



BEAUFORT

Small Area Plan

June 2018



Acknowledgments

Beaufort's Small Area Plan would not be possible without the combined efforts and support from the Town of Beaufort, and numerous community members and leaders from Beaufort and the surrounding area.

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1

INTRODUCTION AND PROCESS

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Figure 1: Beaufort, NC



1.1 Why this Plan, Why Now?

The Town of Beaufort recognized the need for multimodal improvements, bicycle and pedestrian connectivity, and street beautification along the major corridors of Cedar Street and Live Oak Street. This study also evaluated the potential impacts associated with the newly constructed US 70 Bypass. The Town sought to engage residents who live and work around these corridors just a few blocks north of downtown. Ultimately, the goal of this Small Area Plan was to enhance the quality of life in the Beaufort community.

1.2 Project Process & Timeline

The planning process was completed within a 10-month timeframe. The project encompassed a comprehensive multimodal Complete Streets strategy (accommodating vehicles, pedestrians, cyclists, and transit users), a preliminary Market Analysis, two Catalyst Site Investigations, detailed concept street designs, and a phased improvement program. A key part of this effort also included facilitating a multi-day charrette open to key stakeholders, neighborhood leaders, and the public.

The Small Area Plan and concurrent Bicycle/Pedestrian Master Plan tasks included Advisory Committee coordination, extensive public outreach, a visioning process, an analysis of modal travel deficiencies, public workshops, a project symposium, scenario planning, multi-modal transportation elements, a strategic implementation plan, and agency/stakeholder coordination.

1.3 Guiding Principles

Beaufort is an attractive coastal community for its citizens, businesses, and visitors alike. The community has done a wonderful job of keeping its waterfront vibrant and attractive. However, for select areas outside of Front Street, there are challenges that make it difficult to traverse as a pedestrian and bicyclist as well as to develop as an attractive destination. With the construction and opening of the US 70 Bypass, traffic is expected to shift and divert from some corridors while potentially adversely affecting others through an increase in “cut-through” traffic. Once plagued with high levels of through traffic and crashes, some corridors (Cedar, Turner and Live Oak) are now facing different challenges. Some streets within the Beaufort community will experience changes not only in traffic, but, they may become more attractive to development and redevelopment. Safety may still be an issue, but, more related to speed differential due to the lack of traffic,

open space and pedestrian amenities. Another issue is the lack of maintenance and the varying width and laneage along these streets. Access management and driver predictability, if managed correctly, could make select streets like Cedar Street and Live Oak Street more attractive to business. Last but not least, the lack of bicycle and pedestrian features along Beaufort’s street network isn’t really supportive of safe modal choices.

Based on the direction provided by the community, its leadership, NCDOT, the development community, and residents, the following Guiding Principles were developed to guide the design team along the planning process. It is here that the core values were applied to decisions related to Complete Streets, stormwater, multi-modal elements, safety, and development within the study area.



Participants raising their hands to cast votes posed by a design team leader during the Project Symposium

Put People First

Every great community has three characteristics in common – they are walkable, they are safe for ALL users, and they are aesthetically pleasing. Just as important, every downtown street should prioritize pedestrians and cyclists over automobiles. This Plan should focus on retrofitting quality design features for bicycle and pedestrian facilities along and across select streets. The goal is to create an environment where walking and biking are not only encouraged but make the most sense for traveling.



A high quality sidewalk condition in a walkable, safe environment

Support Quality (Re)Development

The space limitations and future redevelopment trends of the Beaufort community are pushing towards better urban design. In fact, there are a few redevelopment projects currently planned that could have a transformative impact on Beaufort's future. Planned new neighborhoods will generate additional demands for walkable and bicycle-friendly environments. Beaufort has charted a course towards investment in new development, community inspired design, and public space. This study will provide quality design principles and catalyst development sites that continue to support a sustainable future.

Develop a Street Network That Supports Surrounding Uses

A well-connected network of streets provides mobility choices for trip-makers and ALL users. The functionality of our streets is more than how rapidly it can move people and things through space; they serve as a way of getting to jobs, businesses, neighborhoods, upholding land values, and encouraging favorable redevelopment. Creating an aesthetic environment with improved streetscape details, access management, and repair/maintenance is vital to this objective.



A quality development with urban townhomes, landscaping, and sidewalk connections



A beautiful street full of life that supports the adjacent restaurants with outdoor dining and on-street parking, as well as beautiful features for pedestrians like street trees, planters, and wide sidewalks

Find Creative, Green Stormwater Strategies

Street maintenance is an issue for the Town of Beaufort. The Town is trying to catch up on simple maintenance, utility coordination, and crumbling infrastructure (i.e., sidewalks, curb & gutter, and signals). Neglected for decades, the stormwater issues (i.e., flooding) along some segments of Beaufort's street network have become problematic and a safety issue for the traveling public. Addressing the stormwater problems will enhance environmental stewardship and alleviate other issues along specific corridors. The goal is to find creative solutions that incorporate stormwater best management practices into the overall street improvements.

Creative stormwater management solutions with bioswales alongside major corridors to reduce flooding and filter roadway drainage before entering back into the system



Foster a Safe Environment for Everyone

Streets should be safe for everyone to move across and travel through. Many of the comments received from the public included safety-related language (i.e., lack of crosswalks, limited lighting, unsafe design details, lack of sidewalks and bikeways, etc.). The biggest safety issue expressed by participants at the Traveling Roadshow, Symposium, and online feedback was that respondents felt that Beaufort's streets are "unsafe" or "very unsafe" today. As traffic patterns change and development/redevelopment intensifies within the Beaufort community, these safety concerns are likely to increase. The goal will be to prioritize safety whenever improvements are undertaken.



Safety is important for all users in every community



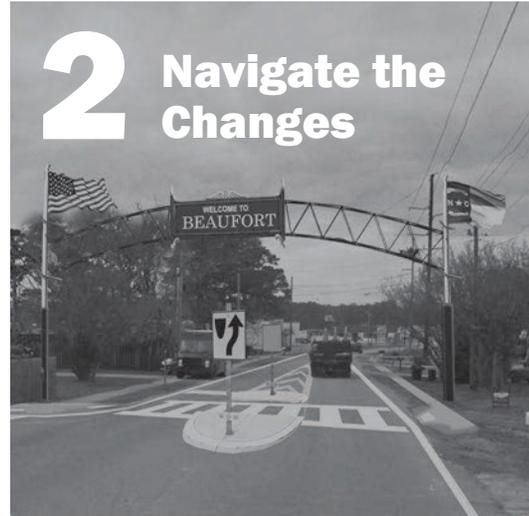
Prioritize safety improvements on major streets

1.4 Key Goals



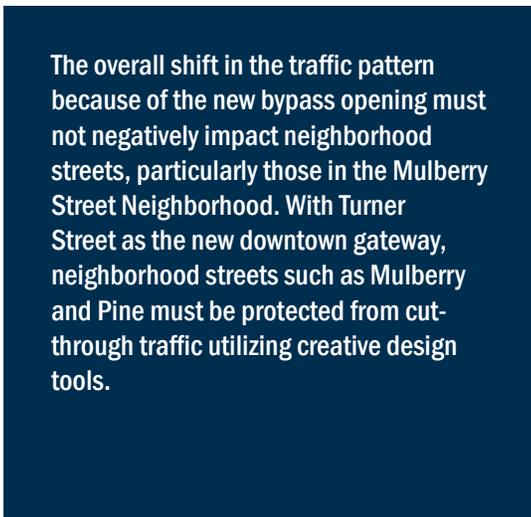
1 Corridor Transformation

Cedar Street and Live Oak Street should become vibrant multi-modal corridors with an emphasis on pedestrian safety. Their transformation should include streetscape improvements, a reallocation of the asphalt, and private development that enhances the walkability of Beaufort.



2 Navigate the Changes

With significant changes to the entrances and exits into the Town of Beaufort, it is vital that local wayfinding signage help navigate the new patterns. Additionally, the new gateways into the community should be celebrated with notable design improvements.



3 Protect Neighborhood Streets

The overall shift in the traffic pattern because of the new bypass opening must not negatively impact neighborhood streets, particularly those in the Mulberry Street Neighborhood. With Turner Street as the new downtown gateway, neighborhood streets such as Mulberry and Pine must be protected from cut-through traffic utilizing creative design tools.



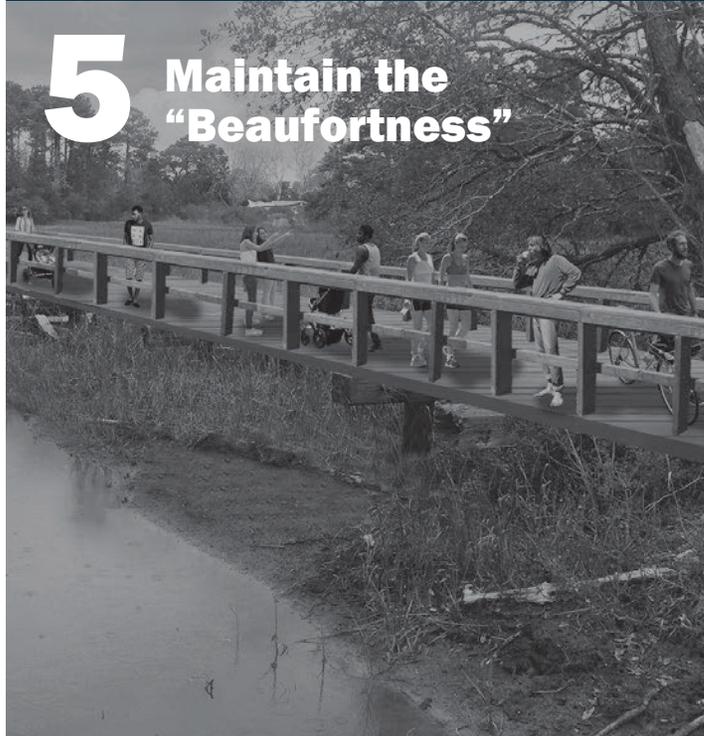
4 Strive for Diversity & Authenticity



The demand for housing in and around the core of Beaufort will only increase as residents seek a more walkable lifestyle. The authentic neighborhood fabric should be preserved and built upon if possible. The range of housing choices must be expanded to allow people of all incomes and ages to live together as one community.

Beaufort has a unique history and nature that should be incorporated into all physical improvements. Maintaining the “Beaufortness” means adapting to the inevitable change while remaining true to the quaint charm of the Town’s past.

5 Maintain the “Beaufortness”





2

SMART GROWTH

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2.1 Principles of Smart Growth

Many pillars of our society directly impact the quality of our lives. These include public health and wellbeing, education, transportation, environmental health, employment and economic growth. These pillars are often influenced by the way our cities grow and develop. Thus, the growth and development of our cities has a significant influence on our society and our quality of life. Increasingly, interest is growing around how to make the way we grow and develop more equitable for all walks of life and more sustainable for ourselves and for future generations.

In many areas, growth and development has not occurred in equitable and sustainable ways thus far, rather it has sprawled out in an uncoordinated manner through segregated and separated land uses. Where this has happened, it is not uncommon for employees to commute very long distances to work, as residential land uses have been geographically separated from employment centers. Over time, research has shown that these automobile-oriented patterns of development have many negative impacts on our lives as well as the natural environment. Alternatively, coordinated, compact and mixed use

development has emerged as the smarter way to grow our cities. By putting our daily needs like housing, jobs, education and goods and services geographically closer to one another, the need for expensive infrastructure decreases and development is more efficient. This yields smarter development that is more walkable, less automobile-oriented and which supports social, civic and physical activity.

Communities are realizing that smart development not only provides a higher quality of life and a brighter future for us all, but it provides more choices of how to get around, where to live, work and to socialize. The principles of Smart Growth have emerged from this new interest in smart development and the organization Smart Growth America has led the way on updating those as well as establishing best practices. Communities and development that embrace these principles have not only succeeded, but they've become in demand, marketable and profitable. Smart Growth essentially seeks to improve the way our cities evolve and change while preserving the best of our past and providing the brightest future for following generations.

The following ten principles in this chapter are excerpts from *This Is Smart Growth*, www.smartgrowth.org.

Mix Land Uses

“Mixing land uses—commercial, residential, recreational, educational, and others—in neighborhoods or places that are accessible by bike and foot can create vibrant and diverse communities. In large part, a mix of uses attracts people to shop, meet friends, and live in urban neighborhoods like Georgetown in Washington, D.C., or small towns like Wiscasset, Maine. Mixed land uses are critical to achieving the great places to live, work, and play that smart growth encourages.”



The Metropolitan, a mixed use center with commercial, office, and residential adjacent to a community college campus

Take Advantage of Compact Building Design

“An important part of achieving smart growth, compact building helps create the convenient neighborhood centers that people want. Compact building design also presents opportunities to absorb growth and development in a way that uses land more efficiently. By using smaller building footprints for new construction, compact design leaves undeveloped land open to absorb and filter rainwater, which in turn reduces flooding and stormwater drainage needs and lowers the amount of runoff pollution.

Other benefits accrue as well. Compact communities help achieve the density of population needed to support viable transportation alternatives. It is estimated that people will willingly walk to destinations—services as well as transit stops—located within a quarter to one-half of a mile radius. Thus, a minimum density of six to eight households per acre around bus stops would support bus service. Furthermore, compact neighborhoods require fewer linear feet of utility lines—like water, sewer, electricity, phone service, and others—than dispersed communities do. As a result, local governments find that it is cheaper to provide and maintain many services to compact communities.”



Compact, narrow lot single family homes with sidewalk connectivity and vegetation

Create a Range of Housing Opportunities and Choices

“By using smart growth approaches to create a wider range of housing choices, communities can begin to use their infrastructure resources more efficiently, better accommodate the housing needs of all residents, and help aging citizens remain in their homes. Housing is a critical part of the way communities grow, as it constitutes a significant share of new construction and development. More importantly, however, housing provides people with shelter and is a key factor in determining a household’s access to transportation, commuting patterns, access to services and education, and consumption of energy and other natural resources. Providing quality housing for people of all income levels is an integral component in any smart growth strategy. In addition to improving a household’s quality of life, housing can ensure a better jobs — housing balance and generate a strong foundation of support for neighborhood transit stops, commercial centers, and other services, thereby mitigating the environmental costs of auto-dependent development.”



Urban four-pack homes with stoops, balconies, sidewalk connectivity, and integrated with various housing options within the neighborhood, including single family homes and apartments

Create Walkable Communities

“Before the mid-1900s, urban communities and neighborhoods focused on the pedestrian. They were designed to move people to their destinations. However, in the past fifty years, dispersed development patterns and the separation of uses have led to an increased reliance on personal automobiles and to an elimination of many characteristics that support walkable communities. Today, traffic engineers’ and developers’ arguments that sidewalks will not be used leave many new streets without sidewalks or with sidewalks on only one side. The engineers and developers are right in one sense: sidewalks by themselves will not induce walking. Other pedestrian-friendly features must be present, such as an appropriate mix of densities and uses, compact street intersections, and neighborhoods that are scaled to people.”



A walkable neighborhood street with a wide pedestrian realm with adjacent commercial space and outdoor seating

Foster Attractive Communities with a Strong Sense of Place

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Tap into local amenities to develop a sense of place



Preserve natural environmental areas

Preserve Open Space, Farmland, Natural Beauty, and Critical Environmental Areas

“Open space supports smart growth goals by bolstering local economies, preserving critical environmental areas, providing recreational opportunities, and guiding new growth into existing communities. Preservation of open space can have a profound impact on a community’s quality of life, and therefore a region’s economic prosperity. An economic analysis performed for the East Bay Regional Park District in California concluded that “the provision of open space and associated recreational and educational opportunities, environmental and cultural preservation, alternative transit modes, and sprawl-limiting characteristics, all contribute positively to the quality of life in the East Bay region.” A 1997 study reported that owners of small companies ranked recreation, parks, and open space as the highest priorities in choosing a new location for their business.

Networks of preserved open space and waterways can shape and direct urban form and at the same time prevent haphazard conservation (conservation that is reactive and small scale). These networks, known as “green infrastructure,” help frame new growth by locating new development in the most cost-efficient places. Green infrastructure also ensures that the preserved areas are connected so as to create wildlife corridors, preserve water quality, and maintain economically viable working lands.”

Strengthen and Direct Development Toward Existing Communities

“Smart growth directs development towards communities already served by infrastructure, seeking to utilize the resources that existing neighborhoods offer and to maintain the value of public and private investment. By encouraging development in existing areas, communities benefit from a stronger tax base, closer proximity of jobs and services, increased efficiency of already developed land and infrastructure, reduced development pressure in fringe areas, and preservation of farmland and open space. In addition, the process of increasing development in existing communities can maximize the use of existing impervious surfaces, thereby improving local and regional water quality, and can create opportunities for more transportation options, which lower vehicle miles traveled and ultimately improve regional air quality. Often existing neighborhoods can accommodate much of the growth that communities require through infill development, brownfields redevelopment, and the rehabilitation of existing buildings. For example, a 1996 study found that brownfields in Detroit, Chicago, Milwaukee, and Cleveland could absorb one to five years of residential development, 10 to 20 years of industrial development, or 200 to 400 years of office space.”



One place in Beaufort to encourage redevelopment and a public-private partnership is the old elementary school site on Mulberry Street.

Provide a Variety of Transportation Choices

“The science of traffic management and prediction has begun to catch up with what citizens have observed for years: new road capacity fills up almost as fast as it is constructed. Known in transportation circles as “induced demand,” studies now show that as large new roads are built people increase their driving to take advantage of the new infrastructure. Some studies suggest that between 60 and 90 percent of new road capacity is consumed by new driving within five years of the opening of a major road. In the short term, people may switch from using transit and carpools to traveling on the new road, and in the long term, with the increased accessibility of the surrounding land, development patterns shift to create more growth and new traffic in the area. In regions around the country, travel forecasters show that the continuation of current policies and practices is unlikely to alleviate congestion.

In response, communities are beginning to implement new approaches to transportation planning, such as better coordinating land use and transportation; increasing the availability of high quality transit service; creating redundancy, resiliency and connectivity within their transportation networks; and ensuring connectivity between pedestrian, bike, transit, and road facilities. In short, they are coupling a multi-modal approach to transportation with supportive land-use patterns that create a wider range of transportation options.”



Youth engagement exercises for the small area plan

Make Development Decisions Fair, Predictable, and Cost Effective

“For a community to be successful in implementing smart growth, its vision, objectives, and actions must be embraced by the private sector. The private sector is crucial to supplying the large amounts of money and construction expertise needed to meet the growing demand for smart growth developments. If investors, bankers, developers, builders, and others do not earn a profit, few smart growth projects will be built. Fortunately, government can help reduce barriers to profitable smart growth development practices. Since the development industry is highly regulated, the value of property and the desirability of a place are determined in large part by government investment in infrastructure and by government regulation.”



Encourage community involvement from as many users as possible

Encourage Community And Stakeholder Collaboration In Decision Making

“A key component of smart growth is to ensure early and frequent involvement of all stakeholders to identify and address specific needs and concerns. The range of these stakeholders is broad and includes developers, urban planners, transportation engineers, conservation and environmental groups, community development advocates, historic preservationists, commuters, students, environmental justice advocates, senior citizen organizations, children’s advocacy groups, churches, parent-teacher associations, civic associations, and many others. Each is capable of contributing a unique and valuable perspective to both broad community plans and specific project designs. These perspectives are particularly critical for the construction of the mixed-use, compact, walkable, and transit-rich communities that smart growth supports because these varied perspectives may represent a departure from what is conventional and familiar. The means of engaging the community and stakeholders are myriad and range from early stakeholder input in community plans to ongoing feedback and evaluation of the plan’s implementation as projects are constructed. Ensuring a high level of public awareness is one of the most fundamental strategies to guarantee that community needs and possible solutions are fully considered. This strategy can help local leaders better identify and support development that meets those needs.”



3

PLANNING AREA CONTEXT

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3.1 Area History & Context

Beaufort, a quaint seaside town was founded in 1709 and is the third oldest town in North Carolina. Beaufort boasts a great fishing industry and a small-town charm that attracts visitors looking for a coastal escape. The town was named after Henry Somerset, who was the Duke of Beaufort at the time. The original plan for Beaufort was laid out in 1713 and the surviving 12-block portion is designated as the Historic District. Beaufort values its history and natural resources; this is evident through the Town's effort to protect and highlight these unique characteristics through education, celebration, and tourism.

Through subsequent discussions with the Town, this effort began as a corridor study with a focus on Cedar Street and Live Oak Street. The project evolved into a small area plan (SAP) with a focus (concept design level of detail) on those two corridors. In addition, the Town of Beaufort was awarded a grant from NCDOT for conducting a concurrent Bicycle/Pedestrian

Master Plan. These two projects were combined to recognize economies of scale, specifically as it related to public outreach, meetings, and coordination. Ultimately, the newly constructed US 70 Bypass will have a profound impact on the Town of Beaufort. Through-traffic, visitor routes, and development patterns will be impacted, particularly along Cedar and Live Oak Streets, as well as other neighborhood streets within the Beaufort community.

The study area encompasses approximately one square mile that extends from the western end of Cedar Street to the intersection of Cedar Street and Carteret Avenue to the east. The team will investigate two blocks to the north and south of Cedar Street including the entire Mulberry Street neighborhood. The study area also encompasses Live Oak Street, up to the NC 101 and Live Oak Street Intersection.

3.2 Past Planning Efforts

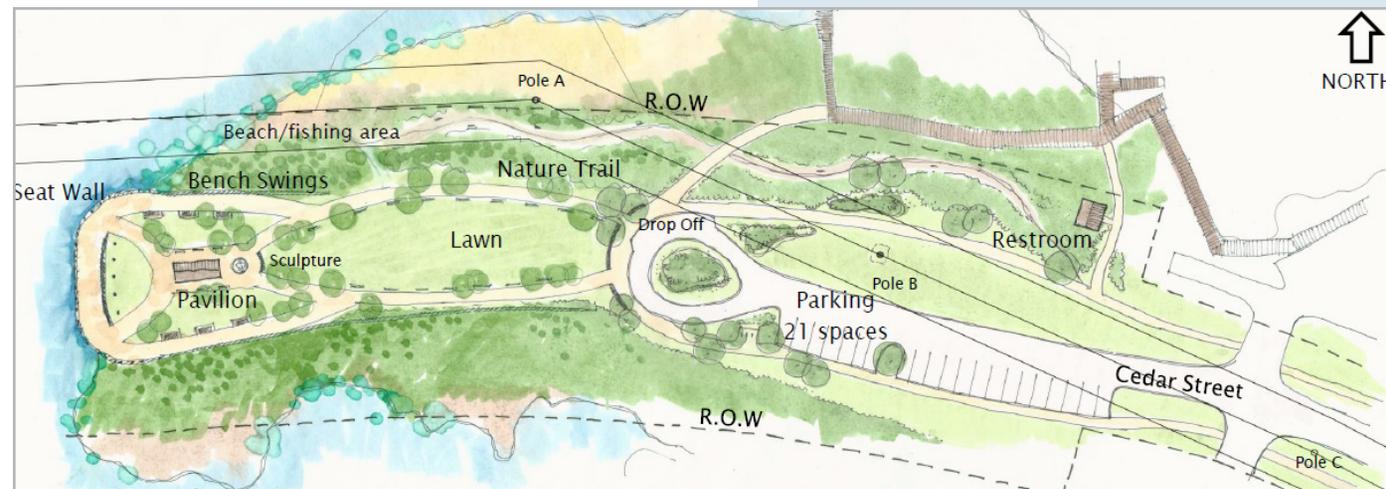
Cedar Street Waterfront Park (2016)

Cedar Street Park is a planned public space at the terminus of Cedar Street. The conceptual plan for the park has been designed by Susan Hatchell. The park's current plan features a 21-space parking lot, a turn-around/drop-off area, bicycle parking, restrooms, picnic areas, weaving paths, an elevated site for water views, seat steps, a lawn area, bench swings, and a fishing beach area. The plan also includes a design for part of Cedar Street leading up to the park. It proposes a two-lane street with a 10-foot wide, multi-use path on its south side. Additional street lighting and planting areas are also included.

Relevancy to the Beaufort Small Area Plan

This park highlights many components of what the Small Area Plan is trying to achieve. The park wants to bring a sense of "Beaufortness" to the area. This park would be an extension of the Historic District which will attract tourists who are visiting nearby while also serving as a public amenity for residents of Beaufort. The park is incorporating a multi-use path, which is vital for pedestrians and bicyclists, as well as on-street parking opportunities.

