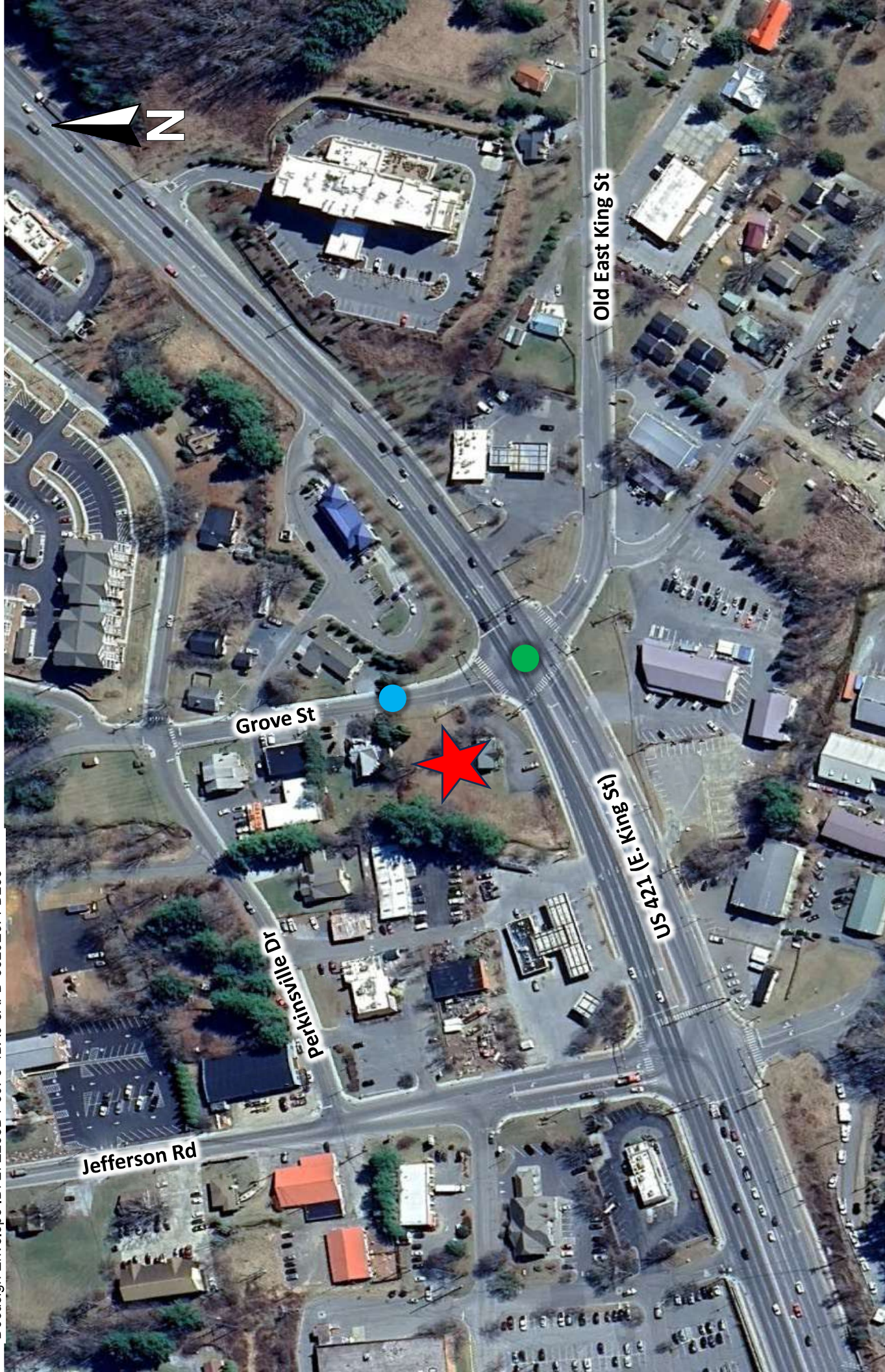


JEREMIAH'S ICE/BALD GUY BREW
 JSEVENTEEN7, LLC
 1095 EAST KING ST.
 BOONE, NORTH CAROLINA



SITE BOUNDARY
(APPROXIMATE)

FIGURE 2A
SITE LOCATION MAP



★
●
●

SITE LOCATION
EXISTING STUDY INTERSECTION
PROPOSED STUDY INTERSECTION

FIGURE 2B
VICINITY MAP



2.0 Existing Conditions

2.1 Inventory

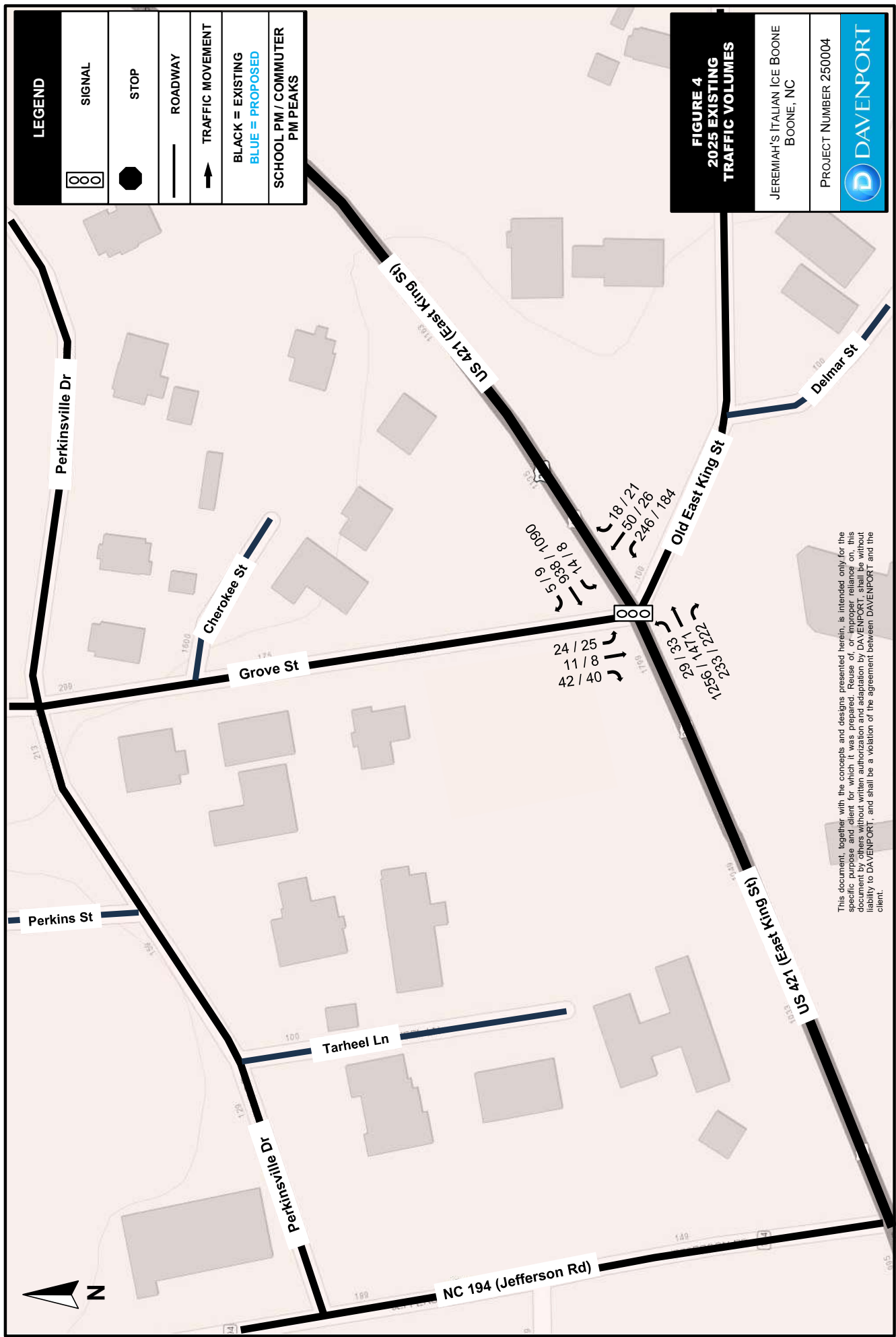
Table 2.1 presents a summary of the study area roadway conditions. Figure 3 shows the existing lane geometry.

Table 2.1 - Street Inventory						
Facility Name	Route #	Daily Volume ¹	Typical Cross Section	Lane Width	Speed Limit (MPH)	Maintained By
East King Street	US 421	37,000	4-lane divided (west) to 5-lane undivided (east)	Varies from 60 to 90 feet	35	NCDOT
Grove Street	N/A	1,400	2-lane undivided	22 feet	20	Town of Boone
Old East King Street	N/A	5,000	2-lane undivided	22 feet	35	Town of Boone
¹ Daily volume estimated for East King Street by applying a 2% annual growth rate to 2023 AADT volume published by NCDOT. For Town-maintained roads, daily volume estimated as 10 times peak hour volume.						

2.2 Existing Traffic Volumes

Turning movement counts for this project were collected by Burns Services, Incorporated when Watauga County Schools and ASU were in session. Table 2.2 contains the location, dates, and times these counts were conducted. The existing AM and PM peak hour volumes are shown in Figure 4. Traffic count data are provided in the Appendix.

Table 2.2 - Traffic Volume Data		
Count Location	Date Taken	Hours
East King Street at Grove Street / Old East King Street	Wednesday, April 30, 2025	2:30 – 7:00 PM





3.0 Approved Development and Committed Improvements

3.1 *Approved Developments*

Approved developments are projects that have been authorized in the area but are not yet constructed. Per the approved scoping document, there are no approved developments to consider for this study site. The 2% annual growth rate was considered adequate to account for background traffic growth.

3.2 *Committed Improvements*

Committed improvements are projects planned by NCDOT, the Town of Boone, or that are associated with a prior approved development(s) in the area but are not yet constructed. Per the approved scoping document, there are no committed improvements to be included in this study.

4.0 Methodology

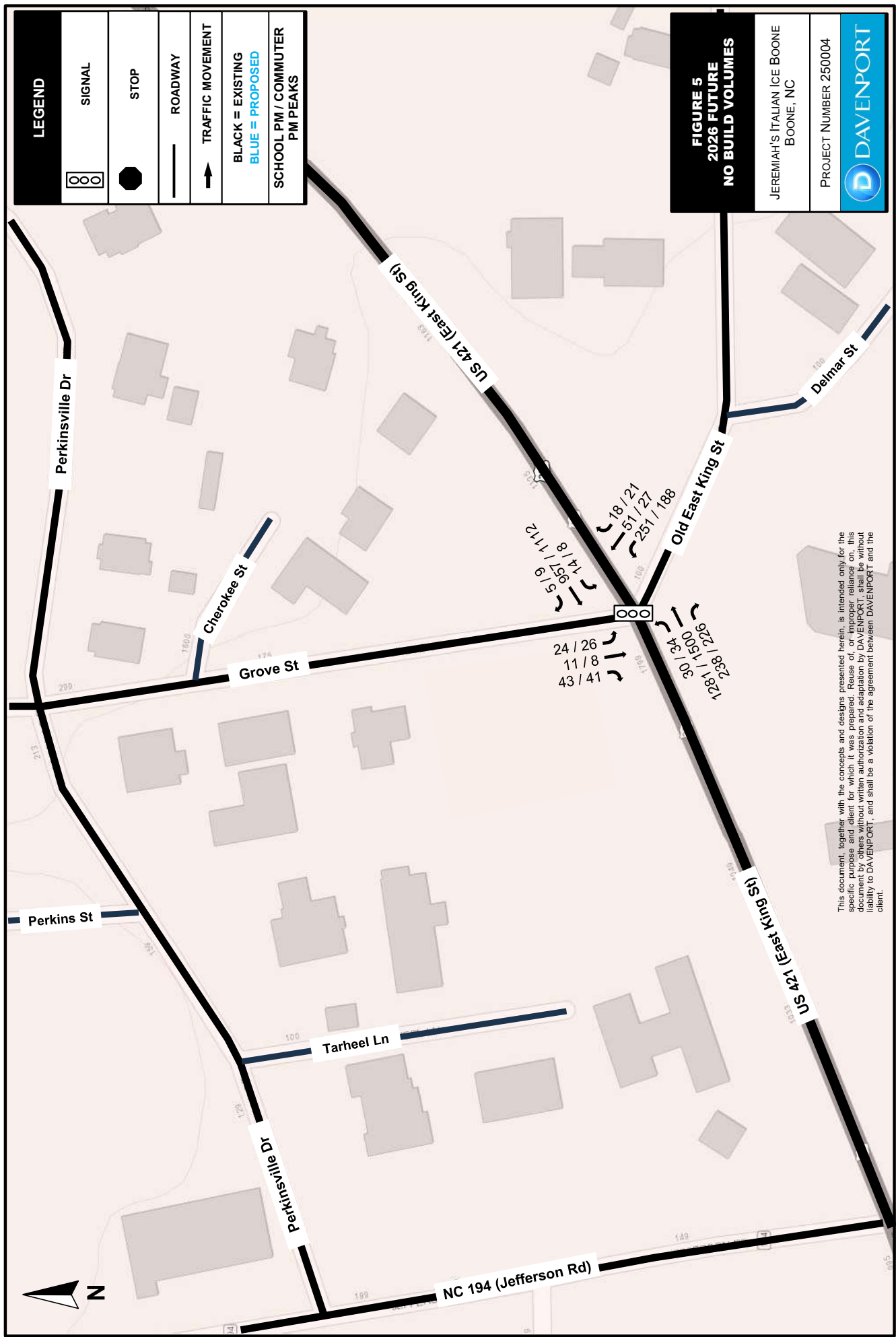
4.1 *Baseline Assumptions and Standards*

In general, the analysis for this project was conducted utilizing NCDOT and Town of Boone standards. Table 4.1 contains a summary of the baseline assumptions.

Table 4.1 - Assumptions	
Annual Growth Rate	2%
Analysis Software	Synchro / SimTraffic
Lane Widths	12 feet
Peak Hour Factor	<u>Commuter PM peak hour:</u> 0.90 on all movements <u>School PM peak hour:</u> 0.75 on EBR, WBL, SBT, NBL, NBT, and NBR movements to account for school traffic 0.90 on all other movements
Truck Percentage	2%

4.2 *Future No Build Volumes*

The 2026 future no build traffic volumes were computed by applying a 2% annual growth rate to the 2025 existing traffic volumes. Figure 5 shows 2026 future no build traffic volumes for AM and PM peaks.





4.3 Trip Generation

The proposed development will consist of a 1,485-square-foot Italian ice / frozen treats shop with two (2) drive-thru lanes. The trip generation methodology is outlined below, and the results are shown in Table 4.2:

1. The industry-standard method for trip generation is the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition). However, there is a lack of documentation of trip generation rates for this type of land use (ice cream / frozen treats shop). As a result, ITE Land Use Code 934 (Fast-food Restaurant with Drive-thru) was selected as the closest approximation. This is considered conservative due to the high trip generation rates associated with fast-food restaurants with drive-thru.
2. For the Commuter PM peak hour, the trip generation rate for ITE Code 934 was used. 26 entry and 23 exit trips are anticipated.
3. For the School PM peak hour (3-4 pm), trips were assumed to be equivalent to Commuter PM peak hour trips. This is a conservative assumption, since food service-related traffic is typically lower in the early afternoon as compared to the evening (dinner time). This is confirmed by a comparison of ITE trip generation rates for 3-4 pm, which are lower than those of 5-6 pm or 6-7 pm.
4. For daily (24-hour) trips, it was determined that a custom calculation was more suitable than use of ITE rates for Code 934. This is because the proposed Jeremiah's Italian Ice is not planned to open until 12:00 pm, and will only be open from 12 to 9 pm on a typical day. As a result, this establishment will generate less traffic than a fast-food restaurant which is open for at least 12 hours per day, such as those which ITE Code 934 is based on.
5. 24-hour trips were approximated as the number of business hours (9) multiplied by the peak hour volume (49 trips).
6. It is anticipated that a portion of site traffic will be "pass-by," which is existing traffic on the adjacent street (East King Street) which will divert into the site and then continue to their destination. However, due to a lack of research on pass-by rates for this land use, pass-by traffic was conservatively assumed to be zero. All trips were assumed to be new traffic.

Table 4.2 - Trip Generation								
Average Weekday Driveway Volumes				24 Hour Two-Way	School PM Peak Hour		Commuter PM Peak Hour	
Land Use	ITE Land Code	Size		Volume	Enter	Exit	Enter	Exit
Italian Ice / Frozen Treats Shop with Drive-thru	934*	1.485	Th.Sq.Ft. GFA	441	26	23	26	23
Total Trips				441	26	23	26	23
Notes: Commuter PM peak: In absence of ITE data for Italian ice or ice cream shop, ITE code 934 (fast-food restaurant with drive-thru) trip rate was conservatively used. School PM peak: Trip generation conservatively assumed to be equivalent to that of Commuter PM peak. 24-hour trips: Due to limited number of business hours (12 pm to 9 pm), 24-hour trips approximated as 9 hours x 46 trips / hour. Pass-by trip reduction was not applied due to lack of ITE data and to provide more conservative results.								



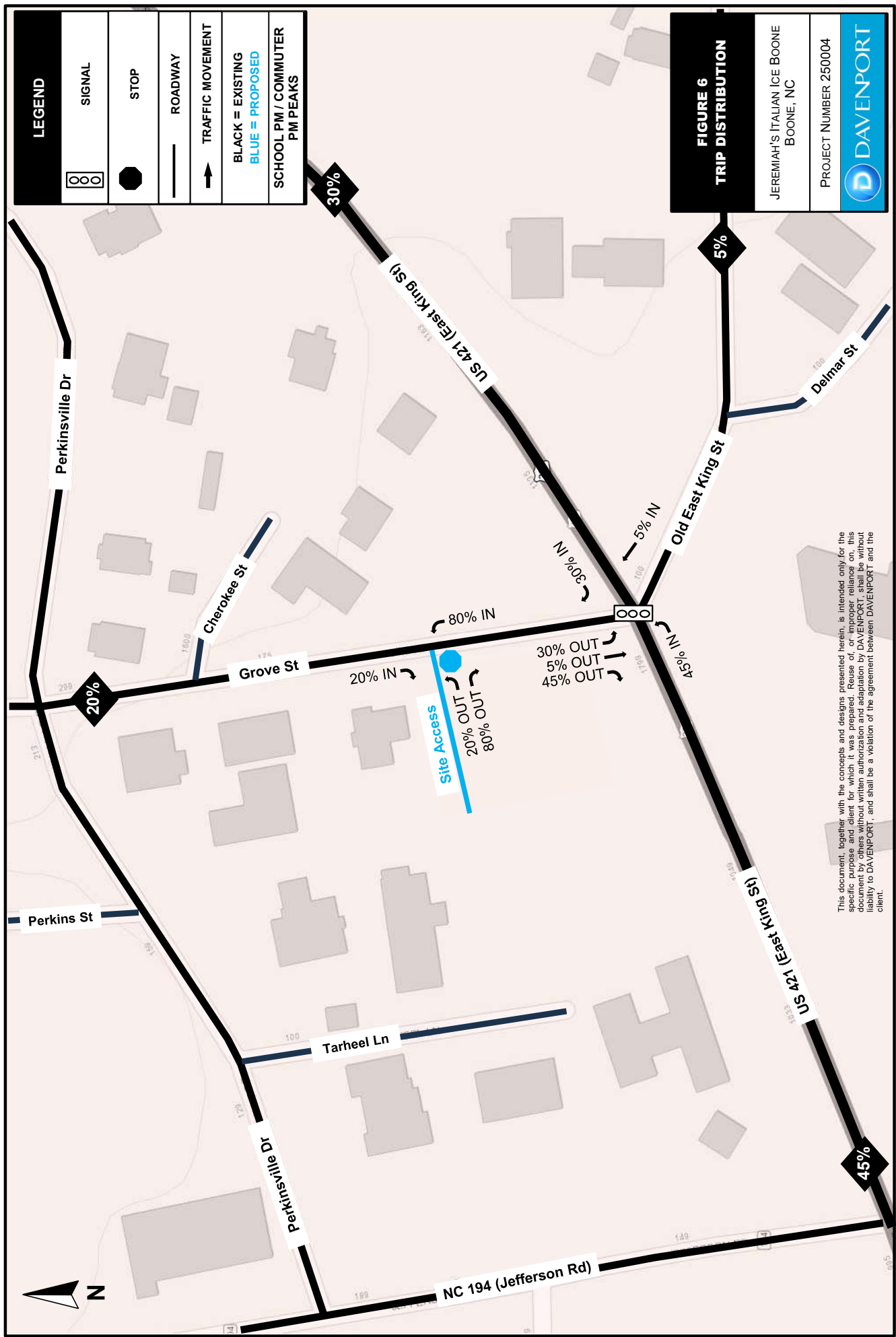
4.4 Trip Distribution and Assignment

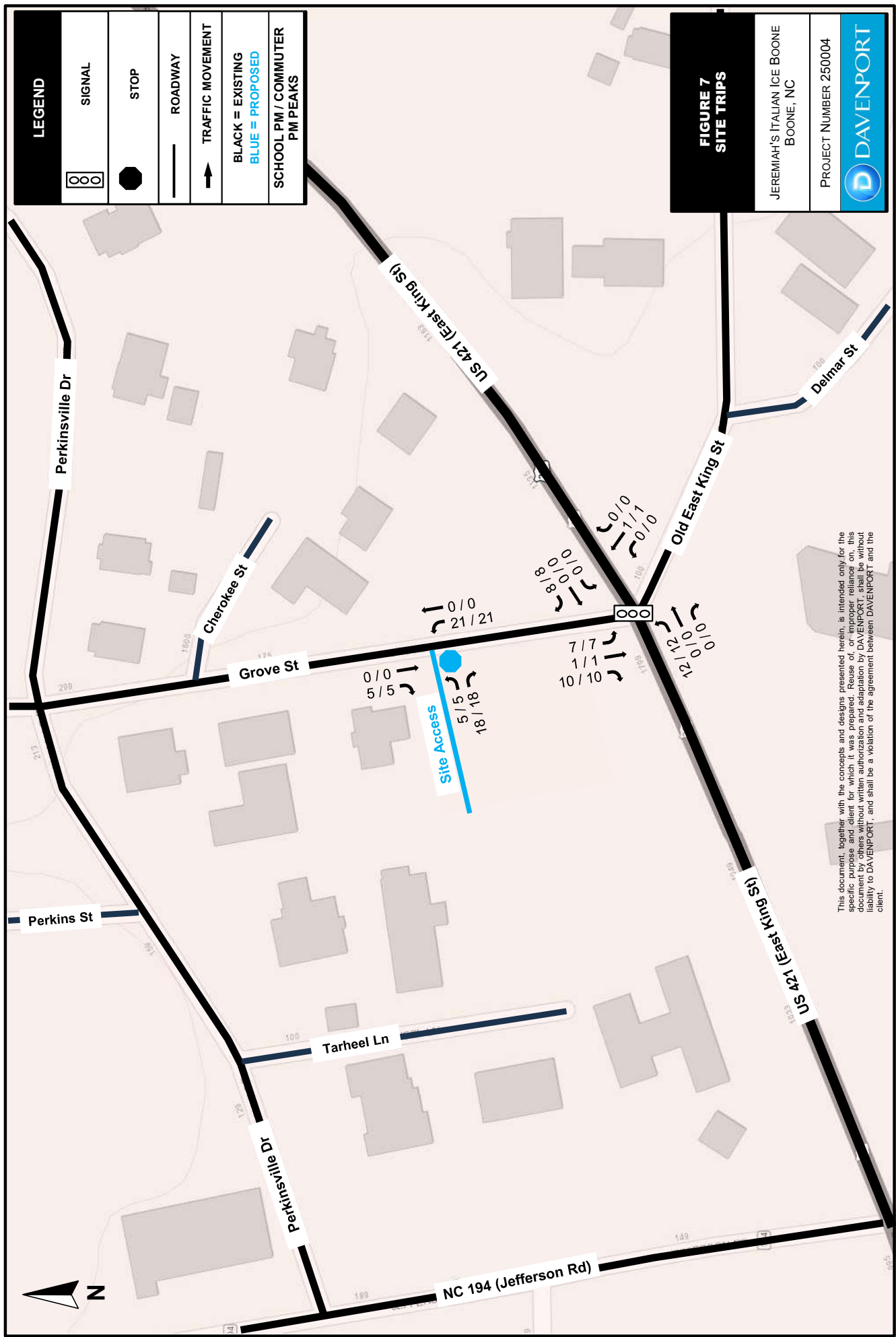
Site trips for this proposed development were distributed based on the existing traffic patterns and engineering judgment. The trip distribution model is shown in Figure 6. The directional distribution for site trips is as follows:

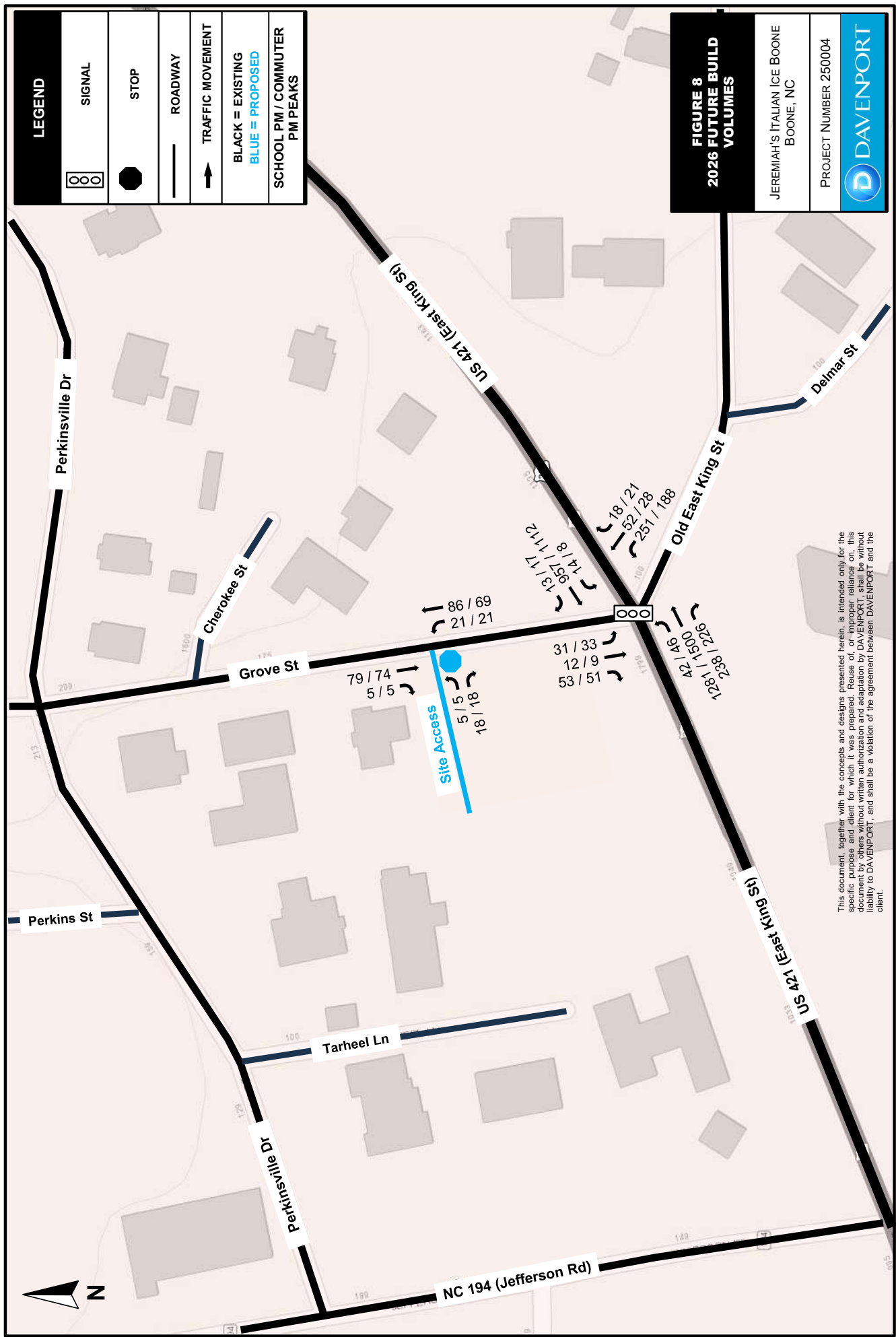
- 45% to and from the west on East King Street
- 30% to and from the east on East King Street
- 20% to and from the north on Grove Street
- 5% to and from the south on Old East King Street

4.5 Future Build Volumes

Site trip volumes were added to the future no build volumes to compute the 2026 Future Build volumes. Site trips are shown in Figure 7, and Future Build volumes are shown in Figure 8.







This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of, or improper reliance on, this document without the express written authorization and adaptation by DAVENPORT shall constitute a breach of the agreement between DAVENPORT and the client.



5.0 Capacity Analysis

5.1 Level of Service Evaluation Criteria

The Transportation Research Board's *Highway Capacity Manual* (HCM) utilizes the term "level of service" (LOS) to measure how traffic operates in intersections and on roadway segments. There are six levels of service ranging from A to F as shown in Table 5.1. Level of service "A" represents low-volume traffic operations and level of service "F" represents high-volume, oversaturated traffic operations. Synchro traffic modeling software is used to determine the LOS and delay for study intersections. Synchro analysis worksheet reports are provided in the Appendix.

Table 5.1 – Highway Capacity Manual			
Levels of Service and Control Delay Criteria			
Signalized Intersection		Unsignalized Intersection	
Level of Service	Control Delay Per vehicle (seconds)	Level of Service	Delay Range (seconds)
A	≤ 10	A	≤ 10
B	> 10 and ≤ 20	B	> 10 and ≤ 15
C	> 20 and ≤ 35	C	> 15 and ≤ 25
D	> 35 and ≤ 55	D	> 25 and ≤ 35
E	> 55 and ≤ 80	E	> 35 and ≤ 50
F	> 80	F	> 50

5.2 Queuing Evaluation

A queueing analysis was performed using Synchro and SimTraffic simulation, based on a minimum 10-minute seeding, a 60-minute recording period, and 10 runs. The maximum SimTraffic queues and 95th-percentile Synchro queues are provided, along with the turn lane lengths. Synchro and SimTraffic queue reports are provided in the Appendix.



5.3 Capacity Analysis Results

The results of the level of service (LOS) and queue analysis are discussed by intersection below. The recommendations are illustrated in Figure 9.

US 421 (East King Street) at Grove Street / Old East King Street

This signalized intersection currently operates at LOS B during both the School PM peak hour and the Commuter PM peak hour. In 2026 future no build conditions, LOS B is again anticipated in both peaks. With the addition of proposed Jeremiah's Italian Ice traffic, the intersection remains at LOS B. The overall impact of site traffic is relatively minimal: approximately 0.5 seconds per vehicle in the School PM peak and 0.6 seconds per vehicle in the Commuter PM peak. No improvements are recommended at this signalized intersection. Further discussion of queuing along Grove Street is provided under the intersection of Grove Street at the Site Access.

Table 5.2 – Capacity Analysis Results for US 421 (East King Street) at Grove Street / Old East King Street									
Scenario	Overall LOS	Level of Service by Approach (Delay in sec/veh)							
		Eastbound			Westbound		Northbound		Southbound
School PM Peak Hour									
2025 Existing	B (17.4)	L	T	R	L	TR	L	TR	LTR
		B (11.6)	B (15.0)	B (11.4)	B (13.5)	B (12.6)	D (46.8)	C (22.8)	C (23.3)
		B (14.3)			B (12.6)		D (41.6)		C (23.3)
	Effective Storage	200	Full	550	250	Full	325	Full	Full
	95th % Queue	25	373	117	15	249	200	57	57
	Max Queue	48	383	128	61	217	244	103	109
2026 Future No Build	B (17.9)	L	T	R	L	TR	L	TR	LTR
		B (11.9)	B (15.6)	B (11.7)	B (14.2)	B (12.9)	D (47.1)	C (22.6)	C (23.1)
		B (14.8)			B (13.0)		D (41.8)		C (23.1)
	Effective Storage	200	Full	550	250	Full	325	Full	Full
	95th % Queue	26	385	120	15	256	205	58	58
	Max Queue	54	252	155	38	206	265	97	109
2026 Future Build	B (18.4)	L	T	R	L	TR	L	TR	LTR
		B (13.5)	B (16.0)	B (11.9)	B (14.5)	B (13.3)	D (49.3)	C (22.4)	C (23.5)
		B (15.2)			B (13.3)		D (43.4)		C (23.5)
	Effective Storage	200	Full	550	250	Full	325	Full	Full
	95th % Queue	36	385	120	15	248	209	58	68
	Max Queue	66	279	169	43	228	270	108	116
2026 Future Build with Rerouting	B (18.5)	L	T	R	L	TR	L	TR	LTR
		B (13.5)	B (16.0)	B (11.9)	B (14.5)	B (13.3)	D (50.7)	C (22.4)	C (23.7)
		B (15.2)			B (13.3)		D (44.5)		C (23.7)
	Effective Storage	200	Full	550	250	Full	325	Full	Full
	95th % Queue	36	385	120	15	258	210	58	70
	Max Queue	48	282	131	51	180	248	84	136
Notes: 1) All queues in feet, 2) 95th % queue obtained from Synchro, 3) Max queue obtained from SimTraffic simulation, 4) for lane groups with multiple lanes, the highest queue is reported									



Table 5.2 (continued) – Capacity Analysis Results for US 421 (East King Street) at Grove Street / Old East King Street

Scenario	Overall LOS	Level of Service by Approach (Delay in sec/veh)							
		Eastbound			Westbound		Northbound		Southbound
Commuter PM Peak Hour									
2025 Existing	B (13.2)	L	T	R	L	TR	L	TR	LTR
		A (9.3)	B (12.0)	A (7.5)	A (9.2)	A (9.5)	D (43.5)	C (26.7)	C (28.9)
		B (11.3)			A (9.4)		D (40.1)		C (28.9)
	Effective Storage	200	Full	550	250	Full	325	Full	Full
	95th % Queue	26	437	104	10	276	164	48	70
	Max Queue	79	276	143	37	210	215	92	114
2026 Future No Build	B (13.7)	L	T	R	L	TR	L	TR	LTR
		A (10.0)	B (12.8)	A 97.8)	A (10.0)	A (10.0)	D (42.9)	C (26.2)	C (28.5)
		B (12.1)			A (10.0)		D (39.5)		C (28.5)
	Effective Storage	200	Full	550	250	Full	325	Full	Full
	95th % Queue	28	463	108	10	291	165	49	70
	Max Queue	64	266	148	33	234	215	101	114
2026 Future Build	B (14.3)	L	T	R	L	TR	L	TR	LTR
		B (11.9)	B (13.3)	A (8.1)	B (10.5)	B (10.4)	D (44.1)	C (25.7)	C (29.1)
		B (12.6)			B (10.4)		D (40.3)		C (29.1)
	Effective Storage	200	Full	550	250	Full	325	Full	Full
	95th % Queue	39	475	111	11	303	166	48	83
	Max Queue	70	289	209	37	233	226	94	122
2026 Future Build with Rerouting	B (14.4)	L	T	R	L	TR	L	TR	LTR
		B (11.9)	B (13.3)	A (8.1)	B (10.5)	B (10.4)	D (44.9)	C (25.7)	C (29.4)
		B (12.6)			B (10.4)		D (40.9)		C (29.4)
	Effective Storage	200	Full	550	250	Full	325	Full	Full
	95th % Queue	39	475	111	11	303	167	48	87
	Max Queue	89	245	153	28	226	190	89	136

Notes: 1) All queues in feet, 2) 95th % queue obtained from Synchro, 3) Max queue obtained from SimTraffic simulation, 4) for lane groups with multiple lanes, the highest queue is reported



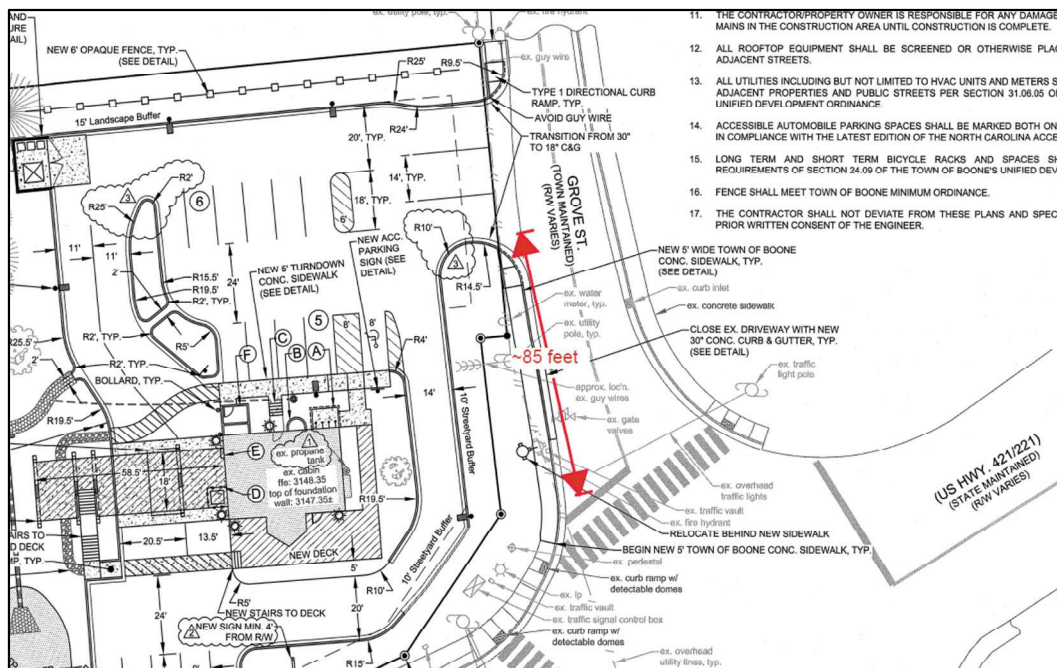
Grove Street at Proposed Site Access (unsignalized)

The proposed site driveway will be located approximately 155 feet north of East King Street, measured center-to-center. The intersection operates at LOS A during both School PM and Commuter PM peaks. Based on projected volumes, no turn lanes are warranted into the site on Grove Street.