Figure 2: Cedar Street Park



Conceptual park plan by
Susan Hatchell

Land Development Ordinance (LDO) (2013)

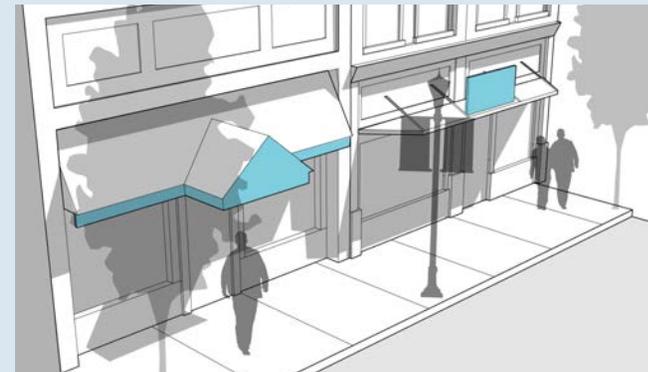
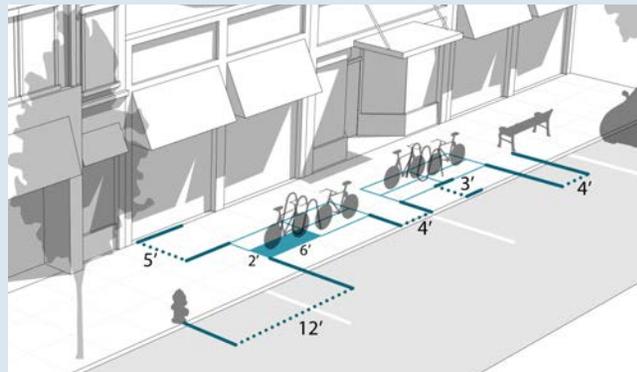
The Land Development Ordinance document provided guidance for residents and business owners on how land should develop within the Town of Beaufort. The ordinance controls zoning, building appearance, landscaping, signs, parking, and other aspects of development.

Relevancy to the Beaufort Small Area Plan

This is particularly relevant to the Small Area Plan as residents were asked to give their input on building heights, types of development, and streetscapes.

Some of the key takeaways from the ordinance include:

- The ordinance regulates the design of the built environment including streets, sidewalks, greenway provisions, bicycle parking in new developments, signage, landscape and appearance, subdivisions, land use, and density.
- The ordinance regulates all requirements for developments, such as parking and other plans a development must follow.
- The ordinance provides a definition of “open space” as “an area (land and/or water) generally lacking in man-made structures and reserved for enjoyment in its unaltered state.”
- The ordinance instructed that trees planted should be hardy, resistant to extreme temperature, drought, storm damage, and salt water, and those trees should branch high above the ground with a wide spreading growth pattern.



Example graphics from a Land Development Ordinance, fully illustrated to better inform the reader.

Town of Beaufort Entry Master Plan (2012)

Beaufort wanted to be prepared for the future changes that the new alignment of Highway 70 would bring. This Entry Master Plan guides the creation of new gateways and corridors that Highway 70 will create. The purpose of the plan is to provide recommendations for the following components: beautification, gateways, and wayfinding projects throughout the town.

Relevancy to the Beaufort Small Area Plan

Focus Areas of the Entry Master Plan:

- Turner Street – Turner Street will become the new gateway into the Historic District. This includes a proposed bridge on Turner Street.
- NC-101 – NC-101 will be a major entrance into the Town of Beaufort for locals and commercial traffic. The entry corridor will be anchored with two gateways at the New 70 and Live Oak Intersections.
- Live Oak Street- Live Oak Street will remain an important street due to the necessary services and local businesses it serves. It will also serve as a connector to the Historic District.
- Cedar Street- Cedar Street will no longer function as Highway 70 and will have the opportunity to adopt a new look and feel.



Maps from the Town of Beaufort Entry Master Plan: location map of gateways and corridors study area (far left) and a districts map with major streets identified as commercial, mixed-use, or residential (left).

Comprehensive Bicycle Plan (2009)

In 2009, Beaufort took a step towards becoming more bicycle friendly by creating its Comprehensive Bicycle Plan. The vision was to become a town where it is safe to ride a bicycle both on and away from the roads as part of an integrated policy framework and transportation system that connects Beaufort's citizens with each other and the places they want to reach. To meet that vision, the Plan studied the Town and its zoning jurisdiction and provided recommendations on physical infrastructure, programs, policies, and implementation concepts that would help Beaufort to improve its overall cycling environment, increase safety, and encourage more cycling for all types (skill levels) of bicyclists.

Bicycle Plan designated important route-related information like signed routes, connector routes, and busy streets. Other key destinations to connect cyclists to include points of interest, shopping areas, parks, and schools.

Relevancy to the Beaufort Small Area Plan

- Focuses on using bicycles as a tool for both connectivity/transportation and recreation.
- Highlights the need for a greenway and trail system, as well as adequate on-road facilities.
- Considers safety, and suggests educational programs to help drivers and cyclists interact in a safe manner on the roads.
- Recommends that bicycle accommodations are considered in every new development review, policy, ordinance, and resolution.
- A wide range of construction projects were identified and recommended to make Beaufort more bicycle-friendly. Thirty-seven projects were identified as areas that would introduce more bike-friendly measures.
- Bicycle facilities will increase the number of tourists who enjoy biking and offer activities that will ultimately extend their stay and create commerce.



*map created and published by NCDOT

Town of Beaufort Core Land Use Plan (2006)

This land use plan for Beaufort follows the methodology recommended by Coastal Area Management Act (CAMA) in its Land Use Planning Guidelines. The Division of Coastal Management carries out CAMA in 20 coastal counties, using rules and policies of the N.C. Coastal Resources Commission.

Relevancy to the Beaufort Small Area Plan

Key Takeaways:

- Redevelopment/visual improvement of the US 70-Cedar Street area dependent upon US 70 relocation/bridge projects.
- Continued protection of the National Historic District, Beaufort Historic District, and the waterfront area.
- Development of service sector to support tourism, which the Small Area Plan hopes to increase.
- Maintain the integrity and compatibility of land uses adjacent to the Beaufort Historical Association (BHA) restoration site.
- The most significant transportation improvement project currently underway in Beaufort is the replacement of the Gallant's Channel drawbridge with the new US 70 Bypass bridge and the realignment of US 70.

Existing Land Use Map included in the Land Use Plan. Many of the parcels along the northern part of Live Oak Street are commercial or undeveloped. Most of the land in the core along Cedar Street is commercial and residential.

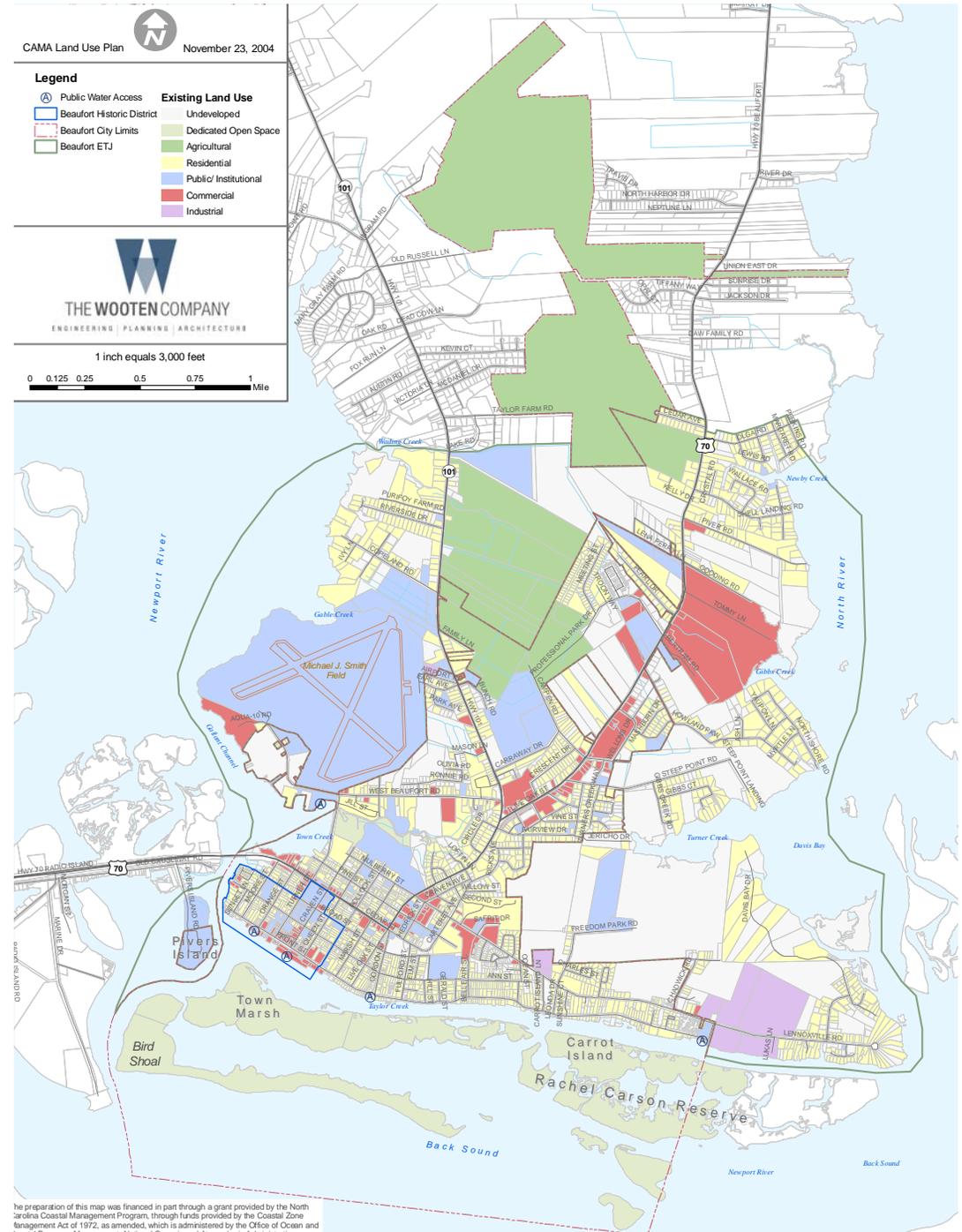


Figure 3: Land Use Map

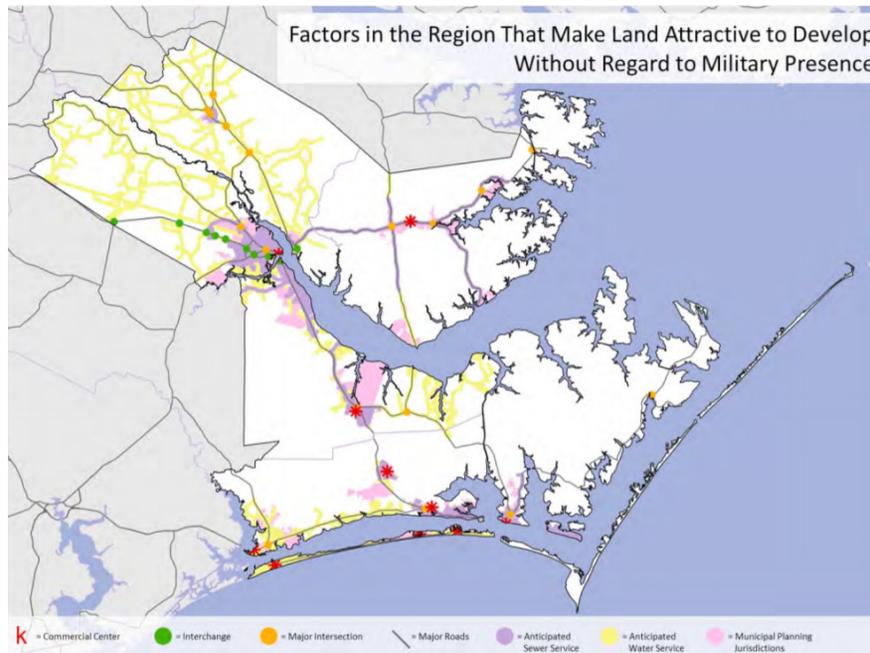
The preparation of this map was financed in part through a grant provided by the North Carolina Coastal Management Program, through funds provided by the Coastal Zone Management Act of 1972, as amended, which is administered by the Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration.

3.2.6 Cherry Point Regional Joint Land Use Study (2016)

Carteret County is one of the three counties involved in the Cherry Point Regional Joint Land Use Study. The plan outlined the following goals:

- Enable Current and Future Military Mission
- Promote and Preserve Economic Vitality
- Create Livability/Quality of Life Enhancements
- Develop Practical Implementation Strategies
- Encourage Regional Collaboration

Figure 4: Land Development Attraction Map



Land Attractiveness Map: Beaufort has some of the most attractive land in the county

Relevancy to the Beaufort Small Area Plan

Many of the goals listed to the left play a clear role in the Small Area Plan. More detailed recommendations follow:

- Recreational, Cultural & Natural Resources
 - Provide adequate water access for business and recreational purposes.
 - Provide for public/private sector participation in the development of high-quality recreation facilities and services.
 - Expand cultural enrichment opportunities
 - Increase attention and support for historical preservation
- Quality of Life
 - Housing-Provide an adequate supply of affordable house for people of all income and age groups for diverse types of housing and residential densities while assuring the public facilities will be adequate and the natural, cultural, and economic environment will be preserved.
- Economic Development
 - Enhance business retention efforts
 - Enhance hospitality industry
 - Create and expand new entrepreneurial efforts
 - Connectivity will increase opportunities for further economic development within the town, such as increased tourism and off-season boaters.

3.3 Environmental Analysis

The Beaufort Small Area study area holds a large amount of water features including rivers and wetlands. Town Creek, Taylor Creek, and Davis Bay watersheds drain directly into High Quality Waters (HQW) of the Newport River and the North River. These waters flow to the Outstanding Resource Waters (ORW) of Back Sound as currents are tidally influenced. Low-lying elevation characterizes the area as approximately 20 feet above sea level, and Beaufort hosts the convergence of three different 12-HUC Subwatersheds. All three watersheds have been placed on the 303(d) list due to persistently high bacterial counts.

Beaufort Watersheds are predominately Group A/D and Group B/D hydrological soils. Soil Group A tends to occur near the mouth of Town Creek and along the east side of the Taylor Creek Watershed. Soil Groups B and C are prevalent closest to the creek within Davis Bay Watershed.

The new US 70 Bypass through northern Beaufort will affect all three watersheds. This project will increase the amount of impervious surface in the watersheds due to replacing vegetation with asphalt.

LEGEND

Flood Zone X		National Heritage Areas	
Flood Zone AE		Conserved Open Space	
Flood Zone VE		Contours 2 feet	
Wetlands		Contours 10 feet	
		Coastal Subwatersheds	

Figure 5: Environmental Analysis Map



3.4 Transportation Analysis

Crashes and Traffic Volumes

Specific areas within the Town of Beaufort have relatively high traffic volumes, and there are several “hot spots” prone to crashes. Illustrated to the right, the roads within the study area highlighted in red and orange carry the largest amount of vehicles on a daily basis. Live Oak Street carries over 20,000 vehicles per day. Cedar Street carries between 10,000 and 19,999 vehicles per day. These two roads lack the basic pedestrian and cycling facilities that Beaufort residents would like to see in their town.

The crash volume is relatively low when compared to traffic volumes. Our surveys indicate that residents and tourists do not feel safe along the high volume roads and tend to avoid those areas, keeping pedestrian crash volumes low.

CRASHES LEGEND (2014-2017)

- 1-3 Crashes
- 4-7 Crashes
- 8-16 Crashes

TRAFFIC VOLUMES LEGEND (2016)

- >500
- 500-1,999
- 2,000-4,999
- 5,000-9,999
- 10,000-19,999
- 20,000+

Figure 6: Transportation Analysis Map



Existing Transportation Systems

Overall, Beaufort’s transportation system is well-connected in terms of roadways, sidewalks, and bike paths. Connectivity issues do arise when we look more closely at Live Oak Street and Cedar Street. Unfortunately, both of these corridors are lacking bike lanes and adequate sidewalks.

The Cedar Street corridor’s traffic volumes will be greatly reduced due to the new US 70 Bypass high-level bridge over Gallants Channel. Formerly crowded with traffic moving through at high speeds, Cedar Street has served as a barrier to pedestrian travel and access to the waterfront areas from the north. Intersections are hostile and almost impossible to cross during most times of the day.

Live Oak Street is a major north-south corridor with four travel lanes undivided and narrow sidewalks provided on the east side. The severely angled intersection of NC 101 and US 70 (Live Oak) is currently under evaluation by NCDOT as a potential roundabout location.

LEGEND

Bus Stops		Sidewalks	
Bus Routes		Railroad	
Bike Routes		Town Limits	

Figure 7: Existing Transportation Map



Figure 8: Pedestrian Level of Service Map

Levels of Service

Pedestrians

Level of Service (LOS) describes measures of effectiveness for various transportation operations. The idea of LOS is to present a report card on how area roadways are performing in regards to moving vehicles, pedestrians, and cyclists. LOS is a range from A to F. LOS D and E indicate roads that are operating with longer vehicle delays and are getting closer to capacity. LOS F indicates a road has exceeded capacity and vehicles are experiencing the longest delays. The LOS analysis indicates where pedestrians and cyclists experience safety issues and delays as they maneuver area roadways.

The main areas of concern for pedestrian safety are the roads highlighted in red on the map to the right. This includes Live Oak Street and Turner Street. Over 40% of residents surveyed reported they do not feel safe at all as a pedestrian on Live Oak Street. Other roads that could see pedestrian improvements include the cross streets running east to west in the Historic District. These streets are highlighted in yellow and include Cedar Street and Pine Street.

LEGEND

Good		Bad	
OK			

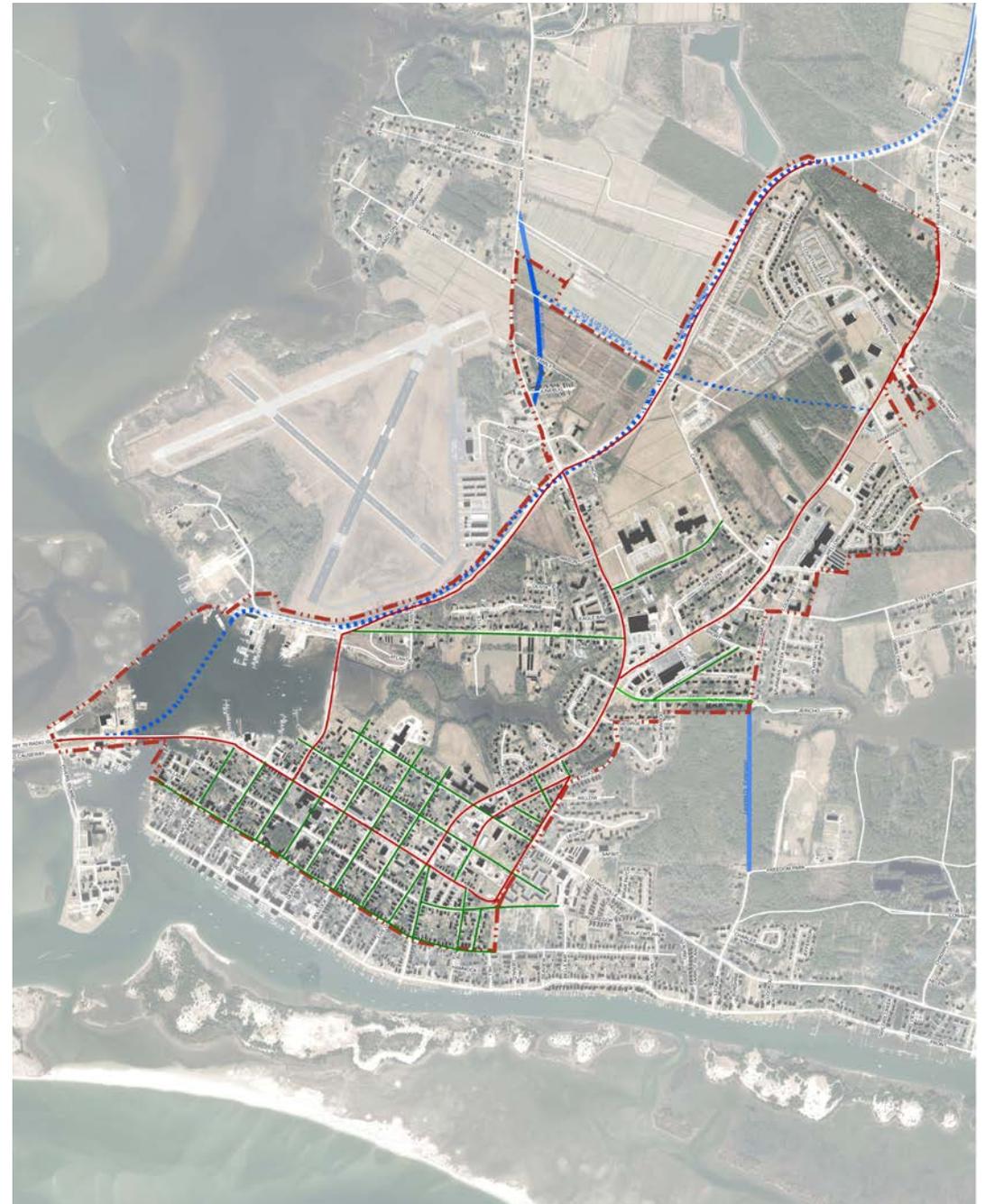


Bicyclists

About six-percent of Beaufort residents use a bike as their primary mode of transportation. Over eighty-percent of residents have considered using another form of transportation other than a car, but do not feel safe walking or biking. Many residents report seeing cyclists riding the wrong way against traffic or using the sidewalks as bike paths, both of which can cause safety issues.

Most of the Historic District streets carry a low volume of traffic making it safe for bicyclists and pedestrians, but the following streets do not provide an adequate level of service for bicyclists: Cedar Street, Turner Street, Live Oak Street, and Craven Avenue. These streets can all be seen highlighted in red on the map to the right. Forty-percent of residents would like to see bike lanes adjacent to vehicular traffic. This measure would greatly improve the level of service provided to cyclists and improve connectivity in the process.

Figure 9: Bicyclist Level of Service Map



LEGEND

Good		Bad	
OK			

Figure 10: Vehicular Level of Service Map

Vehicular

Usually when pedestrians and cyclists are suffering in the level of service analysis, the vehicles are doing just fine. While the vehicular level of service is not terrible, it could be improved with small measures to a couple of the major roads. As the map at the right illustrates, Cedar Street and Live Oak Street are the only roadways not currently considered at a “good” LOS. Most complaints in regard to Live Oak involve aesthetics, speeding, and congestion at busy times. Forty-nine percent of surveyed residents reported that better street maintenance would improve the aesthetics of the streets.

Another component of improving the vehicular level of service is re-routing the current truck route to provide a better path for trucks in and out of the town. Truck Route map can be found on page 87 of this report.

LEGEND

Good		Bad	
OK			



3.5 Planning Analysis

Future Land Use

The future land uses in Beaufort are illustrated in the map to the right. The strategy includes traditional categories along with a unique Downtown Commercial designation. This land use type is only utilized along the historic downtown portion of Front Street, ensuring the existing small town character remains intact.

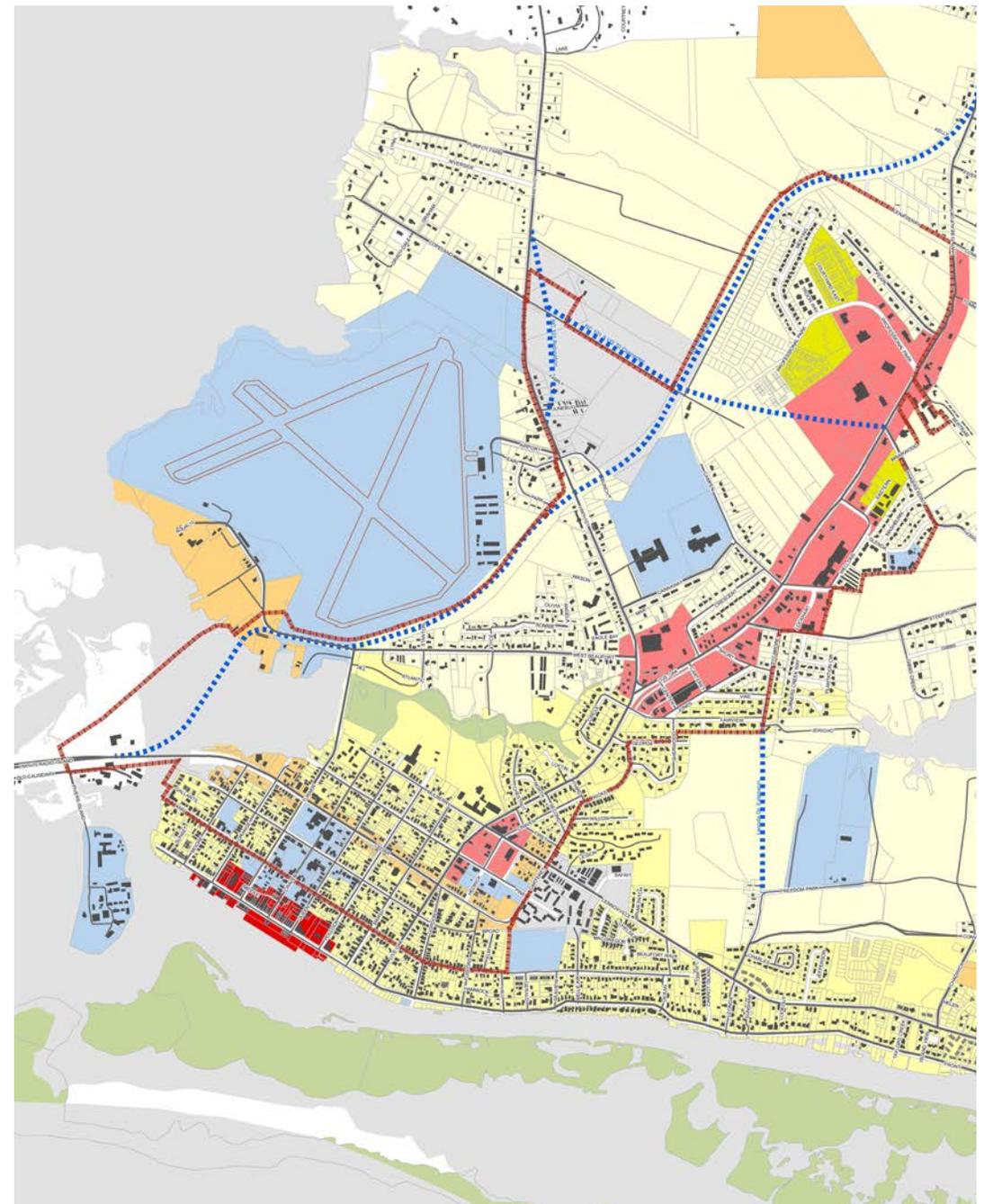
Along the Cedar Street corridor the most prominent land use type is Mixed Use with two blocks of Public/Institutional from Turner to Queen Street, which house the Beaufort Courthouse and Carteret County Detention Center on the southern side of the road.

The prominent land use type along Live Oak Street is General Commercial. These large swaths of commercial include retail strip centers, drive-thru restaurants, banks, and small-scale offices. A small portion of the corridor is medium density residential, and the northern most portion of the corridor currently focuses on single family residential.

LEGEND

Conservation/Open Space		Light Industrial	
Downtown Commercial		Low Density Residential	
General Commercial		Medium Density Residential	
Mixed Use		High Density Residential	
Public/Institutional			

Figure 11: Future Land Use Map



Existing Zoning

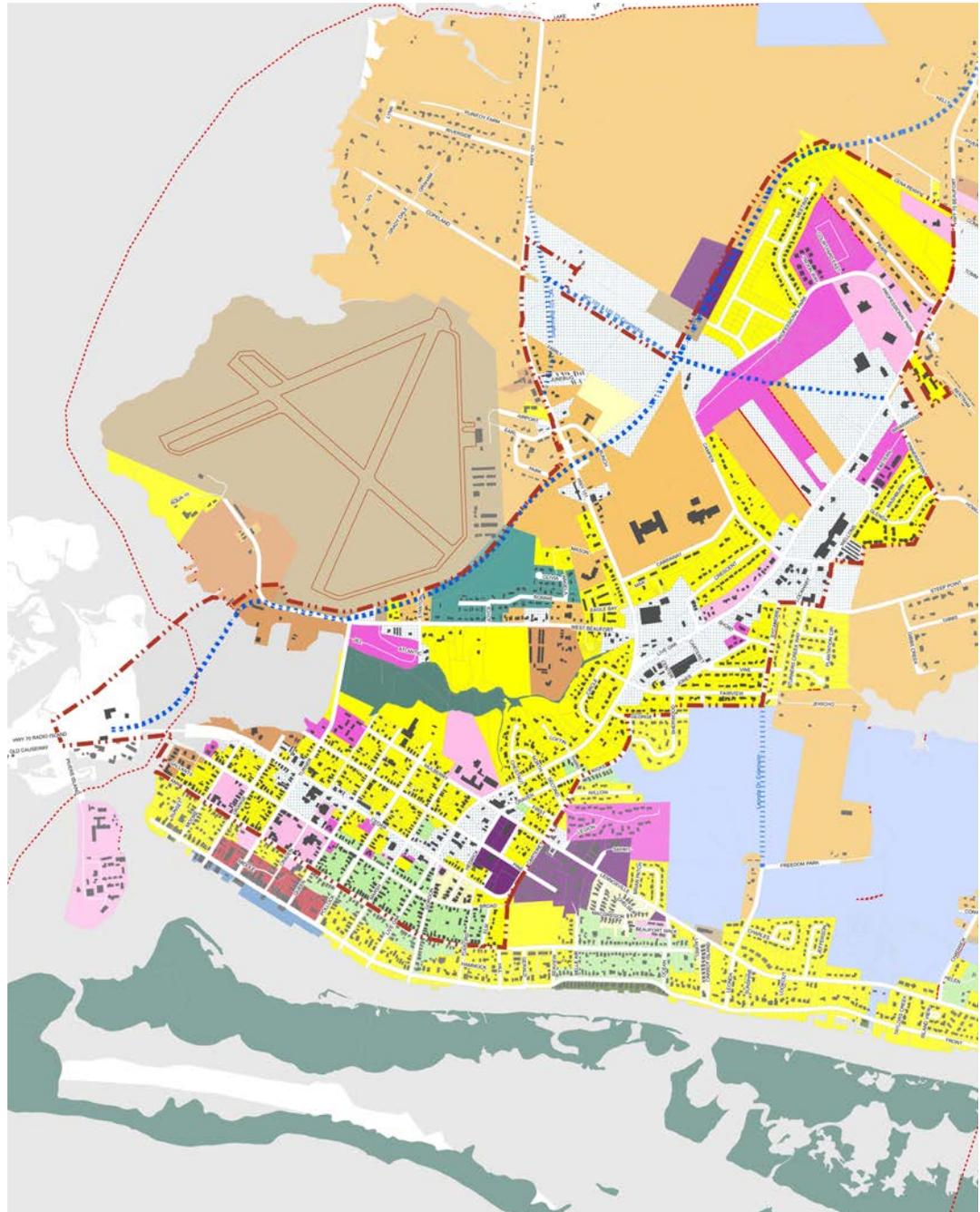
The Town of Beaufort monitors development through a variety of regulatory tools including the Official Zoning Map featured on this page. Additional tools include the Town’s Code of Ordinances, Design Guidelines for the Beaufort Historic District & Landmarks, Town of Beaufort Core Land Use Plan, Land Development Ordinance (updated April 2018), and the N.C. State Building Codes. These tools regulate the use of all structures and land within the corporate limits and the extraterritorial jurisdiction (ETJ). The Town’s Planning Department enforces compliance of these regulations for all types of construction and development projects within the community.

Most of the properties along the Cedar and Live Oak corridors are currently zoned as General Business District or Medium Density Residential (R-8).

LEGEND

B-1		PUD		RS-5	
B-W		R-5		TCA	
C-D		R-8		TR	
I-W		R-8A		WC	
L-1		R-8MH		County	
O-S		R-20			

Figure 12: Existing Zoning Map



Ripe and Firm Analysis

A ripe and firm analysis was conducted on all parcels in the study area. To complete this analysis, a subjective windshield survey looked at each parcel and the development that currently occupies it. Individual parcels are classified into one of three categories: firm, opportunity, or ripe. This analysis is used to identify areas both likely and unlikely to change. Often, there are areas that are not clearly one or the other, and those are identified simply as opportunities.

Firm

- Existing buildings with historic character and architectural significance
- Churches, schools, government buildings
- Residential properties currently occupied with structures in decent condition

Opportunity

- Underutilized property, but currently occupied
 - » Current use may work but the building and/or site needs a face-lift
 - » Current building/site is of value but the use needs to change to become additive to a vibrant, walkable community
 - » Oversized parking lot

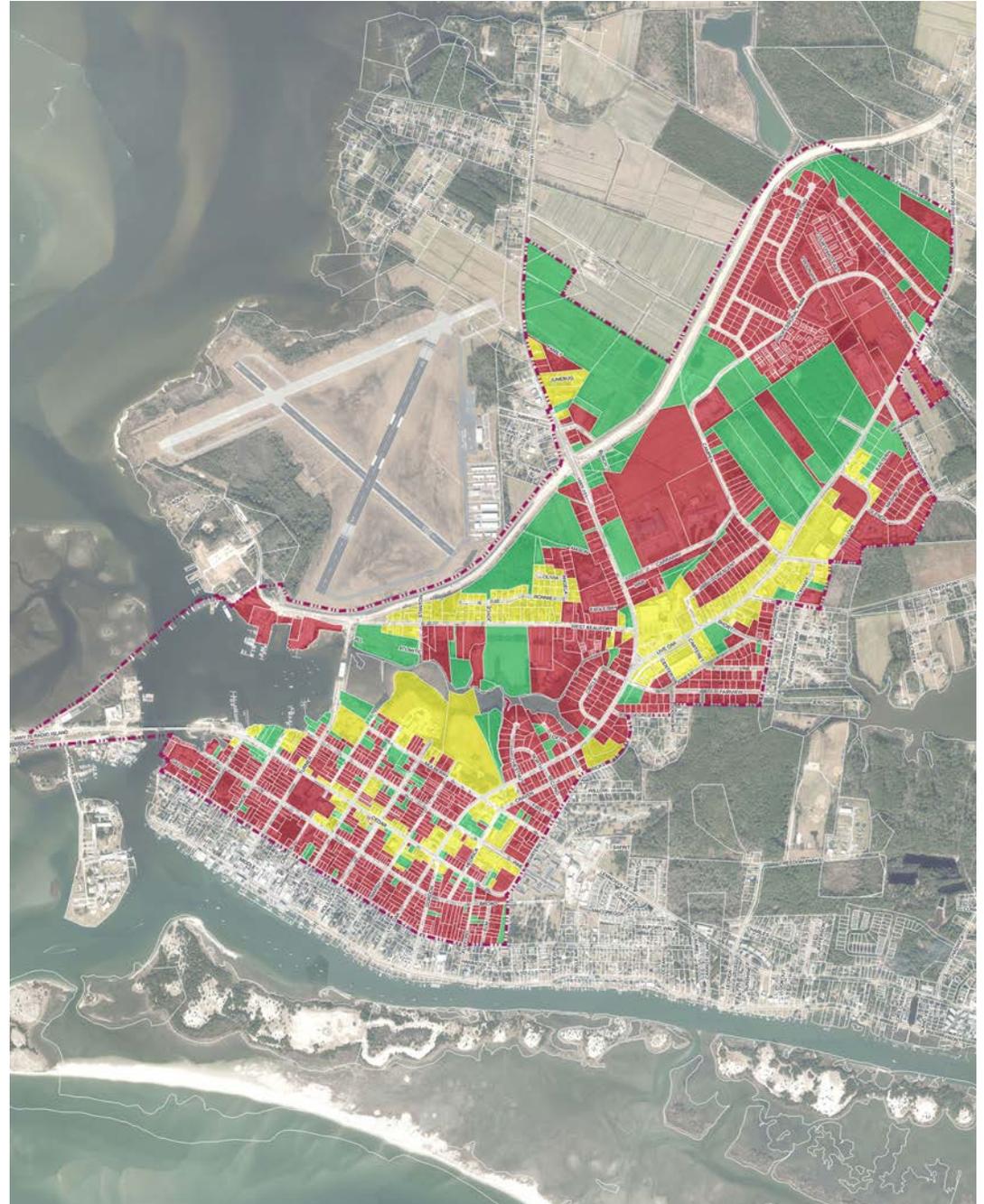
Ripe

- Vacant parcel
- Property currently for sale
- Building is dilapidated to the point of no repair

LEGEND

Ripe		Firm	
Opportunity			

Figure 13: Ripe and Firm Map





4

PUBLIC ENGAGEMENT

In This Chapter

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4.3 Walking & Biking Tour	45
4.4 Traveling Roadshow & Project Symposium	47
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4.1 Advisory Committee

The Advisory Committee (AC) was comprised of individuals from Town staff, Carteret County staff, NCDOT, local businesses, and residents. This core team provided a representation of the key stakeholders impacted by and involved with the project. They served as not only a project oversight committee, but also as a decision-making entity throughout the life of the project. The AC provided a venue for sharing information, discussing ideas, increasing participation, identifying other stakeholders, fostering communication, focusing resources, helping to set a direction and priorities, and vetting of plan recommendations.



Stakeholders interacting with maps to determine problem areas for the Plan to address



Open discussions about the committee member's concerns



Mapping exercises to explain the areas for potential improvements

4.2 Website & Online Survey

An anonymous survey was issued online from October 2017 to May 2018 with 17 questions posed to guide the development of the Small Area Plan. The responses were confidential and data was reported only to the consultant team.

We had over 70 participants complete the survey.

Key takeaways from the survey responses are to the right.

Key Takeaways from Survey : Demographics

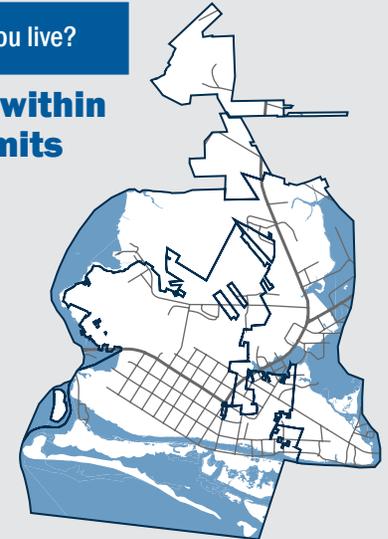


How old are you?

54 - 72 years old
(40% of participants)

Where do you live?

70% live within city limits



Key Takeaways from Survey : Existing Mobility Habits



Primary mode of transportation?

Car
(87% of participants)



Time it takes you to get to work/school?

Don't travel for work/school
(40% of participants)



Ever consider using alternative modes?

Yes
(88% of participants)

Key Takeaways from Survey : Future Mobility Opportunities



Top THREE ranked transportation improvement projects

Roadway & Bridge Improvements

Bicycle Facilities

Intersection Improvements

How safe do you feel as a pedestrian walking along Cedar Street or Live Oak Street today?

Somewhat safe to not safe
(85-90% of participants)



Key Takeaways from Survey : Future Development Opportunities



Top THREE ranked transportation improvement projects

Restaurants

Parks

Retail

What types of public spaces/parks are missing and desired in Beaufort?

Greenways and Trails
(25% of participants)



4.3 Walking & Biking Tour

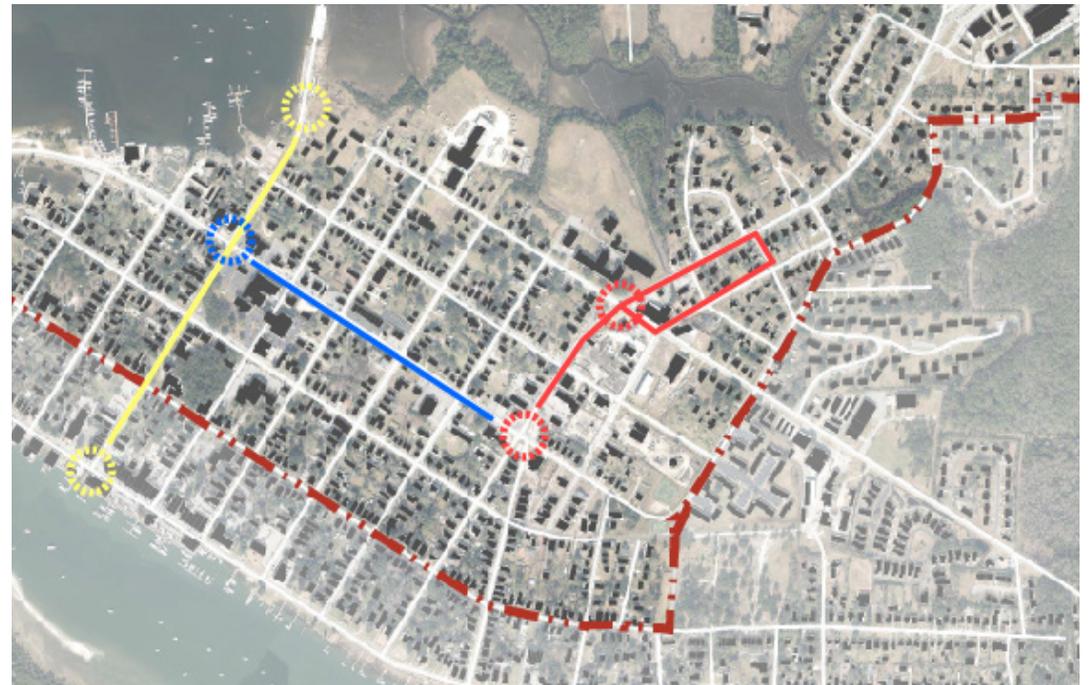
On December 12th, 2017, the design team and Advisory Committee took to the streets with the citizens of Beaufort on a walking tour of the town. The tour was broken into three groups and encompassed walking down Live Oak Street, Cedar Street, and Turner Street.



The walking tour team surveying the study area

Tour Results

- A. Opportunity for “advisory shoulder” treatment along Hedrick St
- B. 5-legged intersection-Gordon St. Last ½ block could be re-allocated or chicaned
- C. Excessive pavement width on 1 block of Cedar St, then necks down to narrower pavement, recover portion for walk/bike facility
- D. Access management needed close/consolidate driveways on East Live Oak and many other areas
- E. Adjust road geometry w/ flexiposts or other cheap vertical elements to slow/choke out through traffic
- F. If lower traffic counts allow it, 4-lane to 3-lane road diet (several roads present this opportunity)
- G. “Dial-a-Ride” (flexi route) “Downtown and Around” (fixed-route), make appropriate pedestrian accommodation for bus stops, ensure crosswalk marked at appropriate points for



LEGEND

Group One Route



Group Two Route



Group Three Route



When answering these questions, think about your current trip as well as what the area is like in the Spring/Summer time (peak tourist season).

Rate the Place:

COMFORT & IMAGE	POOR		GOOD	
Overall attractiveness	1	2	3	4
Feeling of safety	1	2	3	4
Cleanliness/Quality of maintenance	1	2	3	4
Comfort of places to sit	1	2	3	4
Shade/Protection from sun/heat	1	2	3	4

Comfort & Image average rating: (sum/5) _____

Comments/Notes:

ACCESS & LINKAGES

Quality of cycling facilities	1	2	3	4
Quality of crossing facilities	1	2	3	4
Ease in walking/Quality of sidewalks	1	2	3	4
Access to transit	1	2	3	4
Clarity of wayfinding signage	1	2	3	4

Access & Linkages average rating: (sum/5) _____

Comments/Notes:

USES & ACTIVITIES

Mix of stores/services	1	2	3	4
Public spaces for community events	1	2	3	4
Overall vitality of area/how busy it seems	1	2	3	4
Economic vitality	1	2	3	4

Uses & Activities average rating: (sum/4) _____

Comments/Notes:

SOCIABILITY / SUITABILITY

Number of people in groups	1	2	3	4
Evidence of volunteerism	1	2	3	4
Sense of pride and ownership	1	2	3	4
Presence of children and seniors	1	2	3	4

Sociability average rating: (sum/4) _____

Comment/Notes:

Identify Opportunities

1. What do you like best about this area?

 -
 -
2. List three things that you would do to improve the area that could be done right away and that wouldn't cost a lot:

 -
 -
 -
3. What three changes would you make in the long term that would have the biggest impact?

 -
 -
 -
4. How would you describe the journey to the various destinations along this route? Whether your journey is by car, foot, or bike what improvements are needed to improve future trips?

 -
5. Do you see any opportunities for pilot projects or tactical urbanism? What local partnerships or local talent can you identify that could help implement these improvements?

Place Game Evaluation

Along with discussion at various points, the participants were asked to fill out a Place Game Evaluation. This simple tool developed by the Project for Public Spaces is used to grade and prioritize improvements for areas like Beaufort's corridors. The game tries to answer the question, "what makes a place great" by grading key attributes of great places on a scale of one (poor) to four (good). The key attributes are comfort and image, access and linkages, uses and activities, and sociability. At the end of the game, participants were encouraged to identify opportunities for improvements within the above categories. The grades and observations helped begin the dialogue for what Beaufort needs to create more walkable and bikable corridors.

The overall ratings were as follows (1 poor - 4 good):

- Area 1 (Live Oak Street) Rate: 1.4
- Area 2 (Cedar Street) Rate: 1.4
- Area 3 (Turner Street) Rate: 1.8



Participants during the walking tour discuss the conditions of Turner Street

4.4 Traveling Roadshow & Project Symposium

The design team conducted a two-day event in mid-December to kick off the public engagement process. The Traveling Roadshow, held in the historic Mulberry Street School neighborhood on December 12th, was a specific outreach effort in the Mulberry Street neighborhood. Over 100 residents showed up during the two-day event. Some residents held perceptions of negative impacts due to the new traffic patterns. This meeting was held to address those concerns and find community driven solutions to the issues. The design team led the conversation, but then, the audience broke out into small groups to draw and discuss real solutions that work for everyone.

The Project Symposium was held on the evening of December 13th, 2017, in the Beaufort Elementary School cafeteria on Carraway Drive. The project team presented research allowed for feedback with small group mapping exercises, visual preference surveys, and comment cards. During the presentation portion of the meeting, the team explained the purpose of the project and the meeting, and held a live-polling survey with the participants using push-button technology.

Key takeaways from the engagement exercises during the Traveling Roadshow and Symposium are on the following pages.

Figure 14: Mapped Survey Answers



LEGEND

Major roadways to improve		Park opportunities		Bike & Ped connections to improve	
Bike & Ped improvements needed		Housing opportunities		Intersections to improve	

Key Takeaways from Live Polling

The quality of streets for attracting new businesses

What do you value the most in your streets?

How can we improve our streets?

What traffic calming techniques do you prefer?

What streets need the most improvement?



Poor
(63% of participants)



Safety
(26% of participants)



More Bike/Ped Improvements
(44% of participants)



Intersection Treatments
(30% of participants)

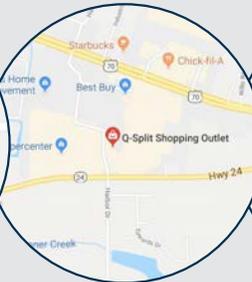
Cedar & Live Oak Streets
(38% of participants)



THREE top things residents leave town for



See a Movie



Buy Dress Shoes



Shop in Bulk

Priorities for walking and biking in Beaufort

- Fits with or improves appearances
- Ensure people can get to work, school, etc. regardless of income
- Provide safe ways for everyone to move
- Support property values and businesses

THREE top places to reach by walking or biking



Parks/Community Center



Downtown



Schools

What makes OUR PLACE?

Walking and Biking should have a level playing field with cars – every place should be reachable by walking or biking, SAFELY.

4.5 The Charrette

The cornerstone event of the public outreach strategy was a multi-day on-site workshop known as a charrette. The charrette took place in the cafeteria of the historic Mulberry Street School from February 27th through March 1st, 2018. The charrette involved planners, landscape architects, urban designers, economists, and engineers all working together to piece together the vision and input gathered throughout the planning process. During the week, the team also held various focus group meetings including the following stakeholders: Boys and Girls Club, Mountains to Sea Trail & Coastal Federation, Mayor and Councilmen, Town Mobility Committee, Parks and Recreation staff and interested citizens, Real Estate Representatives and Developers, the Stormwater Committee, and the Historic Preservation Commission.

Key Takeaways from Stakeholders

Boys & Girls Club:

- The Boys and Girl Club is one of the only “day-cares” in Beaufort. (90 – 100 kids per day)
- Pine Street – what to do at Pine/Turner to deter cut through traffic
- Mulberry/Live Oak – needs to be very pedestrian friendly

Charrette games: Residents participated in a poker chip game. They used their chips to vote for elements they would like to see in the Small Area Plan. See page 54 for results.



Residents were given the opportunity to choose which bike facility they would like to see along Live Oak Street. We moved forward with the options that got the most votes.

Mountains to Sea Trail & Coastal Federation:

- Create an advocacy group to help implement the plan
- NC State Parks has Recreational Trails Program funding programs - \$1 million per year and \$100K per project.
- Strongly support the use of the Rail to Trail in the back of school

Mayor and Councilman:

- Plan must be based in reality
- Job development is a key desire particularly younger individuals who desire a more walkable, bikeable town
- Infrastructure and all under asphalt utilities are the most difficult challenge.
- The mayor wants a plan that is “Bike/Ped first!!”

Town Mobility Committee/EMS/NCDOT:

- Cedar designation will likely change from being a business route.
- Stormwater is problematic on Pollack/Cedar and Live Oak/First. Live Oak culvert is undersized
- Live Oak speeding is a problem
- Need Live Oak and Cedar to be more bike-able and walkable

Carteret County Commissioners and Government:

- Increasing on-street parking around the courthouse is important
- Desire to connect the existing maritime museum to this proposed project area (southwest side of the Michael Smith airport).
- A mixed-use project on the east side of the airport has been complicated by the potential airport runway extension.

Parks/Recreation/Open Space:

- Support a connection to the Mountain to Sea trail
- Live Oak – preferred option includes buffered bike lanes, sidewalks, & high quality intersections
- Lennoxville east of Live Oak – desire for sidepath
- Campen/Live Oak should be our number one priority related to safe crossings

Property Owners/Developers/Real Estate:

- Traffic volume will change and may accommodate more streetscaping, parking, etc.
- Flood zones and permitting are known issues related to development
- Pine should not adapt for higher volumes of traffic
- Town needs strong architectural standards
- Cedar Street must become more walkable street; explore on-street parking as part of the solution.

Public Works/Stormwater and Historic Preservation Commission/Tourism Committee:

- Watershed Restoration Plan Goal (8/2017): To improve the water quality of waterways around Beaufort. Concerned with localized flooding and reducing stormwater volume
- Show pervious parking on Cedar
- NCDOT can install stormwater controls as a process of their permitting
- Need better roadway maintenance including a power sweeper
- Cedar can and should have young entrepreneurs populating businesses along the street to complement the Front Street demands.
- Cedar Street should be two lanes with parking
- Need more wayfinding to direct people to the trolley and around the entire area.
- Broad Street has potential for new business development because of its width.