In terms of queuing, particular attention was given to southbound queues on Grove Street coming from the nearby signal at US 421 (East King Street). As shown on the site plan (Figure 1), the driveway has been placed as far north as possible to maximize spacing from the traffic signal. While the center-to-center spacing is 155 feet, there is only 85 feet of effective queue storage, measured from the stop bar at the traffic signal to the near (south) side of the proposed driveway. This means that only 4 to 5 vehicles stacked at one time on Grove Street is sufficient to block the driveway. The presence of queuing in front of a full movement driveway is a safety concern for traffic on Grove Street and exiting the site.

As shown in the previous Table 5.2, there is already queuing on Grove Street at lengths sufficient to block the Site Access. The impact of site traffic is approximately one (1) vehicle length on southbound queues at the signal. To provide safe ingress and egress, the following are recommended:

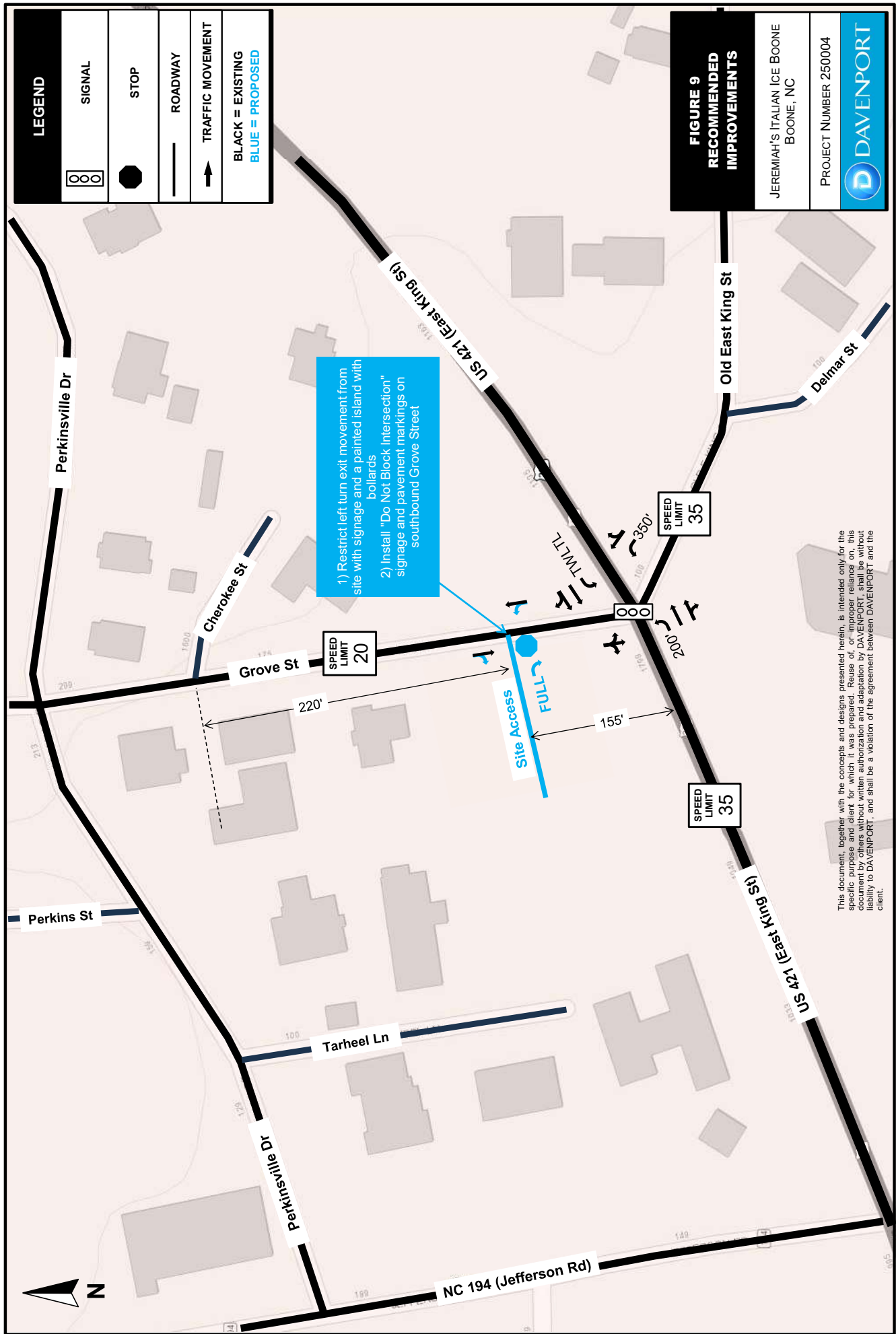
- Restrict left turn exit from site (left in, right in, right out). This can be accomplished with signage and a painted island equipped with bollards. This is due to the safety concerns for left turn exit movement. Those seeking to exit left toward the north can reroute as right turns, then use either Jefferson Road or Perkinsville Drive to reach their destinations.
- Install “Do Not Block Intersection” sign on southbound Grove Street.



Effective Queue Storage Distance on Grove Street



Table 5.3 – Capacity Analysis Results for Grove Street at Proposed Site Access				
Scenario	LOS of Worst Approach	Level of Service by Approach (Delay in sec/veh)		
		Eastbound	Northbound	Southbound
School PM Peak Hour				
2026 Future Build	A (9.1) EB Approach	LR	LT	TR
		A (9.1)	A (1.5)	A (0.0)
	Effective Storage	-	Full	Full
	95th % Queue	3	0	0
	Max Queue	44	39	3
2026 Future Build with Rerouting	A (8.8) EB Approach	R	LT	TR
		A (8.8)	A (1.7)	A (0.0)
	Effective Storage	-	Full	Full
	95th % Queue	2	0	0
	Max Queue	29	31	29
Commuter PM Peak Hour				
2026 Future Build	A (9.0) EB Approach	LR	LT	TR
		A (9.0)	A (1.7)	A (0.0)
	Effective Storage	-	Full	Full
	95th % Queue	3	0	0
	Max Queue	43	32	6
2026 Future Build with Rerouting	A (8.8) EB Approach	R	LT	TR
		A (8.8)	A (1.7)	A (0.0)
	Effective Storage	-	Full	Full
	95th % Queue	2	0	0
	Max Queue	29	53	51
Notes: 1) All queues in feet, 2) 95th % queue obtained from Synchro, 3) Max queue obtained from SimTraffic simulation, 4) for lane groups with multiple lanes, the highest queue is reported				





6.0 Drive-Thru Internal Circulation

An internal circulation / queue analysis was also performed for Jeremiah's Italian Ice using SimTraffic software to ensure that queues are well-contained and do not back up onto the adjacent roadway network. The traffic model included two (2) drive-thru lanes, the ordering positions, and the parking lot layout.

Based on information provided by the applicant, it takes an average of 3 minutes (180 seconds) per vehicle to place an order, conduct payment, receive the order, and exit. However, since there are two (2) ordering positions and drive-thru lanes, the net processing time is 90 seconds per vehicle when both lanes are in use.

To provide an additional factor of conservative analysis, all entry trips were assumed to use the drive-thru rather than parking and walking in.

The internal circulation analysis for the drive-thru indicates a maximum queue length of 89 feet in the left lane and 86 feet in the right lane, or 175 feet total of both lanes. This represents approximately 4 vehicles in each lane, or 8 vehicles total. The site plan provides approximately 220 feet of storage in the left lane and 200 feet in the right lane, or 420 feet total. The drive-thru can contain approximately 10 vehicles in the left lane and 9 in the right lane, or 19 total. The anticipated maximum queues are well-contained by the available storage.

The queue lengths are illustrated in Figure 10 on the following page.

Figure 10
Summary of Maximum
Anticipated Queue Lengths



7.0 Summary and Conclusion

The proposed Jeremiah's Italian Ice is located on the northwest quadrant of the intersection of East King Street and Grove Street / Old East King Street in Boone, NC. This site will consist of a 1,485-square-foot Italian ice / frozen treats shop with two (2) drive-thru lanes. One full-movement access is proposed on Grove Street approximately 155 feet north of East King Street (measured center-to-center). The expected build-out year for this development is 2026. Information regarding the property was provided by the applicant, JSeventeen7, LLC, and by the site civil engineer, Municipal Engineering.

The trip generation of the proposed site is approximately 441 daily trips and 49 trips in the peak hour. Note that this business is planned to be open from 12:00 pm to 9:00 pm on a typical weekday.

Overall, the capacity analysis shows that the signalized intersection of US 421 at Grove Street / Old East King Street currently operates at level of service (LOS) B during both the School PM peak hour (3-4 pm) and during the Commuter PM peak hour (4-5 pm). The impact of site traffic is relatively minimal. The intersection remains at LOS B, with an impact of 0.7 seconds or less during both peak periods. No modifications are recommended at this signalized intersection.

The proposed Site Access has been positioned as far north as possible to maximize spacing from the traffic signal. However, given right-of-way constraints, the effective spacing is only 85 feet. This means that at most four (4) vehicles can stack on Grove Street at the signal before the driveway is blocked. Existing queues of vehicles driving south on Grove Street toward Old East King Street already exceed this spacing, meaning that the driveway is sporadically blocked by queues from the signal. Based on this, two recommendations are given for safety reasons: 1) to restrict left turn exit movement from the site with signage and a painted island with bollards, and 2) installing "Do Not Block Intersection" signage and pavement markings on southbound Grove Street. Those exiting the site will be required to turn right-out only, then use the signal at Old E. King St. to turn left or right. The recommendations are shown in Exhibit A and Table A.

The internal circulation analysis for the drive-thru indicates a maximum queue length of 89 feet in the left lane and 86 feet in the right lane, or 175 feet total of both lanes. This represents approximately 4 vehicles in each lane, or 8 vehicles total. The site plan provides approximately 220 feet of storage in the left lane and 200 feet in the right lane, or 420 feet total. The drive-thru can contain approximately 10 vehicles in the left lane and 9 in the right lane, or 19 total. The anticipated maximum queues are well-contained by the available storage.

In conclusion, this study has identified the potential traffic impacts of this development and has provided recommendations to mitigate the impact of future traffic. The analysis indicates that with the recommended improvements in place, the proposed site is not expected to have a detrimental effect on transportation capacity and mobility within the study area. The recommendations summarized in Figure 9 and Table 7.1 should be constructed to comply with applicable Town of Boone standards.



Table 7.1 – Summary of Recommended Improvements	
INTERSECTION	RECOMMENDATIONS
East King Street at Grove Street / Old East King Street	No improvements recommended
Grove Street at Proposed Site Access	- Restrict left turn exit from site (left in, right in, right out). This can be accomplished with signage and a painted island equipped with bollards. - Install “Do Not Block Intersection” signage and pavement markings on southbound Grove Street



Appendix



TIA Scoping



NCDOT Traffic Impact Analysis Need Screening / Scoping Request



TIA Need
Screening



TIA
Scoping



TIA
Submittal

A Traffic Impact Analysis (TIA) may be required for developments based on the site trip generation estimates, site context, or at the discretion of the NCDOT District Engineer. The Applicant or the TIA Consultant shall submit this form along with the site plan to the District Engineer to determine the TIA need and, if a TIA is required, initiate the TIA scoping process. Without an approved scope, the TIA is incomplete and will be rejected until the study is revised to conform to NCDOT's TIA requirements.

Project Name: Jeremiah's Italian Ice Boone **Previous Name:** If Applicable _____
Location: NW quadrant E. King St at Grove St **County:** Watauga **Municipality:** Boone
Project Description: Italian ice and frozen treats shop (1,485 sq. ft.) with 2 drive-thru lanes

Project Contact:	Applicant	TIA Consultant
Company Name	<u>JSeventeen7, LLC</u>	<u>DAVENPORT</u>
Contact Person	<u>Chelsea Garrett</u>	<u>Nick Liguori</u>
Phone Number	<u>828-773-9943</u>	<u>804-554-0910</u>
Email	<u>cgarrett@dealmoseley.com</u>	<u>nliguori@davenportworld.com</u>
Mailing Address	<u>143 Edge Hill Ln</u> <u>Blowing Rock, NC 28605</u>	<u>119 Brookstown Ave, Suite PH-1</u> <u>Winston-Salem, NC 27101</u>

Site Plan Prepared By: Municipal Engineering, Inc. **Site Plan Date:** 3-19-25
 See site plan/vicinity map requirements on page 2.
Parcel Size: 0.87 Acre(s) **Anticipated Build-Out Year:** 2025

Weekday Site Trip Generation - Do NOT adjust for mode split, pass-by, internal capture, or diverted trips.

ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
	See attached table											ITE Rate
Total												

Refer to the current [NCDOT Congestion Management Capacity Analysis Guidelines](#) for acceptable trip calculation methods and data sources.

**Explain local or other data sources, if used: _____

- ☐ The estimated site trips meet NCDOT's TIA trip threshold of 3,000 daily trips.
- ☐ The estimated site trips meet the municipal TIA trip threshold of 1500 daily trips or 80 peak hour exit trips
- ☐ This project is located in a known [STIP](#) and/ or local CIP project # _____
- ☒ This project includes a rezoning request.
- ☐ The proposed site access is located within 1,000 feet of an interchange.
- ☐ The Applicant requests for a new or modified control-of-access break.
- ☐ The Applicant requests for a new or modified median break.

Applicant's Signature _____ Print Name _____ Date _____
 Effective Date: 10/01/2017 (Version 17-721) Page 1 of 2



NCDOT Traffic Impact Analysis Need Screening / Scoping Request



Site Plan/Vicinity Map Requirement for TIA Need Screening: While the site plan may not be finalized during the TIA scoping stage, the graphic representation of the proposed development shall provide adequate details on the development scope and context. More specifically, the site plan/map shall clearly show the location and type of each access point, spacing to adjacent and opposing driveways or intersections, internal street network, proposed buildings/parcels with their anticipated uses and sizes at full build-out and, if applicable, any nearby interstate, US, NC or Secondary Roads (SR).

Project Name: Jeremiah's Italian Ice Boone **Project Reference Number:** _____

- ☒ **A TIA is Required by the Local Government.** In addition, the study area is expected to include NCDOT maintained transportation facilities.
- ☒ **A TIA is Required by NCDOT,** per the [Policy on Street and Driveway Access to North Carolina Highways](#).

If either or both of the boxes above are checked, the Applicant/TIA Consultant is hereby requested to fill out as much as possible of the following TIA scoping checklist, and return it along with the supporting documents to NCDOT prior to the scoping meeting.

- ☐ **A TIA is NOT required.** This decision is based on the development information presented above. Changes in the development plan will require re-evaluation of the TIA need, and may necessitate a TIA. The Applicant should inform the District Engineer of any significant changes in a timely fashion to avoid delays or rejections of the driveway permit / encroachment agreement applications.

Additional Comments:

The TIA need decision is made by the NCDOT Division _____ District _____ on _____.

NCDOT District Representative's Signature
Email concurrence may be used in lieu of the signature.

Print Name



NCDOT TIA Scoping Checklist



Project Name: Jeremiah's Italian Ice Boone

TIA Scoping Date: 5/13/2025

☒ **TIA Need Screening Forms are Attached.** Project Reference #: _____ Decision Date: _____

☒ **Site Plan and Access**

☒ Provide a site plan illustrating site access, internal and external roadways, buildings and land uses.

Refer to NCDOT's [Policy on Street and Driveway Access to North Carolina Highways](#) pages 14 and 15 for site plan requirements.

☒ Identify site access.

New Access	On Road	Access Type		Driveway Spacing		
	Road Name	Permitted Movements	Traffic Control	Distance (ft)	Direction	Nearest Intersection / Access
Access A	Grove Street	Conventional Full-Mvmt	2-Way Stop	2485	North	E King St
Access B						
Access C						
Access D						
Access E						
Access F						
Access G						
Access H						
Existing Access	Existing Intersection of		Access	Proposed Interconnectivity (If Applicable)		
	Road A	Road B	Modification	Connector #	Road Connected	Adjacent Development
Access 1			Please Select	Connector 1		
Access 2				Connector 2		
Access 3				Connector 3		
Access 4				Connector 4		

☐ Additional access clarifications and provisions (e.g., proposed control-of-access or median breaks, modifications of existing access, loading/unloading area access, bike/pedestrian accommodation).

☐ **Proposed K-12 School Site**

☐ NCDOT [MSTA School Traffic Calculator](#) for _____ shall be used.

☐ Peak Hour Factors (PHFs) shall be adjusted/weighted for new school trips (0.5 PHF by default).

☐ Internal school circulation analysis is required, and should be submitted in advance or concurrent with the TIA submittal.

☐ Clarify traffic operation plans (e.g. traffic circulation pattern, pedestrian access, drop-off/pick-up zone location and configuration, queue storage area and, if applicable, staggered start times).



The TIA Consultant shall prepare trip generation estimates following the current [NCDOT Congestion Management Capacity Analysis Guidelines](#), and submit the calculation sheets and supporting information to the District Engineer for approval prior to capacity analysis.

[illegible]

****Explain local or other data sources, if used:**

See attached table. In absence of ITE trip generation data for ice cream shop, LUC 934 (fast food with drive-thru) was conservatively used. ITE hourly factors used to determine trip generation for school pm (3-4 pm) peak. Note business is not open in morning, but opens at 12 pm.

☐ Existing Site Trip Information for Redevelopment Projects (Attach separate sheets as needed)

ITE LUC	Existing Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
					Please Select							Please Select
Total Existing Site Trips												



NC DOT TIA Scoping Checklist



☒ Trip Distribution

- ☒ Trip distribution diagrams are submitted concurrently with this document (attach separate sheets).
- ☐ Trip distribution diagrams will be submitted separately, along with supporting information, to the District Engineer for review and approval prior to capacity analysis. The trip distribution shall be based on the current and anticipated traffic patterns, as well as instructions noted below.

If required by the District Engineer, the following additional diagrams shall also be submitted:

- ☐ Mixed-Use Developments (separate diagrams for residential, commercial, and office trips)
- ☐ Inter-Development Trips (if 'internal' trips cross public streets)
- ☐ Pass-By Trips
- ☐ Diverted Trips
- ☐ Each Analysis Period

☐ Mode Split

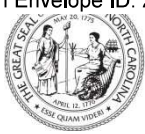
- ☐ Provide Data Source and Justification

Mode Period	Auto		
AM Peak	%	%	%
PM Peak	%	%	%
Daily	%	%	%
	%	%	%

- ☐ Identify proper infrastructure and accommodation for other modes of travel.

☒ Analysis Peak Periods:

- ☐ Weekday AM Peak _____
- ☒ Weekday PM Peak 4-6 pm
- ☐ Weekday Midday Peak _____
- ☒ Weekday PM School Peak 3-4 pm (Note: Watauga High School dismissal occurs at 3:30 pm)
- ☐ Weekend _____ Peak _____
- ☐ Other _____



NCDOT TIA Scoping Checklist



☒ Study Area Intersections and Data Collection

The study area shall include the site access intersections (both new and existing) identified under “Site Plan and Access” on page 1, as well as the following external and, if applicable, internal intersections.

External Intersection	Intersection of		Traffic Control	Intersection Turning Movement Counts			Notes
	Road A	Road B		New / Existing	Date of Counts	Growth Adjustment	
#1	E King St	Grove St	Signal	Require New Counts			
#2							
#3							
#4							
#5							
#6							
#7							
#8							
#9							
#10							
#11							
#12							

Internal Intersection	Intersection of		Access Type		Intersection Spacing		
	Road A	Road B	Traffic Control	Permitted Movements	Distance (ft)	Direction	Nearest Intersection
#101							
#102							
#103							
#104							
#105							

The following data will be collected:

- ☒ New traffic turning movement counts in ☐ 15-min intervals ☒ 5-min intervals (near schools)
 Unless otherwise noted above, new traffic counts shall be collected at the existing study intersections during the analysis periods. Weekday counts shall avoid Mondays, Fridays, holidays, school breaks, road closures, and major weather events.
- ☒ To account for the impact of existing and/or proposed school traffic, PHFs will be adjusted for:
 intersections numbered: All intersections during school PM peak
 and access points numbered: _____
- ☐ Traffic Forecast Data for TIP: _____
- ☒ Roadway/Intersection Configuration & Traffic Control
- ☒ Traffic Signal Phasing & Timing Data
- ☐ Crash Data: _____ Period: _____
- ☐ Other: _____



NCDOT TIA Scoping Checklist



☒ Future Year Conditions

☒ Project Build-Out Year: 2025

☒ Future Analysis Year(s): 2026

☐ Identify below any funded/committed future transportation improvements, as well as any approved but incomplete developments near the site.

Funded STIP / Local CIP Project	Project Description		Year Complete
Nearby Approved Development	Location	Future Land Use (exclude any completed phases)	Committed Improvements
TBD			

☒ Annual Growth Factor: 2 %

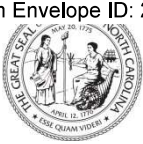
Justification/Data Source: See attached historical AADT review

☐ Local Comprehensive Transportation Plan Compliance

☐ Identify Applicable Local Transportation Planning Documents

☐ Identify Applicable Roadways inside the Study Area

Road Name	Classification	Speed Limit	Proposed Cross-Section	Proposed Right-of-Way	Compliance Requirements	Affect Study Intersection #



NCDOT TIA Scoping Checklist



☒ Study Method

The traffic analysis shall follow the current [NCDOT Congestion Management Capacity Analysis Guidelines](#), [Policy on Street and Driveway Access to North Carolina Highways](#), and use the current approved version of analysis software (e.g. Synchro/SimTraffic, HCS, Sidra Intersection, TransModeler).

The study shall include the following analysis scenarios for each analysis period.

1. Existing Conditions
2. Future No-Build Conditions (existing + background growth + approved developments + committed or funded improvements)
3. Future Build Conditions (future no-build + site trips)
4. Future Build with Improvements Conditions (future build traffic with improvements to mitigate the proposed development's impacts) and, if applicable:
- ☐ 5. TIP Design Year Analysis _____
- ☐ 6. Alternative Access Scenario (without proposed control-of-access or median break / modification)

The following additional analysis/outputs should be provided as warranted:

- ☐ Signal Warrant Analysis for accesses/intersections _____
- ☐ Multi-Modal Level of Service Analysis
- ☐ School Loading Zone Traffic Simulation
- ☐ Phasing Analysis (scope separately as needed)
- ☐ Safety/Crash Analysis
- ☐ Control-of-Access Modification Justification
- ☐ Median Break / Modification Justification
- ☐ Other _____

☒ Submittals

In addition to the hardcopies required below, the TIA Consultant shall provide the District Engineer and, if required, the local government an electronic copy of the study documents, including the latest site plan, figures and appendices, in searchable PDF files and the original traffic analysis files (e.g., Synchro, HCS). To expedite review, the NCDOT electronic submittals shall also be delivered concurrently to:

- ☐ Div. Traffic Engr ☐ Regional Traffic Engr ☐ Congestion Management ☐ Other _____

Submittals	NCDOT		Local Government	
	Electronic	Hardcopy	Electronic	Hardcopy
Trip Generation & Distribution	Required		Please Select	
Draft TIA Report	Required			
Final Sealed TIA Report	Required			

- ☐ **Additional Comments** (municipal TIA requirements, approved variations from NCDOT guidelines)



NCDOT TIA Scoping Checklist

TIA Need
Screening

TIA
Scoping

TIA
Submittal



Agreement by All Parties

The undersigned agree to the contents and methodology described above for completing the required traffic impact analysis for the proposed development identified herein. Any changes to the above methodology contemplated by the Applicant or the TIA Consultant must be submitted to the District Engineer in writing. If approved by NCDOT, then such changes may be accepted for the TIA report. Subsequent revisions to the development plan (e.g. land use, density, site access, or schedule) may require additional scoping and analysis, and may modify the TIA requirements.

This agreement shall become effective on the date approved by NCDOT, and shall expire ____ months after the effective date or upon significant changes to the roadway network and/or development assumptions, whichever occurs first. Once expired, renewal or re-scoping will be required for subsequent TIA submittals.

APPLICANT

Chelsea Garrett
Signature

Chelsea Garrett
Print Name

5/13/2025
Date

TIA CONSULTANT

Nick Liguori
Signature

Nick Liguori
Print Name

5/13/2025
Date

LOCAL GOVERNMENT REPRESENTATIVE (If Applicable)

Signature

Print Name

Date

Email concurrence may be used in lieu of the signature.

NCDOT DISTRICT REPRESENTATIVE

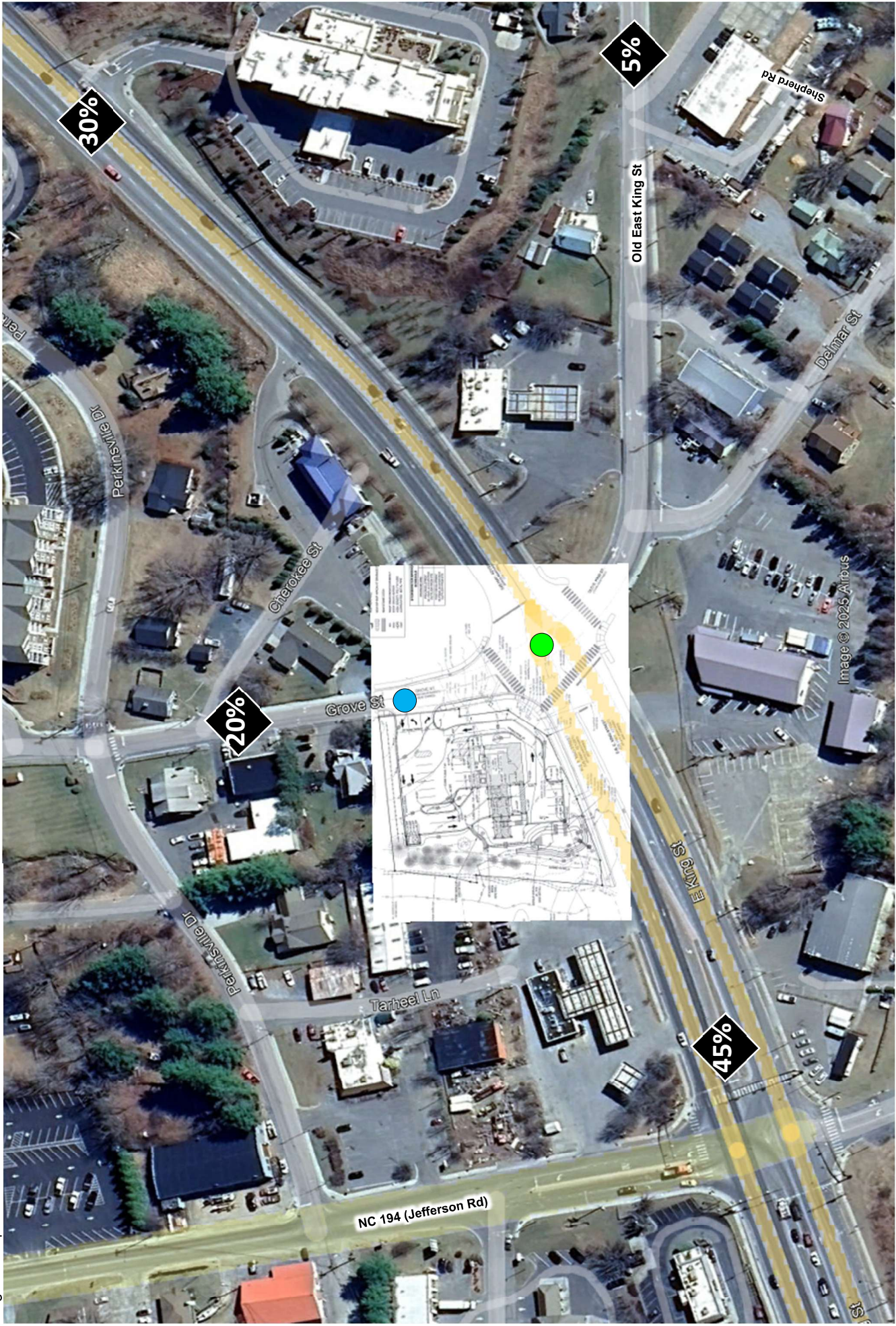
Reviewed and approved by the NCDOT Division ____ District ____ on ____.

Signature

Print Name

Email concurrence may be used in lieu of the signature.

ITE Trip Generation								
Average Weekday Driveway Volumes				24 Hour	School PM Peak Hour		Commuter PM Peak Hour	
				Two-Way				
<u>Land Use</u>	<u>ITE Land Code</u>	<u>Size</u>		<u>Volume</u>	<u>Enter</u>	<u>Exit</u>	<u>Enter</u>	<u>Exit</u>
Italian Ice / Frozen Treats Shop with Drive-thru	934*	1.485	Th.Sq.Ft. GFA	441	26	23	26	23
Total Trips				441	26	23	26	23
Notes:								
In absence of ITE data for italian ice or ice cream shop, ITE code 934 (fast-food restaurant with drive-thru) trip rates were conservatively used.								
School PM peak trip generation assumed to be equivalent to that of PM peak hour of adjacent street (commuter) traffic.								
24-hour trip generation conservatively estimated as number of hours of operation (9) times peak hour trip generation.								
Pass-by trip reduction was not applied due to lack of ITE data and to provide more conservative results.								



STUDY INTERSECTIONS:
EXISTING
PROPOSED

TRIP DISTRIBUTION



GENERAL NOTES:

1. PROPERTIES TO BE RECOMPIRED PRIOR TO CERTIFICATE OF OCCUPANCY.
2. PROPERTY IS LOCATED IN A TOWN OF BOONE CORRIDOR DISTRICT.
3. PRIOR TO ANY EXCAVATION, CONTRACTOR SHALL LOCATE ALL UNDERGROUND UTILITIES, CALL 811.
4. ALL UTILITIES SHALL BE UNDERGROUND.
5. CONTACT NEW RIVER LIGHT & POWER FOR LOCATION OF POWER (808-264-3971).
6. CONTACT ATTY FOR PHONE SERVICE (808-268-4898).
7. CONTACT C-INTER COMMUNICATIONS FOR CABLE SERVICE (808-758-5110).
8. ALL BOWHALLS WITHIN THE TOWN OF BOONE RIGHT OF WAY SHALL CONFORM TO ALL REQUIREMENTS OF SECTION 25.03 OF THE TOWN OF BOONE'S UNIFIED DEVELOPMENT ORDINANCE.
9. ALL SIDEWALKS SHALL BE CONCRETE. ALL SIDEWALKS SHALL BE USED AS SHOWN ON PLAN. 3' C&G GRASS & GUTTER SHALL BE SET IN THE ROAD RIGHT-OF-WAY.
10. PARKING SPACE DIMENSIONS ARE TO FACE OF CURB, TYP. REQUIRED TO BE BACK OF CURB, TYP.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE WATER & SEWER MAINS DURING THE CONSTRUCTION OF THIS PROJECT.
12. ALL FOOTING EQUIPMENT SHALL BE SCHEDULED OR OTHERWISE PLACED OUT OF VIEW FROM ADJACENT STREETS.
13. ALL UTILITIES INCLUDING BUT NOT LIMITED TO HVAC LINES AND METERS SHALL BE SCREENED FROM ADJACENT PROPERTIES AND PUBLIC STREETS PER SECTION 31.03.03 OF THE TOWN OF BOONE'S UNIFIED DEVELOPMENT ORDINANCE.
14. ACCESSIBLE AUTOMOBILE PARKING SPACES SHALL BE MARKED BOTH ON PAVEMENT & WITH SIGNS IN COMPLIANCE WITH THE LATEST EDITION OF THE NORTH CAROLINA ACCESSIBILITY CODE.
15. REQUIREMENTS OF SECTION 25.03 OF THE TOWN OF BOONE'S UNIFIED DEVELOPMENT ORDINANCE.
16. FENCE SHALL MEET TOWN OF BOONE MINIMUM ORDINANCE.
17. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE TOWN OF BOONE PRIOR TO THE BEGINNING OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE TOWN OF BOONE PRIOR TO THE BEGINNING OF CONSTRUCTION.

SIGNAGE NOTES:

- 6' X 8' CONCRETE PAD FOR 2 SHORT TERM AND 2 LONG TERM BICYCLE PARKING SPACES. PROVIDE WALL MOUNTED RACKS FOR HANGING BICYCLES AND SHED ROOF FOR COVER.

WATER SERVICE NOTES:

1. THE EXISTING WATER SERVICE TO THE BUILDING SHALL BE USED.
2. CONTRACTOR SHALL COORDINATE UPGRADE OF THE EXISTING WATER METER WITH APPLICABLE ISSUES AT TOWN OF BLOOMVILLE UTILITY DEPARTMENT (828-558-4200).
UPGRADE SHALL BE AT OWNER'S EXPENSE
3. A DOUBLE CHECK VALVE SHALL BE INSTALLED INSIDE THE BUILDING AT THE MAIN CUTOFF FOR BACK FLOW PROTECTION.

SEWER SERVICE NOTES:

1. THE EXISTING SEWER SERVICE AT THE BUILDING SHALL BE USED.
2. THE EXISTING SEWER SERVICE SHALL BE DEROUTED AS NECESSARY IF CONFLICTS ARISE FROM THE STORM WATER POND GRADING.