“Dot”mocracy Results

During the Project Symposium and Travelling Roadshow meetings, participants were asked to use the power of their vote in an exercise called “Dot”mocracy. Each person was given a set of dot stickers and shown a series of images related to various multi-modal transportation and development issues. Within each set, participants selected their preferred strategy or visual preference. The exercise gave the design team a strong sense of the community’s vision for Cedar and Live Oak Streets.

Key Takeaways from “Dot”mocracy | Multi-modal

Multi-modal Transportation



Bicycle Facilities: Bike Lanes



Intersections: Roundabout with Plantings



Crosswalks: White Ladder Style



Streetscape: Street Trees



Off-Road Greenway: Asphalt



Mid-block Crosswalks: Pavers



Pedestrian Signals: Bike/Ped Combined

Would you like to see on-street parking on Cedar Street?

YES



NO

Land Use & Development



Building Scale: 2-3 Stores



Open Space: Flexible



Housing Infill: Single-Family



Multi-Family: Lofts in Mixed-Use

Placemaking Tools: Top 4



Architectural Character: Coastal



Corridor Character: Walkable



Convenience Stores: Traditional



Convenience Stores: Traditional



Outdoor Dining



Ambient Lighting



Public Art



Interactive Water

Poker Chip Exercise Results

At the conclusion of the Public Kickoff meeting during the week of the charrette, the audience was asked to brainstorm various investments the plan should consider. They were then given five poker chips--4 blue or white and 1 red or green. Red and green poker chips were to be placed on items they felt should not be prioritized when it comes to spending, while blue and white poker chips were to be placed on items that should be prioritized. The ideas generated for spending were written on index cards and placed at a round table at the rear of the room. As participants left the meeting, they again utilized the power of their vote to set the stage for spending priorities related to plan recommendations.



Participants casting their votes with 5 poker chips: 4 items to prioritize and 1 item not to prioritize



Young participants helping to tally the results

Key Takeaways from Poker Chip Exercises

 <p>Safe Routes to Schools</p>	 <p>Trees/ Streetscape</p>	 <p>Bike Lanes on Cedar & Live Oak</p>	 <p>Wayfinding Signs</p>	
 <p>Enforce Speed Limits</p>	 <p>Connectivity/ Sidewalks</p>	 <p>More Parking</p>	 <p>Bury Power Lines</p>	
 <p>Safety/ Crosswalks</p>	 <p>Maintenance Infrastructure</p>			
<p>LEGEND</p>		<p>Few Votes </p>	<p>More Votes </p>	<p>Most Votes </p>

Final results tallied for the top rated item: Bike Lanes on Cedar and Live Oak Streets. The blue and white poker chips represented positive votes to make bike lanes a top priority in the Plan.

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5

MARKET ASSESSMENT

In This Chapter

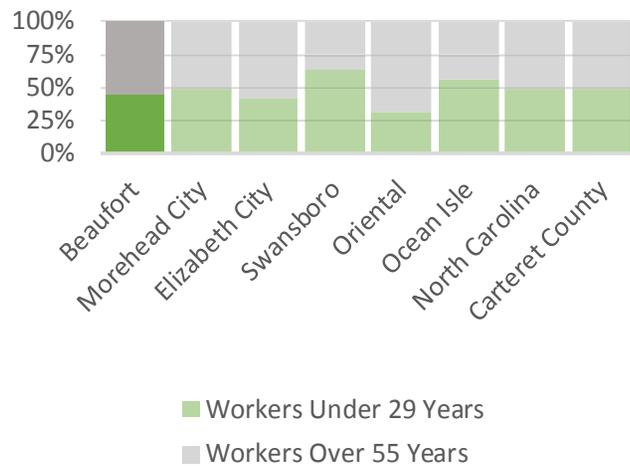
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5.1 Understanding the Demographics

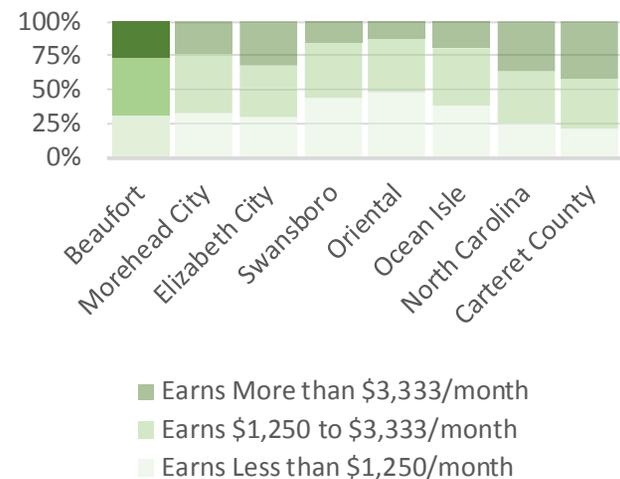
The rate of population growth for comparable coastal communities has been modest over the past two decades, at least compared to some of the similarly sized towns closer to major metropolitan areas such as Charlotte or Raleigh. Swansboro is an exception, with a population projected to meet or exceed that of Beaufort shortly after 2030. In Beaufort’s case, however, the trend is somewhat misleading. The Beaufort East Village and related developments have been approved for 791 units to be phased in over 10 years, potentially adding more than 1,500 residents based upon the historic household size of just under two people.

Beaufort has retained a working-age population, unlike more retirement-oriented communities such as Oriental or Ocean Isle. The Town has also kept some diversity in its population compared to several of its peer coastal communities, with an age composition (12% children under 15), household income (\$44,539), and average household size (1.96) that represents a balanced population, split among seniors (25% of the population) and families headed by working-age adults (63%).

Worker Age, 2014



Monthly Earnings, 2014



Sources: US Census 1990-2015

Population Characteristics (2014)								
Geography	Median HH Income (\$2014)	Avg. HH Size	White Alone	Diversity Index*	Youth (0-14)	Adults (15 to 64)	Seniors (65+)	College Degree (%)
Beaufort	\$44,539	2.0	78.2%	0.85	12.0%	63%	25%	29%
Swansboro	\$51,887	2.3	82.3%	0.81	18.2%	64%	18%	31%
Morehead City	\$40,838	2.1	80.5%	0.83	14.3%	62%	23%	29%
Elizabeth City	\$36,716	2.4	43.1%	1.55	19.0%	66%	15%	22%
Oriental	\$75,881	1.9	92.1%	0.72	6.5%	44%	49%	52%
Ocean Isle	\$66,951	2.0	96.2%	0.69	6.2%	51%	43%	56%
North Carolina	\$48,918	2.5	66.6%	1.00	18.8%	66%	16%	30%
Carteret County	\$50,133	2.3	87.8%	0.76	14.1%	63%	23%	27%

*N.C. = 1.00

Table 1: Population Characteristics

Municipal Population								
Geography	1990	2000	2010	2015	2020	2030	2040	Change 2000 to 2015 (%)
Beaufort	3,966	3,793	4,056	4,212	4,182	4,290	4,398	11%
Swansboro	1,229	1,766	2,692	3,143	3,471	4,248	5,025	78%
Morehead City	7,639	7,885	8,724	9,336	9,495	10,172	10,849	18%
Elizabeth City	16,171	17,242	18,694	17,869	18,854	19,690	20,527	4%
Oriental	786	881	898	884	926	965	1,004	0%
Ocean Isle	528	437	543	597	580	612	645	37%
North Carolina	6,628,637	8,049,313	9,535,483	10,042,802	10,584,376	11,643,181	13,093,557	25%
Carteret County	52,687	59,406	66,697	68,879	73,601	83,701	93,527	16%

Table 2: Municipal Population

5.2 Economic Development Opportunities

Below: Employment by Sector and Jobs Added Diagram (compared to Carteret County)

Sources: N.C. Labor & Economic Analysis Division Quarterly Census Employment & Wages (Carteret County); Woods & Poole Moorehead Micropolitan 2017 (for growth rate)

One way of understanding how the local economy both compares against its peers as well as each sector’s contribution to jobs and wages is through an examination of location quotients. A location quotient (LQ) simply describes the relative proportion of the number of employees in one major sector of the economy to that proportion in another, larger area (in this case, Carteret County). Note that some sectors, such as Mining, are either non-existent locally or are too small to exceed minimum reporting and disclosure requirements.

Several sectors jump out when considered in this light. The future demand for employment continues to favor Accommodation and Food Services, an

employment category that fits with tourism-driven economies. Retail Trade, Health Care, and Education are a secondary employment drivers in the future. Administrative, Finance/Real Estate, and Information are sectors under-supplied in Beaufort compared to Carteret County as a whole. Manufacturing and Information sectors are expected to remain flat or decline. Although Construction employment has been on the increase over the past decade, it is not expected to generate many new jobs through 2030.

One trend is the rising age of workers in Beaufort: between 2002 and 2015 the percentage of workers over the age of 55 increased by 7.5% (relative to other age groups).

NAICS Industry Sector	Beaufort 2015	LQ (Carteret baseline)	Average Wages (\$Annually)	Jobs Added by 2030
A Agriculture & Fishing (not shown)		○ 0.3		
B Mining (not shown)		○ 0.0		
C Utilities	117	○ 0.0	\$45,000	6
D Construction	1825	◐ 1.4	\$29,000	184
E Manufacturing	1293	◐ 1.4	\$28,000	-21
F Wholesale Trade	629	○ 0.1	\$42,000	88
G Retail Trade	4110	○ 0.7	\$21,000	654
H Transportation and Warehousing	537	○ 0.6	\$38,000	17
I Information	433	○ 0.6	\$30,000	-17
J Finance and Insurance	571	○ 0.4	\$49,000	169
K Real Estate and Rental and Leasing	568	○ 0.2	\$25,000	188
L Professional, Scientific, and Technical Services	916	◐ 1.6	\$39,000	99
M Management of Companies (not shown)		○ 0.0		
N Administrative, Support, Waste Management, Remediation Services	994	○ 0.2	\$20,000	238
O Educational Services	1740	◐ 1.8	\$35,000	628
P Health Care and Social Assistance	2787	○ 0.3	\$33,000	994
Q Arts, Entertainment, and Recreation	636	◐ 1.1	\$19,000	140
R Accommodation and Food Services	3622	◐ 1.0	\$13,000	1207
S Other Services (except Public Administration)	713	○ 0.5	\$20,000	117
T Public Administration (incl. military, civilian, state)	1613	● 3.4	\$33,000	43

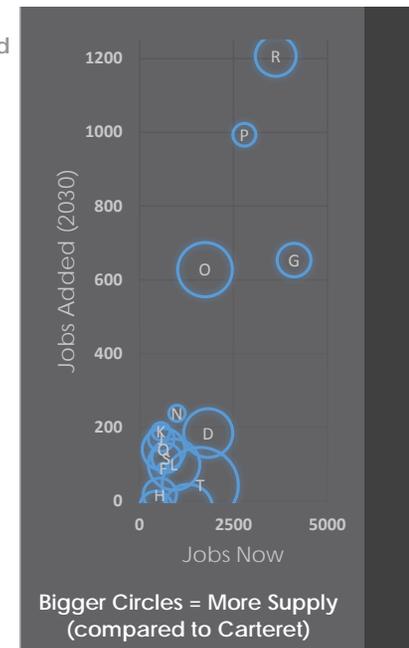


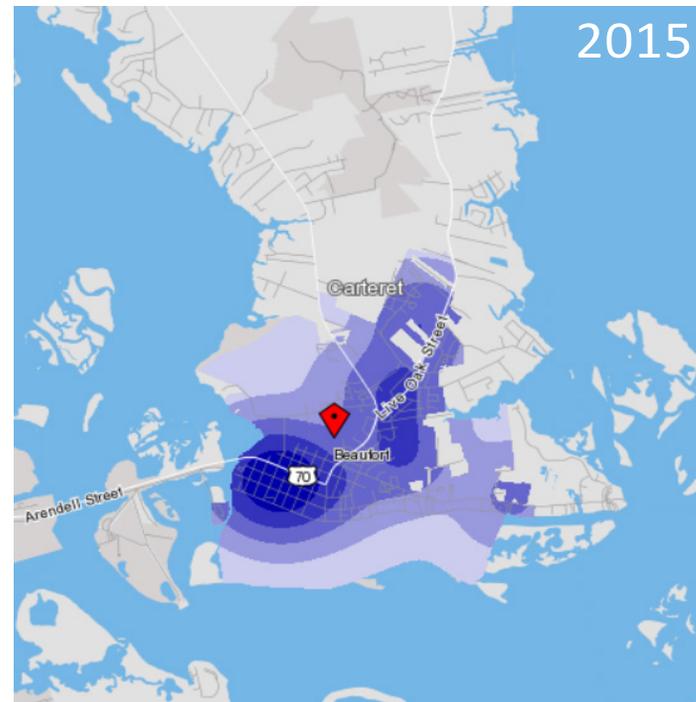
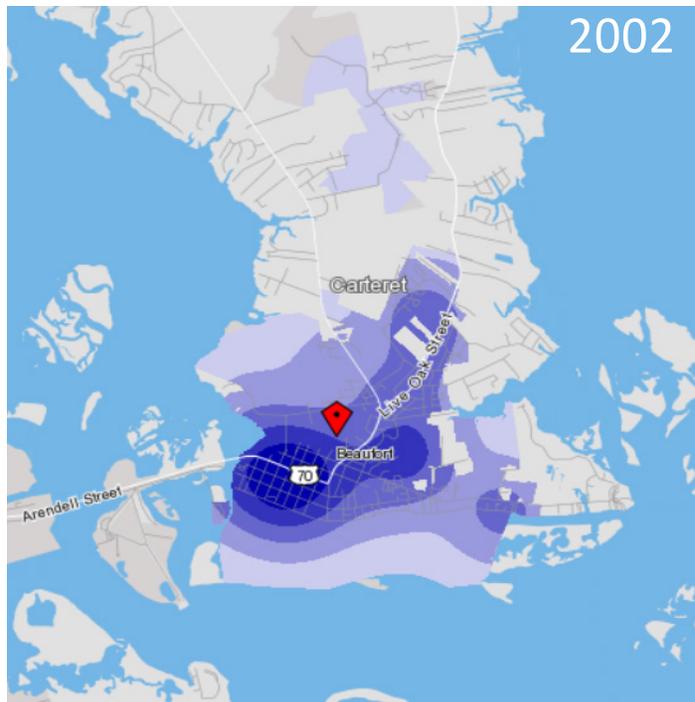
Table 3: Industry Sectors

Worker Age and Earnings Comparison

Government	Workers Under 29 Years	Workers Over 55 Years	Earns Less than \$1,250/month	Earns \$1,250 to \$3,333/month	Earns More than \$3,333/month
Beaufort	20.7%	25.9%	30.5%	43.3%	26.2%
Morehead City	23.9%	24.5%	32.5%	43.7%	23.8%
Elizabeth City	19.2%	26.6%	30.4%	37.2%	32.4%
Swansboro	33.4%	19.8%	43.3%	40.8%	15.9%
Oriental	16.6%	36.8%	48.2%	39.3%	12.6%
Ocean Isle	29.0%	22.9%	37.8%	43.1%	19.2%
North Carolina	21.6%	21.9%	24.8%	38.1%	37.1%
Carteret County	23.7%	25.0%	21.6%	36.1%	42.2%

Table 4: Worker Age and Compensation

One trend is the rising age of workers in Beaufort: between 2002 and 2015 the percentage of workers over the age of 55 increased by 7.5% (relative to other age groups).



Employment densities in Beaufort have shifted northward over time (2002 - 2015) closer to the US 70 corridor, creating two nodes of commercial activity. eased by 7.5% (relative to other age groups).

5.3 Development Potentials

Overview

Given the historically low rate of population growth (0.25% annually from 1990 to 2015); and challenges presented by a relatively large downtown historic district and wetland areas, the recent change of pace, particularly in the residential market, is an unexpected phenomenon for some Beaufort residents. The completion of the US 70 Bypass may change Beaufort’s perception to residents and visitors over time, as diverted traffic volumes can help reintroduce an impetus to develop smaller, more residentially focused products over time. The marketplace itself

Below are examples of non-residential uses that are in relatively short supply without nearby competition

Primary Use	Square Feet/Lot	Design Ideas
A. Health Care Clinic	6,500/17,000	Prescription drive-through, minimal parking
B. Professional Office	2,600/10,000	Collaborative, shared space, including retail
C. Small Retailer	2,000/10,000	Off-Street parking, bundled with 2-3 other retailers
D. Fitness/Gym	6,600/25,000	Off-Street parking, smaller cycle fitness possible



A. 4370 Arendell St.
Morehead City, NC



B. 616 Cedar Street
Beaufort, NC



C. 326 Front Street
Beaufort, NC



D. 920 Bridges Street
Morehead City, NC

is changing rapidly as well, confounding convenient attempts to equate growth in x (people) to growth in y (businesses and homes). The following is a brief exploration of the commercial and residential demands that will be considered in the Beaufort Catalyst Sites.

Commercial Development Potential

Notably lacking from the Beaufort commercial scene are health care, “big box” retailers, and some categories of professional services such as real estate and information / technical support services. With the exception of large footprint retailers such as Costco or Walmart (which are problematic given the encroachment of on-line retailing into their traditional market space) all of these categories of business are fairly high-turnover with relatively low demands for parking area or lot size generally. Some businesses, notably grocery stores, have all but vacated the waterfront district in favor of inland areas with higher-speed/higher-capacity roadways that can link them effectively to a larger geographic market while incurring lower operating costs. Even with groceries, more shoppers are using on-line services: 31% of the U.S. population is estimated to have shopped for groceries on-line at least once in 2017, up from 19% in 2016 (Larry Myler for Forbes Magazine, 2017). Third-party access providers like Instacart will accelerate the pace of adoption in the near term, but may offer hope for local retailers, which have the advantage of proximity and familiarity. A small grocery is increasingly the norm, coming on the heels of an era where bigger was always better and stores were 45,000 square feet or more. “Express” versions of groceries and markets (more than food) are now running on the order of 15,000 to 20,000 square feet

of retail space. (Revisiting parking demand generally, including parking maximums and shared parking, should be one of the objectives of future development code updates.) Ideally, a site would have some additional loading areas to accommodate on-line shoppers and on-line deliveries.

Residential Development Potential

The project study area, and Beaufort in general, has an older median age of housing than either North Carolina or Carteret County - largely built before 1960. New housing being constructed on the east end of the peninsula will raise the age somewhat, but it is disconnected architecturally and by distance from either the historic downtown or the newer, inland areas north of the airport. The Michael J. Smith Field airport itself poses a barrier to new housing, a barrier that will expand slightly along with the extension of the existing runway 8-26 to 5,000 feet. This extension will promote greater tourism opportunities by allowing larger aircraft to use the field. Wetlands, historic district regulations, and flood zones pose additional restrictions to new development, but the truth of the matter is that there is very limited “greenfield” parcels now left on which to construct a large-scale (more than 100 units) single-family detached housing development.

After the Great Recession (2008), the post-recovery period witnessed many homebuyers opting for rental properties, with Beaufort as no exception: home ownership rates are still down by approximately

10% compared to pre-2000 levels. The advent of peer sharing (e.g., AirBnB) of homes and traditional demands for rental properties in coastal communities have further complicated the housing forecast. However, the older home ages combined with pressures to redevelop make sporadic infill development of townhome, condominium, and (limited) apartment options very likely. Single-family home redevelopment will certainly be not only newer, but larger and more costly to insure and pay property taxes, increasing pressures for more redevelopment and consolidation of parcels. Finally, a boutique or suites (family)-oriented hotel, perhaps as much as 50 rooms, is foreseeable given the age and different taxonomy of existing lodging. While a Hampton Inn is probable, innovative hoteliers are “theming” their properties around music, art, and local conditions - horses and the sea come to mind.

Vehicle ownership in Beaufort households is low

Below is an estimate of residential property types that are likely to appear inside the study area in the next 20 years.

Primary Use	Units*/Lot Size	Design Ideas
A. Single-Family Detached (infill)	15-30/10,000	In floodzone, front porch, steeped pitched roof
B. Townhome Attached	30-50/300,000	Townhomes with attached garage
C. Boutique or Suites Hotel	1-2/56,000	Express or suites hotel, themed hotel



A. 803 Pine Street
Beaufort, NC



B. 201 Glenda Drive
Beaufort, NC



C. 60 Tunnel Road,
Asheville, NC

5.4 Housing Trends

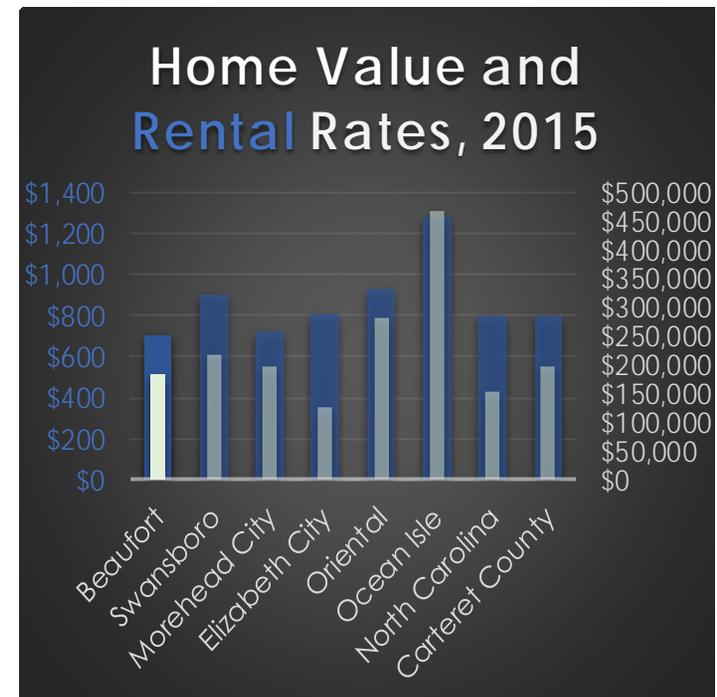
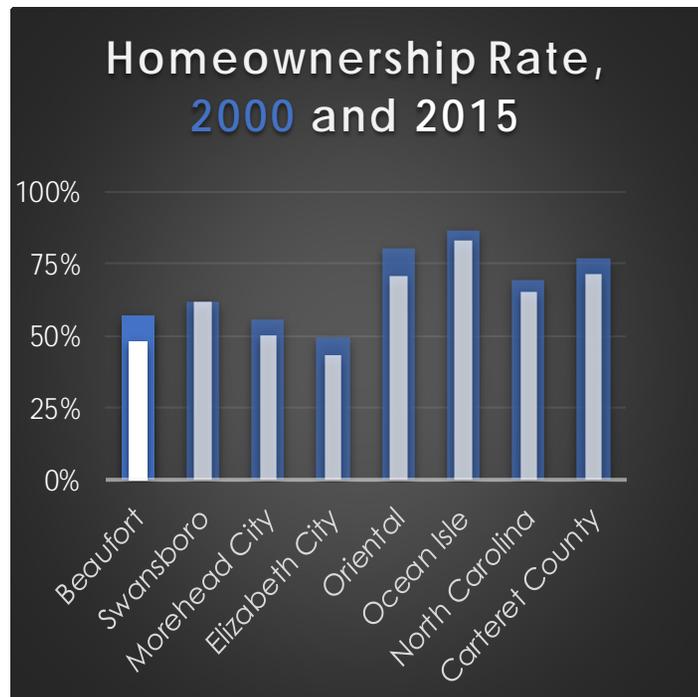
compared to its peers: nearly 12% of households in Beaufort do not have a car available to them (partially explaining the relatively high walk- or bike-to-work rate of nearly 10%). Housing costs for renters are relatively high for many families: nearly 48% of renter households pay at least 35% of the household income for rent (compared to 38% of renter-occupied households in Carteret County).

The housing stock in Beaufort is notably of an earlier vintage than most of its peers, Carteret County, and the State. Affordability of home ownership is still relatively reasonable, with home values around \$182,000 on average. Homeownership rates have

pulled nearly even with renter-occupied housing units, but are still nearly 10% down from their 2000 (pre-recession) rate of 57%.

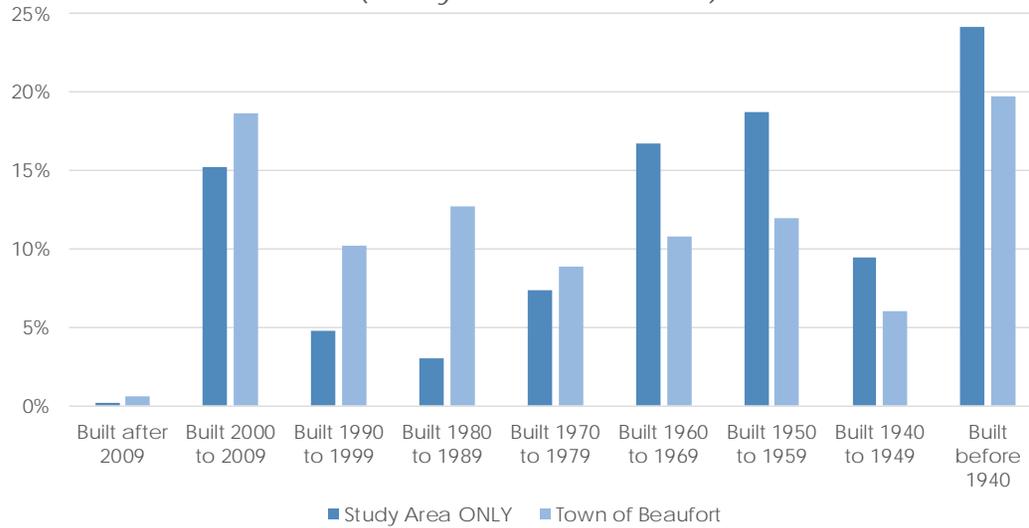
The housing stock in Beaufort was constructed primarily (70%) before 1990. Again, new developments occurring now and over the next few years will raise the median age of housing from 1972, where it stands now. The study area has housing that is substantially older, built in the 1950's and 1960's, or before 1940; the median year of house construction inside the study area is 1959.

A study of the individual parcels within the study

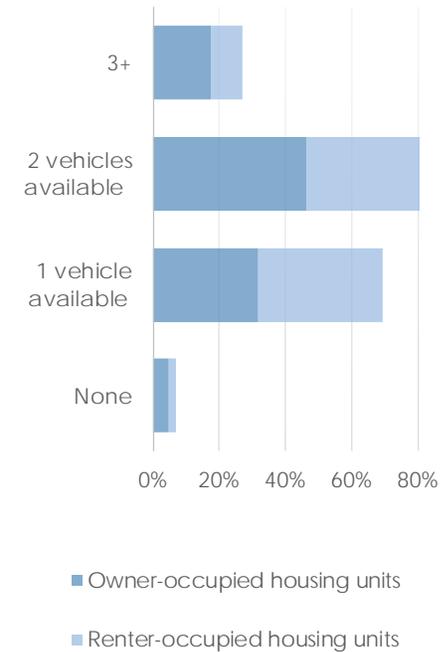


Sources: US Census Bureau 2010-2015 Estimates; Housing Added forecasts based on demographic forecasts and current household size and own/rent propensity

AGE OF HOUSING (Study Area & Beaufort)



HOUSEHOLD CAR OWNERSHIP, 2015



Vehicles Available	Occupied housing units	Owner-occupied housing units	Renter-occupied housing units
None	12%	5%	2%
1 vehicle	54%	32%	38%
2 vehicles	25%	46%	51%
3+	9%	17%	10%

Table 5: Vehicle Availability per Housing Type

5.5 Market Suitability Assessment

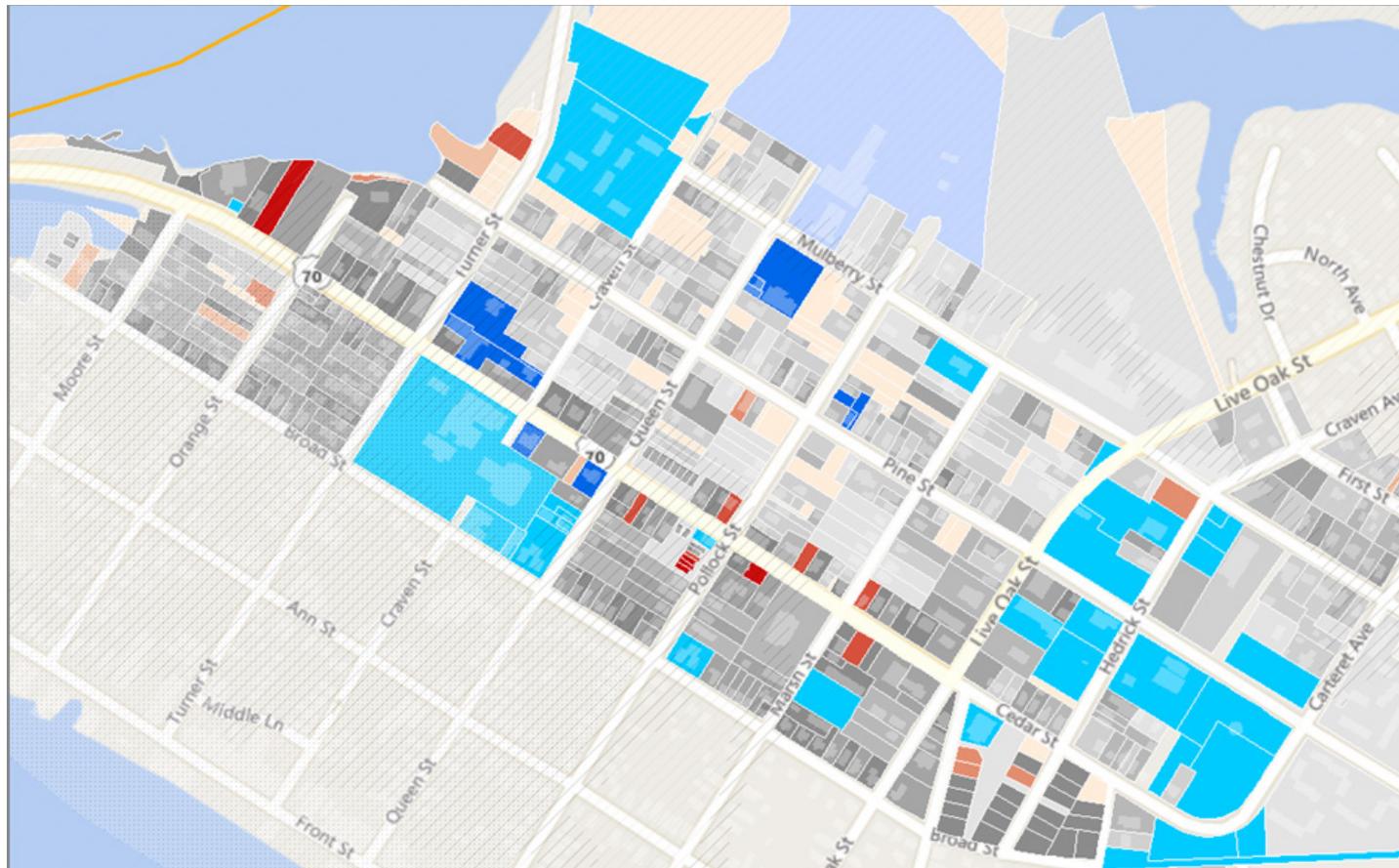
area was conducted to objectively quantify properties that may be subject to redevelopment interests in the next ten-year period (through 2030). THIS EFFORT IS NOT PREDICTIVE, NOR INDICATIVE OF ANY ATTEMPT TO ALTER PROPERTY USES, VALUES, OR OWNERSHIP. All information is subject to change based on input from property owners, the public, real estate professionals, and public sector employees knowledgeable with future land use plans and policies. On this map, darker colors generally represent more stable properties not as likely to be developed or redeveloped over the next 10 years. Some properties south of Cedar Street have a development picture made more complicated by being within a flood zone and / or historic district. Many properties were not readily classified, and are generally thought to be in private hands as individual residences. Each of these “unclassified” properties were assigned one of five value scales based on the current, assessed price per square foot (broken by quintiles). Those properties in lighter grayscale tones,

particularly the “Very Low” (less than \$8 assessed value per square foot) or “Low” (less than \$14 per square foot) are assumed to be most suitable for potential redevelopment.

Churches, schools, and other public properties (often parks or public buildings) are shaded in blue tints and are considered unlikely to undergo redevelopment. However, these properties may be redeveloped to other or enhanced public use.

The most potential for redevelopment and new development are vacant properties, shown in the map on this page as red-tinted shades. Again, shading of each property depended on a five-category valuation from “Very Low” to “Very High” depending on the average price per square foot. Vacant lands are considered to be highly likely to redevelop, although not necessarily based on their price per square foot valuation.

Figure 15: Ripe and Firm Map



LEGEND

Church	
Public	
School	
Unclassified - Very Low	
Unclassified - Low	
Unclassified - Moderate	
Unclassified - High	
Unclassified - Very High	
Vacant - Very Low	
Vacant - Low	
Vacant - Moderate	
Vacant - High	
Vacant - Very High	

Parcels determined to be stable are properties that are in a final stage of development, although improvements might further enhance their appeal. Suitable properties are either undeveloped or underdeveloped, offering opportunities for repurchase, major renovation, and new construction.



6

MOBILITY AND URBAN DESIGN

In This Chapter

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6.1 Overall Mobility Recommendations

Complete Streets Design Theme

The overarching design theme for Beaufort, understanding the constraints and complexities of infrastructure, was simple - to create options to get you safely to your destination. As a community grows in size and population, so do its mobility needs. To address these needs, a comprehensive solution must be found that does more than simply provide more roadway capacity. It needs to complement the ever-changing surrounding environment, while improving the overall travel experience for the public. A Complete Streets philosophy allows practitioners to broaden the approach to walkability – various elements of a walkable environment beyond just sidewalks. We do this through thoughtful consideration of the end user, network connectivity, and enhanced multimodal infrastructure.

With direction provided by local constituents including the Advisory Committee, public officials, Town staff, NCDOT, the business community and the general public, the Project Team was able to identify key planning themes to help craft the recommendations. This input from the stakeholders, technical analysis, and the physical realities of

Beaufort Small Area Plan all dictated the elements that were incorporated into the final corridor design concepts and Hot Spots.

Context

The study area for the Beaufort SAP serves many functions to many travelers. Whether by foot, bike, car or truck, this study area transitions through a diverse built environment. The core study area bounded by Ann Street, Moore Street, Live Oak Street, and Mulberry Street is represented by a mix of predominantly single family with pockets of commercial (primarily along Cedar and Live Oak) and institutional uses. With regard to transportation infrastructure, the primary focus was directed towards the Cedar Street and Live Oak Street corridors in addition to select “Hot Spot” intersection improvements. To better understand the needs of each roadway corridor, a Preferred Access Plan was developed as described in Section 6.2.

Hot Spots are typically intersections where poor function could be greatly improved through design. These are the areas we like to focus the project's attention on to create the greatest impact.

6.2 Preferred Access Plan

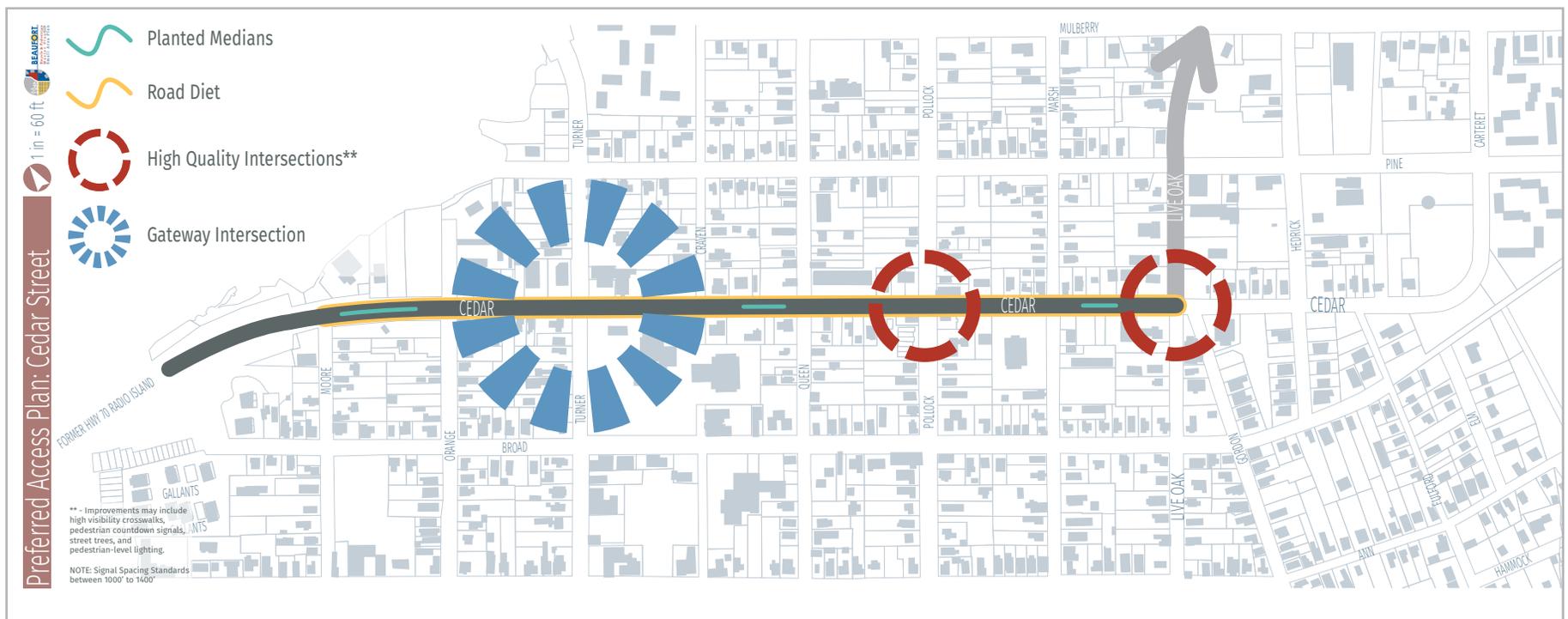
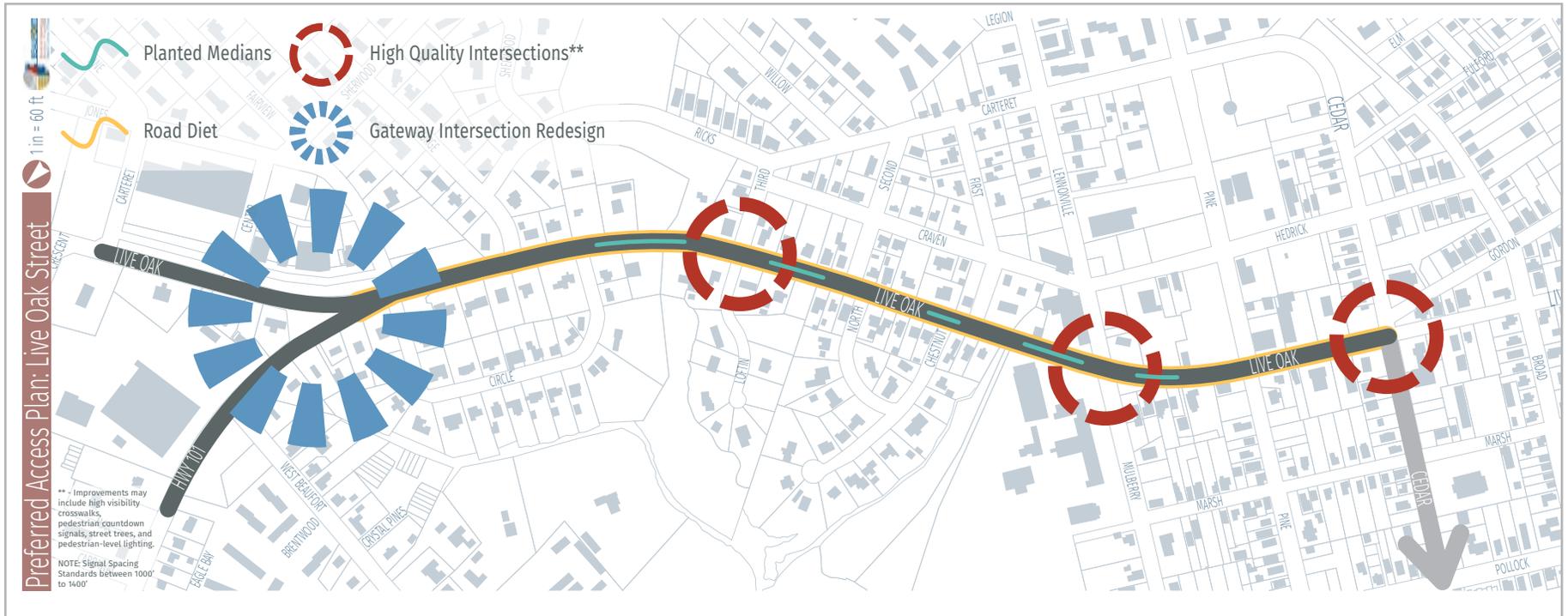
When developing the concept designs for Cedar Street and Live Oak Street corridors, several design considerations were assumed to create the highest value Complete Streets facility while addressing the stormwater drainage issues and minimizing construction and traffic control impacts. Because the most critical sections of these corridors are a built environment and a retrofit of underperforming arterials, the challenges were great. Traditional design practices may be impractical and limited by the existing rights of way and challenging drainage problems. However, redesigning these corridors to take advantage of the anticipated shift in traffic patterns will provide a greater opportunity to accommodate a higher level of bicycle and pedestrian activity, mobility, and safety improvements.

The following design criteria were used when designing the Cedar Street and Live Oak Street improvements. Project limits: Cedar Street from Moore Street to Live Oak; Live Oak Street from Cedar Street to NC 101.

- Terrain: level (poor positive drainage).
- Design Speed: 30 MPH. Posted Speed: 25 MPH.
- Lane widths: 11 foot wide preferred, 10-foot minimum (as approved by NCDOT/Complete Streets Manual).
- Cross slope: 2%.
- Shoulder widths: 1.5 - 2 feet wide, curb and gutter.
- Bike Lanes (Live Oak): 5-foot wide for bicycle use (moderate and expert).
- Sidewalks: 5-foot wide (Live Oak) and 6-foot to 14-foot wide (Cedar) sidewalk preferred, 4-foot minimum (with planting strip), wider sidewalks desirable where space allows for commercial and outside seating.
- Grades: Maximum 3% grade (matches existing based on existing geometry from Cedar to NC 101).

Preferred Access Plan provides a high level view of the entire corridor for Cedar and Live Oak Streets and the associated improvements. Note, that this reflects a 20 year design plan that incorporates connectivity as well as signal/intersection improvements as redevelopment occurs. The following Complete Streets and connectivity design improvements are included:

- **Spacing Standards “Rules of Thumb”:** for signals (1000’), street connections (500’) as well as driveway separation to protect the access management along the corridor.
- **High Quality Intersection Treatments:** to enhance the safety and mobility for pedestrian and bicycle crossing. These design treatments include high-visibility crosswalks, pedestrian count downs, street trees, and pedestrian level lighting. The spacing of these high quality intersections along the Cedar Street corridor are 900’ – 1100’ (2 minute walk to nearest crossing) and Live Oak Street corridor are 1000’ – 1400’ (2.5 minute walk to the nearest crossing).
- **Connectivity:** Enhanced street connectivity is essential to protecting the mobility and safety along a given roadway. Cedar Street is well-connected with block spacings at 450 feet. Live Oak Street has some limitations to connectivity due to existing streams and floodplains. The Preferred Access Plan encourages healthy connections where appropriate to be made through redevelopment activities. These new connections reflect new 2-lane facilities, typically built by the development community.



6.3 Concept Designs

The design considerations for each corridor concept and Hot Spot intersections are described below followed by the concept designs for each, engineered using AutoCAD™. This section shows graphically (see cross-section for each corridor), how the typical cross sections developed for this project are used to create a context-sensitive and seamless set of design solutions that address the specific needs of various corridor segments.

Corridor Concepts

Cedar Street (Moore Street to Live Oak Street): This segment of Cedar Street includes recommendations for intersection treatments (for bicycle and pedestrian crossings) at Turner Street, Pollock Street, and Live Oak Street, bike “sharrows” and minor upgrades for sidewalks. With the future community park and proposed hotel west of the Turner Street intersection, it will be important to accommodate high quality and direct access for pedestrians and bicyclists as well as on-street parking accommodations. Additional recommendations include:

- Replace and maintain damaged curb & gutter and drainage inlets where appropriate.
- Add bulbouts and plantable median islands at several locations along this segment of the corridor to improve aesthetics and slow down vehicles (traffic calming).
- Add canopy street trees, ADA compliant ramps, and on-street parking as indicated on the concept designs.



Proposed cross-section

	Planted Medians
	Sidewalks
	Street Trees

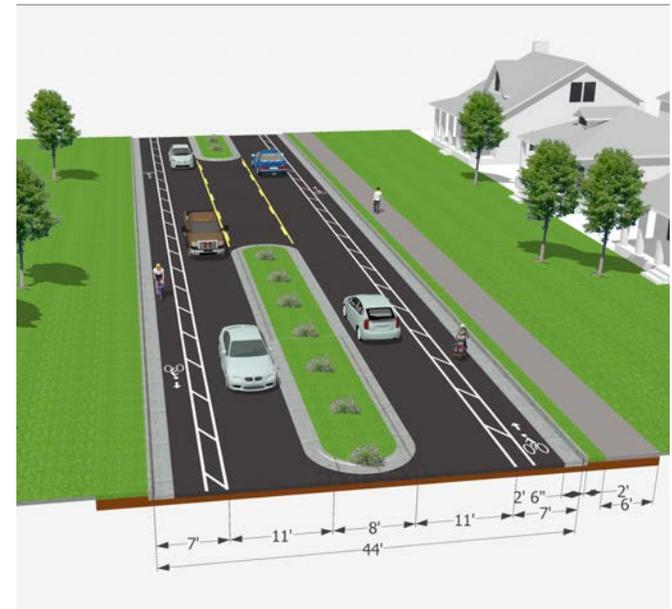
See larger inset on page 82 & 83



Live Oak Street (from Cedar Street to NC 101): This section of Live Oak Street is currently 4 lanes with a posted speed limit of 35 MPH. Local speed measurements have been recorded with 25% of the speeds in excess of 45 MPH, making this one of the most dangerous roads (i.e., travel safety) within the Town of Beaufort. With the shift in traffic demand created as a result of the new US 70 Bypass, a significant drop in traffic is expected along this corridor. With this in mind, it is recommended to implement a “road diet” and rebuild this section of Live Oak Street to accommodate a 2-lane divided (with plantable median islands) and 3-lane cross section as indicated on the concept designs. Buffered and/or protected bike lanes should be installed between Cedar Street and NC 101, making a healthy connection to the future Cedar Street community park (west of Live Oak) as well as the proposed multi-use path along Live Oak Street north of NC 101. These improvements could be accommodated all within the existing curb to curb width. In some cases, curb displacement may be required at specific intersections to accommodate proper turn lanes (to be determined during final design).

This segment of Live Oak Street includes recommendations for intersection treatments (for bicycle and pedestrian crossings) at Cedar Street, Mulberry Street, Loftin Lane and NC 101, minor upgrades for sidewalks (i.e., upgrades as well as closing the gaps). Additional improvements include:

- Replacing and maintain damaged curb & gutter and drainage inlets where appropriate.
- Adding canopy street trees and ADA compliant ramps as indicated on concept designs.



Proposed cross-section



See larger inset on page 80 & 81

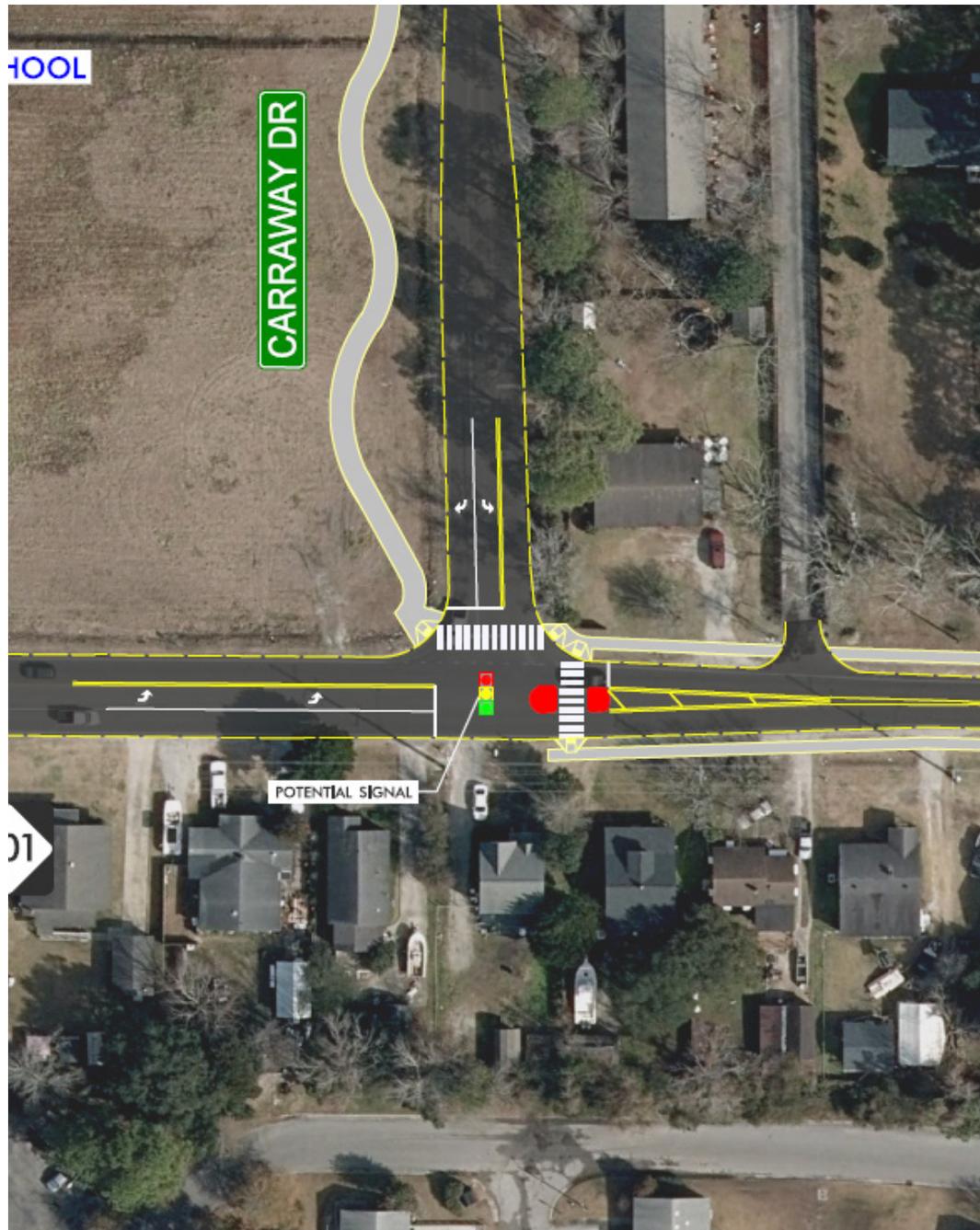


Hot Spot Intersections

Live Oak Street/NC 101 Intersection:

This intersection is poorly designed with no accommodations or cross access for bicyclists or pedestrians. Large concrete monolithic islands are used to channel traffic through the intersection including free-flow movements for right turns. Sight lines are dangerous due to adjacent businesses, driveway connections, and poor access control. However, this intersection is a gateway for the Beaufort community as it is the first major intersection when entering from US 70 Bypass along NC 101.