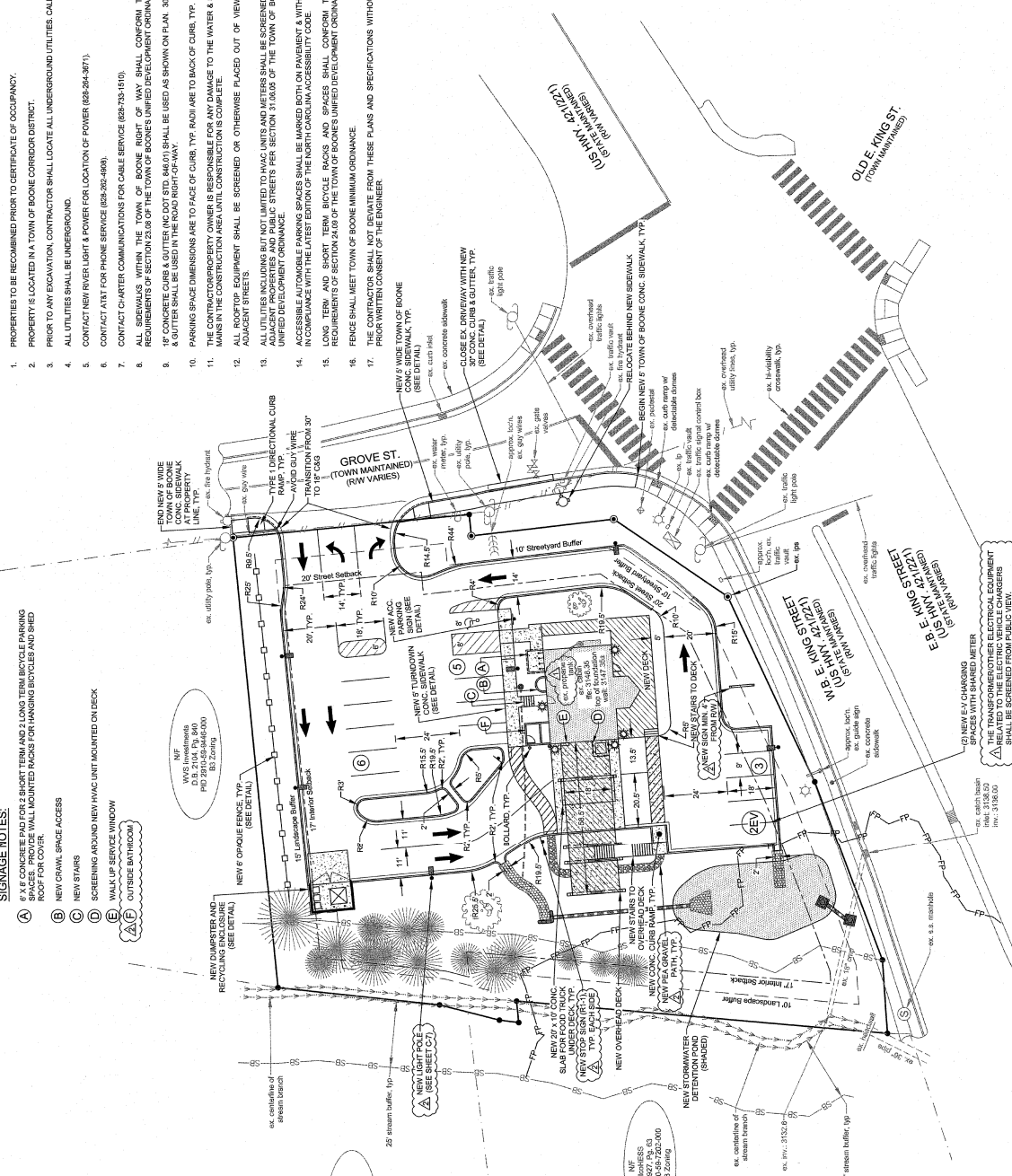
BICYCLE PARKING NOTES:

1. ALL BICYCLE PARKING FACILITIES SHALL MEET THE REQUIREMENTS OF THE TOWN OF BOACON'S UNIFIED DEVELOPMENT ORDINANCE. IN PARTICULAR, BICYCLE PARKING FACILITIES SHALL BE CONSTRUCTED OF MATERIALS OF SUFFICIENT STRENGTH TO SIGNIFICANTLY RESIST THEIR DISPLACEMENT OR REMOVAL, AND THEY SHALL BE SECURELY ANCHORED IN CONCRETE OR OTHER EQUIVALENT MATERIAL OR SYSTEM. BICYCLE PARKING FACILITIES SHALL SUPPORT BICYCLES IN A STABLE POSITION WITHOUT DAMAGE TO WHEELS, FRAME OR OTHER COMPONENTS AND ALLOW FOR THE USE OF EITHER A CABLE, U-SHAPED, OR SIMILAR LOCK TO SECURE BOTH WHEELS OF BICYCLE NO

- ## 2. EXAMPLES OF ACCEPTABLE FACILITIES:

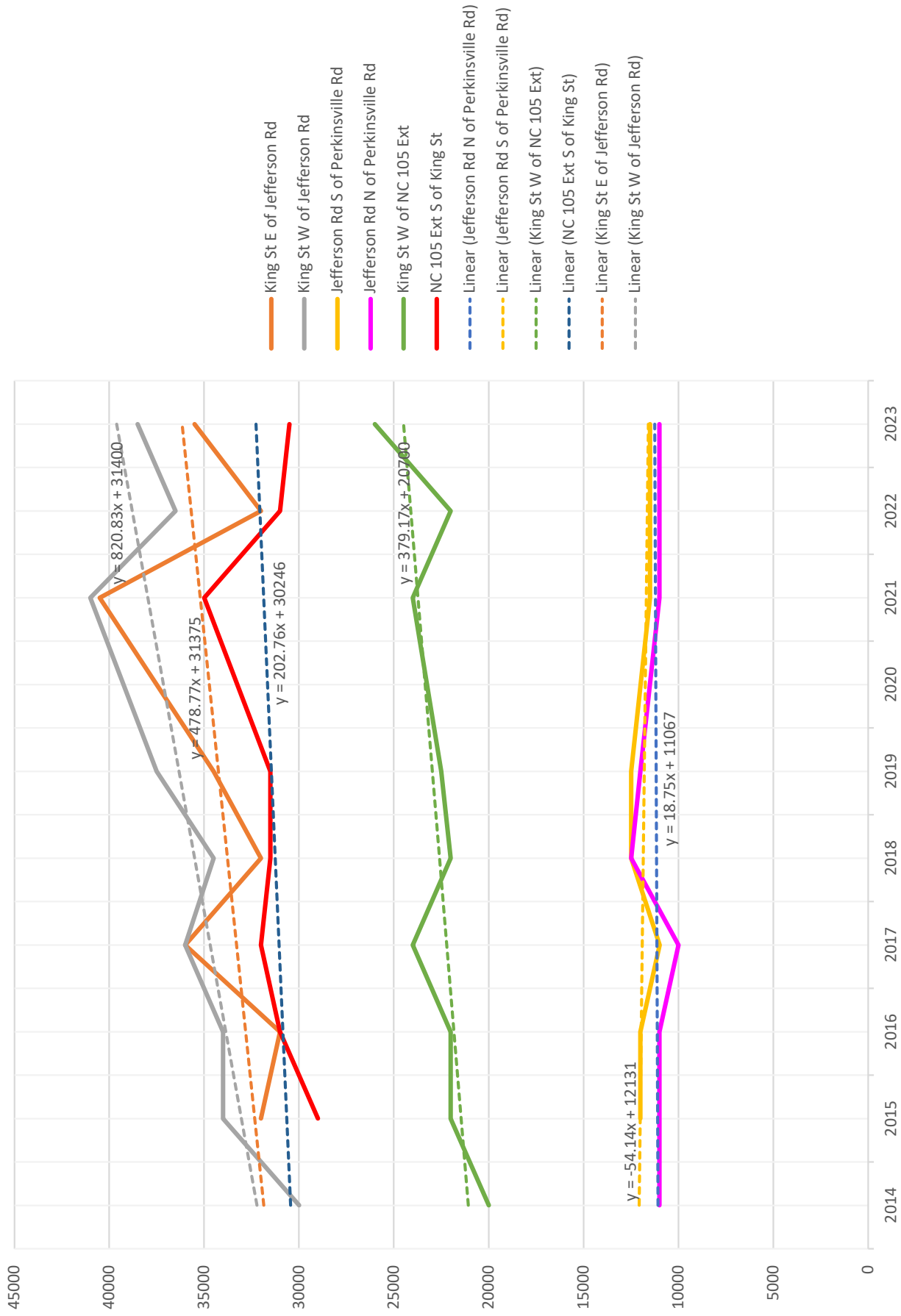
WORK WITHIN PUBLIC STREET OR SIDEWALK

31. A TRAFFIC CONTROL PLAN MUST BE SUBMITTED TO THE PUBLIC WORKS DEPARTMENT FOR ANY PROJECTS WHICH CONTAIN WORK WITHIN A PUBLIC STREET ON SIDEWALK CLOSURE.
32. THE PUBLIC RIGHT-OF-WAY MUST BE KEPT OPEN AT ALL TIMES, UNLESS OTHERWISE ORDERED BY THE PUBLIC WORKS DEPARTMENT. ANY OBSTRUCTION OF THE PUBLIC RIGHT-OF-WAY OR PUBLIC EASEMENT FOR STREETS OR SIDEWALKS MUST BE REMOVED IMMEDIATELY UPON THE COMPLETION OF THE PROJECT. THE PUBLIC WORKS DEPARTMENT, TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATOR SHALL, ON UNIFORM BASIS, PROVIDE A TRAFFIC CONTROL PLAN (SEE ATTACHED) ([HTTP://WWW.FHWA.DOT.GOV/TRAFFIC/HTM/0001.HTM](http://www.fhwa.dot.gov/traffic/htm/0001.htm)) THIS DOES NOT INCLUDE, BUT IS NOT LIMITED TO:
 21. PROVIDING COMPLETE AND PROPER SIGNAGE AND TRAFFIC CONTROL DEVICES TO ALL THE TRAVELING PUBLIC OF CONSTRUCTION
 22. ALLOW THE TRAFFIC, INCLUDING SIDEWALKS SHALL BE BACKFILLED AND TRANSFERABLE PAVED TO REMOVING ANY LAKE CLOSURE DEVICES
 23. ANY OBSTRUCTION OF THE PUBLIC RIGHT-OF-WAY OR PUBLIC EASEMENT FOR STREETS OR SIDEWALKS SHALL BE REMOVED IMMEDIATELY UPON THE COMPLETION OF THE PROJECT. THE PUBLIC WORKS DEPARTMENT SHALL BE RESTORED TO ITS ORIGINAL CONDITION.
 24. ALL CUTS OR CUTS ON STREETS AND SIDEWALKS SHALL BE BACKFILLED AND TRANSFERABLE PAVED TO REMOVING ANY LAKE CLOSURE DEVICES
 25. THE PUBLIC RIGHT-OF-WAY OR PUBLIC EASEMENT FOR STREETS OR SIDEWALKS SHALL BE REMOVED IMMEDIATELY UPON THE COMPLETION OF THE PROJECT. THE PUBLIC WORKS DEPARTMENT SHALL BE RESTORED TO ITS ORIGINAL CONDITION.
 26. ALL CUTS OR CUTS ON STREETS AND SIDEWALKS SHALL BE BACKFILLED AND TRANSFERABLE PAVED TO REMOVING ANY LAKE CLOSURE DEVICES
 27. THE PUBLIC RIGHT-OF-WAY OR PUBLIC EASEMENT FOR STREETS OR SIDEWALKS SHALL BE REMOVED IMMEDIATELY UPON THE COMPLETION OF THE PROJECT. THE PUBLIC WORKS DEPARTMENT SHALL BE RESTORED TO ITS ORIGINAL CONDITION.
 28. ALL CUTS OR CUTS ON STREETS AND SIDEWALKS SHALL BE BACKFILLED AND TRANSFERABLE PAVED TO REMOVING ANY LAKE CLOSURE DEVICES
 29. THE PUBLIC RIGHT-OF-WAY OR PUBLIC EASEMENT FOR STREETS OR SIDEWALKS SHALL BE REMOVED IMMEDIATELY UPON THE COMPLETION OF THE PROJECT. THE PUBLIC WORKS DEPARTMENT SHALL BE RESTORED TO ITS ORIGINAL CONDITION.
 30. ALL CUTS OR CUTS ON STREETS AND SIDEWALKS SHALL BE BACKFILLED AND TRANSFERABLE PAVED TO REMOVING ANY LAKE CLOSURE DEVICES



Historical AADT and Growth Rate Review						
Location	King St E of Jefferson Rd	King St W of Jefferson Rd	Jefferson Rd S of Perkinsville Rd	Jefferson Rd N of Perkinsville Rd	King St W of NC 105 Ext	NC 105 Ext S of King St
AADT Station ID	0600000304	0600000288	0600000361	0600000152	0600000109	
	NCDOT AADT Volumes by Location					
2014		30000		11000	20000	
2015	32000	34000	12000	11000	22000	29000
2016	31000	34000	12000	11000	22000	31000
2017	36000	36000	11000	10000	24000	32000
2018	32000	34500	12500	12500	22000	31500
2019	34500	37500	12500	12000	22500	31500
2020						
2021	40500	41000	11500	11000	24000	35000
2022	32000	36500	11500	11000	22000	31000
2023	35500	38500	11500	11000	26000	30500
Slope	478.77	820.83	-54.14	18.75	379.17	202.76
% Slope (Growth Rate)	1.5%	2.2%	-0.5%	0.2%	1.7%	0.7%
Average Growth Rate	1.0%					
Selected Growth Rate	2.0%					

Historical AADT Review



DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

934

LAND USE GROUP:

(900-999) Services

LAND USE:

934 - Fast-Food Restaurant with Drive-Through

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

1000 Sq. Ft. GFA

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:

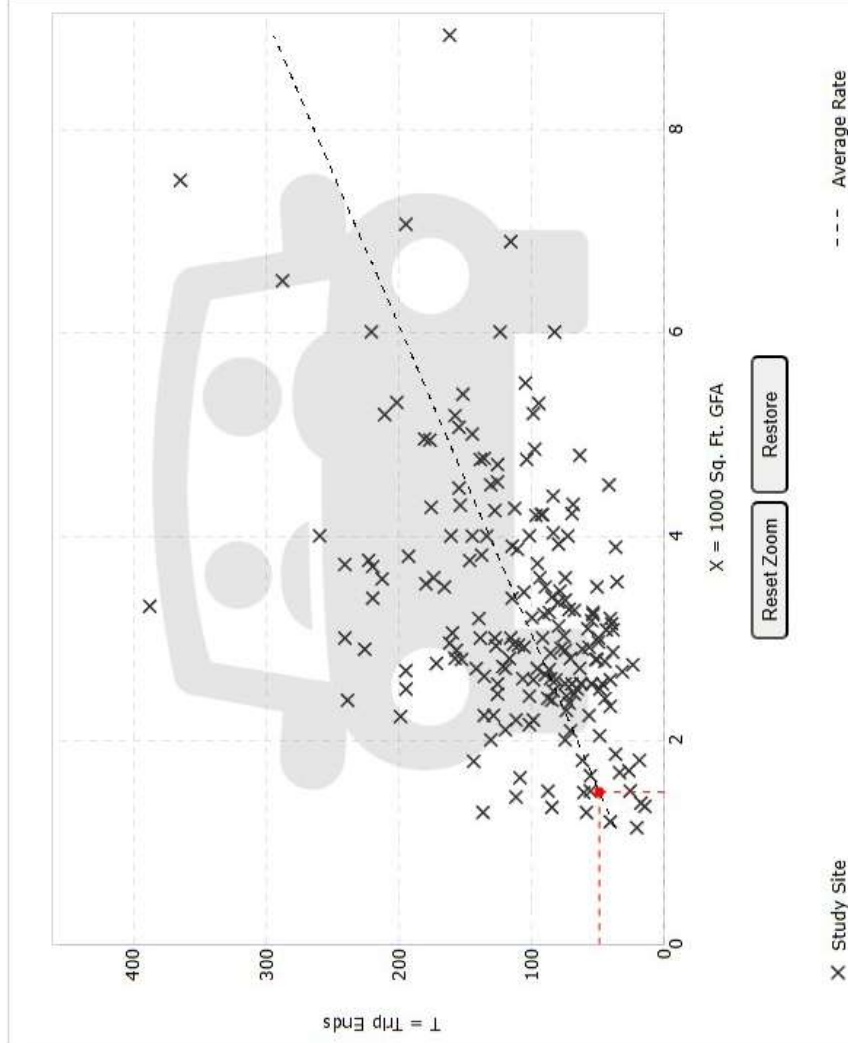
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

1.49

Calculate

Data Plot and Equation



DATA STATISTICS	
Land Use:	Fast-Food Restaurant with Drive-Through Window (934) Click for Description and Data Plots
Independent Variable:	1000 Sq. Ft. GFA
Time Period:	Weekday
	Peak Hour of Adjacent Street Traffic
	One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Trip Type:	Vehicle
Number of Studies:	190
Avg. 1000 Sq. Ft. GFA:	3
Average Rate:	33.03
Range of Rates:	8.77 - 117.22
Standard Deviation:	17.59
Fitted Curve Equation:	Not Given
R ² :	****
Directional Distribution:	52% entering, 48% exiting
Calculated Trip Ends:	Average Rate: 49 (Total), 23 (Exit)

Nick Liguori

From: Pruitt, Christopher D <cdpruitt1@ncdot.gov>
Sent: Wednesday, May 28, 2025 1:13 PM
To: Nick Liguori; Heavner, Kenneth H; Moody, Todd; Jane Shook; Stines, Justin
Cc: Chelsea Garrett; Alan Crees; Sid Greene; Sheets, Chad E
Subject: RE: [External] Jeremiah's Italian Ice - TIA scoping checklist

Nick,

As clarification on the last comment, we did not see the need to do 5-minute intervals. I would still recommend analyzing school dismissal times, but we feel 15-minute intervals would be sufficient instead of the proposed 5-minute intervals. Since counts have already been taken, you can proceed with what you have. I appreciate you getting back to us and we look forward to reviewing the TIA when that time comes.

If you need anything else, please let us know.

Thank you,

Christopher D. Pruitt
Assistant District Engineer
Division 11 - District 2
North Carolina Department of Transportation

cdpruitt1@ncdot.gov
Office #: 828-268-6030
1829 Hwy 194 N
Boone, NC 28607



Email correspondence to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties.

From: Nick Liguori <nliguori@davenportworld.com>
Sent: Wednesday, May 28, 2025 12:00 PM
To: Pruitt, Christopher D <cdpruitt1@ncdot.gov>; Heavner, Kenneth H <khheavner@ncdot.gov>; Moody, Todd <todd.moody@townofboone.net>; Jane Shook <Jane.Shook@townofboone.net>; Stines, Justin <justin.stines@townofboone.net>
Cc: Chelsea Garrett <cgarrett@dealmooseley.com>; Alan Crees <acrees@mesco.com>; Sid Greene <sid@hardincreek.co>; Sheets, Chad E <cesheets@ncdot.gov>
Subject: RE: [External] Jeremiah's Italian Ice - TIA scoping checklist

Some people who received this message don't often get email from nliguori@davenportworld.com. [Learn why this is important](#)



Level of Service Analysis

Lanes, Volumes, Timings

100: Old East King Street/Grove Street & East King Street

06/03/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1256	233	14	938	5	246	50	18	24	11	42
Future Volume (vph)	29	1256	233	14	938	5	246	50	18	24	11	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			4%			4%			6%	
Storage Length (ft)	200		0	250		0	325		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	100			0			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999			0.960			0.929	
Flt Protected	0.950			0.950			0.950				0.985	
Satd. Flow (prot)	1787	3575	1599	1734	3465	0	1734	1752	0	0	1653	0
Flt Permitted	0.216			0.120			0.737				0.904	
Satd. Flow (perm)	406	3575	1599	219	3465	0	1345	1752	0	0	1517	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			20	
Link Distance (ft)		1711			1126			1697			1069	
Travel Time (s)		33.3			21.9			33.1			36.4	
Peak Hour Factor	0.90	0.90	0.75	0.75	0.90	0.90	0.75	0.75	0.75	0.90	0.75	0.90
Adj. Flow (vph)	32	1396	311	19	1042	6	328	67	24	27	15	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1396	311	19	1048	0	328	91	0	0	89	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	26.5	26.5	26.5	16.5	16.5		13.8	13.8		34.8	34.8	
Total Split (s)	54.0	54.0	54.0	54.0	54.0		36.0	36.0		36.0	36.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	47.5	47.5	47.5	47.5	47.5		29.2	29.2		29.2	29.2	
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5		-1.8	-1.8			-1.8	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0							7.0	7.0	
Flash Dont Walk (s)	13.0	13.0	13.0							21.0	21.0	
Pedestrian Calls (#/hr)	0	0	0							0	0	
Act Effect Green (s)	53.4	53.4	53.4	53.4	53.4		26.6	26.6			26.6	
Actuated g/C Ratio	0.59	0.59	0.59	0.59	0.59		0.30	0.30			0.30	
v/c Ratio	0.13	0.66	0.33	0.15	0.51		0.83	0.18			0.20	
Control Delay	11.6	15.0	11.4	13.5	12.6		46.8	22.8			23.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	

250004 Jeremiah's Italian Ice Boone
DAV

Existing School PM Peak
Page 1

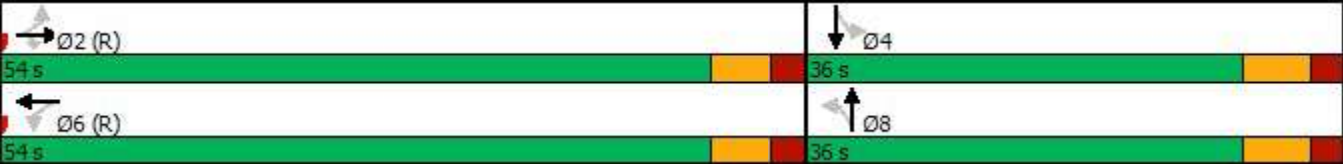
Lanes, Volumes, Timings
100: Old East King Street/Grove Street & East King Street

06/03/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	11.6	15.0	11.4	13.5	12.6		46.8	22.8			23.3	
LOS	B	B	B	B	B		D	C			C	
Approach Delay		14.3			12.6			41.6			23.3	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	8	269	87	5	176		168	37			37	
Queue Length 95th (ft)	25	373	117	15	249		200	57			57	
Internal Link Dist (ft)		1631			1046			1617			989	
Turn Bay Length (ft)	200			250			325					
Base Capacity (vph)	240	2120	948	130	2055		463	603			522	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.13	0.66	0.33	0.15	0.51		0.71	0.15			0.17	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 100: Old East King Street/Grove Street & East King Street



Lanes, Volumes, Timings

100: Old East King Street/Grove Street & East King Street

06/03/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1281	238	14	957	5	251	51	18	24	11	43
Future Volume (vph)	30	1281	238	14	957	5	251	51	18	24	11	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			4%			4%			6%	
Storage Length (ft)	200		0	250		0	325		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	100			0			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999			0.961			0.928	
Flt Protected	0.950			0.950			0.950				0.985	
Satd. Flow (prot)	1787	3575	1599	1734	3465	0	1734	1754	0	0	1652	0
Flt Permitted	0.208			0.112			0.735				0.904	
Satd. Flow (perm)	391	3575	1599	204	3465	0	1342	1754	0	0	1516	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			20	
Link Distance (ft)		1711			1126			1697			1069	
Travel Time (s)		33.3			21.9			33.1			36.4	
Peak Hour Factor	0.90	0.90	0.75	0.75	0.90	0.90	0.75	0.75	0.75	0.90	0.75	0.90
Adj. Flow (vph)	33	1423	317	19	1063	6	335	68	24	27	15	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	1423	317	19	1069	0	335	92	0	0	90	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	27.0	27.0	27.0	17.0	17.0		14.0	14.0		35.0	35.0	
Total Split (s)	54.0	54.0	54.0	54.0	54.0		36.0	36.0		36.0	36.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	47.0	47.0	47.0	47.0	47.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0			-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0							7.0	7.0	
Flash Dont Walk (s)	13.0	13.0	13.0							21.0	21.0	
Pedestrian Calls (#/hr)	0	0	0							0	0	
Act Effect Green (s)	52.9	52.9	52.9	52.9	52.9		27.1	27.1			27.1	
Actuated g/C Ratio	0.59	0.59	0.59	0.59	0.59		0.30	0.30			0.30	
v/c Ratio	0.14	0.68	0.34	0.16	0.52		0.83	0.17			0.20	
Control Delay	11.9	15.6	11.7	14.2	12.9		47.1	22.6			23.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	

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DAV

FNB School PM Peak
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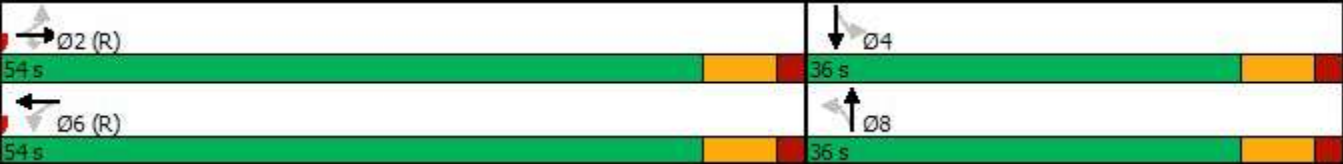
Lanes, Volumes, Timings
100: Old East King Street/Grove Street & East King Street

06/03/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	11.9	15.6	11.7	14.2	12.9		47.1	22.6			23.1	
LOS	B	B	B	B	B		D	C			C	
Approach Delay		14.8			13.0			41.8			23.1	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	8	284	90	5	186		171	37			37	
Queue Length 95th (ft)	26	385	120	15	256		205	58			58	
Internal Link Dist (ft)		1631			1046			1617			989	
Turn Bay Length (ft)	200			250			325					
Base Capacity (vph)	229	2102	940	120	2038		462	604			522	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.14	0.68	0.34	0.16	0.52		0.73	0.15			0.17	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 17.9	Intersection LOS: B
Intersection Capacity Utilization 64.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 100: Old East King Street/Grove Street & East King Street



Lanes, Volumes, Timings

100: Old East King Street/Grove Street & East King Street

06/03/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	1281	238	14	957	13	251	52	18	31	12	53
Future Volume (vph)	42	1281	238	14	957	13	251	52	18	31	12	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			4%			4%			6%	
Storage Length (ft)	200		0	250		0	325		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	100			0			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.961			0.927	
Flt Protected	0.950			0.950			0.950				0.985	
Satd. Flow (prot)	1787	3575	1599	1734	3461	0	1734	1754	0	0	1650	0
Flt Permitted	0.203			0.110			0.706				0.895	
Satd. Flow (perm)	382	3575	1599	201	3461	0	1289	1754	0	0	1499	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			20	
Link Distance (ft)		1711			1126			1697			210	
Travel Time (s)		33.3			21.9			33.1			7.2	
Peak Hour Factor	0.90	0.90	0.75	0.75	0.90	0.90	0.75	0.75	0.75	0.90	0.75	0.90
Adj. Flow (vph)	47	1423	317	19	1063	14	335	69	24	34	16	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	1423	317	19	1077	0	335	93	0	0	109	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	27.4	27.4	27.4	17.4	17.4		14.3	14.3		35.3	35.3	
Total Split (s)	54.0	54.0	54.0	54.0	54.0		36.0	36.0		36.0	36.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	47.0	47.0	47.0	47.0	47.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0			-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0							7.0	7.0	
Flash Dont Walk (s)	13.0	13.0	13.0							21.0	21.0	
Pedestrian Calls (#/hr)	0	0	0							0	0	
Act Effect Green (s)	52.4	52.4	52.4	52.4	52.4		27.6	27.6			27.6	
Actuated g/C Ratio	0.58	0.58	0.58	0.58	0.58		0.31	0.31			0.31	
v/c Ratio	0.21	0.68	0.34	0.16	0.53		0.85	0.17			0.24	
Control Delay	13.5	16.0	11.9	14.5	13.3		49.3	22.4			23.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	

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DAV

Future Build School PM Peak
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Lanes, Volumes, Timings

100: Old East King Street/Grove Street & East King Street

06/03/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	13.5	16.0	11.9	14.5	13.3		49.3	22.4			23.5	
LOS	B	B	B	B	B		D	C			C	
Approach Delay		15.2			13.3			43.4			23.5	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	13	293	93	5	193		170	37			44	
Queue Length 95th (ft)	36	385	120	15	258		209	58			68	
Internal Link Dist (ft)		1631			1046			1617			130	
Turn Bay Length (ft)	200			250			325					
Base Capacity (vph)	222	2080	930	116	2014		443	604			516	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.21	0.68	0.34	0.16	0.53		0.76	0.15			0.21	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 18.4

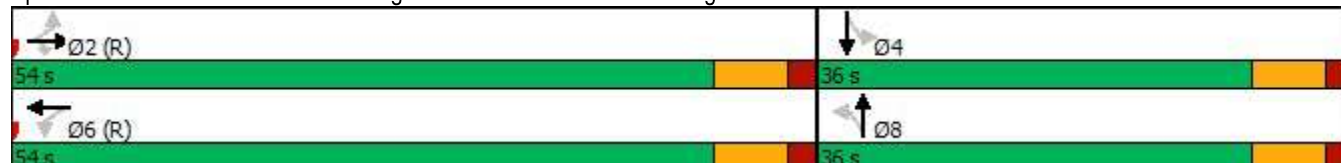
Intersection LOS: B

Intersection Capacity Utilization 64.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 100: Old East King Street/Grove Street & East King Street



Lanes, Volumes, Timings

200: Grove Street

06/03/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Volume (vph)	5	18	21	86	79	5
Future Volume (vph)	5	18	21	86	79	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			0%	6%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896				0.991	
Flt Protected	0.989			0.990		
Satd. Flow (prot)	1684	0	0	1851	1793	0
Flt Permitted	0.989			0.990		
Satd. Flow (perm)	1684	0	0	1851	1793	0
Link Speed (mph)	30			30	20	
Link Distance (ft)	106			210	1074	
Travel Time (s)	2.4			4.8	36.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	6	20	23	96	88	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	119	94	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 22.4% ICU Level of Service A

Analysis Period (min) 15

HCM 6th TWSC

200: Grove Street

06/03/2025

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	18	21	86	79	5
Future Vol, veh/h	5	18	21	86	79	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	6	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	6	20	23	96	88	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	233	91	94	0	-	0
Stage 1	91	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	760	972	1513	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	748	972	1513	-	-	-
Mov Cap-2 Maneuver	748	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.1	1.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1513	-	913	-	-	
HCM Lane V/C Ratio	0.015	-	0.028	-	-	
HCM Control Delay (s)	7.4	0	9.1	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Lanes, Volumes, Timings

100: Old East King Street/Grove Street & East King Street

07/01/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	1281	238	14	957	13	251	52	18	31	12	58
Future Volume (vph)	42	1281	238	14	957	13	251	52	18	31	12	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			4%			4%			6%	
Storage Length (ft)	200		0	250		0	325		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	100			0			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.961			0.924	
Flt Protected	0.950			0.950			0.950				0.985	
Satd. Flow (prot)	1787	3575	1599	1734	3461	0	1734	1754	0	0	1644	0
Flt Permitted	0.203			0.109			0.699				0.899	
Satd. Flow (perm)	382	3575	1599	199	3461	0	1276	1754	0	0	1501	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			20	
Link Distance (ft)		1711			1126			1697			210	
Travel Time (s)		33.3			21.9			33.1			7.2	
Peak Hour Factor	0.90	0.90	0.75	0.75	0.90	0.90	0.75	0.75	0.75	0.90	0.75	0.90
Adj. Flow (vph)	47	1423	317	19	1063	14	335	69	24	34	16	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	1423	317	19	1077	0	335	93	0	0	114	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	27.4	27.4	27.4	17.4	17.4		14.3	14.3		35.3	35.3	
Total Split (s)	54.0	54.0	54.0	54.0	54.0		36.0	36.0		36.0	36.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	47.0	47.0	47.0	47.0	47.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0			-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0							7.0	7.0	
Flash Dont Walk (s)	13.0	13.0	13.0							21.0	21.0	
Pedestrian Calls (#/hr)	0	0	0							0	0	
Act Effect Green (s)	52.2	52.2	52.2	52.2	52.2		27.8	27.8			27.8	
Actuated g/C Ratio	0.58	0.58	0.58	0.58	0.58		0.31	0.31			0.31	
v/c Ratio	0.21	0.69	0.34	0.17	0.54		0.85	0.17			0.25	
Control Delay	13.6	16.1	12.0	14.6	13.4		49.8	22.3			23.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	

250004 Jeremiah's Italian Ice Boone
DAV

Future Build with Rerouting School PM Peak
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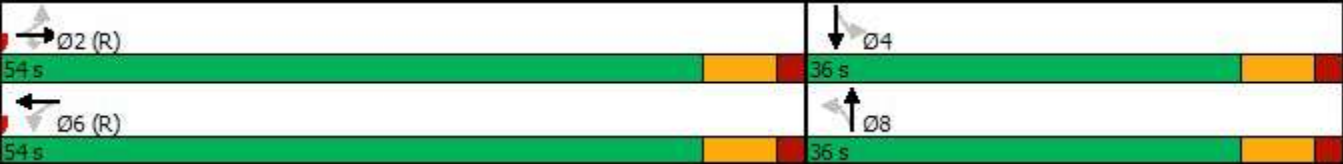
Lanes, Volumes, Timings
100: Old East King Street/Grove Street & East King Street

07/01/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	13.6	16.1	12.0	14.6	13.4		49.8	22.3			23.6	
LOS	B	B	B	B	B		D	C			C	
Approach Delay		15.3			13.4			43.8			23.6	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	13	295	94	5	195		170	37			46	
Queue Length 95th (ft)	36	385	120	15	258		210	58			70	
Internal Link Dist (ft)		1631			1046			1617			130	
Turn Bay Length (ft)	200			250			325					
Base Capacity (vph)	221	2075	928	115	2009		439	604			517	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.21	0.69	0.34	0.17	0.54		0.76	0.15			0.22	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 18.5	Intersection LOS: B
Intersection Capacity Utilization 64.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 100: Old East King Street/Grove Street & East King Street



Lanes, Volumes, Timings
200: Grove Street

07/01/2025

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	23	21	86	79	5
Future Volume (vph)	0	23	21	86	79	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			0%	6%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.991	
Flt Protected				0.990		
Satd. Flow (prot)	0	1644	0	1851	1793	0
Flt Permitted				0.990		
Satd. Flow (perm)	0	1644	0	1851	1793	0
Link Speed (mph)	30			30	20	
Link Distance (ft)	106			210	1074	
Travel Time (s)	2.4			4.8	36.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	0	26	23	96	88	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	26	0	119	94	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.7%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC

200: Grove Street

07/01/2025

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	23	21	86	79	5
Future Vol, veh/h	0	23	21	86	79	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	6	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	26	23	96	88	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	91	94	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	972	1513	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	972	1513	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.8	1.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1513	-	972	-	-	
HCM Lane V/C Ratio	0.015	-	0.026	-	-	
HCM Control Delay (s)	7.4	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Lanes, Volumes, Timings

100: Old East King Street/Grove Street & East King Street

06/03/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	1471	222	8	1090	9	184	26	21	25	8	40
Future Volume (vph)	33	1471	222	8	1090	9	184	26	21	25	8	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			4%			4%			6%	
Storage Length (ft)	200		0	250		0	325		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	100			0			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999			0.934			0.927	
Flt Protected	0.950			0.950			0.950				0.983	
Satd. Flow (prot)	1787	3575	1599	1734	3465	0	1734	1705	0	0	1646	0
Flt Permitted	0.186			0.096			0.747				0.892	
Satd. Flow (perm)	350	3575	1599	175	3465	0	1364	1705	0	0	1494	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			20	
Link Distance (ft)		1711			1126			1697			1069	
Travel Time (s)		33.3			21.9			33.1			36.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	37	1634	247	9	1211	10	204	29	23	28	9	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	1634	247	9	1221	0	204	52	0	0	81	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	26.5	26.5	26.5	16.5	16.5		13.8	13.8		34.8	34.8	
Total Split (s)	54.0	54.0	54.0	54.0	54.0		36.0	36.0		36.0	36.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	47.5	47.5	47.5	47.5	47.5		29.2	29.2		29.2	29.2	
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.4	2.4	2.4	2.4	2.4		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5		-1.8	-1.8			-1.8	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0							7.0	7.0	
Flash Dont Walk (s)	13.0	13.0	13.0							21.0	21.0	
Pedestrian Calls (#/hr)	0	0	0							0	0	
Act Effect Green (s)	60.3	60.3	60.3	60.3	60.3		19.7	19.7			19.7	
Actuated g/C Ratio	0.67	0.67	0.67	0.67	0.67		0.22	0.22			0.22	
v/c Ratio	0.16	0.68	0.23	0.08	0.53		0.69	0.14			0.25	
Control Delay	9.3	12.0	7.5	9.2	9.5		43.5	26.7			28.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	

250004 Jeremiah's Italian Ice Boone
DAV

Existing Commuter PM Peak
Page 1

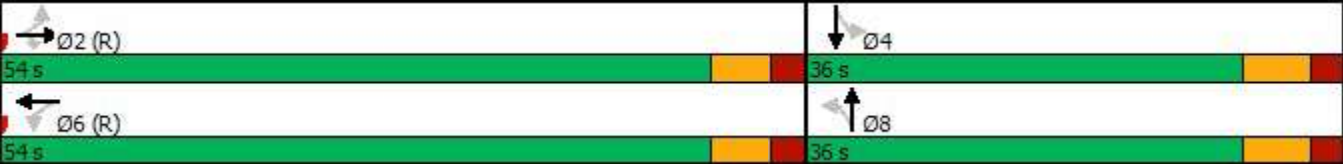
Lanes, Volumes, Timings
100: Old East King Street/Grove Street & East King Street

06/03/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	9.3	12.0	7.5	9.2	9.5		43.5	26.7			28.9	
LOS	A	B	A	A	A		D	C			C	
Approach Delay		11.3			9.4			40.1			28.9	
Approach LOS		B			A			D			C	
Queue Length 50th (ft)	7	261	48	2	163		107	24			38	
Queue Length 95th (ft)	26	437	104	10	276		164	48			70	
Internal Link Dist (ft)		1631			1046			1617			989	
Turn Bay Length (ft)	200			250			325					
Base Capacity (vph)	234	2397	1072	117	2323		469	587			514	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.16	0.68	0.23	0.08	0.53		0.43	0.09			0.16	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 13.2	Intersection LOS: B
Intersection Capacity Utilization 65.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 100: Old East King Street/Grove Street & East King Street



Lanes, Volumes, Timings

100: Old East King Street/Grove Street & East King Street

06/03/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	1500	226	8	1112	9	188	27	21	26	8	41
Future Volume (vph)	34	1500	226	8	1112	9	188	27	21	26	8	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			4%			4%			6%	
Storage Length (ft)	200		0	250		0	325		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	100			0			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999			0.935			0.926	
Flt Protected	0.950			0.950			0.950				0.983	
Satd. Flow (prot)	1787	3575	1599	1734	3465	0	1734	1707	0	0	1645	0
Flt Permitted	0.178			0.088			0.741				0.891	
Satd. Flow (perm)	335	3575	1599	161	3465	0	1353	1707	0	0	1491	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			20	
Link Distance (ft)		1711			1126			1697			1069	
Travel Time (s)		33.3			21.9			33.1			36.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	38	1667	251	9	1236	10	209	30	23	29	9	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	1667	251	9	1246	0	209	53	0	0	84	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	27.0	27.0	27.0	17.0	17.0		14.0	14.0		35.0	35.0	
Total Split (s)	54.0	54.0	54.0	54.0	54.0		36.0	36.0		36.0	36.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	47.0	47.0	47.0	47.0	47.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0			-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0							7.0	7.0	
Flash Dont Walk (s)	13.0	13.0	13.0							21.0	21.0	
Pedestrian Calls (#/hr)	0	0	0							0	0	
Act Effect Green (s)	59.7	59.7	59.7	59.7	59.7		20.3	20.3			20.3	
Actuated g/C Ratio	0.66	0.66	0.66	0.66	0.66		0.23	0.23			0.23	
v/c Ratio	0.17	0.70	0.24	0.08	0.54		0.69	0.14			0.25	
Control Delay	10.0	12.8	7.8	10.0	10.0		42.9	26.2			28.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	

250004 Jeremiah's Italian Ice Boone
DAV

FNB Commuter PM Peak
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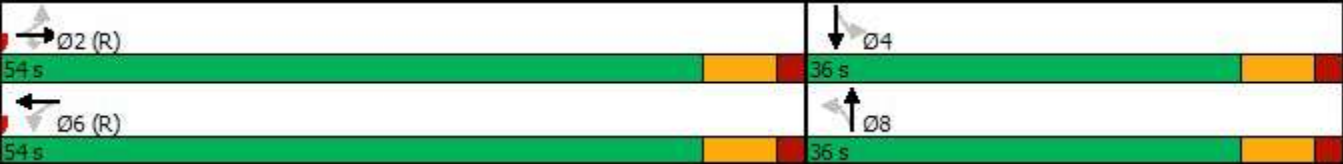
Lanes, Volumes, Timings
100: Old East King Street/Grove Street & East King Street

06/03/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	10.0	12.8	7.8	10.0	10.0		42.9	26.2			28.5	
LOS	A	B	A	A	A		D	C			C	
Approach Delay		12.1			10.0			39.5			28.5	
Approach LOS		B			A			D			C	
Queue Length 50th (ft)	7	277	50	2	173		109	24			39	
Queue Length 95th (ft)	28	463	108	10	291		165	49			70	
Internal Link Dist (ft)		1631			1046			1617			989	
Turn Bay Length (ft)	200			250			325					
Base Capacity (vph)	222	2373	1061	106	2299		466	587			513	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.17	0.70	0.24	0.08	0.54		0.45	0.09			0.16	

Intersection Summary	
Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.70
Intersection Signal Delay:	13.7
Intersection LOS:	B
Intersection Capacity Utilization	66.9%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 100: Old East King Street/Grove Street & East King Street



Lanes, Volumes, Timings

100: Old East King Street/Grove Street & East King Street

06/03/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	1500	226	8	1112	17	188	28	21	33	9	51
Future Volume (vph)	46	1500	226	8	1112	17	188	28	21	33	9	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			4%			4%			6%	
Storage Length (ft)	200		0	250		0	325		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	100			0			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.936			0.926	
Flt Protected	0.950			0.950			0.950				0.983	
Satd. Flow (prot)	1787	3575	1599	1734	3461	0	1734	1709	0	0	1645	0
Flt Permitted	0.174			0.086			0.702				0.882	
Satd. Flow (perm)	327	3575	1599	157	3461	0	1281	1709	0	0	1476	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			20	
Link Distance (ft)		1711			1126			1697			210	
Travel Time (s)		33.3			21.9			33.1			7.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	51	1667	251	9	1236	19	209	31	23	37	10	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	1667	251	9	1255	0	209	54	0	0	104	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	27.4	27.4	27.4	17.4	17.4		14.3	14.3		35.3	35.3	
Total Split (s)	54.0	54.0	54.0	54.0	54.0		36.0	36.0		36.0	36.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	47.0	47.0	47.0	47.0	47.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0			-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0							7.0	7.0	
Flash Dont Walk (s)	13.0	13.0	13.0							21.0	21.0	
Pedestrian Calls (#/hr)	0	0	0							0	0	
Act Effect Green (s)	59.2	59.2	59.2	59.2	59.2		20.8	20.8			20.8	
Actuated g/C Ratio	0.66	0.66	0.66	0.66	0.66		0.23	0.23			0.23	
v/c Ratio	0.24	0.71	0.24	0.09	0.55		0.71	0.14			0.30	
Control Delay	11.9	13.3	8.1	10.5	10.4		44.1	25.7			29.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	

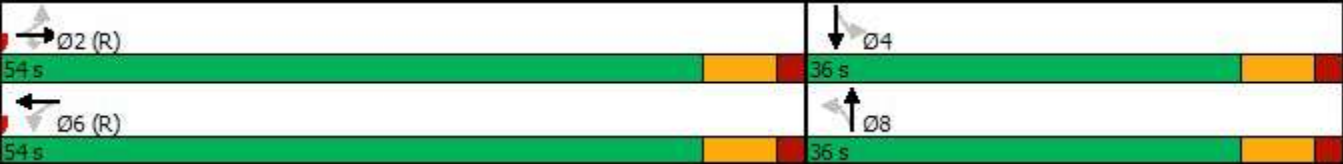
Lanes, Volumes, Timings
100: Old East King Street/Grove Street & East King Street

06/03/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	11.9	13.3	8.1	10.5	10.4		44.1	25.7			29.1	
LOS	B	B	A	B	B		D	C			C	
Approach Delay		12.6			10.4			40.3			29.1	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	11	284	52	2	178		109	24			49	
Queue Length 95th (ft)	39	475	111	11	303		166	48			83	
Internal Link Dist (ft)		1631			1046			1617			130	
Turn Bay Length (ft)	200			250			325					
Base Capacity (vph)	215	2351	1051	103	2276		441	588			508	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.24	0.71	0.24	0.09	0.55		0.47	0.09			0.20	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 14.3	Intersection LOS: B
Intersection Capacity Utilization 66.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 100: Old East King Street/Grove Street & East King Street



Lanes, Volumes, Timings

200: Grove Street

06/03/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	18	21	69	74	5
Future Volume (vph)	5	18	21	69	74	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			0%	6%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896				0.991	
Flt Protected	0.989			0.989		
Satd. Flow (prot)	1684	0	0	1851	1793	0
Flt Permitted	0.989			0.989		
Satd. Flow (perm)	1684	0	0	1851	1793	0
Link Speed (mph)	30			30	20	
Link Distance (ft)	106			210	1074	
Travel Time (s)	2.4			4.8	36.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	6	20	23	77	82	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	0	100	88	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 21.5% ICU Level of Service A

Analysis Period (min) 15

HCM 6th TWSC

200: Grove Street

06/03/2025

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	18	21	69	74	5
Future Vol, veh/h	5	18	21	69	74	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	6	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	6	20	23	77	82	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	208	85	88	0	-	0
Stage 1	85	-	-	-	-	-
Stage 2	123	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	785	980	1520	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	772	980	1520	-	-	-
Mov Cap-2 Maneuver	772	-	-	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9	1.7		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1520	-	926	-	-	
HCM Lane V/C Ratio	0.015	-	0.028	-	-	
HCM Control Delay (s)	7.4	0	9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Lanes, Volumes, Timings

7:

07/01/2025

Lane Group	WBR	SBL	SBR	SEL
Lane Configurations				
Traffic Volume (vph)	0	13	0	13
Future Volume (vph)	0	13	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00
Fr t				
Flt Protected		0.950		0.950
Satd. Flow (prot)	0	1805	0	1805
Flt Permitted		0.950		0.950
Satd. Flow (perm)	0	1805	0	1805
Link Speed (mph)	10	10		10
Link Distance (ft)	287	108		113
Travel Time (s)	19.6	7.4		7.7
Peak Hour Factor	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%
Adj. Flow (vph)	0	14	0	14
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	14	0	14
Sign Control	Free	Free		Stop
Intersection Summary				
Area Type:	Other			
Control Type:	Unsignalized			
Intersection Capacity Utilization	13.3%		ICU Level of Service A	
Analysis Period (min)	15			

Lanes, Volumes, Timings

8: Right drive-thru lane

07/01/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	13
Future Volume (vph)	0	0	0	0	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frnt						
Flt Protected						
Satd. Flow (prot)	1900	0	0	0	0	1900
Flt Permitted						
Satd. Flow (perm)	1900	0	0	0	0	1900
Right Turn on Red	No	No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	10		10			10
Link Distance (ft)	117		113			304
Travel Time (s)	8.0		7.7			20.7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	0	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	14
Turn Type	Prot					NA
Protected Phases	8					6
Permitted Phases						
Minimum Split (s)	12.0					8.0
Total Split (s)	176.0					8.0
Total Split (%)	95.7%					4.3%
Maximum Green (s)	169.0					1.0
Yellow Time (s)	5.0					5.0
All-Red Time (s)	2.0					2.0
Lost Time Adjust (s)	-2.0					-2.0
Total Lost Time (s)	5.0					5.0
Lead/Lag						
Lead-Lag Optimize?						
Act Effect Green (s)						3.0
Actuated g/C Ratio						0.02
v/c Ratio						0.47
Control Delay						132.5
Queue Delay						0.0
Total Delay						132.5
LOS						F
Approach Delay						132.5
Approach LOS						F
Queue Length 50th (ft)						17
Queue Length 95th (ft)						#54
Internal Link Dist (ft)	37		33			224
Turn Bay Length (ft)						
Base Capacity (vph)						30
Starvation Cap Reductn						0
Spillback Cap Reductn						0

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Lanes, Volumes, Timings
8: Right drive-thru lane

07/01/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Storage Cap Reductn						0
Reduced v/c Ratio						0.47

Intersection Summary	
Area Type:	Other
Cycle Length:	184
Actuated Cycle Length:	184
Offset:	90 (49%), Referenced to phase 2: and 6:SBT, Start of Green
Natural Cycle:	40
Control Type:	Pretimed
Maximum v/c Ratio:	0.47
Intersection Signal Delay:	132.5
Intersection LOS:	F
Intersection Capacity Utilization	7.5%
ICU Level of Service	A
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 8: Right drive-thru lane



Lanes, Volumes, Timings

9: Left drive-thru lane & Right drive-thru lane

07/01/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations					↑	↗		↗		
Traffic Volume (vph)	0	0	0	0	13	13	0	26	0	0
Future Volume (vph)	0	0	0	0	13	13	0	26	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.865		
Flt Protected										
Satd. Flow (prot)	0	0	0	0	1900	1615	0	1644	0	0
Flt Permitted										
Satd. Flow (perm)	0	0	0	0	1900	1615	0	1644	0	0
Link Speed (mph)		10			10		10		10	
Link Distance (ft)		189			106		287		304	
Travel Time (s)		12.9			7.2		19.6		20.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	0	14	14	0	29	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	0	14	14	0	29	0	0
Sign Control		Stop			Free		Free		Stop	
Intersection Summary										
Area Type:	Other									
Control Type:	Unsignalized									
Intersection Capacity Utilization	15.8%				ICU Level of Service A					
Analysis Period (min)	15									

Lanes, Volumes, Timings

10: Left drive-thru lane

07/01/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↖	
Traffic Volume (vph)	0	0	0	0	13	0
Future Volume (vph)	0	0	0	0	13	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frnt						
Flt Protected						
Satd. Flow (prot)	0	1863	0	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1863	0	0	1863	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	117			108	189	
Travel Time (s)	2.7			2.5	4.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	0	14	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	14	0
Turn Type		Perm			NA	
Protected Phases					6	
Permitted Phases		4				
Minimum Split (s)		12.0			8.0	
Total Split (s)		176.0			8.0	
Total Split (%)		95.7%			4.3%	
Maximum Green (s)		169.0			1.0	
Yellow Time (s)		5.0			5.0	
All-Red Time (s)		2.0			2.0	
Lost Time Adjust (s)		-2.0			-2.0	
Total Lost Time (s)		5.0			5.0	
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)					3.0	
Actuated g/C Ratio					0.02	
v/c Ratio					0.47	
Control Delay					132.5	
Queue Delay					0.0	
Total Delay					132.5	
LOS					F	
Approach Delay					132.5	
Approach LOS					F	
Queue Length 50th (ft)					17	
Queue Length 95th (ft)					#55	
Internal Link Dist (ft)	37			28	109	
Turn Bay Length (ft)						
Base Capacity (vph)					30	
Starvation Cap Reductn					0	
Spillback Cap Reductn					0	
Storage Cap Reductn					0	

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Lanes, Volumes, Timings
10: Left drive-thru lane

07/01/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Reduced v/c Ratio	0.47					
Intersection Summary						
Area Type:	Other					
Cycle Length: 184						
Actuated Cycle Length: 184						
Offset: 0 (0%), Referenced to phase 6:SBT, Start of Green						
Natural Cycle: 40						
Control Type: Pretimed						
Maximum v/c Ratio: 0.47						
Intersection Signal Delay: 132.5				Intersection LOS: F		
Intersection Capacity Utilization 15.8%				ICU Level of Service A		
Analysis Period (min) 15						
# 95th percentile volume exceeds capacity, queue may be longer.						
Queue shown is maximum after two cycles.						

Splits and Phases: 10: Left drive-thru lane



Lanes, Volumes, Timings

100: Old East King Street/Grove Street & East King Street

07/01/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	1500	226	8	1112	17	188	28	21	33	9	56
Future Volume (vph)	46	1500	226	8	1112	17	188	28	21	33	9	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			4%			4%			6%	
Storage Length (ft)	200		0	250		0	325		0	0		0
Storage Lanes	1		1	1		0	1		0	0		0
Taper Length (ft)	100			0			100			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.936			0.923	
Flt Protected	0.950			0.950			0.950				0.983	
Satd. Flow (prot)	1787	3575	1599	1734	3461	0	1734	1709	0	0	1639	0
Flt Permitted	0.174			0.086			0.693				0.887	
Satd. Flow (perm)	327	3575	1599	157	3461	0	1265	1709	0	0	1479	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			20	
Link Distance (ft)		1711			1126			1697			210	
Travel Time (s)		33.3			21.9			33.1			7.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	51	1667	251	9	1236	19	209	31	23	37	10	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	1667	251	9	1255	0	209	54	0	0	109	0
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	27.4	27.4	27.4	17.4	17.4		14.3	14.3		35.3	35.3	
Total Split (s)	54.0	54.0	54.0	54.0	54.0		36.0	36.0		36.0	36.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	47.0	47.0	47.0	47.0	47.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0			-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max		None	None		None	None	
Walk Time (s)	7.0	7.0	7.0							7.0	7.0	
Flash Dont Walk (s)	13.0	13.0	13.0							21.0	21.0	
Pedestrian Calls (#/hr)	0	0	0							0	0	
Act Effect Green (s)	59.1	59.1	59.1	59.1	59.1		20.9	20.9			20.9	
Actuated g/C Ratio	0.66	0.66	0.66	0.66	0.66		0.23	0.23			0.23	
v/c Ratio	0.24	0.71	0.24	0.09	0.55		0.71	0.14			0.32	
Control Delay	12.0	13.4	8.2	10.6	10.5		44.4	25.5			29.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	

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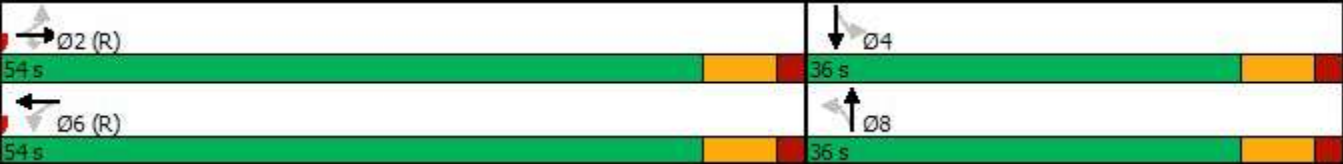
Lanes, Volumes, Timings
100: Old East King Street/Grove Street & East King Street

07/01/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	12.0	13.4	8.2	10.6	10.5		44.4	25.5			29.3	
LOS	B	B	A	B	B		D	C			C	
Approach Delay		12.7			10.5			40.5			29.3	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	11	285	52	2	180		110	24			51	
Queue Length 95th (ft)	40	477	112	11	304		166	48			87	
Internal Link Dist (ft)		1631			1046			1617			130	
Turn Bay Length (ft)	200			250			325					
Base Capacity (vph)	214	2345	1049	103	2271		435	588			509	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.24	0.71	0.24	0.09	0.55		0.48	0.09			0.21	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 14.4	Intersection LOS: B
Intersection Capacity Utilization 66.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 100: Old East King Street/Grove Street & East King Street



Lanes, Volumes, Timings
200: Grove Street

07/01/2025

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	23	21	69	74	5
Future Volume (vph)	0	23	21	69	74	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			0%	6%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.991	
Flt Protected				0.989		
Satd. Flow (prot)	0	1644	0	1851	1793	0
Flt Permitted				0.989		
Satd. Flow (perm)	0	1644	0	1851	1793	0
Link Speed (mph)	30			30	20	
Link Distance (ft)	106			210	1074	
Travel Time (s)	2.4			4.8	36.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	0	26	23	77	82	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	26	0	100	88	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.8%			ICU Level of Service A		
Analysis Period (min)	15					

HCM 6th TWSC

200: Grove Street

07/01/2025

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	23	21	69	74	5
Future Vol, veh/h	0	23	21	69	74	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	6	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	26	23	77	82	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	85	88	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	980	1520	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	980	1520	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.8	1.7		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1520	-	980	-	-	
HCM Lane V/C Ratio	0.015	-	0.026	-	-	
HCM Control Delay (s)	7.4	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	



Queuing Reports

Queuing and Blocking Report
Existing School PM Peak

06/03/2025

Intersection: 100: Old East King Street/Grove Street & East King Street

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	LTR
Maximum Queue (ft)	48	256	383	128	61	217	199	244	103	109
Average Queue (ft)	16	138	136	56	11	116	84	143	37	44
95th Queue (ft)	42	228	305	111	44	193	166	222	82	89
Link Distance (ft)		1681	1681	1681		1084	1084		1640	1012
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200				250			325		
Storage Blk Time (%)		1				0				
Queuing Penalty (veh)		0				0				

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
FNB School PM Peak

06/03/2025

Intersection: 100: Old East King Street/Grove Street & East King Street

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	LTR
Maximum Queue (ft)	54	252	252	155	38	206	193	265	97	109
Average Queue (ft)	17	140	135	64	10	122	92	146	39	44
95th Queue (ft)	44	226	228	128	34	190	169	226	84	92
Link Distance (ft)		1681	1681	1681		1084	1084		1640	1012
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200				250			325		
Storage Blk Time (%)		1				0		0		
Queuing Penalty (veh)		0				0		0		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Future Build School PM Peak

06/03/2025

Intersection: 100: Old East King Street/Grove Street & East King Street

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	LTR
Maximum Queue (ft)	66	264	279	169	43	228	202	270	108	116
Average Queue (ft)	25	145	141	62	11	125	92	148	38	53
95th Queue (ft)	55	236	243	128	35	197	170	233	83	100
Link Distance (ft)		1681	1681	1681		1086	1086		1640	132
Upstream Blk Time (%)										0
Queuing Penalty (veh)										0
Storage Bay Dist (ft)	200				250			325		
Storage Blk Time (%)		1				0		0		
Queuing Penalty (veh)		1				0		0		

Intersection: 200: Grove Street

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	33	39	3
Average Queue (ft)	21	3	0
95th Queue (ft)	44	18	3
Link Distance (ft)	50	132	1028
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 1

Queuing and Blocking Report Future Build + Imp School PM Peak

06/26/2025

Intersection: 100: Old East King Street/Grove Street & East King Street

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	LTR
Maximum Queue (ft)	48	282	269	131	51	325	180	248	84	136
Average Queue (ft)	14	157	150	58	9	126	98	145	36	56
95th Queue (ft)	39	251	235	106	34	213	163	223	71	111
Link Distance (ft)		1681	1681	1681		1086	1086		1640	127
Upstream Blk Time (%)										2
Queuing Penalty (veh)										2
Storage Bay Dist (ft)	200				250			325		
Storage Blk Time (%)		2				0				
Queuing Penalty (veh)		1				0				

Intersection: 200: Grove Street

Movement	EB	NB	SB
Directions Served	R	LT	TR
Maximum Queue (ft)	29	31	29
Average Queue (ft)	18	2	1
95th Queue (ft)	41	15	10
Link Distance (ft)	47	127	1033
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 3

Queuing and Blocking Report
Existing Commuter PM Peak

06/03/2025

Intersection: 100: Old East King Street/Grove Street & East King Street

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	LTR
Maximum Queue (ft)	79	276	270	143	37	210	198	215	92	114
Average Queue (ft)	19	139	133	50	8	115	87	108	29	43
95th Queue (ft)	57	233	231	108	30	185	167	186	70	90
Link Distance (ft)		1681	1681	1681		1084	1084		1640	1012
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200				250			325		
Storage Blk Time (%)		1				0				
Queuing Penalty (veh)		0				0				

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
FNB Commuter PM Peak

06/03/2025

Intersection: 100: Old East King Street/Grove Street & East King Street

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	LTR
Maximum Queue (ft)	64	254	266	148	33	234	228	215	101	114
Average Queue (ft)	19	139	140	51	6	121	97	114	31	46
95th Queue (ft)	50	227	236	111	26	203	184	188	74	92
Link Distance (ft)		1681	1681	1681		1084	1084		1640	1012
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200				250			325		
Storage Blk Time (%)		1				0		0		
Queuing Penalty (veh)		0				0		0		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Future Build Commuter PM Peak

06/03/2025

Intersection: 100: Old East King Street/Grove Street & East King Street

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	LTR
Maximum Queue (ft)	70	289	288	209	37	233	214	226	94	122
Average Queue (ft)	28	147	145	60	6	122	99	114	30	51
95th Queue (ft)	60	245	251	140	27	200	184	186	72	99
Link Distance (ft)		1681	1681	1681		1086	1086		1640	132
Upstream Blk Time (%)										0
Queuing Penalty (veh)										0
Storage Bay Dist (ft)	200				250			325		
Storage Blk Time (%)		2				0				
Queuing Penalty (veh)		1				0				

Intersection: 200: Grove Street

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	33	32	6
Average Queue (ft)	19	2	0
95th Queue (ft)	43	16	4
Link Distance (ft)	50	132	1028
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 1

Queuing and Blocking Report Future Build + Imp Commuter PM Peak

06/26/2025

Intersection: 100: Old East King Street/Grove Street & East King Street

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	LTR
Maximum Queue (ft)	89	222	245	153	28	241	226	190	89	136
Average Queue (ft)	32	143	144	56	5	127	93	119	33	57
95th Queue (ft)	64	221	241	116	21	196	166	179	74	114
Link Distance (ft)		1681	1681	1681		1086	1086		1640	127
Upstream Blk Time (%)										2
Queuing Penalty (veh)										2
Storage Bay Dist (ft)	200				250			325		
Storage Blk Time (%)		1				0				
Queuing Penalty (veh)		0				0				

Intersection: 200: Grove Street

Movement	EB	NB	SB
Directions Served	R	LT	TR
Maximum Queue (ft)	29	53	51
Average Queue (ft)	14	3	3
95th Queue (ft)	37	21	21
Link Distance (ft)	47	127	1033
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 2

Queuing and Blocking Report
Future Build School PM Peak

06/03/2025

Intersection: 8: Right drive-thru lane

Movement	SB
Directions Served	T
Maximum Queue (ft)	86
Average Queue (ft)	28
95th Queue (ft)	74
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Left drive-thru lane & Right drive-thru lane

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Left drive-thru lane

Movement	SB
Directions Served	T
Maximum Queue (ft)	89
Average Queue (ft)	32
95th Queue (ft)	82
Link Distance (ft)	89
Upstream Blk Time (%)	5
Queuing Penalty (veh)	1
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 1

Queuing and Blocking Report
Future Build Commuter PM Peak

06/03/2025

Intersection: 8: Right drive-thru lane

Movement	SB
Directions Served	T
Maximum Queue (ft)	71
Average Queue (ft)	24
95th Queue (ft)	64
Link Distance (ft)	236
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Left drive-thru lane & Right drive-thru lane

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Left drive-thru lane

Movement	SB
Directions Served	T
Maximum Queue (ft)	65
Average Queue (ft)	20
95th Queue (ft)	58
Link Distance (ft)	89
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0



Traffic Volume Data



TRAFFIC DATA COLLECTION

File Name : Boone(East King Street at Grove Street)
 Site Code :
 Start Date : 4/30/2025
 Page No : 1

Groups Printed- Cars + - Trucks

Start Time	Grove Street Southbound						US-421 Westbound						Old East king Street Northbound						East King Street Eastbound						Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	
02:30 PM	0	3	1	3	0	7	0	0	59	2	0	61	0	6	0	0	1	7	0	1	96	9	2	108	183
02:35 PM	0	3	2	2	0	7	0	0	76	1	0	77	0	14	1	2	0	17	0	1	96	11	0	108	209
02:40 PM	0	2	0	5	0	7	0	0	97	1	0	98	0	8	0	1	0	9	0	1	131	12	0	144	258
02:45 PM	0	1	1	1	0	3	0	0	89	1	0	90	0	15	2	2	0	19	0	4	78	15	1	98	210
02:50 PM	0	0	0	3	0	3	0	0	72	4	0	76	0	6	0	1	0	7	0	3	120	24	1	148	234
02:55 PM	0	5	0	2	2	9	0	2	80	0	0	82	0	16	1	4	0	21	0	1	80	22	2	105	217
Total	0	14	4	16	2	36	0	2	473	9	0	484	0	65	4	10	1	80	0	11	601	93	6	711	1311
03:00 PM	0	1	1	6	0	8	0	1	58	0	0	59	0	14	1	2	0	17	0	2	97	24	1	124	208
03:05 PM	0	3	1	1	0	5	0	2	54	0	0	56	0	9	0	1	1	11	0	1	120	18	0	139	211
03:10 PM	0	3	1	5	0	9	0	2	80	0	0	82	0	5	0	1	1	7	0	3	96	11	2	112	210
03:15 PM	0	0	1	5	0	6	0	0	90	0	0	90	0	2	2	0	0	4	2	2	98	22	0	124	224
03:20 PM	0	1	1	0	0	2	0	1	70	0	0	71	0	7	0	0	0	7	0	1	115	19	0	135	215
03:25 PM	0	2	3	5	0	10	0	1	83	0	0	84	0	14	0	1	0	15	0	5	100	12	0	117	226
03:30 PM	0	2	0	3	0	5	0	2	91	0	0	93	0	28	10	2	0	40	0	1	83	22	0	106	244
03:35 PM	0	1	0	0	0	1	0	1	103	1	0	105	0	36	4	3	0	43	0	3	116	15	1	135	284
03:40 PM	0	6	2	2	0	10	0	1	75	1	0	77	0	29	8	2	0	39	0	0	113	18	3	134	260
03:45 PM	0	1	0	4	0	5	0	0	66	0	0	66	0	42	7	2	0	51	0	2	96	23	16	137	259
03:50 PM	0	3	0	5	1	9	0	2	92	1	0	95	0	27	8	2	4	41	0	3	116	26	18	163	308
03:55 PM	0	1	1	6	4	12	0	1	76	2	0	79	0	33	10	2	1	46	0	4	106	23	5	138	275
Total	0	24	11	42	5	82	0	14	938	5	0	957	0	246	50	18	7	321	2	27	1256	233	46	1564	2924
04:00 PM	0	1	0	10	0	11	0	1	87	0	0	88	0	31	7	5	0	43	0	1	109	22	2	134	276
04:05 PM	0	2	0	3	2	7	0	1	108	0	0	109	0	14	1	5	0	20	0	2	138	18	4	162	298
04:10 PM	0	1	2	1	0	4	0	0	95	1	0	96	0	13	5	1	1	20	0	1	134	20	0	155	275
04:15 PM	0	4	0	5	0	9	0	3	90	1	0	94	0	27	2	1	0	30	0	3	133	21	0	157	290



TRAFFIC DATA COLLECTION

File Name : Boone(East King Street at Grove Street)

Site Code :

Start Date : 4/30/2025

Page No : 2

Groups Printed- Cars + - Trucks

	Grove Street Southbound						US-421 Westbound						Old East king Street Northbound						East King Street Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
04:20 PM	0	1	0	3	0	4	0	0	129	3	0	132	0	8	1	0	0	9	0	1	117	18	0	136	281
04:25 PM	0	1	1	2	0	4	0	0	78	0	0	78	0	11	1	0	0	12	0	6	132	16	0	154	248
04:30 PM	0	4	0	5	0	9	0	1	71	0	0	72	0	12	4	2	0	18	0	1	94	11	0	106	205
04:35 PM	0	2	0	2	0	4	0	0	102	1	0	103	0	13	2	1	0	16	0	2	131	13	0	146	269
04:40 PM	0	1	1	1	0	3	0	0	93	1	0	94	0	9	1	0	0	10	0	6	104	20	0	130	237
04:45 PM	0	3	2	5	0	10	0	0	77	1	0	78	0	17	0	3	0	20	0	3	123	22	0	148	256
04:50 PM	0	4	1	3	0	8	0	1	85	0	0	86	0	18	1	1	0	20	0	1	96	17	0	114	228
04:55 PM	0	1	1	0	0	2	0	1	75	1	0	77	0	11	1	2	0	14	1	5	160	24	0	190	283
Total	0	25	8	40	2	75	0	8	1090	9	0	1107	0	184	26	21	1	232	1	32	1471	222	6	1732	3146
05:00 PM	0	2	0	3	0	5	0	0	77	0	0	77	0	19	4	3	0	26	0	1	120	20	0	141	249
05:05 PM	0	2	0	6	0	8	0	1	94	2	0	97	0	20	2	0	0	22	0	2	134	23	0	159	286
05:10 PM	0	4	0	3	0	7	0	0	104	2	0	106	0	13	1	0	0	14	0	2	145	11	0	158	285
05:15 PM	0	1	0	1	0	2	0	0	78	1	0	79	0	9	1	6	1	17	1	1	128	15	1	146	244
05:20 PM	0	4	0	1	0	5	0	1	60	0	0	61	0	25	3	2	0	30	0	2	113	23	0	138	234
05:25 PM	0	1	0	1	0	2	0	0	96	0	0	96	0	14	2	2	0	18	0	2	149	21	0	172	288
05:30 PM	0	1	0	4	0	5	0	2	81	0	0	83	0	12	1	0	0	13	0	0	141	16	0	157	258
05:35 PM	0	0	2	2	0	4	0	2	73	0	0	75	0	23	2	3	0	28	0	0	111	22	0	133	240
05:40 PM	0	1	0	2	0	3	0	0	94	0	0	94	0	18	1	2	0	21	0	1	122	10	0	133	251
05:45 PM	0	0	1	5	0	6	0	1	78	1	0	80	0	14	0	1	0	15	0	4	125	29	0	158	259
05:50 PM	0	0	2	5	0	7	0	1	70	0	0	71	0	15	6	1	0	22	0	1	112	15	0	128	228
05:55 PM	0	0	0	6	0	6	0	0	81	1	0	82	0	10	0	2	0	12	1	2	104	24	0	131	231
Total	0	16	5	39	0	60	0	8	986	7	0	1001	0	192	23	22	1	238	2	18	1504	229	1	1754	3053
06:00 PM	0	2	0	2	0	4	0	3	66	0	0	69	0	16	2	5	0	23	0	2	96	20	0	118	214
06:05 PM	0	0	0	0	0	0	0	0	79	0	0	79	0	18	3	1	0	22	0	3	119	22	0	144	245
06:10 PM	0	2	0	1	0	3	0	2	47	0	0	49	0	28	0	1	0	29	0	1	91	8	1	101	182
06:15 PM	0	0	0	2	0	2	0	1	61	1	0	63	0	8	1	0	0	9	0	2	104	10	0	116	190
06:20 PM	0	0	1	1	0	2	0	0	66	0	0	66	0	10	1	0	0	11	0	0	128	17	0	145	224