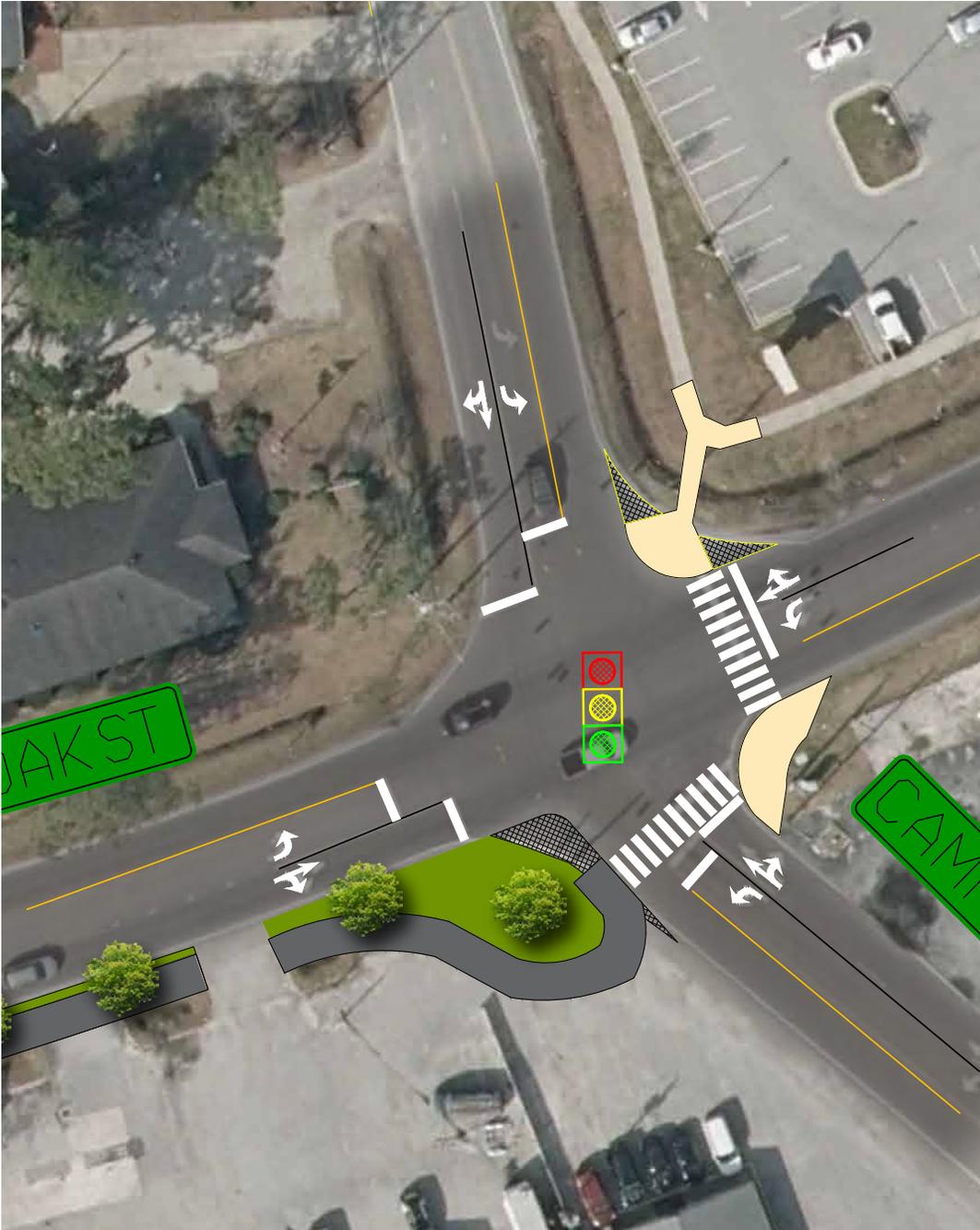
Recommendations for improvement include rebuilding this intersection into a one-lane roundabout with tree plantings or a monumental decorative centerpiece. Splitter islands will create a pedestrian refuge for crossing bicyclists and pedestrians. Dedicated bike lanes along Live Oak south of this intersection should flow into a separated 10'–12' sidepath on the east side of Live Oak (north of the intersection to Campen Road). Driveway connections should be consolidated on all approaches as indicated on the concept design. Also, ADA compliant ramps should be installed at all pedestrian crossings.



NC 101/Carraway Drive Intersection:

This intersection serves as the gateway entrance to the Beaufort Elementary School where significant foot traffic as well as vehicular traffic occurs on a daily basis when school is in session. Compounding this issue is a large residential development planned for the area surrounded by Professional Park Drive. It is expected that this development will use Carraway Drive to access NC 101.

With this in mind, it is recommended that this intersection be improved to include a new signal, high visibility crosswalks with a pedestrian refuge (NC 101), and pedestrian countdowns. Sidewalks are proposed on the southside approach of NC 101 as well as a new 10' meandering multi-use path along Carraway Drive to the existing sidewalks at the school entrance.



Live Oak/Campen Road Intersection:

This bustling intersection provides direct access to the Roses shopping center, CVS, several other commercial/retail destinations, as well as surrounding single family residential. This is a wide intersection, making it very difficult to cross as a pedestrian. In addition, there are no accommodations for bicyclists or access/cross access for pedestrians. Driveway access is problematic and uncontrolled for older development such as the strip center located in the southeast quadrant (i.e., seven driveways). Improvements include a separated 10'–12' sidepath on the east side of Live Oak (between NC 101 intersection to Campen Road), including street trees. Curb extensions should be reconstructed to accommodate a shorter walking distance for pedestrians crossing the intersection using high visibility crosswalks and pedestrian countdowns. ADA compliant ramps should be installed at the two pedestrian crossings. Driveway connections should be consolidated on all approaches as indicated on the concept design. It should be noted: a good example of existing quality access control and driveway access is the CVS site.



Turner Street/Pine Street Intersection:

With the opening of new bypass, local residents along the Pine Street corridor were concerned with an increase of cut-through traffic and speeding. Through direct discussions with neighborhood representatives as well as emergency services providers that attended the work sessions and design charrette, it is recommended that a plantable median island be installed along Turner Street at the intersection of Pine Street. This will reduce cut through traffic by converting Pine street to a right-in/right-out operation, while allowing local traffic and emergency vehicle access. Roll curb should be installed for the median allowing emergency vehicles cross access in time of need for emergency situations only.

Live Oak Street-Complete Streets Improvement Plan





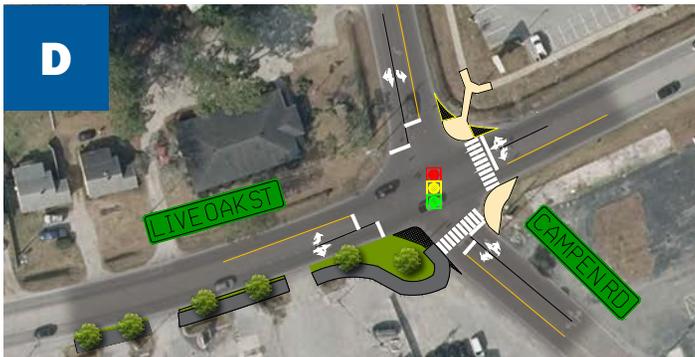
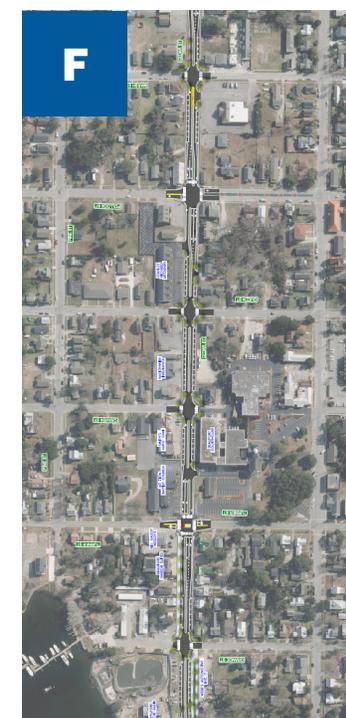
Cedar Street-Complete Streets Improvement Plan





6.3.1 Key Recommendations

- A. Work with NCDOT to reconstruct (i.e., road diet) Live Oak Street from Cedar Street to NC 101 into a 2-3 lane Complete Street with dedicated bike lanes. Consolidate power lines and add street trees. *Note: May require minor displacement of curb and gutter.*
- B. Rebuild the Live Oak Street/NC 101 Intersection into a one-lane roundabout with tree plantings or a monumental decorative centerpiece.
- C. Reconstruct the NC 101/Carraway Drive Intersection to include a new signal, high visibility crosswalks with a pedestrian refuge (NC 101), and pedestrian countdowns. Sidewalks should be constructed on the southside approach of NC 101 as well as a new 10' meandering multi-use path along Carraway Drive.
- D. Reconstruct Live Oak/Campen Road Intersection to include a separated 10'–12' sidepath on the east side of Live Oak (between NC 101 intersection to Campen Road), street trees, curb extensions, high visibility crosswalks, pedestrian countdowns, ADA compliant ramps and driveway consolidation.
- E. Improve Turner Street/Pine Street Intersection to include a plantable median island.
- F. Work with NCDOT to reconstruct (i.e. road diet) Cedar Street from Moore Street to Live Oak Street into a 2-lane divided Complete Street. *Note: May require minor displacement of curb and gutter.*



6.4 Wayfinding

Wayfinding is the process of helping residents and tourists navigate around the community by using various methods including signage. Communities who undergo dramatic changes in traffic patterns generally go through a signage/wayfinding /branding package process. This process helps the public recognize new and alternative routes to and through town. It is key to recognize who will be needing and using signage. When there are new routes created by construction, in this case the bypass, it is key to provide adequate signage so newcomers can navigate into town. Wayfinding signage associated with this plan should carry a sense of “Beaufortness”. Not only will the signage package address the new traffic patterns, but it should also be tailored to cyclists and pedestrians whenever possible. For more information and specific recommendations related to wayfinding, read Chapter 7’s Top 10 in 5 (project #6).

The images below and to the right are existing wayfinding signs in Beaufort that have a sense of “Beaufortness”.



Source of Images: Beaufort Entry Master Plan prepared by Haden Stanziale

6.5 Truck Routes

The realignment of US 70 and the closing of the Grayden Paul Bridge have drastically altered the Town of Beaufort's transportation network. Cedar Street no longer serves as the primary entrance into Beaufort as it has since the opening of the Grayden Paul Bridge in 1957. With these changes to the mobility landscape, it is necessary to identify a new truck route into and out of Beaufort. The old truck route into Beaufort designated Cedar Street as the main thoroughfare with most traffic entering and exiting across the Grayden Paul Bridge.

With the opening of the Gallants Channel Bridge, trucks will enter Beaufort via Live Oak Street and exit back to US 70 via the newly constructed Turner Street bridge (as noted in black on the map). For the majority of trucks whose destination is downtown's Front Street where many shops and restaurants are located, there are two alternate exit routes back to Turner Street either using Turner Street or Orange Street. Only one roadway modification is necessary to accommodate these truck movements (as noted on the map). One option is to turn right onto Turner Street from Front Street and the other option is to turn right onto Orange Street then cut back to Turner Street via Broad Street. In order to accommodate right turning trucks onto Broad Street from Orange Street, two parking spaces will need to be removed. In addition to Front Street, Safrit's Building Supply

located down Lennoxville Road is another of Beaufort's primary truck destinations. The current, designated truck route to Safrit's follows Cedar Street to Hedrick Street; however, with the US 70 realignment, this is no longer the most efficient route. The building supply company will have a new truck route as noted in blue on the map. Live Oak Street now serves as Safrit's main truck corridor to enter and exit Beaufort. Trucks will enter from Lennoxville Road, exit back to Live Oak Street, circling via Broad Street to Cedar Street. Minor roadway modifications will be required to accommodate these truck's turning movements and to improve safety as noted on the map. To accommodate the left turn truck movement from Live Oak Street onto Lennoxville Road while maintaining the right turn movement onto Live Oak Street, the curb radius will need to be moved back approximately 5 feet in that corner. To improve the safety and accommodate right turn truck movements at the Cedar Street and Live Oak Street intersection, it is recommended to close Gordon Street access at Cedar and move the Live Oak southbound stop bar back by 20 feet.

Figure 16: Proposed Truck Route Map



The proposed truck route map to the left will help truck traffic move more effectively and efficiently through Beaufort. This route was crafted in response to new permanent traffic patterns due to the new bypass.

6.6 Catalyst Site A Mulberry Street Neighborhood

Existing Conditions

The historic Mulberry Street Neighborhood north of Cedar Street is rich with history and pride. As home to over 3,000 freed slaves in 1865, this refugee camp became known as “Union Town”. Today, the traditionally African American neighborhood is predominantly detached single family homes on small lots with one larger public housing project located along Turner Street. Reinvestment in some blocks is apparent with new, high-quality infill housing, and the historic Mulberry Street School was recently purchased with the intent to rehabilitate the building/property.

The current issues facing this area include concerns over new traffic patterns impacting the neighborhood streets. Pine Street will be most susceptible to cut-through traffic entering town from the new Turner Street bridge for those drivers wishing to head east quickly. The neighborhood’s grid of streets is intact, and residents have several options for getting in and out of the area. The Town Creek runs along the northern side of the neighborhood, and some of the areas along the water have environmental limitations to development. Town Creek is on the 303(d) lists so special precautions have to be taken when considering new construction near the creek.

(Clockwise from right to left); Mulberry Street; Boys and Girls Club in Beaufort, NC; Children playing kickball in the vacant green lot across the street from the Boys & Girls Club



Developing in a Sensitive Flood Zone

Current studies are underway related to Beaufort’s watersheds and other environmental standards that impact development in sensitive flood prone areas. Upon completion, these new standards may have an impact on some of the proposed concepts in this section. Also underway is the evaluation of wetland and marsh expansion areas which could render some of the property investigated undevelopable in the future. Therefore, some of the areas depicted as housing in the concept plan may alternatively be open space in the future.

The Town is an active Community Rating System participant and has an adopted Flood Damage Prevention Ordinance with higher regulatory standards, to include a mandatory 1-foot freeboard above Base Flood Elevation. Also, builders must use the base flood elevation plus the 1-foot of freeboard to determine the height of the first habitable floor of structures within the new infill development.

Low impact stormwater standards will also be key to developing in this sensitive flood zone area. Permeable pavement, naturalized drainageways, rainwater harvesting, and bioretention should all be utilized.



Environmental constraints map for the Mulberry Street Neighborhood illustrating wetlands and flood zones

Legend

- | | | | |
|---|---------------|---|-------------------|
|  | Catalyst Site |  | Flood Zone |
|  | Waterbodies |  | AE |
|  | Wetlands |  | Topography - 10ft |
| | |  | Topography - 2ft |

Proposed Development Pattern

The plan extends the neighborhood fabric onto the vacant property between Mulberry Street and Town Creek while also noting opportunities for infill within the existing blocks.

Three overriding principles are evident in the concept plan:

- Protect the neighborhood from major traffic pattern shifts.
- Celebrate the neighborhood and maintain its authenticity.
- Utilize low impact development standards for new construction.

The open space formerly occupied by the Queen Street School and currently home to an open space used by the Boys & Girls Club is envisioned as a future neighborhood park. Amenities should include picnic shelters, a play structure, a community garden, a basketball court, and green space around the Queen Street School memorial. Through anecdotal history accounts, the Queen Street School was well known for its great educators and produced community leaders including doctors, lawyers, architects, engineers, and nurses throughout its existence. The new park should be a celebration of the unique site history and serve to honor the educators and students of the past. The Boys & Girls Club is a neighborhood service and amenity; with the addition of the new park across the street, the programming capabilities will increase significantly.



Precedent imagery: Play space in Habersham, SC; Stewart Park basketball courts, Spartanburg, SC; Fiskar's community garden project; Community building in Hanscom Air Force Base, MA; Mermaid art in l'On Mount Pleasant, SC.

Figure 17: Mulberry Neighborhood Catalyst Site



LEGEND



Infill Housing Typology Study



Upper Story Lofts



Townhomes



Narrow Lot Single Family Homes



Two-Pack Homes



Four-Pack Homes



Apartments



Cottage Courts

A precedent study of infill housing typologies proposed for the Mulberry Street neighborhood extension, including: upper story lofts above commercial, townhomes, narrow lot single family homes, two-pack homes, four-pack homes, apartments, and cottage courts.

Public Housing Redevelopment

The public housing property is re-imagined as a mixed income, high density area with three apartment buildings, five four-pack homes, and three two-pack homes with parking for the development centrally located and screened from the street frontage. Several mature live oaks should be protected as part of the re-design for this area, and a community building should be provided as an amenity for residents. The public greenway also connects through this area over to Turner Street along the water's edge. The current unit count on the property is 16 affordable units; the proposed plan has 87 units. By mixing market rate units with affordable units, a more balanced and inclusive community will be achieved.

The overall unit count for this property is now over five times that of the existing configuration.

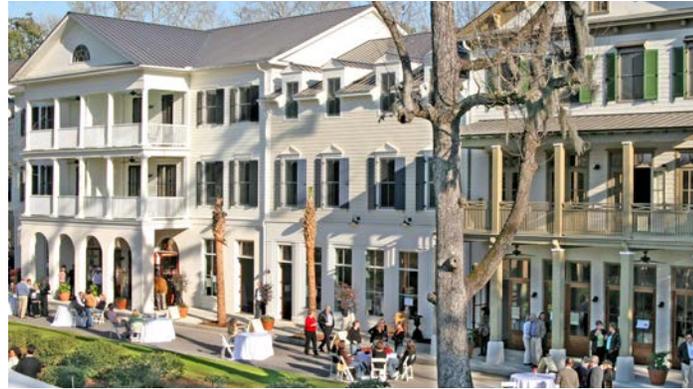
Note: Special care must be given to the existing public housing residences. Ideally, the five 4-pack buildings that face the water would be provided to those families with right of first refusal. This maintains their existing waterfront views while enhancing their access to public amenities such as the greenway. Federally subsidized flood insurance for these units should be explored. Temporary housing must be provided during construction, and with the Mulberry School property likely redeveloping first, reservation of units for this purpose should be negotiated.



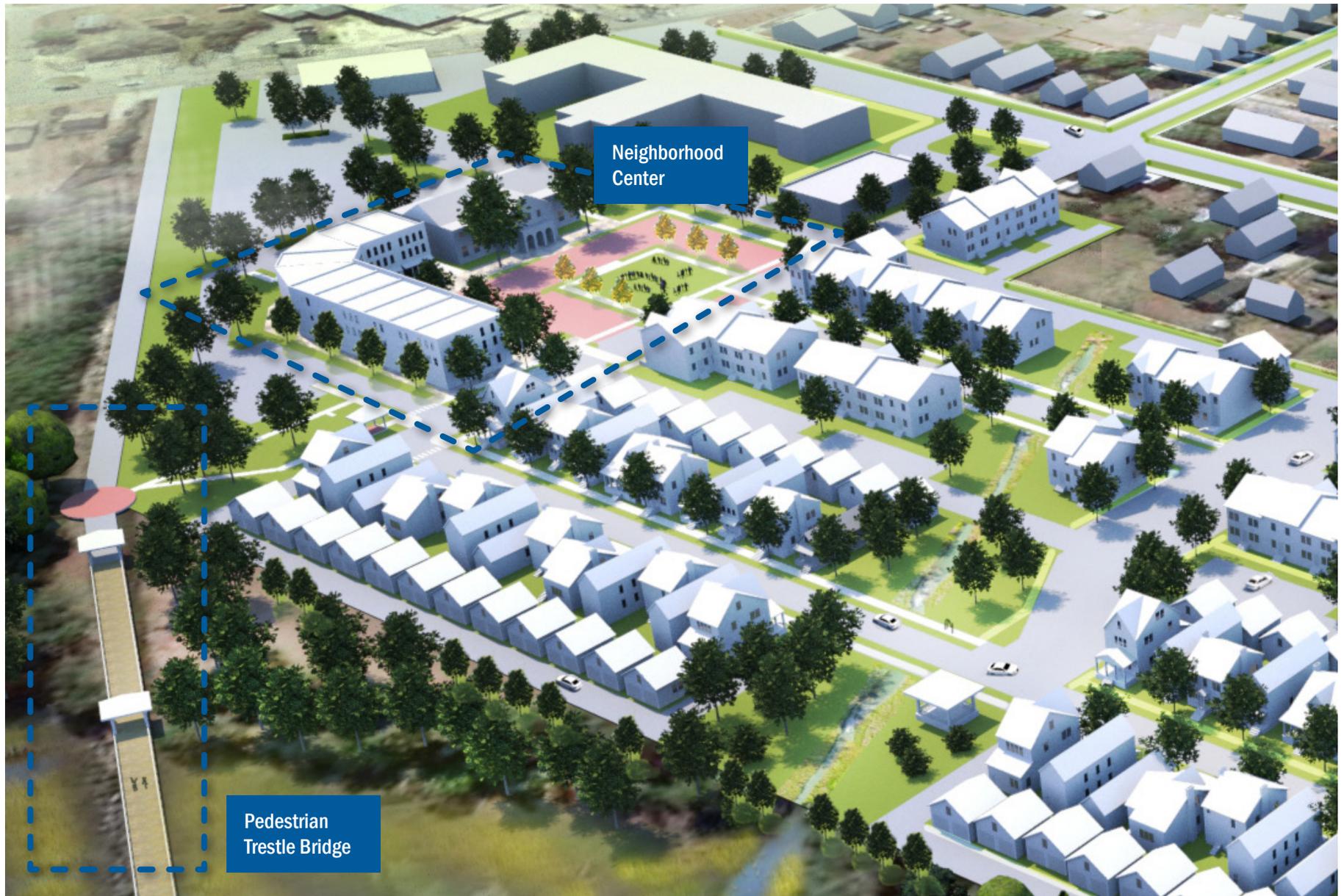
Bird's eye 3D rendering of proposed redevelopment and infill development in the Mulberry Street Neighborhood with a focus on the public housing property turned into a mixed income, high density area.

Neighborhood Center Mixed Use

A mixed use neighborhood center is proposed as part of the historic Mulberry Street Elementary School property reuse. The main structure should include both ground floor commercial uses and upper story loft apartments while the cafeteria building is reimagined as a restaurant or incubator kitchen for entrepreneurs. Two additional (new construction) mixed use buildings are proposed and include one along the Live Oak frontage that would make an excellent location for a restaurant on the ground floor. The other new building helps frame a town green with the historic gymnasium as the terminus of the new street. One potential reuse of that structure is as an event space similar to Wyche Pavilion in Greenville, SC. The space could be a rental income generator for the Town and be used for other civic functions such as a weekly farmer's market location. The streets surrounding the town green are envisioned as festival street opportunities with a curbsless detail allowing for the area to be closed off during events. Parking is provided in the rear of all the structures as well as on-street.



Precedent imagery left to right, top to bottom: a mixed use neighborhood center in Palmetto Bluff, SC; the town green in Pendleton, SC looking towards a historic building retrofitted as the Farmer's Hall; The Children's Academy; a community dinner set up on a neighborhood street that has been closed down; the Wyche Pavilion in Greenville, SC reused as an event space



Bird's eye 3D rendering of proposed redevelopment and infill development in the Mulberry Street Neighborhood highlighting the pedestrian trestle bridge on the far left and the mixed use neighborhood center in the center background

Detailed close-up of the neighborhood center with mixed use buildings surrounding a neighborhood square and a curbless street, centered on the re-purposed elementary school cafeteria.



Eye-level rendering of the pedestrian realm adjacent the mixed use buildings with outdoor dining, street trees, plantings, and a wide sidewalk.