TRAFFIC DATA COLLECTION

File Name : Boone(East King Street at Grove Street)

Site Code :

Start Date : 4/30/2025

Page No : 3

Groups Printed- Cars + - Trucks

	Grove Street Southbound						US-421 Westbound						Old East king Street Northbound						East King Street Eastbound						
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total
06:25 PM	0	3	0	1	0	4	0	1	54	0	0	55	0	11	0	3	0	14	0	1	73	17	0	91	164
06:30 PM	0	0	0	2	0	2	0	0	47	0	0	47	0	6	0	0	0	6	1	3	89	10	0	103	158
06:35 PM	0	0	1	2	0	3	0	1	72	0	0	73	0	10	0	1	0	11	0	0	77	12	0	89	176
06:40 PM	0	0	2	3	0	5	0	1	52	0	0	53	0	15	1	3	0	19	0	3	82	12	0	97	174
06:45 PM	0	0	0	6	0	6	0	0	63	0	0	63	0	9	0	0	1	10	0	1	67	5	3	76	155
06:50 PM	0	0	0	3	0	3	0	0	51	0	0	51	0	9	0	0	0	9	0	0	78	10	0	88	151
06:55 PM	0	0	0	5	0	5	0	1	42	1	0	44	0	9	0	2	0	11	0	1	63	16	0	80	140
Total	0	7	4	28	0	39	0	10	700	2	0	712	0	149	8	16	1	174	1	17	1067	159	4	1248	2173
Grand Total	0	86	32	165	9	292	0	42	4187	32	0	4261	0	836	111	87	11	1045	6	105	5899	936	63	7009	12607
Apprch %	0	29.5	11	56.5	3.1		0	1	98.3	0.8	0		0	80	10.6	8.3	1.1		0.1	1.5	84.2	13.4	0.9		
Total %	0	0.7	0.3	1.3	0.1	2.3	0	0.3	33.2	0.3	0	33.8	0	6.6	0.9	0.7	0.1	8.3	0	0.8	46.8	7.4	0.5	55.6	
Cars +	0	86	31	141	9	267	0	42	4092	32	0	4166	0	817	111	85	10	1023	6	104	5750	919	63	6842	12298
% Cars +	0	100	96.9	85.5	100	91.4	0	100	97.7	100	0	97.8	0	97.7	100	97.7	90.9	97.9	100	99	97.5	98.2	100	97.6	97.5
Trucks	0	0	1	24	0	25	0	0	95	0	0	95	0	19	0	2	1	22	0	1	149	17	0	167	309
% Trucks	0	0	3.1	14.5	0	8.6	0	0	2.3	0	0	2.2	0	2.3	0	2.3	9.1	2.1	0	1	2.5	1.8	0	2.4	2.5



TRAFFIC DATA COLLECTION

File Name : Boone(East King Street at Grove Street)
 Site Code :
 Start Date : 4/30/2025
 Page No : 4

	Grove Street Southbound						US-421 Westbound						Old East king Street Northbound						East King Street Eastbound							
Start Time	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	Int. Total	
Peak Hour Analysis From 02:30 PM to 06:55 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 03:30 PM																										
03:30 PM	0	2	0	3	0	5	0	2	91	0	0	93	0	28	10	2	0	40	0	1	83	22	0	106	244	
03:35 PM	0	1	0	0	0	1	0	1	103	1	0	105	0	36	4	3	0	43	0	3	116	15	1	135	284	
03:40 PM	0	6	2	2	0	10	0	1	75	1	0	77	0	29	8	2	0	39	0	0	113	18	3	134	260	
03:45 PM	0	1	0	4	0	5	0	0	66	0	0	66	0	42	7	2	0	51	0	2	96	23	16	137	259	
03:50 PM	0	3	0	5	1	9	0	2	92	1	0	95	0	27	8	2	4	41	0	3	116	26	18	163	308	
03:55 PM	0	1	1	6	4	12	0	1	76	2	0	79	0	33	10	2	1	46	0	4	106	23	5	138	275	
04:00 PM	0	1	0	10	0	11	0	1	87	0	0	88	0	31	7	5	0	43	0	1	109	22	2	134	276	
04:05 PM	0	2	0	3	2	7	0	1	108	0	0	109	0	14	1	5	0	20	0	2	138	18	4	162	298	
04:10 PM	0	1	2	1	0	4	0	0	95	1	0	96	0	13	5	1	1	20	0	1	134	20	0	155	275	
04:15 PM	0	4	0	5	0	9	0	3	90	1	0	94	0	27	2	1	0	30	0	3	133	21	0	157	290	
04:20 PM	0	1	0	3	0	4	0	0	129	3	0	132	0	8	1	0	0	9	0	1	117	18	0	136	281	
04:25 PM	0	1	1	2	0	4	0	0	78	0	0	78	0	11	1	0	0	12	0	6	132	16	0	154	248	
Total Volume	0	24	6	44	7	81	0	12	1090	10	0	1112	0	299	64	25	6	394	0	27	1393	242	49	1711	3298	
% App. Total	0	29.6	7.4	54.3	8.6		0	1.1	98	0.9	0		0	75.9	16.2	6.3	1.5		0	1.6	81.4	14.1	2.9			
PHF	.000	.333	.250	.367	.146	.563	.000	.333	.704	.278	.000	.702	.000	.593	.533	.417	.125	.644	.000	.375	.841	.776	.227	.875	.892	
Cars +	0	24	6	36	7	73	0	12	1062	10	0	1084	0	287	64	24	6	381	0	26	1349	237	49	1661	3199	
% Cars +	0	100	100	81.8	100	90.1	0	100	97.4	100	0	97.5	0	96.0	100	96.0	100	96.7	0	96.3	96.8	97.9	100	97.1	97.0	
Trucks	0	0	0	8	0	8	0	0	28	0	0	28	0	12	0	1	0	13	0	1	44	5	0	50	99	
% Trucks	0	0	0	18.2	0	9.9	0	0	2.6	0	0	2.5	0	4.0	0	4.0	0	3.3	0	3.7	3.2	2.1	0	2.9	3.0	



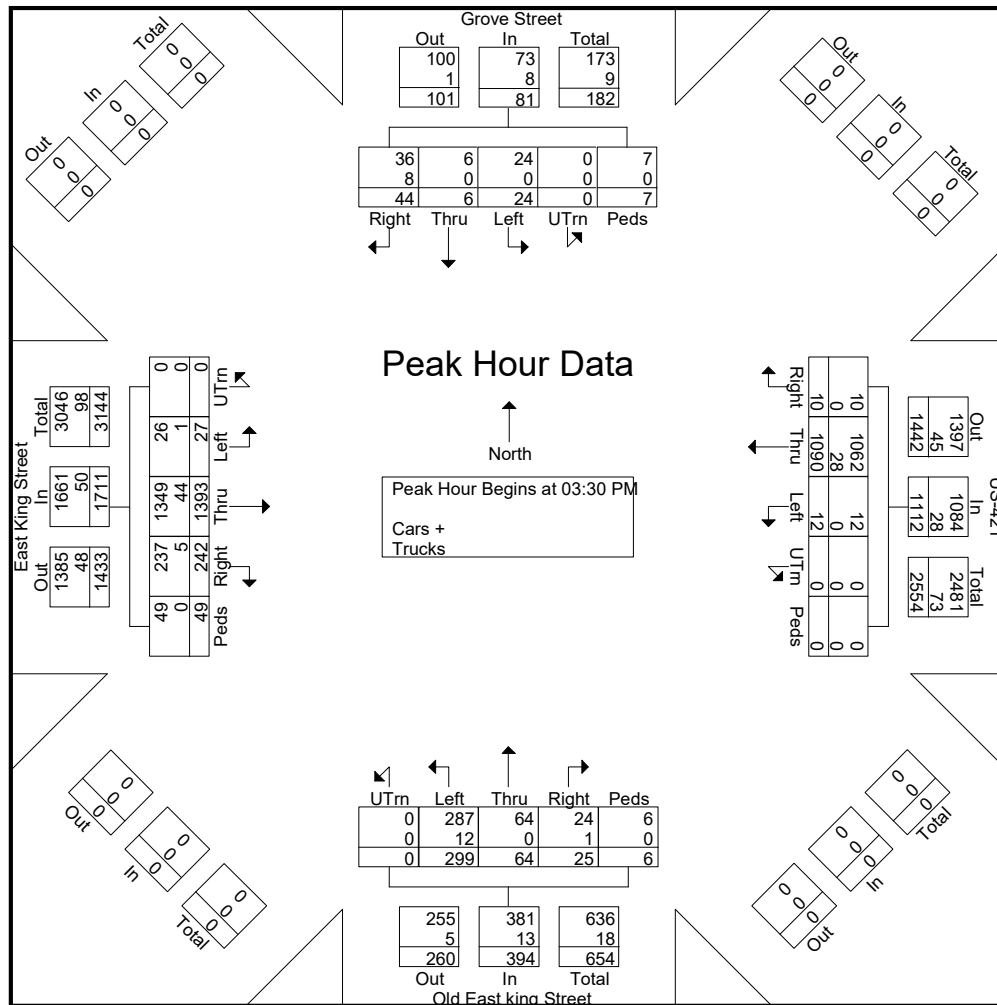
TRAFFIC DATA COLLECTION

File Name : Boone(East King Street at Grove Street)

Site Code :

Start Date : 4/30/2025

Page No : 5





Supporting Documents

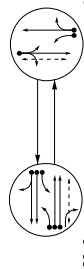


TABLE OF OPERATION	PHASE	
	SIGNAL FACE	F L A S H
		0 4 + 8 6
21, 22, 23	G R Y	
41, 42	R G R	
61, 62	G R Y	
81, 82	R G R	
P21, P22	W D W DRX	
P41, P42	DW W DRX	

SIGNAL FACE I.D.

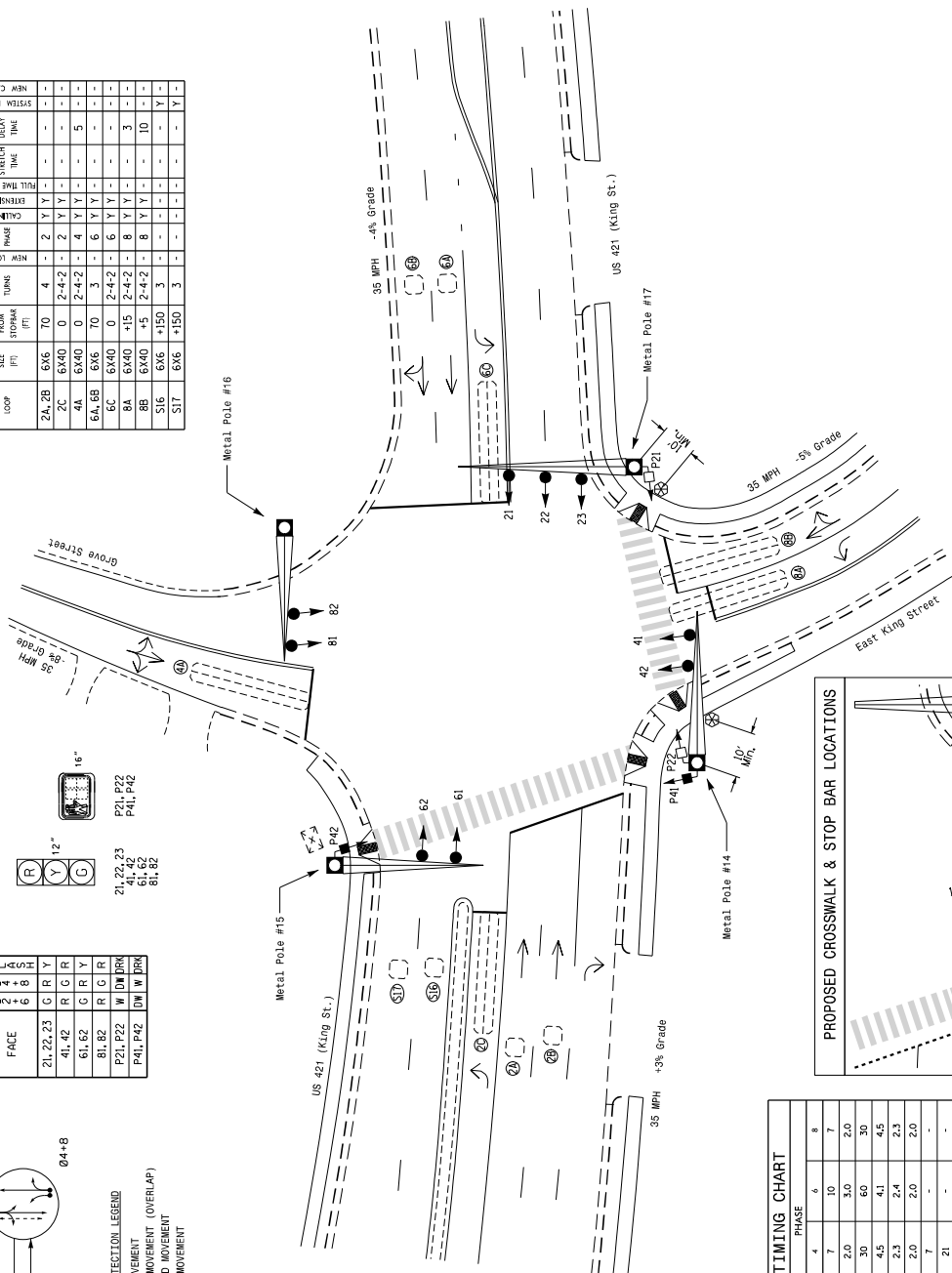


OASIS 2070L LOOP & DETECTOR INSTALLATION CHART	INDUCTIVE LOOPS			DETECTOR PROGRAMMING			SYSTEM TIME		
	LOOP SIZE (FT) FROM STAKE (FT)	DISTANCE FROM STAKE (FT)	TURNING POINTS	CHASSIS DEFINITION	TRIGGER TIME	TRIGGER TIME	SYSTEM TIME	START TIME	STOP TIME
	24, 28	616	70	4	2	Y	-	-	-
	2C	6X40	0	2-4-2	2	Y	-	-	-
	4C	6X40	0	2-4-2	4	Y	-	-	-
	6C	6X40	70	3	6	Y	-	-	-
	6C	6X40	0	2-4-2	6	Y	-	-	-
	8C	6X40	+15	2-4-2	8	Y	-	-	-
	8B	6X40	+5	2-4-2	8	Y	-	-	-
	16	616	+150	3	-	-	-	-	-
	S17	616	+150	3	-	-	-	-	-

2 Phase
Fully Actuated
US 421 (King St.) - System 2

NOTES

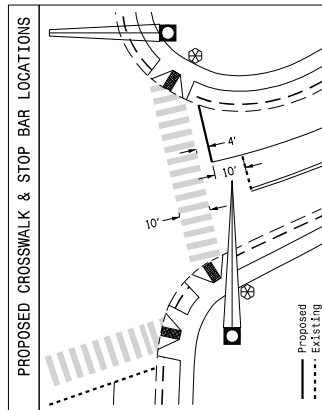
1. Refer to "Roadway Standard Drawing NC001" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
2. Do not program signal for late time flashing operation unless otherwise directed by the Engineer.
3. Set all detector units to presence mode.
4. Program "WALK" and flashing "DON'T WALK" with no pedestrian calls.
5. Program pedestrian heads to count down the flashing "Don't Walk" time only.
6. Pedestrian pedestals are conceptual and shown for reference only. See sheets PI-P3 for pedestrian location details.
7. Maximum times shown in timing chart are for reference operation only. Values may vary depending on timing values supersede these values.
8. Closed loop system data.
9. Controller Asset #: 1117



FEATURE	PHASE					
	2	4	6	8		
MP Green 1 *	10	7	10	7		
Extension 1 *	3.0	2.0	3.0	2.0		
Also Green 1 *	60	30	60	30		
Yellow Clearance	4.1	4.5	4.1	4.5		
Red Clearance	2.4	2.3	2.4	2.3		
Red Report	2.0	2.0	2.0	2.0		
Walk 1 *	7	7				
Down Walk 1 *	13	21				
Seconds Per Activation *	-	-	-	-		
Also Variable Input *	-	-	-	-		
Time Before Redirection *	-	-	-	-		
Time To Redstart *	-	-	-	-		
Minimum Gap	-	-	-	-		
Red Recall	MIN RECALL					
Yellow Recall	YELLOW					
Variable Call Memory	-	-	-	-		
Dead Entry	ON	ON				
Dead Exit	-	-	-	-		
ON						

COASTS 2070I TIMING CHART

- | PROPOSED | EXISTING |
|--|--|
| 
Traffic Signal Head
With Push Button & Sign | 
Traffic Signal Head |
| 
Pedestrian Signal Head
With Push Button & Sign | 
Pedestrian Signal Head |
| 
Signal Pole with Sidewalk Guy | 
Signal Pole |
| 
Inductive Loop Interlock
Controller & Cabinet | 
Inductive Loop Interlock
Controller & Cabinet |
| 
2-in Underground Conduit | 
2-in Underground Conduit |
| 
Right of Way | 
Right of Way |
| 
Metal Pole with Mastarm | 
Metal Pole with Mastarm |
| 
Type I Pushbutton Post | 
Type I Pushbutton Post |
| 
Curb Ramp | 
Curb Ramp |



Signal Upgrade

US 421 (King St.)



Division 11 Watauga County 8000

Division 11 Watauga County 800m

PLAN DATE: September 2017	REVIEWED BY: T.J. Williams
PREPARED BY: R.N. Zinser	REVIEWED BY:

[illegible][illegible][illegible]

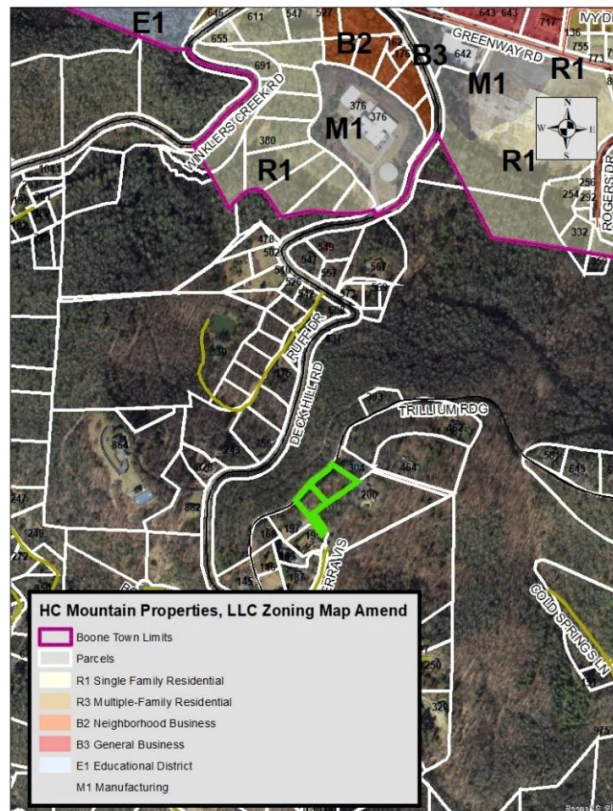
141



**Staff Report
Public Hearing
July 28, 2025**

Cases A25-0504 & A25-0505 HC Mountain Properties, LLC – General Use Zoning Map Amendment

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Request

In conjunction with a request for voluntary annexation, the Town of Boone has initiated the zoning of properties on Trillium Ridge (Watauga County PINs: 2819-19-7099-000 & 2819-19-9210-000) owned by HC Mountain Properties, LLC to R1 Single-Family Residential along with Viewshed Protection Overlay Districts and Watershed WS-II Critical Area Districts.

Parcel Information

Parcel Specifics

Property Owner	HC Mountain Properties, LLC
Address	TBD Trillium Ridge
Watauga County PIN(s)	2819-19-7099-000 & 2819-19-9210-000
Use	Vacant
Use Definition	Vacant
Size	0.44 acre & 0.64 acre (Total of 1.08 acres)
Access	Trillium Ridge (state maintained) & Sierra Vista (Private)
Steep or Very Steep Slope	Yes

Former ETJ Zoning

Former ETJ Zoning		R1, Single-Family Residential			
Overlay Districts					
☐	Corridor	☐	Historic District or Landmark	☐	Special Flood Hazard Area
☒	Watershed Protection	☒	Viewshed Protection		



Requested Zoning

District Descriptions	R1 Single-Family Residential District The R1 Single-Family Residential District is established to provide a low-density living area consisting only of single-family dwelling units and other related uses necessary for a sound neighborhood. The regulations for the district are designed to stabilize and encourage a comfortable, healthy, safe, aesthetically pleasing and pleasant living environment for family life that promotes peaceful quiet enjoyment sheltered from incompatible and disruptive activities that properly belong in non-residential districts. WS-II Watershed Areas Critical Area (WS-II-CA) In order to maintain a predominately undeveloped land use pattern, single family residential uses shall be allowed at a maximum of one (1) dwelling unit per two (2) acres. All other residential and non-residential development shall be allowed at a maximum of six percent (6%) built upon area. New sludge application sites and landfills are specifically prohibited. Viewshed Protection Overlay District The Viewshed Protection Overlay District is established as an overlay district intended to protect the scenic beauty and natural environment of Boone’s hillside areas vital to preservation of a high quality of life and continued economic development by minimizing the visual impact of building construction and land disturbing activities.
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Existing Use Information

Use	Vacant
Use Definition	Vacant

Existing Site Characteristics

The 1.08 acre site is composed of two parcels currently undeveloped with a gravel access road on a portion of the property.

The gravel access road is a continuation from a paved driveway on the end of Sierra Vista, a privately maintained roadway accessed off of Deck Hill Road. The property is flat with a steep slope to the northwest where the property abuts Trillium Ridge.

See below for supporting photos.

Photo 1



Overview of the site. Taken from the gravel access road.

Photo 2



West view of the property looking towards Trillium Ridge.

Zoning and Use of Adjacent Properties

North	Not Zoned	Single-Family Residence
East	Not Zoned	Single-Family Residence
South	Not Zoned	Single-Family Residence
West	Not Zoned	Vacant
North:		East:
		
South:		West:
		

Zoning Comparison Analysis

Please see below for the use, intensity, building height, and occupancy information from UDO Article 14 and Appendix B comparing the existing and requested zoning district.

Use Comparison

Use #	Specific Use	R1	Reference
1.0 Household Living			
1.01	Single-Family Dwelling	P	
2.0 Group Living			
2.01	Family Care Home	L	15.06
3.0 Transient Living			
3.01	Home for Survivors of Domestic Violence	L	15.11
3.04	Bed and Breakfast, Category 1	CD	15.13
3.07	Homestay Rental	L	15.05
4.0 Institutional			
4.05	Cemetery	P	
5.0 Government Uses			
5.02	Government Neighborhood Cultural Facility, Indoor Activity Only	CD	
5.05	Recreation Facility, Category 2	P	
5.06	Recreation Facility, Category 3	CD	
5.12	Police Substation	P	
5.13	Utility Facility, Town	L	15.16
5.14	Utility Facility, Government, Neighborhood	L	15.16
6.0 Non-Government Utility Facility			
6.01	Utility Facility, Neighborhood	L	15.16
7.0 Wireless Communication			
7.01	Small Wireless Collocation	L	15.18
7.02	Wireless Facility Collocation on Existing Wireless Support Structure or Utility Pole	L	15.17
7.03	Stealth Wireless Facility Attached to Existing Building or Structure	L	15.17
7.05	Non-stealth Wireless Facility Collocation on Electrical Transmission Towers	L	15.17
7.06	Stealth Wireless Support Structure	CD/L	15.17
7.08	Emergency Response Communication Antenna	P	
8.0 Assembly			
8.01	Religious Assembly, Category 1	P	
8.02	Religious Assembly, Category 2	CD	
10.0 Daycare			
10.01	Child Daycare, Large	CD	15.19
13.0 Agriculture			
13.01	Garden, Community	L	15.29
13.02	Garden, Residential	L	15.30

Use #	Specific Use	R1	Reference
13.09	Forestry	L	15.31
Accessory Uses			
A-1	Secondary suite	L	15.45
A-2	Home occupation	L	15.46
A-11	Poultry	L	15.54
A-12	Livestock, small	L	15.55
A-14	Bees	L	15.57
A-15	Garden, residential	L	15.58
A-16	Satellite receiving antennas less than 1 meter in diameter	P	
A-20	Swimming pools, spas, and hot tubs	L	15.59
A-22	Vehicular gate	L	15.61
A-25	Open air market, accessory	L	15.22
A-26	Daycare, small	P	
A-28	Solar Energy System	L	15.64
A-29	Electric-Vehicle Charging Station	L	15.65
Temporary Uses			
T-1	Temporary family care structure	L	15.62
T-2	Temporary construction or repair dwelling	L	15.62
T-3	Temporary construction trailer	L	15.62
T-6	Temporary portable storage containers	L	15.62
T-9	Carrier on wheels (cow)	L	15.62
T-10	Yard sales	L	15.62
T-11	Itinerant merchant/peddler	L	15.62
T-14	Temporary Disaster Relief	L	15.62

Intensity Comparison

Zoning District	Minimum Gross Land Area	Minimum Lot Width	Minimum Street Frontage	Minimum Livability Space Ratio* (LSR)	Minimum Setbacks	
					Street	Interior
R1	8,000 sq. ft.	70 ft.	56 ft.	.53	20 ft.	14 ft.

Building Height Comparison

Zone	Height Limitation
R1, R1A, R2, R4, RA	3 stories

Occupancy Comparison

Occupancy Regulation (persons per dwelling unit)	Zoning District
One family or up to 2 unrelated Note: a dwelling occupied by a family (but not unrelated persons) may also have one (1) roomer.	1. R1 Single-Family Residential 2. R1A Single-Family Residential with Accessory Dwelling 3. R1C Compact Neighborhood Residential 4. R1S Small Home Residential 5. R2 Two-Family Residential 6. R4 Two-Family Residential/Manufactured Housing 7. R5 55+ Housing Residential 8. MH Manufactured Housing 9. RA Residential Agriculture 10. B1 Downtown Interface 11. B1 Downtown Core 12. B2 Neighborhood Business 13. O/I Office Institutional
	14.

Annexation/Zoning Process

Annexation is a three-step process. The zoning of the property being annexed into the Town corporate limits occurs in a separate but concurrent process. Both of the processes require separate public hearings. Staff has detailed the steps in which both of these processes would occur below.

Date	Annexation	Zoning
June 25, 2025	Step 1 Presentation of Petition: The first step of the annexation process occurred at the June 2025 Town Council meeting, where the annexation petition and Certificate of Sufficiency was presented and Council approved a resolution scheduling a date for an annexation public hearing.	
July 28, 2025		Step 1 Zoning (Public Hearing on Zoning):

		Cases to zone properties placed on the public hearing agenda. Step 2 Zoning (PC Meeting): Planning Commission makes recommendation of the zoning of the parcels to Town Council.
Aug. 27, 2025	Step 2 Public Hearing on Annexation: An annexation public hearing is held during the first part of the Council meeting. Step 3 Council Vote on Annexation: Subsequent to the annexation public hearing and Council will vote on the Annexation Ordinance.	Step 3 Council Vote on Zoning: Council will vote on zoning of the properties prior to the final annexation vote.

Procedural Analysis

Pursuant to UDO Subsection 9.07, in deciding whether to adopt a proposed amendment to this Ordinance, the central issue before the Council is whether the proposed amendment advances the public health, safety, or welfare. All other issues are irrelevant, and all information related to other issues at the public hearing may be declared irrelevant by the Mayor and be excluded. In particular, when considering proposed general use map amendments:

- A. The Council shall not consider any representations made by the petitioner that if the change is granted the rezoned property will be used for only one of the possible range of uses permitted in the requested classification. Rather, the Council shall consider whether the entire range of permitted uses in the requested classification is more appropriate than the range of uses in the existing classification.
- B. The Council shall only consider the impact of the proposed change on the public at large.

Conformity to Adopted Plans

Boone Next: Our Town, Our Future

Community Vision	Land Use and Development Vision
We will be a prosperous, livable, people-oriented mountain community modeling resilient growth that promotes and protects our natural resources with diverse housing options and dynamic economic opportunities. We will celebrate and build upon our community's historic foundation to leave a sustainable and equitable town for future generations.	Grounded in its historic character, Boone will be a distinct pedestrian-oriented town that is affordable, livable, human-scale, and connected through a network of walkable, mixed-use corridors and activity centers.

Planning Principles: The Boone Next Planning Principles are intended, as a collective, to provide a core vision to guide planning, zoning, and development decisions. These principles should be carefully considered with respect to all zoning map amendments, ordinance text amendments, and other development decisions as well as other town planning and policy initiatives.

Planning Principle 1

Prioritize thoughtfully designed development of underutilized land within the town's existing built-upon areas over development of undeveloped land on the town's outer limits.

It is preferable to accommodate growth in locations within the existing town limits that are appropriate for, can support, and would be enhanced by, new development. Infill and redevelopment will occur in a strategic manner that considers community needs like provision of and access to goods, services, transit, and quality public space.

Planning Principle 5

Employ planning policies to accommodate growth while promoting an equitable town and protecting the most vulnerable residents and small businesses against economic displacement.

Planning and zoning policies and practices seek to limit the negative and undesired effects of gentrification and displacement. Current residents and small businesses that are in Boone today and want to remain here should be able to afford to stay while people who work in Boone should be able to afford to live within the town limits.

Robust engagement and communication with residents and small businesses is key to promoting equitable planning in Boone.

Planning Principle 7

Support the town's established neighborhoods and new residential developments through neighborhood-level engagement and planning.

Neighborhoods may include a variety of land uses (residential, commercial, civic, and recreational areas), building types, and housing types. They may have an identifiable center that offers basic services such as cafés, childcare, specialty stores, and grocery options. Neighborhoods will support a variety of travel options and be well-connected to adjacent neighborhoods and parks. They will seamlessly integrate the members of diverse, multi-generational communities living in proximity to one another.

Planning Principle 9

Incorporate environmentally sensitive and sustainable practices into future developments.

Development will be designed to reduce potential negative impacts on environmental features such as wetlands, riparian buffers, streams, steep slopes, wooded areas, special flood hazard areas, wildlife habitats, etc.

- The town will continue efforts to protect and restore watersheds, wetlands, streams, and special flood hazard areas in development or redevelopment.
- New construction will use context-sensitive design to reduce impacts on existing site features.
- New development should use green building practices. Projects should minimize energy consumption, use renewable energy where feasible, minimize the consumption of resources, and use recycled building materials.
- Green stormwater management is important, along with protections to our waterways.
- Infill and redevelopment should maintain or enhance Boone’s Urban Forest.

Growth Management Tiers Map: The Growth Management Tiers Map is a policy tool intended to help Boone manage the growth of its corporate limits. The map identifies areas inside and outside the corporate limits that are likely to face development pressures, and it identifies those areas that are most appropriate for the town to consider serving by means of annexation within the next 10 to 15 years. The Growth Management Tiers Map is supplemented by and should be applied in concert with the Future Land Use Map, where applicable. The overall purposes of the map are to:

- Promote better interjurisdictional and long-range planning between and among the town, Watauga County, and utility providers.
- Encourage long-term fiscally and environmentally sustainable growth by carefully managing the extension of taxpayer-funded town services
- Encourage infill development
- Inform developers, landowners, farmers, and residents with respect to the town’s priorities and approach to the growth of its corporate limits
- Provide policy guidance to town decision-makers regarding annexations, town service provision, fees and incentives, and locations for capital improvements

This property is located within the Rural and Green Space area.

Rural and Green Space is land where provision of services and new development should be limited within 10- 15 years of the adoption of this plan (and potentially well beyond that time horizon).

Future Land Use Map

The Future Land Use Map is a critical tool intended to give shape to and help implement Boone’s vision for the next 15-20 years. The map and associated land use types provide a framework for development and other land use-related decisions, including decisions on public infrastructure and transportation.

In legislative decision making cases, Council and the Planning Commission will review Boone Next and the Future Land Use Map to ensure that the request:

- is consistent with the goals and policies set forth in this plan; and
- is consistent with the land use type as shown on the Future Land Use Map;
- and if not ensure that the requested change of zoning will not negatively impact the intent of the mapped land use type; and
- is supported by existing or planned infrastructure.



The property included in the request is mapped in the Rural land use type. Please see below for more details on this land use type.

Description	Objectives	Primary Uses
Rural areas include land and viewsheds that should be protected in their current state, with limited development over the lifespan of this comprehensive plan. Rural areas generally include forest, farmland, and large-lot single-family housing outside the town limits and where development is limited or discouraged. This area is suited for low rise construction. In some cases, on appropriately sized and located lots, height may reach up to three stories, with an overall building form (height, setbacks, and density) appropriate to the area's existing character. Decisions on density and form are based on location and infrastructure availability.	• Protect open space forest and farmland • Protect viewsheds • Purchase of development rights and open space easements	• Open space • Farm • Existing single family

Goals & Policies

Goal 1.1 A SUSTAINABLE BUILT PATTERN

Boone’s interwoven natural and built environments will promote social, environmental, and fiscal sustainability while aiming to reduce auto- dependence and the roots of traffic congestion. The town will be a leader of green building design and climate responsibility.

Policy 1.1.1: Use the Future Land Use Map

Use the Future Land Use Map to guide development, growth, and conservation decisions. Additionally, use the Focus Area Plans for more detailed policy direction within each of those areas.

Policy 1.1.2 Use Best Design Practices in New Development

All new growth should move Boone toward creating a network of “communities within a community” - a polycentric pattern of walkable, human-scale activity centers located within short distances of residents across the town. This pattern is key to supporting sustainability by aiming to reduce vehicle trips and their associated emissions, improving human health by supporting active utilitarian modes of transportation, and guiding growth away from natural areas. Where feasible, new growth should establish short blocks and connected rights-of-way, prominent civic spaces, stream daylighting and protected natural resources, front-facing buildings with transparent and welcoming first floors and public spaces, a diversity of housing types, income-restricted housing units, neighborhood-serving and context-sensitive nonresidential uses, rear parking and alleys, front porches¹ (residential), and safe multimodal transportation infrastructure design.

Goal 1.4 A NETWORK OF OPEN SPACE & GREEN CORRIDORS

Boone will build on its reputation as a green and outdoor city, creating and protecting an integrated network of green corridors, parks, and open spaces as well as meaningful rural and agricultural uses.

Policy 1.4.1: Protect Ecologically Valuable Areas and Corridors

Through regulations and development decisions, protect, restore, and connect ecologically valuable areas such as critical watersheds, stream buffers, wetlands, wildlife habitat, and hardwood forests. Prioritize conservation of lands adjacent and connected to existing protected areas.

Policy 1.4.3: Support Rural and Urban Farmland

Protect and support active farmland, both urban and rural, recognizing the economic, environmental, and social importance of farmland protection and local foods production.

Policy 1.4.5: Protect Valued Mountain Viewsheds

Boone is a beautiful mountain town and must protect those viewsheds deemed most important by the Boone community.

Policy 1.4.6: Expand Use of Low Impact Development Techniques

Reduce the impact of built upon areas by using low impact development green infrastructure that uses or mimics natural processes to protect water quality and associated aquatic habitat. Examples may include, but are not limited to, rain gardens and bioswales that result in the infiltration, evapotranspiration, or use of stormwater.

Goal 1.5 INTENTIONAL GROWTH MANAGEMENT

Boone will manage growth thoughtfully and intentionally within its borders and at its edges to enhance the town’s livability and meet the needs of a growing community.

Policy 1.5.1: Manage Growth to Balance Protection of Community Character and Natural Areas While Directing Desired Growth to Identified Centers

The town will manage growth in a manner that balances the protection of community character and natural lands while accommodating future population. Change in the community will be carefully managed to protect critical natural lands, provide a variety of housing options for a diversity of households, support economic development, support fiscal balance, ensure adequate public safety services, and utilize growth patterns that support regional and local transit services. Lands within the town's current corporate limits are priorities for infill and redevelopment. New development areas contiguous with the town and in identified activity centers should be secondary priorities for development and ahead of areas outside centers.

Policy 1.5.2: Guide Utility Service Extensions and Annexations Using the Utility Service and Annexation Criteria

Use the Utility Service and Annexation Criteria of this chapter to evaluate applications for annexation of lands into the town and extension of public utilities to new areas. These criteria serve as the primary guide for making annexation and utility extension decisions. The criteria provide a framework for ensuring decisions are made consistently and in accordance with the Comprehensive Plan. They are complemented by the Growth Management Tiers Map.

Policy 1.5.3: Guide Growth Using the Growth Management Tiers Map

The Growth Management Tiers Map serves as a guide for development and investment decisions. The map's purpose is to ensure Boone accommodates growth consistent with the Boone Next Planning Principles, intentionally directs growth to desired areas, manages the pace of development, and aims for fiscal balance. This map is intended to be used when considering zoning and development approvals, utility service extensions, annexations, incentives, and capital investments. This map should be used in coordination with the Utility Service and Annexation Criteria. The Growth Management Tiers Map will be updated from time to time to reflect changing planning conditions.

Goal 1.6 AN AFFORDABLE TOWN TO LIVE IN

Boone will facilitate sustainable affordable housing for low- to middle income residents.

Policy 1.6.3: Diversify Boone's Housing Options

Promote a variety of housing types as well as housing tenure options around Boone. While the town should continue to build single-family, townhome, and multifamily buildings, explore other types of well-designed and contextually compatible housing, such as quadplexes and small-scale multiplexes. The town can use creative tools, like zoning "opt-in" districts, to ensure additional densities come with public benefits like income-restricted units. Also, support alternative housing tenure options like the community land trust model and cooperative housing. Unless Boone's rugged terrain precludes it, consider the use of pre-approved blueprints to reduce construction costs while ensuring high quality building designs and materials.

Goal 4.3 INTERJURISDICTIONAL AND INSTITUTIONAL COLLABORATION

Residents within and surrounding Boone will benefit from collaborative interjurisdictional planning and coordination that maximizes limited resources.

Policy 4.3.2: Coordinate on Service Extensions and Annexations

Use the Utility Service and Annexation Criteria and the Growth Management Tiers to guide service extensions and annexations. Continue interjurisdictional coordination in order to determine future service extensions and annexations.

Goal 4.4 LONG-TERM FISCAL BALANCE

Long-term fiscal balance will be achieved through land use and growth decisions that are informed by long-term fiscal impacts of development.

Policy 4.4.2: Proactively Manage Growth and Development

Anticipate and guide future growth and development using the planning principles, frameworks, and maps in this Comprehensive Plan to ensure that new development can be supported by town infrastructure and services while protecting open space.

Policy 4.4.3: Promote Smart Growth

Ensure new growth and development is fiscally balanced in the long run while directing more growth to areas with existing services and infrastructure. Some types of developments and land uses are necessary to the social needs of the town and do not necessarily directly improve the town's fiscal balance, such as recreation and cultural facilities or affordable housing. Encourage compact development that can be more efficiently served, especially as indicated on the Future Land Use Map.

Goal 5.1 A SUSTAINABLE AND RESILIENT WATERSHED

Boone will have a sustainable and resilient watershed that uses natural approaches to address stormwater.

Policy 5.1.1 Use Low Impact Development Practices

To protect water quality, use low impact development practices, like bioswales, rain gardens, and permeable pavement that use or mimic natural processes. Promote the use of local plant species and limit or eliminate the planting of invasive species.

Goal 5.2 SUSTAINABLE BUILDINGS, OPERATIONS, AND INFRASTRUCTURE

Boone will seek sustainable practices in buildings, operations, and infrastructure of town government and across the community.

Policy 5.2.2: Manage Growth on Boone's Edges

Intentionally manage outward growth to balance protecting community character and natural areas while directing desired growth to identified centers. Use the Utility Service and Annexation Criteria and the Growth Management Tiers Map to manage growth.

Goal 5.3 PLENTIFUL INTERCONNECTED GREEN SPACES

Boone will proudly be a green town with passive and active green spaces throughout the community, connected by green corridors.

Policy 5.3.1: Protect Ecologically-Valuable Areas

Protect floodplains, steep hillsides, wetlands, and other ecologically valuable areas and corridors from development.

Planning Board Report/Recommendations

Per NCGS 160D-604(b), subsequent to initial adoption of a zoning regulation, all proposed amendments to the zoning regulation or zoning map shall be submitted to the Planning Commission for review and comment. If no written report is received from the Planning Commission within 30 days of referral of the amendment to that board, the Town Council may act on the amendment without the Planning Commission report. The Town Council is not bound by the recommendations, if any, of the Planning Commission. Per NCGS 160D-604(d), when conducting a review of proposed zoning text or map, the Planning Commission shall advise and comment on whether the proposed action is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable. The Planning Commission shall provide a written recommendation to the governing board that addresses plan consistency and other matters as deemed appropriate by the Planning Commission, but a comment by the Planning Commission that a proposed amendment is inconsistent with the comprehensive plan shall not preclude consideration or approval of the proposed amendment by the governing board.

Vote 1: The proposed amendment to the Town's zoning map ☐is OR ☐is not consistent with the Town's current comprehensive plan and any other adopted plan(s) of the Town that are applicable because:

Note 1

Note 1: describe elements of controlling land use plans and how the plan is or is not consistent.

Vote 2: The Planning Commission recommends ☐approval OR ☐denial of Ordinance #A25-0504/0505 within Exhibit A and ☐approval OR ☐denial is reasonable and in the public interest because:

Note 2

Note 2: briefly explain why, factors may include the benefits and detriments to the landowners, the neighbors, and the surrounding community; why the action taken is in the public interest; and any changed conditions warranting the amendment.

Town Council– Adoption of Ordinance

Per NCGS 160D-605, when adopting or rejecting any zoning text or map amendment, the Town Council shall approve a brief statement describing whether its action is consistent or inconsistent with an adopted comprehensive plan. The requirement for a plan consistency statement may also be met by a clear indication in the minutes of the governing board that at the time of action on the amendment the governing board was aware of and considered the planning board's recommendations and any relevant portions of an adopted comprehensive plan.

Vote 1: The proposed amendment to the Town's zoning map ☐ **is** OR ☐ **is not** consistent with the Town's comprehensive plan and any other adopted plan(s) of the Town that are applicable because:

Note 1

Vote 2: The Town Council ☐ **approves** OR ☐ **denies** Ordinance #A25-0504/0505 and believes ☐ **approval** OR ☐ **denial** is reasonable and in the public interest because:

Note 2

Note 1: describe elements of controlling land use plans and how the plan is or is not consistent.

Note 2: briefly explain why, factors may include the benefits and detriments to the landowners, the neighbors, and the surrounding community; why the action taken is in the public interest; and any changed conditions warranting the amendment.

Ordinance #A25-0504/0505

ORDINANCE #A25-0504/A25-0505

AN ORDINANCE TO REZONE PROPERTY WITHIN THE TOWN OF BOONE

WHEREAS, pursuant to N.C. Gen. Stat. §160D-601, the Town may amend its zoning map after giving proper public notice and holding a public hearing; and

WHEREAS, the Planning Commission and Town Council has received the request to amend the Official Zoning Map of the Town of Boone, North Carolina to zone the property below as presented:

Address: TBD Trillium Ridge

Watauga County PINs: 2819-19-7099-000 & 2819-19-9210-000

Property Owner: HC Mountain Properties, LLC

Zoning: R1 Single-Family Residential

WHEREAS, the Boone Town Council held a duly-noticed public hearing on July 28, 2025 with respect to this rezoning request; and

WHEREAS, the Boone Town Council has taken into full consideration any information offered at the public hearing; and

WHEREAS, this Town Council has reviewed the written recommendations of the Town of Boone Planning Commission; and

NOW, THEREFORE, BE IT RESOLVED as follows:

SECTION 1. The Boone Town Council hereby approves and adopts the modifications to the Town Zoning Map as set forth herein.

SECTION 2. All provisions of any Town ordinance in conflict with this ordinance are hereby repealed to the extent of such conflict.

SECTION 3. This Ordinance shall be effective immediately upon its adoption by Town Council.

Adopted this day, August 27, 2025.

The Honorable Tim Futrelle, Mayor

Attest:

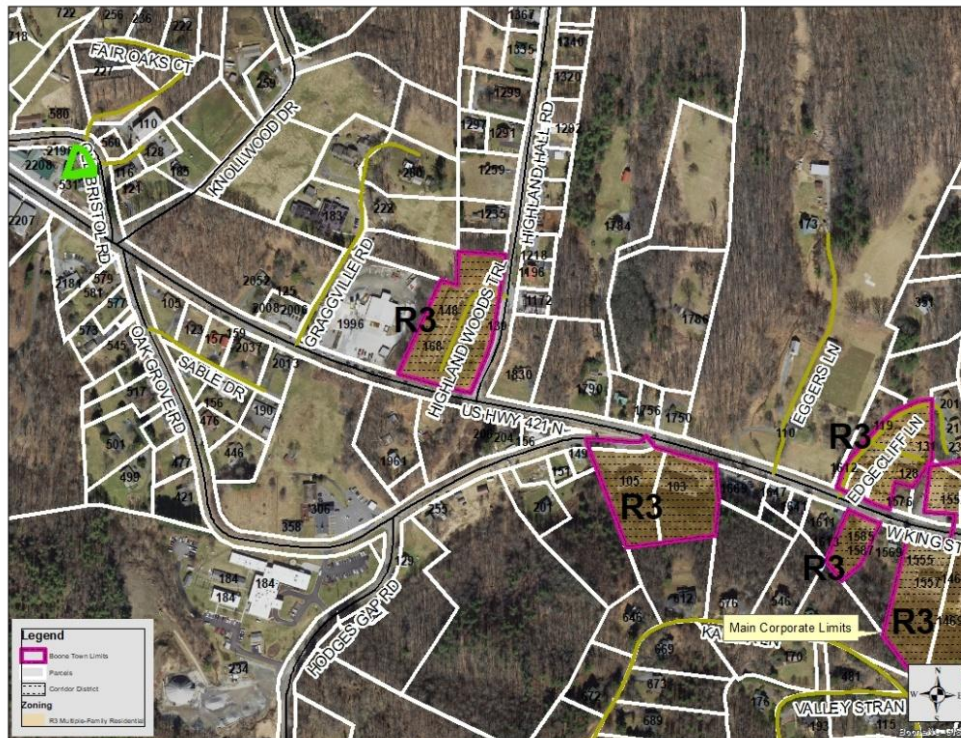
Nicole Harmon-Church, Town Clerk



**Staff Report
Public Hearing
July 28, 2025**

Case A25-0506 & 0507 Jones General Use Zoning Map Amendment

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Request

In conjunction with a request for voluntary annexation, the Town of Boone has initiated the zoning of properties at 539 Old Bristol Rd. (Watauga County PINs: 2901-01-8665-000 & 2901-01-8606-000) owned by Tyler & Lara Jones to R1 Single-Family Residential along with the Corridor District overlay.

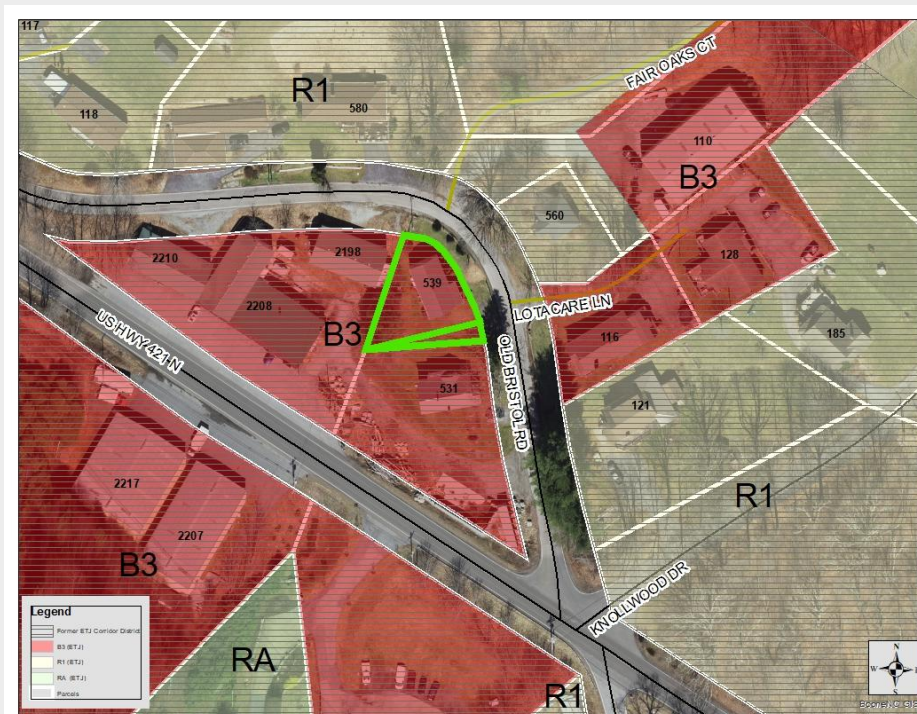
Parcel Information

Parcel Specifics

Property Owner	Tyler & Lara Jones
Address	539 Old Bristol Rd.
Watauga County PIN(s)	2901-01-8665-000 & 2901-01-8606-000
Size	.25 & .01
Access	Old Bristol Rd. (State Maintained)
Steep or Very Steep Slope	None

Former ETJ Zoning

Former Zoning District		B3 General Business	
Overlay Districts			
☒	Corridor	☐	Historic District or Landmark
☐	Watershed Protection	☐	Viewshed Protection
		☐	Special Flood Hazard Area



Requested Zoning

District:	R1 Single-Family Residential & Corridor District Overlay
District Descriptions	R1 Single-Family Residential The R1 Single Family Residential District is established to provide a low-density living area consisting only of single-family dwelling units and other related uses necessary for a sound neighborhood. The regulations for this district are designed to stabilize and encourage a comfortable, healthy, safe, aesthetically pleasing and pleasant living environment for family life that promotes peaceful quiet enjoyment sheltered from incompatible and disruptive activities that properly belong in nonresidential districts. Corridor District Overlay The corridor districts are established overlay district intended to protect the main thoroughfares through Town. Site development requirements shall apply to all developments within the established corridor district with the exception of single-family residences.

Existing Use Information

Use	1.01 Single-Family Dwelling
Use Definition	A building, not including a manufactured home, that is developed with space on all sides, containing, intended or used solely for one dwelling unit; not attached to any non-accessory building or dwelling unit.

Existing Site Characteristics

The .26 acre/11,326 square feet site is composed of two parcels currently developed with a single-family dwelling with a building footprint of approximately 1200 square feet. In addition to the principal structure, the site features a parking area of approximately 590 square feet.

These improvements are situated across the triangle shaped parcels as follows: the single-family is centrally located closer to the street (base of the triangle) , with the off-street parking located along the street frontage. The site slopes away from Old Bristol Road.

Photo 1



Photo 2



Zoning and Use of Adjacent Properties

North	Not Zoned	Single-Family Residential
East	Not Zoned	Single-Family Residential
South	Not Zoned	Commercial
West	Not Zoned	Single-Family Residential

North:



East:



South:



West:



Zoning Analysis

Please see below for the use, intensity, building height, and occupancy information from UDO Article 14 and Appendix with the information with the requested zoning district.

Use

14.05.02 R1 Principal Uses

Use #	Use	R1	Reference
1.0 Household Living			
1.01	Single-Family Dwelling	P	
2.0 Group Living			
2.01	Family Care Home	L	15.06
3.0 Transient Living			
3.01	Home for Survivors of Domestic Violence	L	15.11
3.04	Bed and Breakfast, Category 1	CD	15.13
3.07	Homestay Rental	L	15.05
4.0 Institutional			
4.05	Cemetery	P	
5.0 Government Uses			
5.02	Government Neighborhood Cultural Facility, Indoor Activity Only	CD	
5.05	Recreation Facility, Category 2	P	
5.06	Recreation Facility, Category 3	CD	
5.12	Police Substation	P	
5.13	Utility Facility, Town	L	15.16
5.14	Utility Facility, Government, Neighborhood	L	15.16
6.0 Non-Government Utility Facility			
6.01	Utility Facility, Neighborhood	L	15.16
7.0 Wireless Communication			
7.01	Small Wireless Collocation	L	15.18
7.02	Wireless Facility Collocation on Existing Wireless Support Structure or Utility Pole	L	15.17
7.03	Stealth Wireless Facility Attached to Existing Building or Structure	L	15.17
7.05	Non-stealth Wireless Facility Collocation on Electrical Transmission Towers	L	15.17
7.06	Stealth Wireless Support Structure	CD/L	15.17
7.08	Emergency Response Communication Antenna	P	
8.0 Assembly			
8.01	Religious Assembly, Category 1	P	

Use #	Use	R1	Reference
8.02	Religious Assembly, Category 2	CD	
10.0 Daycare			
10.01	Child Daycare, Large	CD	15.19
13.0 Agriculture			
13.02	Garden, Residential	L	15.30
13.03	Agricultural Operation Excluding Livestock	L	
13.09	Forestry	L	15.31
Allowable Accessory Uses			
A-1	Secondary suite	L	15.45
A-2	Home occupation	L	15.46
A-11	Poultry	L	15.54
A-12	Livestock, small	L	15.55
A-14	Bees	L	15.57
A-15	Garden, residential	L	15.58
A-16	Satellite receiving antennas less than 1 meter in diameter	L	
A-20	Swimming pools, spas, and hot tubs	L	15.59
A-22	Vehicular gate	L	15.61
A-25	Open air market, accessory	L	15.22
A-26	Daycare, small	P	
A-28	Solar Energy System	L	15.64
A-29	Electric-Vehicle Charging Station	L	15.65
Allowable Temporary Uses			
T-1	Temporary family care structure	L	15.62
T-2	Temporary construction or repair dwelling	L	15.62
T-3	Temporary construction trailer	L	15.62
T-6	Temporary portable storage containers	L	15.62
T-9	Carrier on wheels (cow)	L	15.62
T-10	Yard sales	L	15.62
T-11	Itinerant merchant/peddler	L	15.62
T-13	Temporary Use 9.01 Public Colleges and Universities	L	15.62

Intensity

Zoning District	Minimum Gross Land Area	Minimum Lot Width	Minimum Street Frontage	Minimum Livability Space Ratio* (LSR)	Minimum Setbacks	
					Street	Interior
R1	8,000 sq. ft.	70 ft.	56 ft.	.53	20 ft.	14 ft.

Building Height

Zone	Height Limitation
R1, R1A, R2, R4, RA	3 stories

Occupancy

Occupancy Regulation (persons per dwelling unit)	Zoning District
One family or up to 2 unrelated Note: a dwelling occupied by a family (but not unrelated persons) may also have one (1) roomer.	R1 Single-Family Residential

Annexation/Zoning Process

Annexation is a three-step process. The zoning of the property being annexed into the Town corporate limits occurs in a separate but concurrent process. Both of the processes require separate public hearings. Staff has detailed the steps in which both of these processes would occur below.

Date	Annexation	Zoning
June 25, 2025	Step 1 Presentation of Petition: The first step of the annexation process occurred at the June 2025 Town Council meeting, where the annexation petition and Certificate of Sufficiency was presented and Council approved a resolution scheduling a date for an annexation public hearing.	
July 28, 2025		Step 1 Zoning (Public Hearing on Zoning): Cases to zone properties placed on the public hearing agenda. Step 2 Zoning (PC Meeting): Planning Commission makes recommendation of the zoning of the parcels to Town Council.
Aug. 27, 2025	Step 2 Public Hearing on Annexation: An annexation public hearing is held during the first part of the Council meeting. Step 3 Council Vote on Annexation: Subsequent to the annexation public hearing and Council will vote on the Annexation Ordinance.	Step 3 Council Vote on Zoning: Council will vote on zoning of the properties prior to the final annexation vote.

Procedural Analysis

Pursuant to UDO Subsection 9.07, in deciding whether to adopt a proposed amendment to this Ordinance, the central issue before the Council is whether the proposed amendment advances the public health, safety, or welfare. All other issues are irrelevant, and all information related to other issues at the public hearing may be declared irrelevant by the Mayor and be excluded. In particular, when considering proposed general use map amendments:

- A. The Council shall not consider any representations made by the petitioner that if the change is granted the rezoned property will be used for only one of the possible range of uses permitted in the requested classification. Rather, the Council shall consider whether the entire range of permitted uses in the requested classification is more appropriate than the range of uses in the existing classification.
- B. The Council shall only consider the impact of the proposed change on the public at large.

Conformity to Adopted Plans

Boone Next: Our Town, Our Future

Community Vision	Land Use and Development Vision
We will be a prosperous, livable, people-oriented mountain community modeling resilient growth that promotes and protects our natural resources with diverse housing options and dynamic economic opportunities. We will celebrate and build upon our community's historic foundation to leave a sustainable and equitable town for future generations.	Grounded in its historic character, Boone will be a distinct pedestrian-oriented town that is affordable, livable, human-scale, and connected through a network of walkable, mixed-use corridors and activity centers.

Planning Principles: The Boone Next Planning Principles are intended, as a collective, to provide a core vision to guide planning, zoning, and development decisions. These principles should be carefully considered with respect to all zoning map amendments, ordinance text amendments, and other development decisions as well as other town planning and policy initiatives.

Planning Principle 1

Prioritize thoughtfully designed development of underutilized land within the town's existing built-upon areas over development of undeveloped land on the town's outer limits.

It is preferable to accommodate growth in locations within the existing town limits that are appropriate for, can support, and would be enhanced by, new development. Infill and redevelopment will occur in a strategic manner that considers community needs like provision of and access to goods, services, transit, and quality public space.

Planning Principle 5

Employ planning policies to accommodate growth while promoting an equitable town and protecting the most vulnerable residents and small businesses against economic displacement.

Planning and zoning policies and practices seek to limit the negative and undesired effects of gentrification and displacement. Current residents and small businesses that are in Boone today and want to remain here should be able to afford to stay while people who work in Boone should be able to afford to live within the town limits.

Robust engagement and communication with residents and small businesses is key to promoting equitable planning in Boone.

Planning Principle 7

Support the town's established neighborhoods and new residential developments through neighborhood-level engagement and planning.

Neighborhoods may include a variety of land uses (residential, commercial, civic, and recreational areas), building types, and housing types. They may have an identifiable center that offers basic services such as cafés, childcare, specialty stores, and grocery options. Neighborhoods will support a variety of travel options and be well-connected to adjacent neighborhoods and parks. They will seamlessly integrate the members of diverse, multi-generational communities living in proximity to one another.

Growth Management Tiers Map: The Growth Management Tiers Map is a policy tool intended to help Boone manage the growth of its corporate limits. The map identifies areas inside and outside the corporate limits that are likely to face development pressures, and it identifies those areas that are most appropriate for the town to consider serving by means of annexation within the next 10 to 15 years. The Growth Management Tiers Map is supplemented by and should be applied in concert with the Future Land Use Map, where applicable. The overall purposes of the map are to:

- Promote better interjurisdictional and long-range planning between and among the town, Watauga County, and utility providers.
- Encourage long-term fiscally and environmentally sustainable growth by carefully managing the extension of taxpayer-funded town services
- Encourage infill development
- Inform developers, landowners, farmers, and residents with respect to the town's priorities and approach to the growth of its corporate limits
- Provide policy guidance to town decision-makers regarding annexations, town service provision, fees and incentives, and locations for capital improvements

This property is located within the undesignated secondary growth area.

Undesignated Secondary Growth Area is land where provision of services would be part of annexation decisions made by town officials. Additional care should be taken to analyze whether the requested type of proposed land uses are consistent with the town's goals and policies.

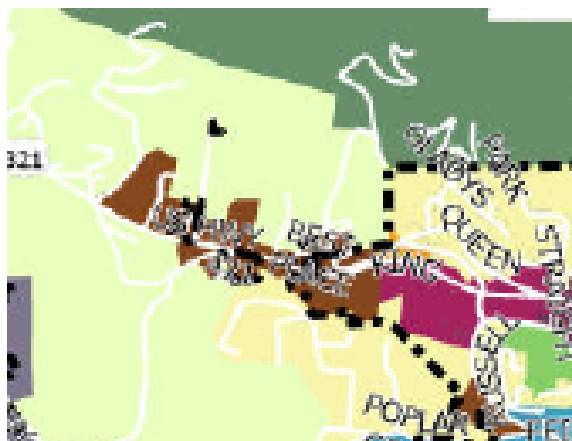
Future Land Use Map

The Future Land Use Map is a critical tool intended to give shape to and help implement Boone's vision for the next 15-20 years. The map and associated land use types provide a framework for development and other land use-related decisions, including decisions on public infrastructure and transportation.

In legislative decision-making cases, Council and the Planning Commission will review Boone Next and the Future Land Use Map to ensure that the request:

- is consistent with the goals and policies set forth in this plan; and
- is consistent with the land use type as shown on the Future Land Use Map;

- and if not ensure that the requested change of zoning will not negatively impact the intent of the mapped land use type; and
- is supported by existing or planned infrastructure.



The property included in the request is mapped in the Undesignated Secondary Growth land use type. Please see below for more details on this land use type.

Description	Objectives	Primary Uses
Land where provision of services would be part of annexation decisions made by town officials. Additional care should be taken to analyze whether the requested type of proposed land uses are consistent with the town's goals and policies.	• Cluster compact residential / mixed-use development where feasible • Protect wildlife habitat, farmland, floodplains, wetlands, and steep slopes • Enhance connectivity; add sidewalks, bike facilities, transit, and other pedestrian safety facilities where feasible	

Goals & Policies

Goal 1.1 A SUSTAINABLE BUILT PATTERN

Boone's interwoven natural and built environments will promote social, environmental, and fiscal sustainability while aiming to reduce auto-dependence and the roots of traffic congestion. The town will be a leader of green building design and climate responsibility.

Policy 1.1.1: Use the Future Land Use Map

Use the Future Land Use Map to guide development, growth, and conservation decisions. Additionally, use the Focus Area Plans for more detailed policy direction within each of those areas.

Policy 1.1.2 Use Best Design Practices in New Development

All new growth should move Boone toward creating a network of "communities within a community" - a polycentric pattern of walkable, human-scale activity centers located within short distances of residents across the town. This pattern is key to supporting sustainability by aiming to reduce vehicle trips and their associated emissions, improving human health by supporting active

utilitarian modes of transportation, and guiding growth away from natural areas. Where feasible, new growth should establish short blocks and connected rights-of-way, prominent civic spaces, stream daylighting and protected natural resources, front-facing buildings with transparent and welcoming first floors and public spaces, a diversity of housing types, income-restricted housing units, neighborhood-serving and context-sensitive nonresidential uses, rear parking and alleys, front porches¹ (residential), and safe multimodal transportation infrastructure design.

Goal 1.2 DEVELOPMENT TRUE TO BOONE'S VISION

Boone's development and redevelopment will enhance the best of the town's existing built environment and reinforce the vision set forth in this plan.

Policy 1.2.2: Infill Development Enhances the Town

Infill development is important because it directs growth away from natural areas, but it must be done well. Infill development shall enhance and not detract from the building character of the town by replicating key elements of Boone's cherished historic design features (like building scale, proportion, setbacks, character) with high quality, pedestrian-oriented design and providing public goods like plazas, wide sidewalks, public art, and affordable spaces for living, artists, and small businesses. Rules for new development should avoid financially incentivizing displacement of vulnerable populations.

Policy 1.2.4: Create and Enhance Gateways

Gateways can serve as visual cues that travelers are passing between and arriving in new places. New development, public infrastructure projects, and preservation efforts should consider gateways into Boone and between distinct areas within the town.

Goal 1.5 INTENTIONAL GROWTH MANAGEMENT

Boone will manage growth thoughtfully and intentionally within its borders and at its edges to enhance the town's livability and meet the needs of a growing community.

Policy 1.5.1: Manage Growth to Balance Protection of Community Character and Natural Areas While Directing Desired Growth to Identified Centers

The town will manage growth in a manner that balances the protection of community character and natural lands while accommodating future population. Change in the community will be carefully managed to protect critical natural lands, provide a variety of housing options for a diversity of households, support economic development, support fiscal balance, ensure adequate public safety services, and utilize growth patterns that support regional and local transit services. Lands within the town's current corporate limits are priorities for infill and redevelopment. New development areas contiguous with the town and in identified activity centers should be secondary priorities for development and ahead of areas outside centers.

Policy 1.5.2: Guide Utility Service Extensions and Annexations Using the Utility Service and Annexation Criteria

Use the Utility Service and Annexation Criteria of this chapter to evaluate applications for annexation of lands into the town and extension of public utilities to new areas. These criteria serve as the primary guide for making annexation and utility extension decisions. The criteria provide a framework for ensuring decisions are made consistently and in accordance with the Comprehensive Plan. They are complemented by the Growth Management Tiers Map.

Policy 1.5.3: Guide Growth Using the Growth Management Tiers Map

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Goal 1.6 AN AFFORDABLE TOWN TO LIVE IN

Boone will facilitate sustainable affordable housing for low- to middle income residents.

Policy 1.6.5: Preserve the Town's existing affordable homes

While ensuring housing is safe for tenants through code enforcement, preserve the townwide stock of naturally occurring affordable housing (NOAH) using zoning and other innovative planning tools.

Goal 5.2 SUSTAINABLE BUILDINGS, OPERATIONS, AND INFRASTRUCTURE

Boone will seek sustainable practices in buildings, operations, and infrastructure of town government and across the community.

Policy 5.2.2: Manage Growth on Boone's Edges

Intentionally manage outward growth to balance protecting community character and natural areas while directing desired growth to identified centers. Use the Utility Service and Annexation Criteria and the Growth Management Tiers Map to manage growth.

Gateway Focus Area Analysis

As Boone continues to grow, with limited space to do so, the areas on the edges of town will continue to develop and re-develop. Guiding the character and function of these areas is a key goal. Each focus areas has unique opportunities and challenges, but all function as gateways into Boone from the major transportation corridors. A vision was set that these areas become smaller "communities within the community," servicing the needs of residents close to home.

Northwest Boone Gateway**This Area Today (Excerpt, page 140)**

With proximity to the historic downtown, this northwest focus area along West King Street/ Highway 421 acts as a gateway from Sugar Grove, Vilas, and Tennessee. Multi-family residential, light industrial, rural, and strip commercial characterize the existing land use in this area. Several older and some relatively newer apartment complexes house a growing off-campus student population.

...

This Area Tomorrow Recommendations (Excerpt)

While the topography in this area does not lend itself to large scale development, there are opportunities for infill development on small parcels and re-development opportunities. As has already begun to happen with apartments constructed in the recent past, new development needs to be pedestrian-oriented.

...

Recommendations include the following:

...

- Promote infill development and conversion of existing buildings to pedestrian-oriented and neighborhood-serving commercial uses.

...

Planning Board Report/Recommendations

Per NCGS 160D-604(b), subsequent to initial adoption of a zoning regulation, all proposed amendments to the zoning regulation or zoning map shall be submitted to the Planning Commission for review and comment. If no written report is received from the Planning Commission within 30 days of referral of the amendment to that board, the Town Council may act on the amendment without the Planning Commission report. The Town Council is not bound by the recommendations, if any, of the Planning Commission. Per NCGS 160D-604(d), when conducting a review of proposed zoning text or map, the Planning Commission shall advise and comment on whether the proposed action is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable. The Planning Commission shall provide a written recommendation to the governing board that addresses plan consistency and other matters as deemed appropriate by the Planning Commission, but a comment by the Planning Commission that a proposed amendment is inconsistent with the comprehensive plan shall not preclude consideration or approval of the proposed amendment by the governing board.

Vote 1: The proposed amendment to the Town's zoning map ☐is OR ☐is not consistent with the Town's current comprehensive plan and any other adopted plan(s) of the Town that are applicable because:

Note 1

Note 1: describe elements of controlling land use plans and how the plan is or is not consistent.

Vote 2: The Planning Commission recommends ☐approval OR ☐denial of Ordinance #A25-0506/0507 within Exhibit A and ☐approval OR ☐denial is reasonable and in the public interest because:

Note 2

Note 2: briefly explain why, factors may include the benefits and detriments to the landowners, the neighbors, and the surrounding community; why the action taken is in the public interest; and any changed conditions warranting the amendment.

Town Council– Adoption of Ordinance

Per NCGS 160D-605, when adopting or rejecting any zoning text or map amendment, the Town Council shall approve a brief statement describing whether its action is consistent or inconsistent with an adopted comprehensive plan. The requirement for a plan consistency statement may also be met by a clear indication in the minutes of the governing board that at the time of action on the amendment the governing board was aware of and considered the planning board's recommendations and any relevant portions of an adopted comprehensive plan.

Vote 1: The proposed amendment to the Town's zoning map ☐ **is** OR ☐ **is not** consistent with the Town's comprehensive plan and any other adopted plan(s) of the Town that are applicable because:

Note 1

Vote 2: The Town Council ☐ **approves** OR ☐ **denies** Ordinance #A25-0506/0507 and believes ☐ **approval** OR ☐ **denial** is reasonable and in the public interest because:

Note 2

Note 1: describe elements of controlling land use plans and how the plan is or is not consistent.

Note 2: briefly explain why, factors may include the benefits and detriments to the landowners, the neighbors, and the surrounding community; why the action taken is in the public interest; and any changed conditions warranting the amendment.

Ordinance A25-0506/0507

ORDINANCE A25-0506/0507

WHEREAS, pursuant to N.C. Gen. Stat. §160D-601, the Town may amend its zoning map after giving proper public notice and holding a public hearing; and

WHEREAS, the Planning Commission and Town Council has received the request to amend the Official Zoning Map of the Town of Boone, North Carolina to zone the property below as presented:

Address: 539 Old Bristol Road
Watauga County PINs: 2901-01-8665-000 & 2901-01-8606-000
Property Owner: Tyler and Lara Jones
Zoning: R1 Single-family Residential & Corridor District Overlay

WHEREAS, the Boone Town Council held a duly-noticed public hearing on July 28, 2025 with respect to this rezoning request; and

WHEREAS, the Boone Town Council has taken into full consideration any information offered at the public hearing; and

WHEREAS, this Town Council has reviewed the written recommendations of the Town of Boone Planning Commission; and

NOW, THEREFORE, BE IT RESOLVED as follows:

SECTION 1. The Boone Town Council hereby approves and adopts the modifications to the Town Zoning Map as set forth herein.

SECTION 2. All provisions of any Town ordinance in conflict with this ordinance are hereby repealed to the extent of such conflict.

SECTION 3. This Ordinance shall be effective immediately upon its adoption by Town Council.

Adopted this day, 27th, day of August, 2025.

The Honorable Tim Futrelle, Mayor

Attest:

Nicole Harmon-Church, Town Clerk



Staff Report
Public Hearing
July 28, 2025

Case Permit A25-0230 Conditional District Zoning Map Amendment Modification

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Request

Consideration of changes to the Conditional District (CD) zoning map amendment process in the Unified Development Ordinance (UDO). This amendment would authorize Town Council to approve variances from ordinance standards when considering conditional district zoning map amendments. This amendment introduces flexibility into the process

This amendment is intended to streamline the approval process by integrating the consideration of variances (deviations) into the broader CD zoning map amendment evaluation. This would reduce the reliance on separate variances from the Board of Adjustment, particularly when a comprehensive review of the entirety of a development proposal is more appropriate when assessing any deviation from ordinance standards. By allowing Council to authorize these deviations, the amendment introduces greater flexibility for both Council and applicants, supporting more tailored solutions within a development review.