Railroad Trestle Boardwalk

Additional public amenities for the neighborhood include a public greenway along the waterway. This amenity will likely be a combination of natural surface trail and elevated boardwalk due to environmental constraints. This system will also be greatly enhanced by the conversion of the abandoned rail and trestle to a pedestrian trail and bridge. Trail heads within the neighborhood along with connections to existing sidewalks will be key design components of the greenway in this area. The natural drainage pattern of the property has been respected and preserved along with any delineated wetlands.

Housing Typologies

A variety of infill housing typologies are included in this neighborhood extension. The new blocks north of Mulberry include upper story lofts, townhomes, narrow lot single family homes, two-pack homes, four-pack homes, apartments, and cottage courts. Craven, Queen, Pollock, and Marsh Streets all extend north toward the water, and two new east-west streets span between Queen and Marsh north of Mulberry Street.

Existing



Above: existing conditions around the abandoned rail and trestle across the wetlands north of Mulberry Street

Concept



Right: conceptual representation converting the rail and trestle into an elevated pedestrian bridge

Turner Street and Pine Street median

Notably, Mulberry Street does not extend to Turner Street at the western end despite the potential redevelopment of the public housing units. This design decision is directly related to the public feedback received that strongly advocated for Mulberry to terminate at Craven Street as it does today. The transportation recommendations in this document also explore the potential solutions for preventing traffic on Turner from turning onto Pine Street. The preservation of both Mulberry and Pine as neighborhood streets allows Cedar to serve as the main east-west arterial for this area.

Existing



Concept



The existing condition on Turner Street transformed into a conceptual representation of a potential solution using concrete and sunken planted medians on Turner Street. Pine Street will become right in, right out only and prohibit vehicles on Turner from turning left onto Pine.

Existing**Mulberry and Live Oak Redevelopment**

This 21st century evolution of the Beaufort community provides opportunities for neighborhood commercial and housing that requires a focus on workforce affordability, public amenities, and most importantly more people living within walking and biking distance of downtown Beaufort.

The intersection of Mulberry and Live Oak provides a wonderful opportunity for redevelopment. This spot should encourage people to get out and move in their town. This area should be a destination of the rail to trail project.

Existing conditions at the intersection of Mulberry Street and Live Oak Street, looking towards the northeast corner

Conceptual illustration of the corridor improvements at the intersection of Mulberry Street and Live Oak Street, including: high quality intersection with high visibility crosswalks, buffered bike lanes with designated crossings, mast arm traffic signals, sidewalks, and a re-purposed building on the northeast corner of the intersection as a brewery with outdoor dining.

Concept

6.6.1 Key Recommendations

- A. Transform the vacant green space across from the Boys and Girls Club into the Queen Street Neighborhood Park.
- B. Provide a public greenway system along the waterfront north of Cedar Street.
- C. Construct all future development under Special Flood Hazard Area construction standards.
- D. Protect Mulberry and Pine Streets from broader traffic pattern shifts related to the opening of the bypass by utilizing traffic diverting and calming methodologies.
- E. Incorporate a variety of infill housing typologies in the Mulberry Street Neighborhood with a focus on workforce housing if environmentally feasible.
- F. Explore the transformation of the public housing property at the western terminus of Mulberry Street into a mixed income housing development while accommodating existing residents.
- G. Transform the historic Mulberry Street School into a walkable, mixed use neighborhood center with an authentic sense of place.





6.7 Catalyst Site B Cedar Street

Existing Conditions

The western end of Cedar Street is currently undergoing a major shift from being the vehicular gateway of Beaufort to becoming an environmental design feature. The Grayden Paul Bridge has been demolished. Cedar Street terminates just after the intersection of Cedar and Moore Streets in a new public park space. The existing development pattern in this area is auto-oriented with buildings setback from the roadway and parking adjacent to the right-of-way edge.

Additionally, Cedar Street is a hostile environment for pedestrians and cyclists. Homer Smith Seafood and Marina is a mainstay along the waterfront on Cedar Street along with the Discovery Diving Company located at the end of Orange Street along the water. The existing development pattern quickly transitions to the historic residential area south of Cedar moving toward downtown.



Cedar Street, looking towards US 70 Bypass and bridge



Typical existing auto-oriented development pattern with parking adjacent to the street



Typical existing historic residential area towards the southern side of the street

Proposed Conceptual Plan

The proposed concept plan for the new public park at the terminus of Cedar Street was designed by Susan Hatchell in 2016. The plan includes a restroom, picnic areas, trails, an elevated overlook, lawn areas, swings, reconstructed wetlands, parking, and a fishing/ beach area. This space will serve as an anchor for the western end of the community and draw residents and tourists alike. The blocks leading to the park along Cedar Street should incorporate stormwater best management practices such as bioswales in urban sidewalks (precedent image) to begin to tell the story of environmental stewardship that will be further explored in the park itself.

Higher density infill housing is highly desirable in this location because eyes on the park equal safety and higher use from residents in walking distance of the amenity. This housing should respect the historic pattern on the side streets of Moore, Orange, and Turner while looking for opportunities to incorporate townhomes and upper story lofts where appropriate along Cedar. The concept does incorporate a handful of infill single family cottages in the blocks along Moore and Orange Streets to appropriately tie into the existing narrow lot homes in the area.



The proposed concept plan for a new public park at the terminus of Cedar Street, designed by Susan Hatchell



Examples of bioswales: one as a sunken, vegetated planting strip and the other as a more formal sunken garden with grates

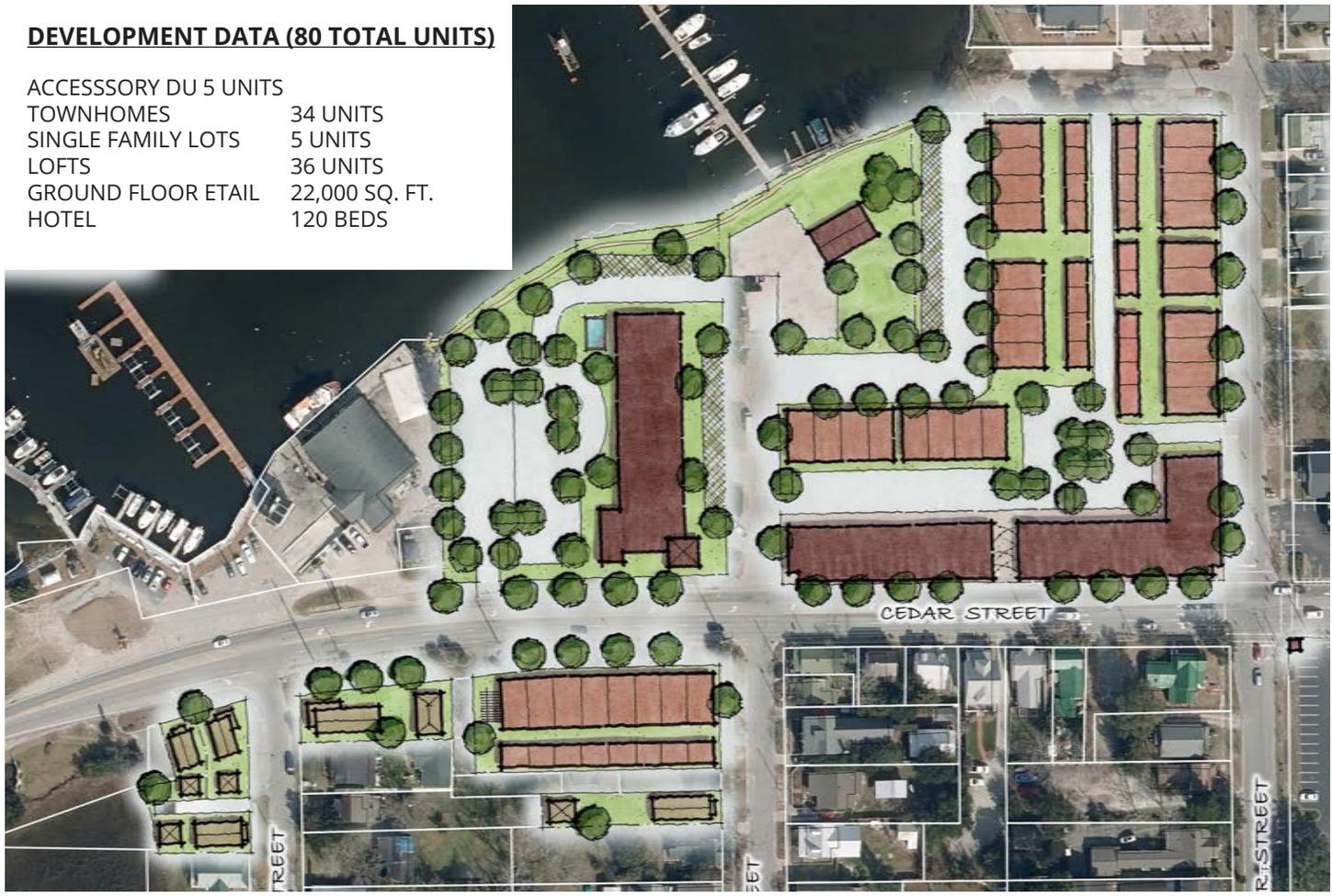
Figure 18: Cedar and Orange Street Redevelopment

LEGEND

- Mixed Use
- Townhomes
- Single Family

DEVELOPMENT DATA (80 TOTAL UNITS)

ACCESSORY DU	5 UNITS
TOWNHOMES	34 UNITS
SINGLE FAMILY LOTS	5 UNITS
LOFTS	36 UNITS
GROUND FLOOR ETAIL	22,000 SQ. FT.
HOTEL	120 BEDS



A local developer has purchased property at the northwest corner of Cedar and Orange Streets with the intent to build a 120-room hotel. This is a highly desirable addition to the Beaufort community as many visitors must stay in Morehead City’s hotel offerings; thus, a hotel in the Town of Beaufort will allow those revenue dollars to stay inside the town limits. The vision for the hotel is a four-five story structure allowing upper stories to take advantage

of the waterfront views. While development along Cedar Street will likely remain in the two-three story range, the hotel should be allowed a variance to gain the critical mass of rooms necessary for success. This development should also explore innovative stormwater practices including pervious paving treatments in parking areas and cistern collection techniques that utilize the water for boat cleaning at the docks.



Precedent imagery left to right, top to bottom: the Courtyard Marriott boutique hotel in Summerville, SC; small scale mixed use in Habersham, SC; creative pedestrian access sculpture by Doug Hays to a waterway in Palatka, FL.

Existing conditions along Cedar Street, looking towards Turner Street and the US 70 Bypass



Existing

The northwest block of the Cedar and Turner Street intersection has the potential for additional infill that includes high quality mixed use development which provides both neighborhood convenience retail along with higher density housing. The approach to parking in these blocks is a shared use strategy for internal surface lots along with on-street parking. With the transformation of Cedar Street into a pedestrian and bicycle friendly corridor, the intent is that everyone visiting this area of Cedar Street will not be driving a car to do so. Additionally, some people will visit these blocks by boat so making a safe pedestrian connection down Orange Street from the waterfront is necessary.

A new townhome development is proposed along Turner Street and behind the mixed use buildings to take advantage of views to the water and the beautiful live oaks on the Dive Company's property. A short extension street gives access to these townhomes that are alley loaded and self-parked.

The transportation recommendations in this chapter address the major upgrades needed along Cedar and the key intersection of Cedar and Turner Streets. The success of any development in this area is dependent on those public investments and a focus on pedestrian and cyclist safety.

Proposed conditions along Cedar Street, looking towards Turner Street and the US 70 Bypass

Concept



6.7.1 Key Recommendations

- A. Relate the design details along Cedar Street, particularly the blocks west of Turner, to the proposed public park at its western terminus by utilizing innovative stormwater techniques.
- B. Work with the development community to create higher density housing options in the area around the new Cedar Street Park.
- C. Encourage the development of a sustainably designed hotel near the new Cedar Street Park to support local tourism.
- D. Improve multimodal facilities and connections along and to Cedar Street near the new Cedar Street Park including accommodations for walking, biking, boating, and automobile/transit.



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Historic Downtown Beaufort

Beaufort
By the Sea
To Historic
Beaufort

Beaufort
By the Sea

WELCOME
To Historic
Beaufort

CREATE
IMAGINE
ACHIEVE

7

IMPLEMENTATION

In This Chapter

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7.1 Top 10 in 5

To initiate the implementation process, 10 projects (transportation, placemaking, and development) have been identified that should be implemented over the next 5 years.

1

Install the median at the Turner and Pine Street intersection.



2

Construct 50 new housing units in the area north of Cedar.



3

Implement a stormwater Best Management Practices (BMP) on Pollock Street.



4

Adopt a Gateway Overlay Ordinance.



5

Install pedestrian countdowns and high visibility crosswalks at all hot spot intersections.

6

Develop, fabricate, and install a town-wide wayfinding system.



7

Pave a multi-use path along Lennoxville Road from Live Oak to Chadwick Road.



8

Install speed tables on Pine Street.



9

Attract a hotel to the Cedar Street corridor.



10

Reconstruct the rail trestle as a pedestrian bridge.

1

Install the median at the Turner and Pine Street intersection.

The Path Forward

The Mulberry Street Neighborhood expressed tremendous concern over what the new bridge and bypass will mean for their neighborhood streets. With all western incoming traffic now entering the town through the Turner Street Bridge, the threat of “cut-through” traffic seems imminent for Pine Street. The solution illustrated through this planning process is a raised, planted median that will prevent left turns onto Pine Street. While this also makes Pine Street a right-in/right-out at Turner Street, the neighborhood grid of streets gives residents a variety of options when traveling south to Cedar Street.



Making it Happen

- ☑ Add this project to the construction phase (NCDOT) for the current Turner Street reconstruction.
- ☑ Complete the final design and construction drawings.
- ☑ Construct the median.

Pine & Turner Intersection
Treatment



2

Construct 50 new housing units in the area north of Cedar.



The Path Forward

Both catalyst site investigations illustrate over 400 potential housing units that work within the fabric of the existing neighborhood. This solid goal of 50 new units over the next five years is realistic and will be achieved through single family infill, town home development, and upper story lofts in new mixed use buildings along Cedar Street.

Mixing incomes in the neighborhood will be key to maintaining its authenticity. All new housing development that exceed ten units should be required to have a percentage of affordable units.

Making it Happen

- ☑ Identify and partner with housing developers whose products are in line with the Town's vision for the neighborhood.
- ☑ Require affordable housing percentages in all new housing.



Above: Future Housing concept design in the Mulberry Street Neighborhood
Left: Affordable housing in Beaufort, SC

3

Attract a hotel to the Cedar Street corridor.

The Path Forward

While the quaint inns and B&Bs are appealing to some visitors of Beaufort, many people are staying in Morehead City because of the more traditional hotel offerings. This loss of tourism revenue can easily be captured with the development of a waterfront hotel. One of the catalyst investigations identifies a potential site along Cedar Street that takes advantage of the water, the proposed public park at the terminus of Cedar Street, and the anticipated investments to make Cedar a multi-modal corridor.

The key will be keeping the hotel to a reasonable height that maximizes room views while also protects the overall character of the town. Coastal architecture and traditional detailing of the facade should also be requirements. The site design should also reflect the pattern of fronting the building on a street with parking hidden or buffered from view. Other sustainable techniques include rainwater harvesting, pervious paving in parking areas, and low water landscaping.



Making it Happen

- ☑ Work with a hotel developer on a shared vision for the site that includes sustainable techniques.
- ☑ Ensure high quality building design and ground level meeting/restaurant space.

Coastal hotel, Summerville, SC

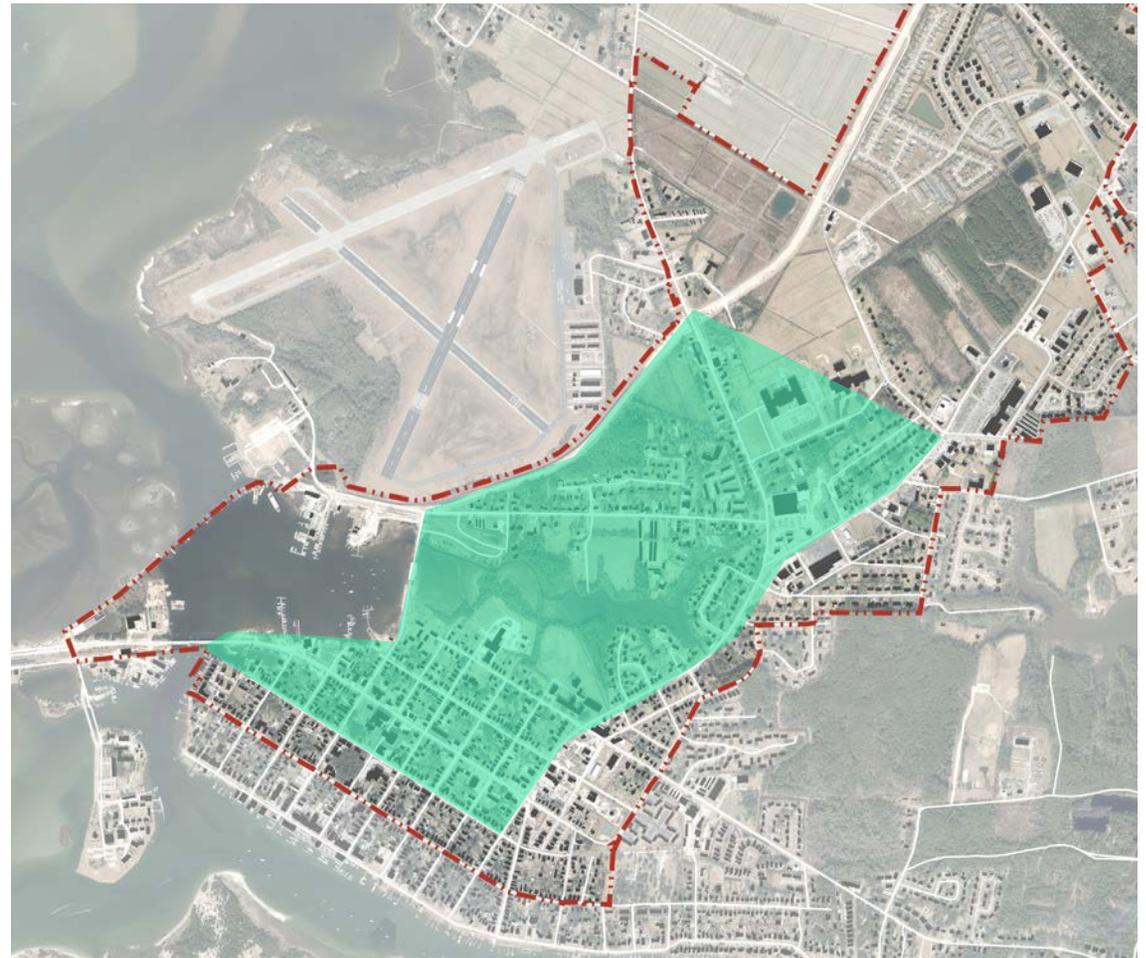
4

Adopt a Gateway Overlay Ordinance.

The Path Forward

This section explores various policy recommendations focused on implementation of the vision. The image at the right illustrates the potential boundaries of a gateway overlay ordinance. The area is highlighted in a green color. The intent of the ordinance is to regulate the built environment in a way that values form. Generally speaking, buildings should front onto streets and parking should be hidden from view to enhance the walkability of the corridors. Also, streets should be multi-modal in nature and contribute to the overall safety of the area.

This regulatory tool will hold all development to the same standard, a standard that creates a community that puts pedestrians first.



Making it Happen

- Engage the property owners in the impacted area with an open dialogue.
- Write a draft of the ordinance and create a map of the overlay district.
- Adopt the overlay district ordinance.

Potential gateway overlay boundary

5

Install pedestrian countdowns and high visibility crosswalks at all hot spot intersections.



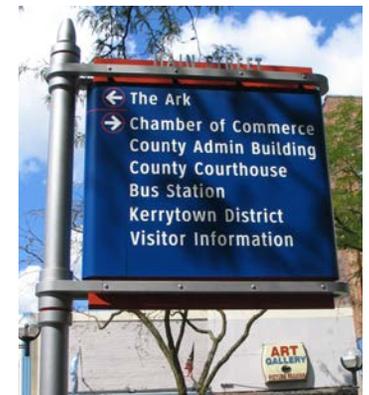
The Path Forward

If pedestrians come first, then their safety must be a number one priority of the Town of Beaufort. The hot spot intersections identified through this process should be the starting point for improving that safety. Each hot spot should have high visibility crosswalks and pedestrian countdowns. Wayfinding signage and enhanced landscaping should also be part of the improvements. The hot spots include the following intersections:

- Cedar and Turner
- Cedar and Live Oak
- Live Oak and Campen
- NC 101 and Carraway
- Cedar and Pollock
- Live Oak and Mulberry
- Live Oak and Loftin Lane

Making it Happen

- ☑ Allocate capital funding or Hazard Elimination (NCDOT) for hot spot enhancements and explore grant funding.
- ☑ Complete design and construction documents based on the concept designs created during the charrette.
- ☑ Implement the hot spot improvements.



Intersection imagery from Ann Arbor, Michigan

6

Develop, fabricate, and install a town-wide wayfinding system.

The Path Forward

Traffic pattern changes are not the only reason a wayfinding system is so important for Beaufort right now. As these corridors become more walkable and bikable, addressing pedestrian and cyclist level signage will be key for people trying to navigate the streets. The system should be uniquely Beaufort and beautifully designed. All wayfinding should have a “sense of Beaufortness” as called out in the Beaufort Entry Master Plan. Lettering should be highly visible and consideration of people with disabilities will be important.

CITY OF DECATUR, ALABAMA WAYFINDING SYSTEM



Making it Happen

- ☑ Design a town-wide wayfinding system with a graphic designer.
- ☑ Find a fabricator and create the signage.
- ☑ Install the system.



Top Image: Example of a wayfinding system designed for Decatur, Alabama | Credit: McWhorter Communications, Inc.
 Right Image: Wayfinding signage in Davidson, North Carolina

7

Pave a multi-use path along Lennoxville Road from Live Oak to Chadwick Road.

The Path Forward

With over 700 new units being built near the eastern end of Lennoxville Road, a strong demand for safe bicycle and pedestrian connections into the core will become more and more apparent. Providing a multi-use path enhances the ability for those units to sell and promotes the connection of new residents back into the walkable core. This public amenity also offers a potential public private partnership between the town and the developer of the new homes.

The town may want to consider this pathway suitable for golf carts as well, but as with every other decision, pedestrian safety should be the first priority.



Making it Happen

- Explore a public private partnership for financing the implementation and construction of the multi-use path.
- Construct the community pathway.

Multi-use path along Lennoxville Road

8

Install speed tables on Pine Street.

The Path Forward

The clear message received from the Mulberry/Pine Street Neighborhood residents is that they want safe, slow streets. While the median installation at Turner and Pine Streets will prevent cut-through traffic, Pine Street is still a higher speed street because of its width. The neighborhood received information about a variety of traffic calming devices, and speed tables at certain intersections was the preferred solution.

Unlike stop signs (which are often run), a speed table is a physical deterrent for fast moving cars. This is a highly effective device, particularly in urban environments where people and cars need to coexist safely. Only four tables would be needed along Pine Street, along with the necessary striping and signage.



Making it Happen

- Allocate capital funding for the installation of speed tables along Pine Street.
- Install the traffic calming devices along with necessary striping and signage.

Speed table, Maryland

9

Implement a stormwater Best Management Practices (BMP) on Pollock Street.



The Path Forward

Coastal flooding during storm events and regular rain storms is an issue that requires innovative solutions. Pollock Street, with its expansive width, is a prime candidate for a stormwater demonstration project. Bioswales should be created and paired with pervious pavers along the center of the street between Cedar and Broad Streets. The street section can also include on-street parking, a travel lane in each direction, and sharrows markings for bicycles.

This project presents a potential partnership with the North Carolina Coastal Federation along with other state and federal proponents of stormwater best practices.

Making it Happen

- ☑ Seek partners (like Coastal Federation) interested in stormwater best management practices along with grant funding for the project.
- ☑ Allocate the required level of capital funding necessary to complete the project when paired with the grants and partnership donations.
- ☑ Design and construct the demonstration project.
- ☑ Monitor the effectiveness of the stormwater BMP for future installations.



Top: Stormwater demonstration project in Cedar/Broad block of Pollock Street
 Bottom: Bioswale, Seattle, Washington

10

Reconstruct the rail trestle as a pedestrian bridge.

The Path Forward

The dilapidated train trestle that crosses Town Creek behind the historic Mulberry Street School property presents a chance to create a unique pedestrian and cycling experience for the Town of Beaufort. Access to water is the number one requested amenity in public spaces, and the new structure would offer both recreational and educational programming opportunities for the community.

The bridge would need to be around 450 linear feet of trestle bridge and a minimum of ten feet in width. Viewing platforms specifically designed to connect people with nature should also be included that offer public tower viewers and seating for those that need to rest. Approximately 500 feet of greenway would connect the bridge back to Live Oak Street sidewalk.



Making it Happen

- ☑ Seek recreational trails grant funding from the state.
- ☑ Engineer the pedestrian bridge.
- ☑ Construct the bridge.
- ☑ Open the bridge programming up to local schools, civic organizations, and parks/recreation.