This proposed amendment also represents an early implementation step in support of Boone Next: Our Town, Our Future, the Town’s newly adopted comprehensive plan. Specifically, Implementation action A.1 Update the Development Regulations, envisions that the Town would conduct a thorough evaluation of the Unified Development Ordinance to ensure development aligns with the Future Land Use Map and broader community goals. Under the current regulations, the CD zoning map amendment process requires strict adherence to the standards associated with both the requested zoning district, and other applicable development standards, unless a separate variance is granted by the Board of Adjustment. The proposed amendment offers greater flexibility for Town Council and applicants by allowing a more contextual and coordinated review of proposed developments.

Please note, this amendment does not eliminate or modify the existing variance procedures utilized by the Board of Adjustment. It simply authorizes Town Council to consider and approve deviations within the CD zoning map amendment process. Applicants may still pursue standalone variances through the Board of Adjustment when appropriate.

In exchange for the added flexibility, several safeguards have been incorporated to ensure transparency, accountability, and consistency (of application). These modifications include:

- Property owner notification of the public hearing has been expanded to 300’ versus the 150’ that is standard.
- Adds a requirement for a pre-application meeting.

- Revises the required neighborhood meeting regulations as follows:
 - Allows for additional neighborhood meetings in addition to the one meeting currently required. This will be discussed with applicants so that they understand that in some cases multiple meeting may be necessary to address the purpose of the meeting.
 - The purpose of the meeting has been clarified so that the applicant the meeting is an opportunity to present the proposed development to the neighbors and any other attendees, gather feedback, document concerns, and if feasible, work toward reasonable mitigation of any issues.
 - Provides for the posting of the meeting notice on the Planning & Inspections webpage.
 - Sets standards for what the applicant must present at the neighborhood meeting.
 - Clarifies what documentation from the neighborhood meeting, such as accurate meeting minutes, should be turned in with the application for development.
 - Sets a time limitation (6 months) for submittal of an application after the neighborhood meeting.
- Sets standards for what must be included in the applicant’s submittal documents, which would now include a detailed written narrative with the following clearly labeled that address:
 - Proposed Allowable Uses
 - Deviations form Ordinance Standards
 - Mitigation of Impacts
 - Conditions
 - Affidavit – acknowledging:
 - that all zoning conditions are voluntarily proposed based solely on the applicant’s independent judgment; and
 - The applicant is not relying on any statements from Town staff, Council, or Planning Commission members regarding zoning conditions; and
 - Other interested parties in the rezoning process may rely on the validity of the proposed development proposal including any agreed upon conditions; and
 - All future property owners will be bound by the proposed development approval, including any agreed upon conditions and any commitments or representations made by the applicant

Conformity to Adopted Plans

Boone Next: Our Town, Our Future

Community Vision

We will be a prosperous, livable, people-oriented mountain community modeling resilient growth that promotes and protects our natural resources with diverse housing options and dynamic economic opportunities. We will celebrate and build upon our community's historic foundation to leave a sustainable and equitable town for future generations.

Planning Principles: The Boone Next Planning Principles are intended, as a collective, to provide a core vision to guide planning, zoning, and development decisions. These principles should be carefully considered with respect to all zoning map amendments, ordinance text amendments, and other development decisions as well as other town planning and policy initiatives.

Staff Analysis: Several Boone Next Planning Principles are relevant to the proposed amendment. Staff has included Principles 2, 3, 9, and 10 because these principles highlight ideas such as supporting creative design, encouraging walkability, protecting natural features, and addressing community needs. While the amendment doesn't directly carry out these principles, they help explain how the proposed amendment to the CD zoning map process could fit into broader planning goals and objectives.

Planning Principle 2

Emphasize quality design to create an attractive, inspiring public and private realm— architecture, streetscape, corridors, gateways, and edges—that is uniquely Boone.

Public areas (streetscapes, sidewalks, parks, plazas, etc.) and private areas (building facades, landscaping, parking facilities, etc.) will be planned, arranged, and designed with quality materials to celebrate a sense of place and character by balancing function, appearance, and affordability, while fostering creativity, innovation, and human-scale design that is true to Boone

Planning Principle 3

Encourage compact, human-scale development that integrates a vertical mix of uses (residential, commercial, office, institutional, civic, etc.) and connects with existing developed areas.

Places will be created with multiple uses in proximity to each other, perhaps on the same site and/or in the same structure. Close attention will be given to the compatibility of those uses and their surroundings. Uses will be arranged in a manner that maximizes pedestrian activity and create “communities within our community.”

Planning Principle 9

Incorporate environmentally sensitive and sustainable practices into future developments.

Development will be designed to reduce potential negative impacts on environmental features such as wetlands, riparian buffers, streams, steep slopes, wooded areas, special flood hazard areas, wildlife habitats, etc. » The town will continue efforts to protect and restore watersheds, wetlands, streams, and special flood hazard areas in development or redevelopment. » New construction will use context-sensitive design to reduce impacts on existing site features. » New development should use green building practices. Projects should minimize energy consumption, use renewable energy where feasible, minimize the consumption of resources, and use recycled building materials. » Green stormwater management is important, along with protections to our waterways. » Infill and redevelopment should maintain or enhance Boone's Urban Forest.

Planning Principle 10

Encourage appropriate development to meet the town’s urgent need for housing or other specific community needs by means of density bonuses or other mechanisms.

Encourage construction of affordable housing, public infrastructure, or other identified community needs by means of density bonuses or other incentives in appropriate areas of the town. For example, increased building height or additional units may be allowed in exchange for incorporating affordable housing units in a development.

Goals & Policies

Staff Analysis: Below are selected Goals & Policies that related to the proposed amendment. These items reflect consideration such as site-specific design flexibility, community objectives, and environmental sensitivity. Similar to the Planning Principles analysis, while the amendment does not implement these policies and goals, the amendments proposed changes may allow future development proposals to respond to them.

Goal 1.1 A SUSTAINABLE BUILT PATTERN

Boone’s interwoven natural and built environments will promote social, environmental, and fiscal sustainability while aiming to reduce auto- dependence and the roots of traffic congestion. The town will be a leader of green building design and climate responsibility.

Policy 1.1.2 Use Best Design Practices in New Development

All new growth should move Boone toward creating a network of “communities within a community” - a polycentric pattern of walkable, human-scale activity centers located within short distances of residents across the town. This pattern is key to supporting sustainability by aiming to reduce vehicle trips and their associated emissions, improving human health by supporting active utilitarian modes of transportation, and guiding growth away from natural areas. Where feasible, new growth should establish short blocks and connected rights-of-way, prominent civic spaces, stream daylighting and protected natural resources, front-facing buildings with transparent and welcoming first floors and public spaces, a diversity of housing types, income-restricted housing units, neighborhood-serving and context-sensitive nonresidential uses, rear parking and alleys, front porches¹ (residential), and safe multimodal transportation infrastructure design.

Policy 1.1.3: Promote Sustainable Building and Site Design

Promote and/or incentivize innovative building tools and approaches, such as LEED, LEED-ND, STAR Communities, WELL Building Standard, the Sustainable Development Code, and sustainable building standards and incentives in the town’s unified development ordinance. New approaches may include green roofs, renewable energy generation, alternative lighting strategies, use of local and/or recycled materials, optimization of solar access, and other innovative practices.

Goal 1.2 DEVELOPMENT TRUE TO BOONE’S VISION

Boone’s development and redevelopment will enhance the best of the town’s existing built environment and reinforce the vision set forth in this plan.

Policy 1.2.1: Build the Town for People

To the extent possible, the built environment should be human-scale and pedestrian oriented rather than large-scale and auto-oriented. There are urban design characteristics that transcend eras, styles, and typologies that help to explain why Boone’s beloved downtown makes human beings comfortable. Human-scale development is not defined by density, but instead by urban design that

makes human beings comfortable and happy navigating streets, activity centers, and neighborhoods on foot. Human-scale built environments might consider terminating vistas at the end of streets or the width and frontage of new buildings.

Policy 1.2.2: Infill Development Enhances the Town

Infill development is important because it directs growth away from natural areas, but it must be done well. Infill development shall enhance and not detract from the building character of the town by replicating key elements of Boone’s cherished historic design features (like building scale, proportion, setbacks, character) with high quality, pedestrian-oriented design and providing public goods like plazas, wide sidewalks, public art, and affordable spaces for living, artists, and small businesses. Rules for new development should avoid financially incentivizing displacement of vulnerable populations.

Goal 1.4 A NETWORK OF OPEN SPACE & GREEN CORRIDORS

Boone will build on its reputation as a green and outdoor city, creating and protecting an integrated network of green corridors, parks, and open spaces as well as meaningful rural and agricultural uses.

Policy 1.4.1: Protect Ecologically Valuable Areas and Corridors

Through regulations and development decisions, protect, restore, and connect ecologically valuable areas such as critical watersheds, stream buffers, wetlands, wildlife habitat, and hardwood forests. Prioritize conservation of lands adjacent and connected to existing protected areas.

Goal 1.6 AN AFFORDABLE TOWN TO LIVE IN

Boone will facilitate sustainable affordable housing for low- to middle income residents.

Policy 1.6.1: Support Income-Restricted Housing

Support permanently affordable housing for low- and middle-income residents geographically located throughout the town. Prioritize permanent affordability, particularly for those at or below 60 percent of the area median income, through community land trusts, nonprofit ownership and management, the Housing Authority, town ownership, and restricted deeds and covenants. Consider programs that fund home improvements for low income homeowners in exchange for right of first refusal to purchase homes for affordable housing partners.

Policy 1.6.2: Use Innovative Tools to Expand Affordable Housing

Using incentives like density bonuses, regulations, and other strategies, strive to achieve a minimum of 5-10 percent income-restricted units in new multi-unit residential construction projects.

Implementation Actions

Staff Analysis: Staff has included Implementation Action A.1 because it directly relates to the proposed amendment. This action calls for updates to the development regulations. The amendment streamlines how the site-specific flexibility is reviewed under the CD zoning map amendment process.

A.1 Update the Development Regulations

- Incorporate new and revised graphics and tables to explain zoning concepts
- Improve the page layout and internal reference system
- Ensure standards and criteria are clear
- Modernize, refine, and update definitions
- Streamline the review procedures, where appropriate

- Study the current Limited Use standards section and consider updates where necessary for simplicity, best practices, and better alignment with the comprehensive plan
- Add affordable housing density bonus provisions

Planning Board Report/Recommendations

Per NCGS 160D-604(b), subsequent to initial adoption of a zoning regulation, all proposed amendments to the zoning regulation or zoning map shall be submitted to the Planning Commission for review and comment. If no written report is received from the Planning Commission within 30 days of referral of the amendment to that board, the Town Council may act on the amendment without the Planning Commission report. The Town Council is not bound by the recommendations, if any, of the Planning Commission. Per NCGS 160D-604(d), when conducting a review of proposed zoning text or map, the Planning Commission shall advise and comment on whether the proposed action is consistent with any comprehensive plan that has been adopted and any other officially adopted plan that is applicable. The Planning Commission shall provide a written recommendation to the governing board that addresses plan consistency and other matters as deemed appropriate by the Planning Commission, but a comment by the Planning Commission that a proposed amendment is inconsistent with the comprehensive plan shall not preclude consideration or approval of the proposed amendment by the governing board.

Vote 1: The proposed amendment to the Town's Unified Development Ordinance ☐is OR ☐is not consistent with the Town's current comprehensive plan and any other adopted plan(s) of the Town that are applicable because:

Note 1

Note 1: describe elements of controlling land use plans and how the plan is or is not consistent.

Vote 2: The Planning Commission

recommends ☐approval OR ☐denial of Ordinance A25-0230 within Exhibit A and ☐approval OR ☐denial is reasonable and in the public interest because:

Note 2

Note 2: briefly explain why, factors may include the benefits and detriments to the landowners, the neighbors, and the surrounding community; why the action taken is in the public interest; and any changed conditions warranting the amendment.

Town Council– Adoption of Ordinance

Per NCGS 160D-605, when adopting or rejecting any zoning text or map amendment, the Town Council shall approve a brief statement describing whether its action is consistent or inconsistent with an adopted comprehensive plan. The requirement for a plan consistency statement may also be met by a clear indication in the minutes of the governing board that at the time of action on the amendment the governing board was aware of and considered the planning board's recommendations and any relevant portions of an adopted comprehensive plan.

Vote 1: The proposed amendment to the Town's Unified Development Ordinance ☐is OR ☐is not consistent with the Town's comprehensive plan and any other adopted plan(s) of the Town that are applicable because:

Note 1

Vote 2: The Town Council ☐approves OR ☐denies Ordinance A25-0230 and believes ☐approval OR ☐denial is reasonable and in the public interest because:

Note 2

Note 1: describe elements of controlling land use plans and how the plan is or is not consistent.

Note 2: briefly explain why, factors may include the benefits and detriments to the landowners, the neighbors, and the surrounding community; why the action taken is in the public interest; and any changed conditions warranting the amendment.

Ordinance A25-0230

ORDINANCE # A25-0230

AN ORDINANCE TO REVISE the UNIFIED DEVELOPMENT ORDINANCE

WHEREAS, the Boone Town Council has determined that revisions to the UDO are necessary to modify the conditional district zoning map amendment standards and process; and

WHEREAS, the Boone Town Council held a duly-noticed public hearing on July 28, 2025 with respect to this ordinance; and

WHEREAS, the Boone Town Council has taken into full consideration any information offered at the public hearing; and

WHEREAS, this Town Council has reviewed the written recommendations of the Town of Boone Planning Commission; and

WHEREAS, the Town Council finds that it is in the best interest of the Town and its citizens that Town Council directly consider and, with input from the public as deemed appropriate by Council; and

WHEREAS, the Boone Town Council is authorized to enact this Ordinance pursuant to its zoning authority under G.S. Chapter 160D, Article 6;

NOW THEREFORE, BE IT ORDAINED BY THE BOONE TOWN COUNCIL THAT:

SECTION 1. The Town of Boone Unified Development Ordinance (“UDO”) is hereby revised as set forth in the attached **Exhibit A** to this Ordinance, which is incorporated by reference, with deletions and additions shown in ~~red~~ and [blue](#) respectively:

SECTION 2. All provisions of any Town ordinance in conflict with this ordinance are hereby repealed to the extent of such conflict.

SECTION 3. In the event any section, subsection, subdivision, paragraph, subparagraph, item, sentence, clause, phrase or word of this ordinance is declared or adjudged to be invalid or unconstitutional, such declaration or adjudication shall not affect the remaining provisions of this ordinance, which shall remain in full force and effect as if the portion so declared or adjudged invalid or unconstitutional was not originally a part of this ordinance.

SECTION 4. This Ordinance shall be effective immediately upon its adoption by Town Council.

Adopted this the 20th day of August, 2025.

The Honorable Tim Futrelle, Mayor

Attest:

Nicole Harmon-Church, Town Clerk

Article 34 Definitions

Conditional Zoning

A legislative zoning map amendment with site-specific conditions incorporated into the zoning map amendment.

Site Plan

A scaled drawing and supporting text showing the relationship between lot lines and the existing or proposed uses, buildings, or structures on the lot. The site plan may include site-specific details such as building areas, building height and floor area, setbacks from lot lines and street rights-of-way, intensities, densities, utility lines and locations, parking, access points, roads, and stormwater control facilities that are depicted to show compliance with all legally required development regulations that are applicable to the project and the site plan review. A site plan approval based solely upon application of objective standards is an administrative decision and a site plan approval based in whole or in part upon the application of standards involving judgment and discretion is a quasi-judicial decision. A site plan may also be approved as part of a conditional zoning decision. A reference to a "site plan" in this ordinance may also include the "site-specific vesting plan" where appropriate.

Site-Specific Vesting Plan

A plan submitted to a local government in which the applicant requests vesting in accordance with Section 4.13, describing with reasonable certainty on the plan the type and intensity of use for a specific parcel or parcels of property. The plan may be in the form of, but not be limited to, any of the following plans or approvals: a subdivision plat, a preliminary or general development plan, a special use permit, a conditional district zoning plan. The plan shall include the approximate boundaries of the site; significant topographical and other natural features affecting development of the site; the approximate location on the site of the proposed buildings, structures, and other improvements; the approximate dimensions, including height, of the proposed buildings and other structures; and the approximate location of all existing and proposed infrastructure on the site, including water, sewer, roads, and pedestrian walkways.

Article 1 General Provisions

...

1.28 Building Design Elements

1.28.01 "Building design elements" as used within this Ordinance means exterior building color; type or style of exterior cladding material; style or materials of roof structures or porches; exterior nonstructural architectural ornamentation; location or architectural styling of windows and doors, including garage doors; the number and types of rooms; and the interior layout of rooms. The phrase "building design elements" does not include any of the following: (i) the height, bulk, orientation, or location of a structure on a zoning lot, (ii) the use of buffering or screening to minimize visual impacts, to mitigate the impacts of light and noise, or to protect the privacy of neighbors, or (iii) regulations adopted pursuant to this Article governing the

permitted uses of land or structures subject to the North Carolina Residential Code for One- and Two-Family Dwellings.

...

- 1.28.03** Regulations prohibited by this subsection may not be applied, directly or indirectly, in any zoning district or conditional district unless voluntarily consented to by the owners of all the property to which those regulations may be applied as part of and in the course of the process of seeking and obtaining a zoning amendment or a zoning, subdivision, or development approval, nor may any such regulations be applied indirectly as part of a review pursuant to G.S. 160D-604 or G.S. 160D-605 of any proposed zoning amendment for consistency with an adopted comprehensive plan or other applicable officially adopted plan.

Article 4 Development Approvals

...

14.02 Use Information

- 14.02.01 Use Table Guidance.** Each zoning district enumerated in Part II of this article contains a list of uses permissible in the district. Review Appendix B to view comparative tables that list all uses allowed within the zoning districts enumerated in Section 14.01.

A. Permitted (P): A “P” in a Table of Principal Uses, Table of Accessory Uses, and Table of Temporary Uses indicates that a use is allowed by right in the respective district. Such uses are subject to all applicable requirements of this Ordinance but do not have additional requirements which are specific to the use in accordance with this Article.

B. Permitted Subject to Limitations (L): An “L” in a Table of Principal Uses, Table of Accessory Uses, and Table of Temporary Uses indicates that a use is allowed by right in the respective district, provided that the use meets the normal requirements of the Ordinance plus additional requirements designed to address the specific impacts of the use. A cross-reference in the “Reference” column of the Table for a permitted use with an “L” is intended to direct the reader to a Section(s) which has special importance to the use, but it does not limit the applicability of other Sections.

C. Special Use Permit Required (S): An “S” in the Table of Principal Uses, Table of Accessory Uses, and Table of Temporary Uses indicates that a use is allowed only with a Special Use Permit in the respective district. A cross-reference in the “Reference” column of the Table for a permitted use with an “S” is intended to direct the reader to a Section which has special importance to the use, but it does not limit the applicability of other Sections.

9D. Conditional District (CD): A “CD” in a Table of Principal Uses, Table of Accessory Uses, and Table of Temporary Uses indicates that a use is allowed only with a conditional district zoning ~~map amendment approval~~ in the respective district. A cross-reference in the “Reference” column of the Table for a permitted use with a “CD” is intended to direct the reader to a Section which has special importance to the use, but it does not limit the applicability of other Sections.

~~D~~E. **Not Permitted (Blank Cell):** A blank cell in a Table of Principal Uses, Table of Accessory Uses, and Table of Temporary Uses indicates that a use is not allowed in the respective district.

~~E~~F. **Use Nomenclature:** Each use listed in the tables is more fully defined in Article 34 Definitions. The nomenclature of each use within the tables is for identification purposes only.

...

4.10 Uses Previously Approved by Conditional Use Permit

4.10.01 Amendments and modifications to uses currently subject to the terms and conditions of a previously approved conditional use permit, except those issued with conditional use zoning approvals, will be processed subject to the provisions of Section 4.16 dealing amendments and modifications to special use permits or major subdivision preliminary plat approvals.

...

4.13 Vested Rights for Certain Approvals

4.13.01 A vested right shall be deemed established upon proper and lawful approval of a site-specific vesting plan for a special use permit, major subdivision, or ~~E~~conditional ~~d~~District [zoning map amendment](#).

...

14.19.04 B1 Development Standards

...

F. Maximum Building Height: (See Subsection 14.03.07)

...

7. Building Height Limitations:

8. [Grab your reader's attention with a great quote from the document or use this space to emphasize a key point. To place this text box anywhere on the page, just drag it.]

...

- b. [In the B1 Downtown Core](#), ~~T~~the height of a building existing as of April 26, 2018 may not be increased, whether by demolition and rebuilding or reconstruction, renovation, or improvement, unless approved under the ~~c~~Conditional ~~d~~District ~~z~~Zoning ~~m~~Map ~~a~~Amenendment process set forth in Article 9 herein. Provided, however, that an addition or modification of the features exempted in Subsection 14.03.07(F) does not trigger the requirement for the Conditional District Zoning Map Amendment process.

Staff Note: While evaluating the CD language, Staff identified that a standard originally limited to the former B1 Central Business district was not cleanly revised when a second B1 district was added in 2021. The original intent was to protect historical buildings in the downtown core that now is being applied to both the B1 Downtown Core and the B1 Downtown

15.03 1.07 Duplex; 1.08-1.10 Townhouse; 1.11-1.13 Multi-Family Dwelling; 1.14-1.16 Multi-Family Dwelling In Mixed Use (unless specifically excluded)

...

15.03.02 This Section shall not apply to:

- A.** Multi-family dwelling units in mixed-use building(s) constructed pursuant to and in accordance with the requirements of Section 15.04,
- B.** Multi-family dwelling units in single use buildings within a mixed-use project constructed pursuant to and in accordance with the requirements of Section 15.04, if:
 - 1. The development is approved through a conditional district ~~b1 general business, b2 neighborhood business, b3 general business rezoning~~ [zoning map amendment](#) process [set forth in UDO Article 9 Amendments](#); and

...

15.04 Multi-Family in Mixed Uses

...

15.04.04 Multi-family residential uses, either as the result of new construction or conversion, are allowed in the General Business District (B3) only if the projects in which they are included meet the following:

- A.** Multi-family uses wholly or partially on property zoned B3 General Business within the Corridor Districts.
 - 1. Mixed Use Building(s):
 - a. Each building shall fully consist of street level commercial uses (i.e. retail, office, and restaurant).
 - b. Surface parking shall be located to the side or most preferably to the rear, and in no case shall parking extend beyond the front building line. Structured parking is permitted but shall be located to the rear or under street level commercial uses.
 - c. In the area between the primary façade and the street the applicant is encouraged to preserve existing significant or historic trees, to provide landscaped courtyards, landscaped greenspace, plazas, pocket parks, and other pedestrian oriented amenities.
 - 2. Single Use Building(s)
 - a. Single use multi-family building(s) are only allowed as part of a mixed-use project if approved through the conditional district [zoning map amendment](#) ~~B3 General Business rezoning~~ [process set forth in UDO Article 9 Amendments](#).

...

15.62 Temporary Uses**15.62.14** Temporary Use 9.01 Public Colleges and Universities – Leased “Swing” space

- A.** Use 9.01 Public Colleges and Universities may be allowed within the B3, O/I and M1 zoning districts on a temporary basis subject to the following regulations:

...

6. In the B3 district, Temporary Use 9.01 shall be allowed until June 30, 2029. After that date, the authorization of Temporary Use 9.01 in the B3 district shall automatically expire without requiring any further action by Town Council, and no such use shall thereafter be permitted in the B3 district. In the B3 district, Temporary Use 9.01 shall be allowed for a development governed by a special use permit or conditional district zoning map amendment permit as to which the proposed temporary activities are comparable to the principle uses already allowed under that special use permit or conditional district, as determined by the Administrator. In other cases, landowners may seek modification of the zoning approval to allow for Temporary Use 9.01 in the usual manner provided for requested modifications pursuant to Article 9.

...

Article 14 Zoning District Regulations

14.01 Enumeration and Description of Districts

- 14.01.01** In order to regulate the height, size of buildings, the intensity and location of land usage, areas of livability space, provide for an improved environment, and to promote the health, safety, and general welfare of its citizens, the Town of Boone is divided into zoning districts. Note: district titles are intended to convey general land use but the specific standards for each district determine the actual regulations applicable to a particular site.

- 14.01.02** There are three types of zoning districts: general use districts, overlay districts and conditional districts.

- A.** General use districts are those in which a variety of uses are permitted. The general use districts established in this article are classified as follows:

- R1 Single-Family Residential District
- R1A Single-Family Residential with Accessory Dwelling District
- R1C Compact Neighborhood Residential District
- R1S Small Home Residential District
- R2 Two-Family Residential District
- R3 Multiple-Family Residential District
- R4 Two-Family/Manufactured Home Residential District
- R5 55+ Housing Residential District
- MH Manufactured Home Park District
- RA Residential Agricultural District
- B1 Central Business District
- B2 Neighborhood Business District
- B3 General Business District

OI	Office Institutional District
WD	Wellness District
M1	Manufacturing District
U1	University District
U1	Educational District
E2	Educational District
E3	Educational District
E4	Educational Child Daycare District

- B.** Overlay districts are those districts that overlap one or more general use districts and contain standards in addition to the underlying general use or conditional district zoning standards. Where requirements conflict, overlay district standards supersede general use district standards. The overlay districts established in this article are classified as follows:

Special Flood Hazard Area (SFHA)
Watershed Protection District
Corridor District
Neighborhood Conservation District (NCD)
Viewshed Protection District
Historic Districts

~~Title 1.C. A Conditional District (CD) is a zoning district in which the use and development of a property pursuant to a site-specific development plan is approved through the legislative process pursuant to Article 9 of this Ordinance. A CD utilizes a proposed general use zoning district, is limited to the authorized uses and development standards mandated within that district, and may be subjected to conditions that make the development more desirable.~~

Article 9 Amendments

9.01 Amendments in General

9.01.01 Amendments to the text of this Ordinance (hereafter, “the UDO”) or to the Town’s officially adopted zoning map shall be made in accordance with the provisions of this Article.

- A.** All amendments adopted pursuant to this Article shall be by ordinance.

9.02 Initiation of Amendments

9.02.01 Text and Map Amendments

A. Citizen/ Landowner Requests.

- 1. Text Amendments.** Any person may request that Council set a proposed text amendment for consideration at the next available public hearing. The petition shall be filed with the Administrator and shall include at a minimum: (i) the name, address, and phone number of the applicant, and (ii) a summary of the specific objective of any proposed change in the text of this Ordinance. Such request shall be scheduled for consideration at the next available regularly scheduled Council meeting.

- a. The Administrator may, in their discretion, prepare a written analysis of the proposed text amendment to assist Council in consideration of whether to forward the amendment for public hearing. Any such analysis by the Administrator shall address the conformity of the proposed amendment with the Comprehensive Plan and other officially adopted plans of the town, as well as such other matters as the Administrator deems relevant.
2. **Map Amendments.** Except as provided at subsection (C), any person may petition for a map amendment by submitting the required fee and a petition in such form and including such information as may be required by the Administrator. A completed map amendment application will be set for hearing at the next available public hearing.
3. The petition shall be filed with the Administrator and shall include at a minimum:
 - a. The name, address, and phone number of the applicant;
 - b. A description of the land affected by the proposed amendment;
 - c. A description of the proposed map change; and
 - d. In the case of a conditional district map amendment, those items described at ~~Subsection 9.02-029~~ below.
- B. In addition to proposed amendments submitted per subsection (A) above, the drafting of proposed text amendments and consideration of any text or map amendment at a public hearing may proceed:
 1. Upon direction given by Council to staff either upon Council's own initiative or upon Council's consideration of a petition submitted pursuant to section (A) above; or
 2. Upon the initiative of the Administrator or the Town Attorney, with the concurrence of both.
- C. No amendment to zoning regulations or a zoning map that down-zones property shall be initiated, enacted, or enforced ~~nor shall any such amendment be enforceable~~ without the written consent of all landowners whose property is the subject of the down-zoning amendment, ~~unless the down-zoning amendment is initiated by the city~~. For purposes of this section, "down-zoning" means a zoning ordinance that affects an area of land in one of the following ways:
 1. ~~(1)~~ bBy decreasing the development density of the land to be less dense than was allowed under its previous usage. ~~or (2)~~
 2. ~~b~~By reducing the permitted uses of the land that are specified in a zoning ordinance or land development regulation to fewer uses than were allowed under its previous usage.
 3. By creating any type of nonconformity on land not in a residential zoning district, including a nonconforming use, nonconforming lot, nonconforming structure, nonconforming improvement, or nonconforming site element.

Staff Note: Language in 9.02.01 has been modified to reflect changes made to NC Gen. Stat. 160D.

9.02.02 ~~Conditional District (CD) Map Amendment~~

- ~~A. A property may be placed in a CD only in response to a petition by the owners of all property to be included.~~
- ~~1. No State-owned property may be placed in a CD without prior approval by the Council of State.~~
- ~~B. The petition shall be filed with the Administrator and shall include at a minimum:~~
- ~~1. The name, address, and phone number of the applicant,~~
- ~~2. A description of the land affected by the proposed amendment, and~~
- ~~3. A description of the proposed map change, and~~
- ~~4. A site-specific development plan and supporting documentation that specifies the actual use or uses intended for the property and any rules, regulations and conditions that, in addition to all predetermined Ordinance requirements, will govern the development and use of the property.~~

9.02.03² Council Consideration of Proposed Amendments

- A. Upon consideration of a proposal to amend the UDO text or zoning map, Council may take any one or more of the following actions:
1. Direct further consideration and/or development of the amendment by Staff and/or the Planning Commission,
 2. Authorize drafting of a proposed amendment if such has not already been drafted,
 3. Set the proposed amendment for public hearing and consideration by the Planning Commission, and/or
 4. Decline to authorize further consideration of the proposed amendment.
- B. In the event Council directs a proposed amendment to be considered at a public hearing, such hearing may be scheduled at any such date, time and location as will allow proper notice to issue in advance of the hearing.
- C. No later than seven (7) days prior to the date set for the public hearing, the Administrator shall prepare an analysis of the proposed amendment to assist the Planning Commission and Council in determining the conformity of the draft amendment with this Ordinance, the Comprehensive Plan and any other officially adopted plan of the Town that relates to the proposed amendment.

9.02.03³ Modification of Applications After Distribution of Agenda Packet

- A. **Modification of Petition Between Distribution of the Agenda Packet and the Public Hearing:**
1. **Modification in Response to Administrator's Recommendation or Request:** An applicant may not significantly modify an application between the distribution of the Agenda Packet containing the Staff Report of the case and the public hearing unless

the proposed modification is in direct response to a specific request or recommendation by the Administrator.

- a. A proposed modification, even in response to the Administrator's recommendation or request, shall be submitted to the Administrator prior to the hearing in sufficient time for the Administrator to fully evaluate the impacts of the proposed modification.
 - b. If the Administrator determines that the applicant did not submit the proposed modification prior to the public hearing in sufficient time for the Administrator to fully evaluate the impacts of the proposed modification, the applicant will be given the choice between the public hearing being rescheduled until the next regularly scheduled public hearing or withdrawal of the proposed modification.
2. **Insignificant or Minor Modifications in a Petition:** An applicant may make a non-substantial modification to an application between the distribution of the Agenda Packet containing the Staff Report and the scheduled public hearing.
- a. A proposed non-substantial modification shall be submitted to the Administrator prior to the public hearing in sufficient time for the Administrator to fully evaluate the impacts of the proposed modification. However, if an applicant proposes an insignificant modification to a petition during the scheduled hearing, and the Administrator indicates that adequate time exists to fully evaluate the impacts of the modification with or without a recess by the Council, the modified application may be acted upon by the Council.
 - b. If the Administrator determines that the petitioner did not submit the proposed modification prior to the public hearing in sufficient time for the Administrator to fully evaluate the impacts of the proposed modification, the applicant will be given the choice between the hearing being rescheduled until the next regularly scheduled public hearing or withdrawal of the proposed modification.
3. **Major Modification of an Application:** A petitioner seeking to significantly modify an application between the distribution of the Agenda Packet containing the Staff Report of the case and the public hearing, whether in response to Staff recommendations or self-initiated, must file a new application.
4. **Determination as to whether a Proposed Modification is Insignificant, Minor or Major:** The Planning Director shall make the determination as to whether a modification is "insignificant", "minor" or "major" in accordance with Section 4.16.

B. Modification of Petition in Response to Concerns & Issues Raised at the Hearing

1. In response to questions or comments by persons appearing at the hearing or to suggestions or recommendations by the Board an applicant may agree to modify an application, including the plans and specifications submitted.
2. Unless such modification is so substantial or extensive that the Council cannot reasonably be expected to perceive the nature and impact of the proposed change without revised plans before it, the Council may approve the petition with the

condition that the development permit will not be issued until plans reflecting the agreed upon changes are submitted and approved by the Administrator.

(Ord. 20150028, 11-19-2015; Ord. 20150149, 05-19-2016; Ord. PL00421-04102017, 05-18-2017; Ord. PL01265-011618, 03-22-2018; Ord. PL02333-030719, 05-09-2019; Ord. PL04196-090820, 07-01-2021; Ord. PL04727-050721, 07-01-2021)

9.03 Hearing Required: Conduct of Hearing; Notice of Hearing

9.03.01 Hearing Required

- A. Text, ~~g~~General, and ~~c~~Conditional ~~d~~District ~~z~~Zoning ~~m~~Map ~~a~~Amendments are ~~a~~ legislative processes subject to judicial review.
- B. No action that amends or repeals any of the provisions of this Ordinance may be adopted until a public hearing has been held on such.

9.03.02 Conduct of Hearing

- A. The Council and Planning Commission shall meet in joint session to hold the public hearing, and a quorum of each body must be present.
- B. Public hearings on proposed amendments shall be conducted in accordance with the meeting schedule adopted by Council, so long as there are items for consideration.
- C. A record of the public hearing will be prepared by Staff and minutes of the hearing submitted to the Planning Commission and Council as soon as practical following the public hearing.
- D. Public hearings shall be conducted in accordance with rules for the hearing adopted by the Council.

~~E. The Mayor or other presiding officer may, at a minimum:~~

- ~~1. Limit the length of time for each speaker, and~~
- ~~2. Require the designation of a spokesperson for groups of persons supporting or opposing the proposed amendment for the same reasons, and~~
- ~~3. Provide for the maintenance of order and order the removal from the hearing room of any person attempting to disrupt the hearing or to intimidate or belittle other speakers, and~~
- ~~4. Limit the number of persons in the hearing room at any one time, insofar as the number of persons wishing to attend the hearing exceeds the safe capacity of the hearing room.~~

~~F.~~E. Public hearings shall be conducted as follows except as otherwise directed by Town Council:

Staff Note: Language is unnecessary. Council has adopted meeting procedures.

1. The applicant or other proponent of the proposed amendment shall present the requested amendment and answer questions posed by Planning Commission and Town Council members.
2. Town staff (if not the proponent of the amendment) shall comment upon the proposed amendment and answer questions posed by Planning Commission and Town Council members.
3. Any other persons wishing to speak on the proposed amendment shall be given an opportunity to do so and to answer questions posed by Planning Commission and Town Council members.
4. The meeting shall then be opened to comment and discussion by and among Planning Commission and Town Council members, who also may in their discretion seek further information from or otherwise involve Town staff, the applicant, and any other interested persons in the discussion.

~~G.F.~~ Town Council and Planning Commission members shall endeavor to use the public hearing as a forum to voice and address concerns about the proposed amendment, so that each body can have the benefit of understanding the views and concerns of members of the other body.

~~H.G.~~ In the case of Conditional District zoning applications, Town Council and Planning Commission members shall endeavor to use the public hearing as a forum to explore possible conditions that could be placed on the proposed development with the agreement of the applicant.

9.03.03 Hearing Notice

A. Legal Ad: For all amendments, the Administrator shall publish a notice of the public hearing no less than once a week for two (2) successive weeks in a newspaper having general circulation in the area.

1. The notice shall be published for the first time not less than ten (10) days nor more than twenty-five (25) days before the date fixed for the hearing.
2. In computing this period, the date of publication shall not be counted but the date of the hearing shall be.

B. Adjacent Landowner Notification: ~~w-~~With respect to zoning map amendments, the Administrator shall mail written notice of the public hearing by first class mail to the following property owners, as shown on the listings of the Watauga County Tax Administration as follows:

1. ~~of a~~All property ownersies whose zoning classification will be changed by the proposed amendment;
2. For any general use zoning map amendment, ~~and~~ all property owners of properties for which any portion is ~~(i)-either~~ within 150 feet of the subject property ~~or~~or

~~(ii)including any properties~~ separated from the subject property only by a street or other transportation corridor ~~greater than 150 feet~~.

3. For any conditional zoning district zoning map amendment, all property owners of all properties as to which -any portion is either within 300 feet of the subject property or separated from the subject property only by a street or other transportation corridor.

...

9.09 Conditional Districts (CD)

9.09.01 General Guidance

A. Purpose: The CD process is established to provide tailored regulations to address specific circumstances or development goals. This process permits the application of additional conditions to proposed developments to ensure compatibility with neighboring uses and alignment with adopted plans or other development goals of the town, while also allowing deviations from existing standards where such serves the town’s development goals.- By incorporating tailored standards, the CD process offers a degree of flexibility not always achievable through a general use zoning map amendment. Specific procedural steps are mandated and applications must include more detailed information than might otherwise be required.

B. Applicability: Property may be placed in a conditional district only in response to a petition by all owners of the property. A CD may be requested for any general use zoning district listed in UDO Subsection 14.01.02(A).

1. The authorization of a CD for any use which is a permitted only as a special use or division of property as a major subdivision in this Ordinance shall preclude any requirement for obtaining a special use permit or major subdivision approval.
2. The authorization of a CD shall preclude any requirement for obtaining a variance from the Board of Adjustment unless it is a variance to Article 29 Watershed Protection and Article 30 Flood Damage Prevention. Any variances required under Article 29 or 30 must be obtained before a public hearing is held on a proposed CD.
3. Once a CD is authorized, every use that is permitted “by right” in the base zoning district is automatically allowed. This means that if a use meets all criteria under existing zoning regulations, the project does not need to reapply to modify the approval.
 - a. The only exceptions are those uses that the applicant chooses to exclude during the application process or uses that are excluded due an accepted condition.

9.09.02 Procedural Requirements

A. Pre-Application Meeting(s) Required: The first step in the conditional district process is a required pre-application meeting with the Planning and Inspections Department to

review any preliminary plans and to ensure that the applicant understands the conditional district process and the details required to apply. Additional meetings may be necessary based upon the complexity of the proposed development or if the proposed development changes.

1. At the pre-application meeting, the applicant shall provide the Planning and Inspections Department with a concept or preliminary plan, that depicts location, density, size, and proposed uses.
2. After the conclusion of the pre-application meeting, the Planning and Inspections Department will provide the applicant with an electronic copy of the property owners located within 300 feet of the boundaries of all parcels to be included in the proposed development.

B. Neighborhood Meeting Required: Subsequent to the required pre-application meeting, and prior to the submittal of the CD zoning map amendment application, the applicant shall hold at a minimum, at least one neighborhood meeting. The purpose of the neighborhood meeting is to give the applicant an opportunity to present the proposed development to the neighbors and any other attendees, gather feedback, document concerns, and if feasible, work toward reasonable mitigation of any issues.

1. A meeting notice must be mailed to property owners within 300 feet of the development at least 25 days prior to the meeting in accordance with Subsection 1.13.02 herein. The notice shall contain a summary of the proposed development, the applicants phone number, email address, date, time, and location of the meeting. A copy of the notice shall be electronically provided to the Planning Department (planning@townofboone.net), who in return shall post the notice on the Planning and Inspection's webpage under "Notices".
2. The meeting must be held at an accessible and convenient location and time in light of available options. Upon coordination through the Planning Department, the meeting may be held at Town Council Chambers if that location is available.
3. At the meeting, the petitioner, at a minimum, shall present all the following information:
 - a. Contact information of the parties involved in the ownership, design, and development of the property;
 - b. The location of the property and general information on the current conditions of the site;
 - c. Proposed use(s) and site development;
 - ~~a.~~ d. Any preliminary plans or renderings,
4. Subsequent to the neighborhood meeting, the applicant shall provide, as part of their application, the Administrator with accurate meeting minutes which includes a

list of all attendees and details the meeting including any and all concerns expressed by attendees and likewise any and all commitments made by the petitioner. This information shall be included in the board packet along with the applicant's other application materials.

2.5. The applicant has six (6) months from the date of the neighborhood meeting to submit a complete application. Failure to file a complete application within this time frame will require the applicant to have to start the process over.

C. Application Submittal: Pursuant to Subsection 9.09.02(B)(5), applicants must submit a complete application within six (6) months of their last neighborhood meeting. Each application is required to provide, to the satisfaction of the Administrator, sufficient details relevant to the development proposal. Each application shall comply with the requirements set forth in UDO Article 4 Development Approvals and Section 9.02 herein. In addition to these requirements, applicants for a CD shall provide a detailed written project narrative that includes at a minimum clearly labeled sections addressing the following:

1. **Proposed Allowable Uses:** Clearly list all proposed principal, accessory, and temporary uses:
 - a. That are permitted within the general use zoning district serving as the basis for the CD and identified in the tables of uses as either a "CD" or "S".
 - b. Any proposed use that is not currently allowable in the general use zoning district serving as the bases for the CD. The addition of the use requires a written narrative justifying its inclusion and demonstrating how it aligns with the proposed development, surrounding land uses, and adopted plans.
2. **Deviation from Ordinance Standards:** Clearly and accurately list any requested deviations from any Ordinance standard. Explicitly describe the applicable standard and the extent to which is being modified.
3. **Mitigation of Impacts:** For properties within 300 feet of any residentially zoned area, clearly outline how the development is designed to effectively mitigate potential impacts. Address the following, at a minimum: noise, lighting, traffic, environmental concerns, and any other potential adverse effects based on site characteristics.
4. **Conditions:** Clearly indicate whether the applicant is voluntarily offering any conditions (e.g., limitations of activities or operations) as part of the initial application.
5. **Affidavit:** Attach a signed affidavit, acknowledging:
 - i. All zoning conditions are voluntarily proposed based solely on the applicant's independent judgment; and

- ii. The applicant is not relying on any statements from Town staff, Council, or Planning Commission members regarding zoning conditions; and
- iii. Other interested parties in the rezoning process may rely on the validity of the proposed development proposal including any agreed upon conditions; and
- iv. All future property owners will be bound by the proposed development approval, including any agreed upon conditions, and any commitments or representations made by the applicant.

D. Decision:

- 1. If a petition for a CD zoning amendment is approved, a copy of the approval and all conditions relative to the approval, including site-specific development plan(s), shall be kept on file in the Planning and Inspections Department office. A copy of the approval will also be recorded with the Watauga County Register of Deeds.
 - a. Should the vesting period for a CD approval terminate and expire as provided at section 4.13.05 herein, no subsequent use of the property shall be permitted until a new zoning map amendment is submitted and approved.
- 2. Should a petition for a CD be denied, then no new petition shall be considered within six (6) months of the date of the original denial

E. Modification to Approval: Except for a proposed minor modification, no proposal to amend or change a CD may be accepted or considered within six (6) months of the date of the original approval or within six (6) months of a hearing to amend or change the CD.

- 1. A minor modification is one which does not significantly change the essential character of the use or activity that has been previously authorized through the CD zoning approval.
- 2. Proposed changes to an approved petition or to conditions attached to the approved petition shall be treated the same as amendments to these regulations or to the zoning map and shall be processed as a new application.

9.09.03 Standards and Conditions:

- A. All standards of the corresponding general use zoning district shall be met, except to the extent that deviations to district standards and allowable uses may be permitted when the applicant has demonstrated that the proposed deviations would result in a development that is equal to or exceeds the quality and intent of the district's established standards while in alignment with adopted plans or other development goals of the town.

- B. The applicant, Town Council, and the Planning Commission members shall endeavor to use the public hearing as a forum to explore conditions that may be applied to the proposed development. Pursuant to NC General Statutes 160D-703, only those conditions approved by the Council and consented to by the petitioner in writing may be incorporated into the approval
- C. Unless consented to by the applicant in writing, Council may not require, enforce, or incorporate into any condition or requirement not authorized by otherwise applicable law, including, without limitation, taxes, impact fees, building design elements within the scope of G.S. 160D-702(b), driveway-related improvements in excess of those allowed in G.S. 136-18(29) and G.S. 160A-307, or other unauthorized limitations on the development or use of land.
- D. Conditions and site-specific standards shall be limited to those that address the conformance of the development and use of the site to local government ordinances, adopted plans, or the impacts reasonably expected to be generated by the development or use of the site.
- E. The applicant shall forthrightly answer any request by a Town Council member to agree to a proposed condition. Before doing so, however, the applicant may request continuance of the meeting or postponement of the applicant's response until a subsequent meeting so that the applicant may further consider the requested condition before making a response. Such request for delay in responding may be granted by a consensus of the Town Council or, there being none, majority vote. Town Council shall continue or postpone the meeting to the next available public hearing or such earlier meeting as it shall deem appropriate.
 - 1. An applicant's refusal to answer a request to agree to a proposed condition shall be deemed a withdrawal of the application.
- F. After the Town has published the notice of public hearing for the application, the applicant shall make no changes to application prior to the public hearing unless proposing more restrictive conditions or additional conditions. These changes shall be submitted to the Planning and Inspections Department no less than five (5) business days prior to the approval so that they may be added to the board packet.
- G. If for any reason any condition imposed pursuant to these regulations is found to be illegal or invalid, or if the applicant should fail to construct an approved site-specific development plan in accordance with any condition agreed upon in the rezoning process, the authorization of the CD shall be null and void and of no effect and proceedings shall be instituted to rezone the property.

~~9.09.01 Property may be placed in a conditional district only in response to a petition by all owners of the property to be included.~~

~~9.09.02 Neighborhood Meeting~~

- ~~B. The applicant shall conduct a neighborhood meeting prior to the submission of the application for a Conditional District Zoning Map Amendment. This meeting will allow the applicant to explain the proposed development and to be informed of the concerns of the neighborhood and surrounding property owners.~~
- ~~C. A meeting notice must be mailed to property owners within 300' of the development at least 25 days prior to the meeting in accordance with Subsection 1.13.02 herein. A copy of the notice shall also be provided to the Planning Department. The notice shall contain a summary of the proposed development, the applicants contact information, the date, time, and location of the meeting.~~
- ~~D. The meeting must be held at an accessible and convenient location and time in light of available options. Upon coordination through the Planning Department, the meeting may be held at Town Council Chambers if that location is available.~~
- ~~E. At the meeting, the petitioner, at a minimum, shall present all the following information:

 - ~~1. Contact information of the parties involved in the ownership, design, and development of the property;~~
 - ~~2. The location of the property and general information on the current conditions of the site;~~
 - ~~3. Proposed use(s) and site development;~~
 - ~~4. Any preliminary plans or renderings, if available; and~~~~
- ~~F. The applicant shall provide the Administrator with a summary report of the meeting which includes a list of all attendees and details the meeting including all concerns expressed by attendees and commitments made by the petitioner. This report shall be included in the staff report.~~

9.09.03 ~~The authorization of a CD for any major subdivision preliminary plat approval or any use which is permitted only as a special use in the zoning district which corresponds to the conditional district shall preclude any requirement for obtaining a special use permit for such use.~~

9.09.04 ~~All variances proposed by the petitioner must be obtained from the Board prior to the scheduling of the public hearing for the CD.~~

9.09.05 ~~Specific conditions applicable to a CD may be proposed by the applicant or the Town or its agencies, but only those conditions approved by the Town and consented to by the petitioner in writing may be incorporated into the development approval requirements.~~

- ~~A. Conditions and site specific standards imposed in a CD shall be limited to those that (i) address the conformance of the development and use of the site to Town Ordinances and the comprehensive plan and other applicable plans and (ii) the impacts reasonably expected to be generated by the development or use of the site.~~

~~1. Unless consented to by the applicant in writing, in the exercise of the authority granted by this section, a local government may not require, enforce, or incorporate into the zoning regulations any condition or requirement not authorized by otherwise applicable law, including, without limitation, taxes, impact fees, building design elements within the scope of G.S. 160D-702(b), driveway related improvements in excess of those allowed in G.S. 136-18(29) and G.S. 160A-307, or other unauthorized limitations on the development or use of land.~~

~~B. Town Council members and the applicant shall endeavor to discuss and agree to conditions as part of the public hearing process provided at section 9.03; notwithstanding the foregoing, proposed conditions may be discussed or negotiated at any time that Town Council is considering the proposed application.~~

~~C. The applicant shall forthrightly answer any request by a Town Council member to agree to a proposed condition. Before doing so, however, the applicant may request continuance of the meeting or postponement of the applicant's response until a subsequent meeting so that the applicant may further consider the requested condition before making a response. Such request for delay in responding may be granted by a consensus of the Town Council or, there being none, majority vote. Town Council shall continue or postpone the meeting to the next available public hearing or such earlier meeting as it shall deem appropriate.~~

~~1. An applicant's refusal to answer a request to agree to a proposed condition shall be deemed a withdrawal of the application.~~

~~D. After the Town has published the notice of public hearing for the application, the applicant shall make no changes to the conditions or site-specific standards that are less restrictive than those stated in the application, including but not limited to smaller setbacks, more dwelling units; greater height; more access ways; new uses; and fewer improvements. More restrictive conditions or additional conditions may be added to the application if such conditions are received by the Planning Department in writing and signed by all owners of the property at least ten (10) business days before the date scheduled for final Town Council action on the application.~~

9.09.06 ~~Changes to an approved petition or to conditions attached to the approved petition shall be treated the same as amendments to these regulations or to the zoning map and shall be processed as a new application.~~

~~A. Except for a proposed minor modification to a previously approved CD, no proposal to amend or change any CD may be accepted nor considered within twelve (12) months of the date of the original approval of the CD or within twelve (12) months of a hearing upon any previous proposal to amend or change the CD.~~

~~B. A minor modification is one which does not significantly change the essential character of the use or activity that has been previously authorized through the CD zoning approval.~~

~~C. The Administrator shall determine whether a proposed modification to a previously approved CD is a minor modification.~~

~~9.09.07 If a petition for a CD is approved, a copy of the approval and all conditions relative to the approval, including site-specific development plan(s), shall be kept on file in the Planning and Inspections Department office. A copy of the approval will also be recorded with the Watauga County Register of Deeds.~~

~~9.09.08 Should, by the end of the applicable vesting period, the property fail to develop in accordance with the terms and conditions of the CD approval, no subsequent use of the property shall be permitted without a new petition for zoning map amendment being filed.~~

~~9.09.09 Should a petition for a CD be denied, then no new petition for making similar use the same property shall be considered within twelve (12) months of the date of the original denial.~~

~~9.09.10 If for any reason any condition imposed pursuant to these regulations is found to be illegal or invalid, or if the applicant should fail to construct an approved site-specific development plan in accordance with any condition agreed upon in the rezoning process, the authorization of the CD shall be null and void and of no effect and proceedings shall be instituted to rezone the property.~~

Previously Approved Conditional Use Zoning Districts

9.10.01 Applications for amendments to the use of property currently subject to the terms and conditions of a previously approved conditional use zoning district will be processed as new conditional district applications.

9.10 Previously Approved Conditional Use Zoning Districts

9.10.01 Applications for amendments to the use of property currently subject to the terms and conditions of a previously approved conditional use zoning district will be processed as new conditional district [zoning map amendment](#) applications.

B1.01 Complete Table of Principal Uses

Use #	Specific Use	Zoning Districts																						Reference		
		Residential										Commercial								Educational						
		R1	R1A	R1C	R1S	R2	R3	R4	R5	MH	RA	OI	B1D C	B1DI	B2	B3	WD	M1	U1	E1	E2	E3	E4			
1.0 Household Living																										
1.01	Single-Family Dwelling	P	P	P	P	P		P			P															
1.02	Manufactured Home “Class A”			L		L		L		L	L													15.01		
1.03	Manufactured Home “Class B”									L	L													15.01		
1.04	Manufactured Home “Class C”																									
1.05	Manufactured Home Park									L														15.02		
1.06	Duplex (one duplex building per lot)					P	P	P			P															
1.07	Duplex (more than one duplex building per lot)						L	CD																15.03		
1.08	Townhouse (up to 30 bedrooms)						L	CD																15.03		
1.09	Townhouse (31-100 bedrooms)						L	CD																15.03		
1.10	Townhouse (> 100 bedrooms)						CD	CD																15.03		
1.11	Multi-Family Dwelling (up to 30 bedrooms)						CD																	15.03		
1.12	Multi-Family Dwelling (31-100 bedrooms)						CD																	15.03		
1.13	Multi-Family Dwelling (> 100 bedrooms)						CD																	15.03		
1.14	Multi-Family Dwelling in Mixed Use (up to 30 bedrooms)						CD						L	L	L	L	L							15.04		
1.15	Multi-Family Dwelling in Mixed Use (31-100 bedrooms)												CD	CD		CD	CD							15.04		
1.16	Multi-Family Dwelling in Mixed Use (> 100 bedrooms)													CD		CD	CD							15.04		
1.17	Adult Living Community						CD		CD																	
2.0 Group Living																										
2.01	Family Care Home	L	L	L	L	L	L	L			L													15.06		
2.02	Family Care Institutions											L												15.07		

Use #	Specific Use	Zoning Districts																							Reference
		Residential											Commercial							Educational					
		R1	R1A	R1C	R1S	R2	R3	R4	R5	MH	RA	OI	B1D C	B1DI	B2	B3	WD	M1	U1	E1	E2	E3	E4		
2.03	Residential Reentry, Category 1						CD					L		CD	CD									15.07	
2.04	Residential Reentry, Category 2						CD					L		CD	CD									15.07	
2.05	Residential Care Facility								CD			P				P	P								
2.06	Fraternity or Sorority Dwelling																							15.09	
2.07	Boarding House						L									L								15.10	
3.0 Transient Living																									
3.01	Home for Survivors of Domestic Violence	L	L			L		L			L	L		L	L									15.11	
3.02	Shelter for Homeless, Category 1						L					L		L		L								15.12	
3.03	Shelter for Homeless, Category 2						CD					L				L								15.12	
3.04	Bed and Breakfast, Category 1	CD	CD			L	L	L			L			L	L									15.13	
3.05	Bed and Breakfast, Category 2						CD									L								15.13	
3.06	Vacation Rental												L	L	L	L								15.14	
3.07	Homestay Rental	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L						15.05	
3.08	Motel															CD									
3.09	Hotel, Small												P	P	CD	P	P								
3.10	Hotel, Large															CD									
3.11	Hotel, extended stay															CD									
4.0 Institutional																									
4.01	Airport/Landing Strip										CD													15.15	
4.02	Heliport										CD														
4.03	Funeral Home Establishment											P	P	P	P	P									
4.04	Crematorium											CD	CD	CD	CD	CD									
4.05	Cemetery	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P							
4.06	Post Office											P	P	P	P	P	P	P							
4.07	Post Office, Distribution																	P							

Use #	Specific Use	Zoning Districts																							Reference		
		Residential											Commercial								Educational						
		R1	R1A	R1C	R1S	R2	R3	R4	R5	MH	RA	OI	B1D C	B1DI	B2	B3	WD	M1	U1	E1	E2	E3	E4				
4.08	Animal Sanctuary										CD																
5.0 Government Uses																											
5.01	Government Cultural Facility						CD					P	P	P		P											
5.02	Government Neighborhood Cultural Facility, Indoor Activity Only	CD	CD	CD	CD	CD		CD			CD	P	P	P	P	P											
5.03	Government Neighborhood Cultural Facility, Includes Outdoor Activity						CD					P	P	P		P											
5.04	Recreation Facility, Category 1						P				P	P	P	P	P	P	P	P									
5.05	Recreation Facility, Category 2	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P									
5.06	Recreation Facility, Category 3	CD	CD	CD		CD	CD	CD			CD	CD	CD	CD	CD	CD	CD	CD									
5.07	Event Venue, Category 1						P			P		P	P	P	P	P											
5.08	Event Venue, Category 2						CD					P	P	P	P	P											
5.09	Event Venue, Category 3											CD	CD	CD	CD	CD											
5.10	Landfill																	CD									
5.11	Solid Waste Processing																	CD									
5.12	Police Substation	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P									
5.13	Utility Facility, Town	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L						15.16			
5.14	Utility Facility, Government, Neighborhood	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L						15.16			
5.15	Utility Facility, Government, Regional						L					L				L		L						15.16			
5.16	Government Facility						CD					P	P	P	P	P	P	P									
6.0 Non-Government Utility Facility																											
6.01	Utility Facility, Neighborhood	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L						15.16			
6.02	Utility Facility, Regional											CD				CD		CD						15.16			
7.0 Wireless Communication																											
7.01	Small Wireless Collocation	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	15.18			

Use #	Specific Use	Zoning Districts																							Reference
		Residential											Commercial							Educational					
		R1	R1A	R1C	R1S	R2	R3	R4	R5	MH	RA	OI	B1D C	B1DI	B2	B3	WD	M1	U1	E1	E2	E3	E4		
7.02	Wireless Facility Collocation on Existing Wireless Support Structure or Utility Pole	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	15.17	
7.03	Stealth Wireless Facility Attached to Existing Building or Structure	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	15.17	
7.04	Non-stealth Wireless Facility Attached to Existing Building or Structure																							15.17	
7.05	Non-stealth Wireless Facility Collocation on Electrical Transmission Towers	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	15.17	
7.06	Stealth Wireless Support Structure	CD /L	CD /L	CD /L	CD /L	L	L	L	CD/L	L	CD /L	L	L	L	L	L	L	L	L	L	L	L	L	15.17	
7.07	Non-stealth Wireless Support Structure						L				L				L		L	L						15.17	
7.08	Emergency Response Communication Antenna	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
8.0 Assembly																									
8.01	Religious Assembly, Category 1	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P								
8.02	Religious Assembly, Category 2	CD	CD	CD		CD	CD	CD			CD	P		P		P									
8.03	Religious Assembly, Category 3													CD		CD									
8.04	Club/Lodge													CD		CD									
9.0 Education																									
9.01	Public colleges and universities																p*		P	P	P			*No residential uses allowed.	
9.02	Private colleges and universities																p*			CD	CD				
9.03	Trade school																					CD			
9.04	High school																					CD			
9.05	Elementary school																					CD			
9.06	Boarding school																								
9.07	College- or university-operated community enterprise												L	L				L						15.63	

Use #	Specific Use	Zoning Districts																							Reference
		Residential										Commercial								Educational					
		R1	R1A	R1C	R1S	R2	R3	R4	R5	MH	RA	OI	B1D C	B1DI	B2	B3	WD	M1	U1	E1	E2	E3	E4		
9.08	College- or university-operated child daycare center																						L	15.19	
10.0 Daycare																									
10.0 1	Child Daycare, Large	CD	CD				L				L	L		CD	L	L	L							15.19	
10.0 2	Child Daycare Center											L		CD		L	L							15.19	
10.0 3	Adult Daycare, Large						L	L			L				L	L	L							15.19	
10.0 4	Adult Daycare Center								L			L				L	L							15.19	
10.0 5	All Other Daycare											CD		CD		CD	CD								
11.0 General Sales and Service																									
11.0 1	Kennel										CD					CD								15.20	
11.0 2	Veterinary Office/Hospital with Outdoor Kennels										CD	CD				CD								15.20	
11.0 3	Veterinary Office/Hospital without Outdoor Kennels										P	P	P	P	P	P									
11.0 4	Financial Institution ≤ 5,000 ft²											P	P	P	P	P	P								
11.0 5	Financial Institution > 5,000 ft²											P	P	P		P	P								
11.0 6	Restaurants ≤ 3,500 ft²											P	P	P	P	P	P	P							
11.0 7	Restaurant > 3,500 ft² open to the public during 10 pm – 6 am											P	P	P		P	P								
11.0 8	Other Restaurants > 3,500 ft²											P	P	P		P	P								
11.0 9	ABC Store											L				P	L	L						15.66	
11.1 0	Personal Service Establishments											P	P	P	P	P	P	P							
11.1 1	Retail Store up to 5,000 ft²											P	P	P	P	P	P	P							

Use #	Specific Use	Zoning Districts																								Reference
		Residential										Commercial								Educational						
		R1	R1A	R1C	R1S	R2	R3	R4	R5	MH	RA	OI	B1D C	B1DI	B2	B3	WD	M1	U1	E1	E2	E3	E4			
11.1 2	Retail Store more than 5,000 but less than 25,000 ft²												CD	CD	CD	P										
11.1 3	Retail Store 25,000 ft² and greater															L	L							15.21		
11.1 4	Business or Professional Office											P	P	P	P	P	P	P								
11.1 5	Medical Office, Category 1											P	P	P		P	P									
11.1 6	Medical Office, Category 2											P	P	P		P	P									
11.1 7	Medical Office, Category 3											P				P	P									
11.1 8	Medical Office, Category 4											P	P	P	P	P	P									
11.1 9	Hospital											P					P									
11.2 0	Medical Emergency Response											P		P		P	P									
11.2 1	Open Air Market, Recurring										L	L		L		L	L							15.22		
11.2 2	Vehicle Sales and Service															L								15.23		
11.2 3	Equipment Sales and Service															L		L						15.24		
11.2 4	Moped Sales and Service													P	P	P										
11.2 5	Boat or Marine Craft Sales and Service															L		L						15.25		
11.2 6	Impound Lot/Towing Service															L		L						15.26		
11.2 7	Gas Station														CD	CD		CD								
11.2 8	Car Wash														CD	CD		CD								
11.2 9	Seasonal Retail Activities and Amusements											P	P	P	P	P	P	P								

Use #	Specific Use	Zoning Districts																							Reference		
		Residential											Commercial								Educational						
		R1	R1A	R1C	R1S	R2	R3	R4	R5	MH	RA	OI	B1D C	B1DI	B2	B3	WD	M1	U1	E1	E2	E3	E4				
11.30	Electric-Vehicle Charging Station													CD	CD	CD		CD							15.65		
12.0 Recreation & Entertainment Uses																											
12.01	Indoor Shooting Range															S		S							15.27		
12.02	Outdoor Shooting Range																										
12.03	Indoor Theater												P	P	CD	P											
12.04	Outdoor Theater													CD		CD											
12.05	Event Venue, Category 1												P	P	P	P	P	P									
12.06	Event Venue, Category 2												P	P	P	P											
12.07	Event Venue, Category 3												P	P		P											
12.08	Campground and Recreational Vehicle Park															L									15.28		
12.09	Coliseum															CD											
12.10	Recreation Facility, Category 1											P	P	P	P	P	P	P									
12.11	Recreation Facility, Category 2											P				P											
12.12	Recreation Facility, Category 3															CD											
12.13	Racetrack																										
13.0 Agriculture																											
13.01	Garden, Community	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L							15.29		
13.02	Garden, Residential	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L							15.30		
13.03	Agricultural Operation Excluding Livestock										CD																

Use #	Specific Use	Zoning Districts																							Reference		
		Residential											Commercial								Educational						
		R1	R1A	R1C	R1S	R2	R3	R4	R5	MH	RA	OI	B1D C	B1DI	B2	B3	WD	M1	U1	E1	E2	E3	E4				
13.0 4	Agricultural Operation Including Livestock										CD																
13.0 5	Swine Farm																										
13.0 6	Confined Animal Feeding Operation (CAFO)																										
13.0 7	Custom Slaughterhouse										CD																
13.0 8	Other Slaughterhouse																										
13.0 9	Forestry	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L						15.31			
14.0 Manufacturing																											
14.0 1	Microbrewery/Microdistillery												CD	CD		L		L						15.32			
14.0 2	Brewpub												L	L		L		L						15.32			
14.0 3	Brewery/Distillery															L		L						15.33			
14.0 4	Brewery/Distillery, Other																							15.34			
14.0 5	Winery Associated with a Vineyard										CD													15.35			
14.0 6	Winery															L		L						15.35			
14.0 7	Winery, Other																										
14.0 8	Extraction of Earth Materials																										
14.0 9	Machine/Welding Shop															L		L						15.37			
14.1 0	Manufacturing, Other																	L						15.38			
15.0 Parking																											
15.0 1	Parking Lot											L	CD	CD		L								15.39			

Use #	Specific Use	Zoning Districts																								Reference
		Residential											Commercial								Educational					
		R1	R1A	R1C	R1S	R2	R3	R4	R5	MH	RA	OI	B1D C	B1DI	B2	B3	WD	M1	U1	E1	E2	E3	E4			
15.02	Parking Structure						CD					L	CD	CD		L	L								15.40	
15.03	Park and Ride Lots										L	L		CD		L		L							15.39	
16.0 Storage																										
16.01	Self-Storage Facilities															CD		CD							15.41	
16.02	Outdoor Storage																	L							15.42	
16.03	Warehouse																	P								
16.04	Fuel Storage Facility															L		L							15.67	
16.05	Chemical Storage Facility																									
17.0 Transportation																										
17.01	Passenger Terminals						CD										CD		P							
17.02	Trucking or freight terminal ≤ 10,000 ft²																CD		P							
17.03	Trucking or freight terminal > 10,000 ft²																		P							
18.0 Waste Related Uses																										
18.01	Recycling Drop-off Station																	L							15.42	
18.02	Recycling and Salvage																	L							15.42	
18.03	Junkyard																									
18.04	Private Landfill																									
19.0 Particular Activities Which Pose Particular Concern About Public Health																										
19.01	Electronic and Internet Gaming																S								15.43	

Use #	Specific Use	Zoning Districts																						Reference		
		Residential										Commercial								Educational						
		R1	R1A	R1C	R1S	R2	R3	R4	R5	MH	RA	OI	B1D C	B1DI	B2	B3	WD	M1	U1	E1	E2	E3	E4			
19.02	Adult Establishments															S								15.44		

(Ord. PL04727-050721, 07-01-2021; Ord. PL05272-110121, 12-08-2021; Ord. PL05168-100621, 12-08-2021; Ord. A24-0072, 05-08-2024; Ord. A24-0070, 05-22-2024; Ord. A24-0073, 05-22-2024)

B1.02 Complete Table of Accessory Uses

Use #	Accessory Use	Zoning Districts																							Reference
		Residential											Commercial							Educational					
		R1	R1A	R1C	R1S	R2	R3	R4	R5	MH	RA	OI	B1DC	B1DI	B2	B3	WD	M1	U1	E1	E2	E3	E4		
A-1	Secondary suite	L	L	L	L	L	L	L		L	L	L		L	L	L								15.45	
A-2	Home occupation	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L							15.46	
A-3	Accessory dwelling unit		L	L		L	L	L			L	L		L	L	L								15.47	
A-4	Drive-through											CD				CD		CD						15.48	
A-5	Outdoor display											L	L	L	L	L		L						15.49	
A-6	Outdoor storage															L		L						15.50	
A-7	Outdoor dining											L	L	L	L	L	L	CD						15.51	
A-8	Automated teller machine (ATM)						P					P			P	P	P	P							
A-9	Automated teller machine (ATM), freestanding						L					L			L	L	L	L						15.52	
A-10	Produce stand										L													15.53	
A-11	Poultry	L	L	L	L	L	L	L	L	L	L	L			L	L								15.54	
A-12	Livestock, small	L	L	L		L	L	L		L	L	L				L								15.55	
A-13	Livestock, large										L													15.56	
A-14	Bees	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L						15.57	
A-15	Garden, residential	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L						15.58	
A-16	Satellite receiving antennas less than 1 meter in diameter	P	P	P	P	P	P	P	P	P	P	P			P	P		P							
A-17	Satellite receiving antennas less than 2 meters in diameter										P	P			P	P		P							

Use #	Accessory Use	Zoning Districts																							Reference
		Residential										Commercial								Educational					
		R1	R1A	R1C	R1S	R2	R3	R4	R5	MH	RA	OI	B1DC	B1DI	B2	B3	WD	M1	U1	E1	E2	E3	E4		
A-18	Satellite receiving antennas 2 meters and greater in diameter											S				S		P							
A-19	Helistop										S	S				S	S	S							
A-20	Swimming pools, spas, and hot tubs	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L						15.59	
A-21	Caretaker's residence											L				L		L						15.60	
A-22	Vehicular gate	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L						15.61	
A-23	Reserved																								
A-24	Chemical storage facility															CD		CD							
A-25	Open air market, accessory	L	L	L		L	L	L		L	L	L	L	L	L	L	L	L						15.22	
A-26	Daycare, small	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P							
A-27	Limited structure to enable recreational use of open rooftops																							14.03.07(F) 14.19.06(H)(8)(d)	
A-28	Solar Energy System	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L				L		15.64	
A-29	Electric-Vehicle Charging Station	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L				L		15.65	

Planning Commission Chair/Vice-Chair Application

Town of Boone Planning & Inspections Department
680 W. King Street, Suite C ♦ Boone, North Carolina 28607

Phone (828) 268-6960 ♦ Fax (828) 268-6961 ♦ Email: planning@townofboone.net ♦ www.townofboone.net



Board Member Information (Please see Board Secretary if needed for term information)

Name (Print):

Date Appointed:

Date Term Expires:

Number of Terms Served:

Position:

☐ Chair ☐ Vice-Chair

Questions

1. Orientation & Training

A. Have you completed the Planning Commission orientation?

☐ Yes ☐ NO

B. If no, are you willing to attend orientation (2-3 hour commitment) prior to participating as Chair or Vice-Chair?

☐ Yes ☐ NO

2. Comprehensive Plan & Other Adopted Plans

A. Are you familiar with the Town's 2006 Comprehensive Plan and other adopted Plans as listed on the Planning and Inspections website under the "[Ordinances, Plans & Studies](#)" heading?

☐ Yes ☐ NO

B. If no, are you willing to take the time to review these documents in order to familiarize yourself with the intent and content of these plans prior to participating as Chair or Vice-Chair?

☐ Yes ☐ NO

3. Unified Development Ordinance

A. Are you familiar with the Town of Boone's [Unified Development Ordinance](#), specifically Articles 1 General Provisions, Article 2 Administrative Mechanisms, Article 4 Permits, and Article 9 Amendments?

☐ Yes ☐ NO

B. If no, are you willing to take the time to review these Articles in order to familiarize yourself with the intent and content of these Articles prior to participating as Chair or Vice-Chair?

☐ Yes ☐ NO

4. Robert's Rules of Order

A. Are you familiar with Robert's Rules of Order?

☐ Yes ☐ NO

B. If no, are you willing to take the time to review this Guide in order to familiarize yourself with the intent and content prior to participating as Chair or Vice-Chair?

☐ Yes ☐ NO

5. Please explain why you wish to obtain this appointment:

Official Use Only

Date Reviewed by Planning Commission:

Date Reviewed by Town Council:

S:\Boards\PC\Chair & Vice-Chair Application\PC_Chair&Vice-Chair_Application_08122021.docx