Cross-City Trail in Wilmington NC

7.2 Policy Recommendations

Key Recommendations

- A. Update language in the LDO to require greenway connections/easements for all new development within a quarter mile of greenways included in walk and bike plans.
- B. Designate and promote a Truck Route for Beaufort as indicated by the schematic developed as a part of this plan. The intent of the Truck Route is to guide the routing (ingress/egress) of deliveries to key destinations within Beaufort including Front Street as a well as Lennoxville Road.
- C. Adopt either a Gateway Overlay District or a Complete Streets Policy.
- D. Adopt a commercial maintenance ordinance within the overlay district to combat the common problem of derelict buildings detracting from the area’s success.
- E. Require stormwater mitigation with any new development or redevelopment (that exceeds 50% of the current value of the existing building(s) on the site). These measures can include approved BMPs, filtration systems (bioswales), and parking. (reference Beaufort’s stormwater plan)

**Sample Gateway Overlay District language follows. The 2018 Bicycle & Pedestrian Master Plan has an example of a Complete Street Policy.*

ARTICLE 5: STREETS | 425.510: STREET SECTIONS

425.510: STREET SECTIONS

Street Type	A. Major Thoroughfare	Street Type	B. Avenue
Description	The primary purpose of this street type is to facilitate the movement of cars between regional destinations. This street type should be limited to major corridors.	Description	Appropriate in both residential and commercial contexts, avenues serve as a primary neighborhood connector, often terminating at government buildings or plazas. The on-street parking they provide helps to support activity in neighborhood and employment centers.
Right-of-Way Width	78 ft minimum	Right-of-Way Width	54 to 74 ft
Traffic Lanes	4 lanes (10-11 ft); center turn lane/median	Traffic Lanes	2 lanes (9-10 ft each)
Design Speed	45 mph	Design Speed	25 mph
Parking Lanes	n/a	Parking Lanes	Parallel parking (8 ft each)
Bicycle Facilities	Bike lanes (8 ft)	Bicycle Facilities	Bike lanes (8 ft)
Sidewalk	6-8 ft	Sidewalk	6-8 ft

18 CITY OF PAGEDALE, MISSOURI

Overlay district code with street section typologies, Pagedale, MO



Greenway connection required through UDO, Summerville, SC



Right-of-way dedication for people, cyclists, and vehicles must be required in policy. Rendering is a vision for dedicated right-of-way as part of a Complete Street in O’Fallon, MO.

Sample Language of Gateway Corridor Overlay District

Purpose. In the aftermath of major through traffic volumes shifting to the north, Cedar Street and Live Oak Street are to be re-purposed back to an original vision of quiet, commercial corridors with ready access to nearby residential areas. The streets should support both community and new / expanded business opportunities while honoring history and nearby architectural elements. The Gateway Overlay District promotes pedestrian-oriented, mixed-use redevelopment with strong historical connections that minimizes vehicular traffic volumes and speeds. The following standards and overlay district requirements apply to properties abutting the following streets:

- Cedar Street, from Moore Street to Hedric Lane; and
- Live Oak Street, from Cedar Street to US 70 Highway.

Development Process. Creativity in meeting the standards outlined in the Gateway Corridor Overlay District are strongly encouraged and supported by the Town of Beaufort. The applicant is therefore recommended to present a preliminary sketch plan to review with the Town staff early in the design and planning process to work collaboratively to meet or exceed these minimum standards. Applicants are encouraged to consult and reference the Design Guidelines for Beaufort Historic District & Landmarks during the development of site plans, sketches, and

elevations. Detailed site designs and elevations must be submitted to the Town in accordance with town and state standards and regulatory requirements.

Incorporation. The Gateway Overlay Zoning District for the Town of Beaufort, as set forth on a map entitled and dated _____ is hereby adopted by reference as an element of the Land Development Ordinance hereafter known as the LDO, and the Official Zoning map of the Town of Beaufort. These standards do not in any way existing or future historic district or structure standards established in law or ordinance by the Town of Beaufort, State of North Carolina, or federal rule. All provisions of the Gateway Corridor Overlay District shall apply when a property changes use or undergoes a major development or redevelopment that exceeds 50% of the current value of the existing building(s) on the site.

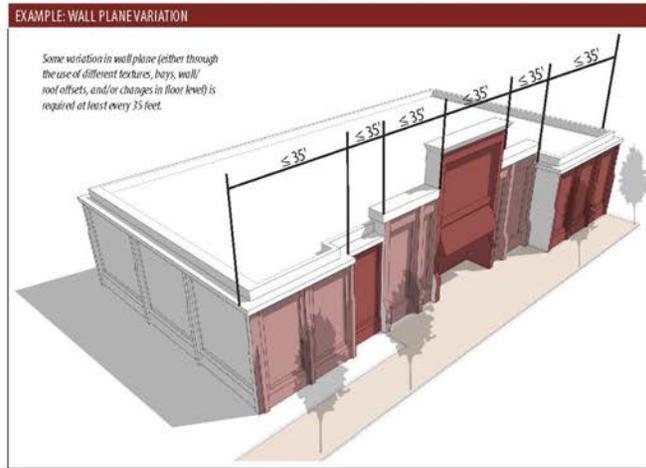
Building Design. The purpose of the following standards, which may be excepted only by the Town of Beaufort Planning Board during a regular meeting open to the public, is to help guide development size, density, and appearance in order to ensure compatibility with high-value and historic architectural standards associated with the Town. Generally, the design, massing, and style of buildings and lots shall be strongly related to the street and pedestrian scale.

Massing. Building footprints shall not exceed 10,000 square feet, and shall be no more than thirty-five feet (35') from ground to the highest

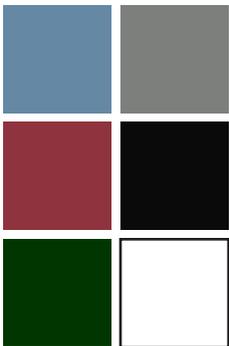
Site&BuildingDesignStandards4.6GeneralBuildingDesignRequirements(expands9.1,2,9.1,3,9.2,5,9.2.7)

Note for POC
-Is this "Wall Plane Variation" requirements another good one to exempt for Suburban Campus Buildings?

C. **Wall Plane Variation:** Except for Suburban Campus buildings, facades which are visible from a public street or park/open space, must be divided into architecturally distinct sections of no greater than 35 linear feet through the use of different textures, bays, wall/roof offsets such as projections and recesses, and/or changes in floor level. Expanses of blank walls (i.e., without any transparent windows or doors) may not exceed 20 feet in length.



D. **Materials**



1. All facades visible from a public street or park/open space shall utilize high-quality finish materials including, but not limited to:
 - a. Brick, masonry, or stone;
 - b. Integrally tinted, textured masonry block;
 - c. Stucco; and/or
 - d. Wood or concrete siding.
2. Where any sloped roofs and structural canopies are used, they shall be covered with:
 - a. Asphalt shingles;
 - b. Clay tile;
 - c. Slate;
 - d. Concrete tile;
 - e. Ribbed metal; and/or
 - f. Wood shakes or shingles (provided the roof includes required fire protection).
3. Materials used only on one face of a structure, which give the impression of "thinness" and artificiality, are prohibited.

(continued)

point of any structure.

Materials and Colors. Primary materials used for all buildings will consist of one or two of the following covering 60% of all sides of the building: brick, natural stone, fiber-cement siding, or treated wood using beaded board or clapboard design. The primary color of wood or siding shall be white; typical trim colors are dark green or blue with red or black accents commonplace. Typical color choices are shown at the left for reference.

Roofing. Roofs, and architectural styles in general, are highly variable in Beaufort. Gabled or hipped roofs are preferred with a minimum pitch of at least 5:12 (five over twelve). In all cases, rooftop equipment will be screened from view from the street.

Facades and Visual Variation. Walls visible from any location or adjacent building shall have vertical or horizontal offsets, changes in materials/colors, recessed windows, approved awnings, murals/artwork, shadow/light, or variations in rooflines to create visual breaks

The image on the left is an excerpt from the Davidson Planning Ordinance which illustrates wall plan variation and appropriate materials.

and break up building massing. At least two (2) minimum such breaks are required per 100' of building frontage. Under no circumstances will any wall be permitted to be longer than 75' of uninterrupted length without a visual break.

Signage. Generally, ground-mounted signs and self-illuminating signs are prohibited unless required by NCDOT or the Town of Beaufort for traffic control purposes or as noted below. Plastic signage is not permitted. Additional provisions follow:

Wayfinding. Ground-mounted wayfinding signage is permissible, and shall be no more than eight (8) feet in height on black enameled, metal, cylindrical poles.

Location. Wall-mounted signs (preferred) may not extend above any portion of the roofline. Temporary signs (e.g., sandwich boards) must be constructed of wood or metal, shall not exceed four feet (4') in height, and shall be removed at the end of each business day.

Size. Signage shall not exceed ten percent (10%) of the total, exterior wall space (excluding doors, windows).

Parking. Generally, parking shall be provided to the rear of the building and sides. Additional provisions follow:

Shared Parking. Two or more property owners with complementary uses and hours of operation shall be allowed to share a parking area within 800' of the front entrance(s) of the primary building(s).

Off-Site Parking. Where on-street parking is available immediately facing the front of the entrance of the primary building, off-street parking requirements are reduced by 50% from applicable standards, including those identified in Section 15 of the LDO. Additional reductions may be allowed for properties that are on active transit routes with dedicated areas for bus stops facing the property; marked carpool-only spaces; and / or bicycle parking using post-and-loop or equivalent facilities.

Streetscaping. Generally, property owners and developers are responsible for installing and maintaining street trees, benches, and other facilities behind the curbline. Native plantings sensitive to the climatic conditions and character will be used, per the requirements of Section 14 of the LDO. Trees, foliage, and plant boxes should be planted and designed to avoid conflicts with overhead and buried utilities. Additional provisions follow:

Location. Plantings shall not be placed in such a way as to prevent good sight lines at street intersections; where possible, shrubs and tree

(continued)

canopies shall be no higher than two feet (2') from ground height and no lower than seven feet (7') from ground height at maturity to allow for sight lines that promote pedestrian/vehicular safety and security. Trees shall not be placed such that future canopy is between pedestrian ways and overhead or pole-mounted light sources.

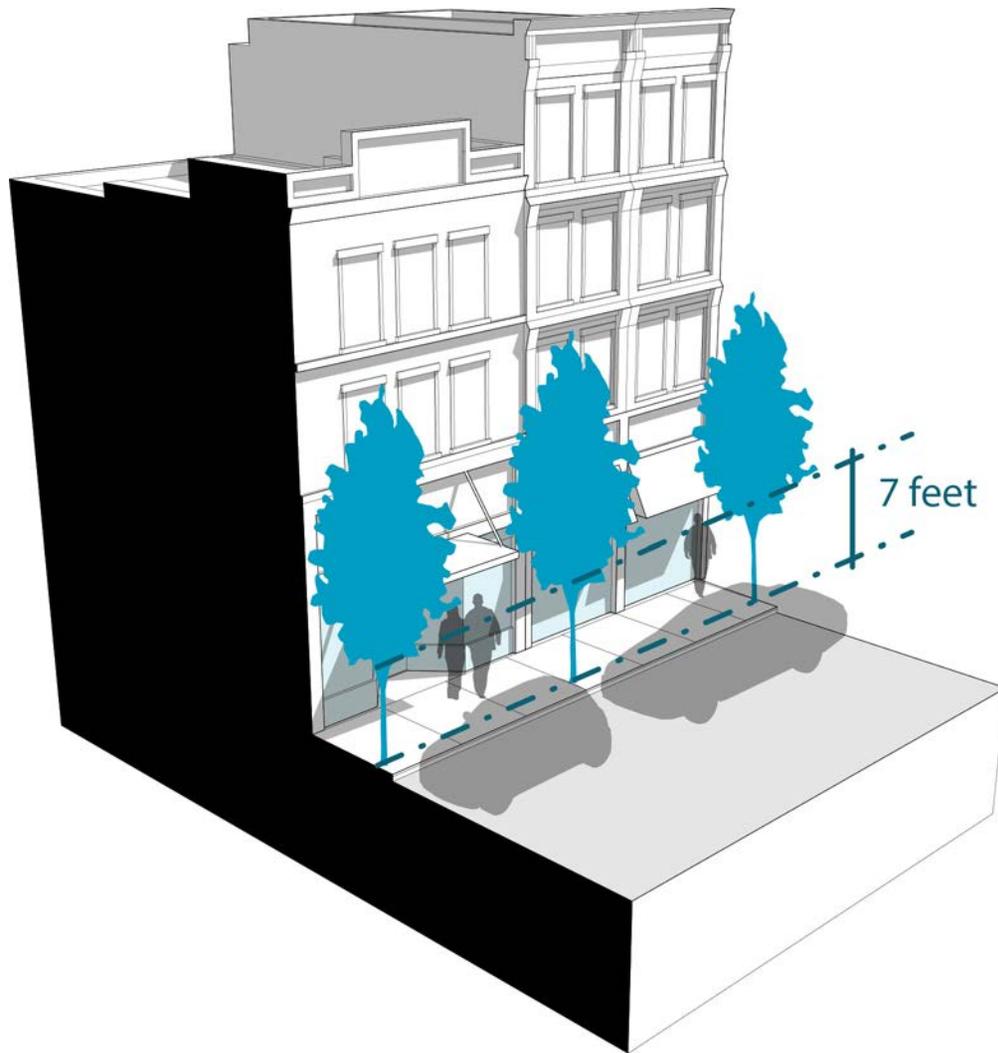
Quantity. Trees shall be planted and maintained in accordance with natural growth patterns, and otherwise be located no more than 25' apart.

Driveways. Generally, streets in the Gateway Corridor Overlay District are to be oriented towards both pedestrian traffic and persons in motorized vehicles that park and walk to their destinations. Limitations on the number of driveways is crucial to maintaining continuity of streetscaping, reducing conflicts / crashes related to turning vehicles, and maintaining street capacity and flow. Additional provisions follow:

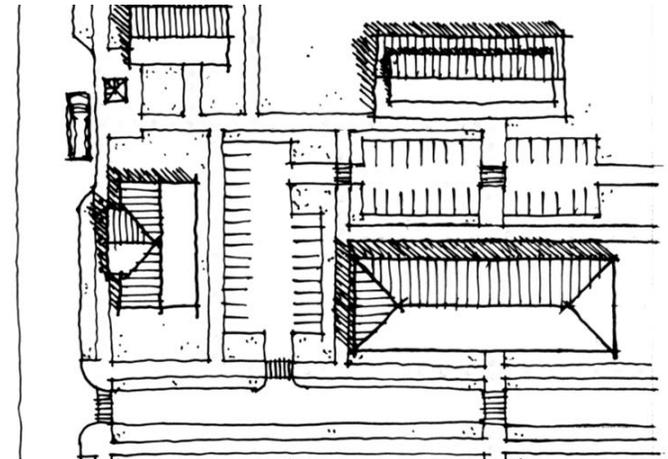
Use and Location. Shared driveways or alleyways utilized by two or more properties are strongly encouraged. Vehicular access from sidestreets to parking areas located to the rear of buildings is strongly encouraged.

Width and Design. No driveway shall be greater than 25 feet (25') in width, with a single left-through-right exit configuration. Unless there is no other provision for loading/unloading three-axle trucks, curb radii at private driveways and street intersections facing the corridor shall not be greater than fifteen feet (15').

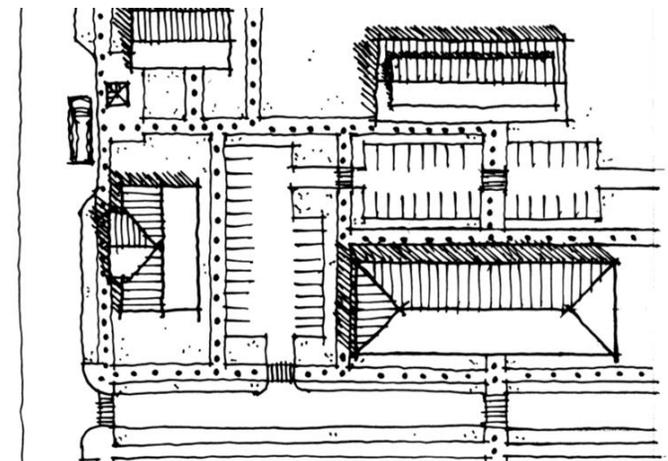
Number and Frequency. No block shall have more than one driveway per 400' (excluding public streets) unless permitted by the Town of Beaufort Planning Board.



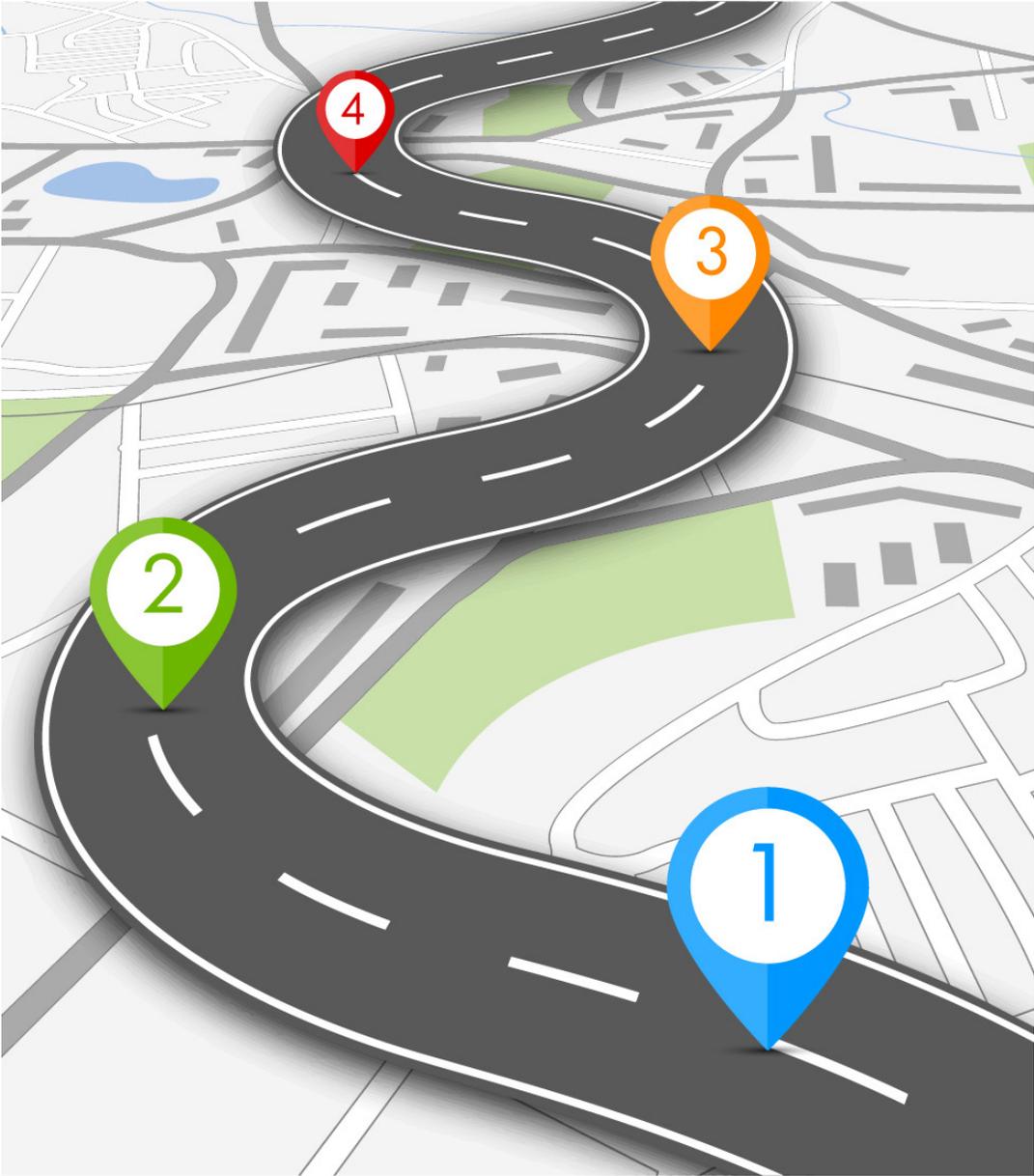
Code illustration of tree canopy height to allow for sight lines that promote pedestrian/vehicular safety and security



Vehicular circulation with shared driveways and shared parking behind buildings



Same illustration as top with pedestrian circulation highlighted as safe, intentional routes.



7.3 Costs & Phasing

Cedar & Live Oak Street and Hot Spots Cost Estimates/Phasing

The ultimate success of the Small Area Plan rests on the ability of local and state officials and leaders to carry out the recommendations of the plan. This effort is made easier by describing a series of defined steps, or action items, to move the process forward. In addition, defining the cost and potential funding mechanisms will allow a framework or “blueprint” for implementation. From the outset of the study, a key objective was to develop cost-effective recommendations (at a variety of scales) that set the stage for additional improvements to Cedar and Live Oak in the future. Projects should focus on public spending that yields a return on investment from the private sector. The quality of private investment in both design and community amenities will have a profound impact on the attractiveness of the area, and successful and sustainable development will come only through a cooperative effort between public and private ventures.

The following Table 1 provides a breakdown of the construction costs associated with the Cedar, Live Oak, and Hot Spots recommended improvements. These include items related to Complete Streets, landscaping, signal improvements, sidewalks, new pavement, structures, curb and gutter, traffic control, etc. The opinion of probable cost for transforming both corridors with transportation improvements is approximately \$9.5 million.

Estimated Costs Summary - Transportation

Project	Description	Length (mi.)	Construction Costs
Cedar Street Complete Streets project	Work with NCDOT to reconstruct (i.e., road diet) Cedar Street from Moore Street to Live Oak Street into a 2-lane divided Complete Street. Note: may require minor displacement of curb and gutter.	0.6	\$3,300,000
Live Oak Street Complete Streets project	Work with NCDOT to reconstruct (i.e., road diet) Live Oak Street from Cedar Street to NC 101 into a 2-3 lane Complete Street with dedicated bike lanes. Note: may require minor displacement of curb and gutter.	0.9	\$2,300,000
Live Oak Street/NC 101 Intersection	Rebuild the Live Oak Street/NC 101 Intersection into a one-lane roundabout with tree plantings or a monumental decorative centerpiece.	N/A	\$1,116,000
NC 101/ Carraway Drive Intersection	Reconstruct the NC 101/Carraway Drive Intersection to include a potential new signal, high visibility crosswalks with a pedestrian refuge (NC 101), and pedestrian countdowns. Sidewalks are proposed on the southside approach of NC 101 as well as a new 10' meandering multiuse path along Carraway	N/A	\$180,000
Live Oak/Campen Road Intersection	Reconstruct Live Oak/Campen Road Intersection to include a separated 10'-12' sidepath on the east side of Live Oak (between NC 101 intersection to Campen Road), street trees, curb extensions, high visibility crosswalks, pedestrian countdowns, ADA compliant ramps and driveway consolidation.	N/A	\$42,000
Pollock Street Stormwater project	Construct stormwater BMPs along Pollock Street.	N/A	\$63,000
Multiuse boardwalk/ bridge over Town Creek	Build a 10'-12' wide pedestrian/bike bridge/boardwalk over Town Creek using the abandoned train trestle (450 linear feet bridge) and connect Stanton Road to Live Oak with a multiuse trail. Additional viewing platforms and seating for those that need to rest.	0.2	\$1,200,000
Pave a multi-use path along Lennoxville Road from Live Oak to Chadwick Road	Providing a multi-use path enhances the ability for existing and new growth along Lennoxville Road to connect back into the walkable core. This public amenity also offers a potential public private partnership between the town and the developer of the new homes. The town may want to consider this pathway suitable for golf carts as well.	1.3	\$1,350,000
Turner Street/Pine Street Intersection	Improve Turner Street/Pine Street Intersection to include a plantable median island (with roll curb) be installed along Turner Street at the intersection of Pine Street.	N/A	\$15,000
Total			\$9,566,000

Table 6: Mobility and Urban Designs Recommendations

7.4 Financing & Incentives

Grants & Programs

The Town of Beaufort will need to tackle the implementation of the plan recommendations as funding allows and by utilizing creative financing and incentive packages. The implementation matrix in this chapter outlines if an action item is a capital or operating expenditure or if it will be taken care of with private or non-city funding.

Facade Improvement Incentive Grants and Loans

Up to \$500 in matching grants per façade for painting/maintenance; up to \$500 in matching grants per sign for new and unique signage; up to \$2000 per facade for renovations. All are at a 1:1 match. Awning replacement is available as a 0% interest loan on a first come, first serve basis and amounts granted are dependent on the amount of funding.



Illustration of a potential facade improvement achieved through grants and private development



Example of a public/private partnership that can transform the southeast corner of Cedar and Live Oak Street by working with the local artisan community

Public Private Partnerships

Public/Private Partnerships are designed to accomplish a combination of goals related to economic and community development efforts, some of which have been identified in this plan. Public funds must only be made available to those projects determined otherwise unfeasible or unachievable “but for” the combined efforts of public and private participation. The overlay district boundaries should outline areas within the town determined to be key economic growth areas. The projects must comply with community adopted standards and program guidelines established for that area.

Small Business Revolving Loan Fund

The Town of Beaufort should consider the creation of a revolving loan fund for small businesses. Federal and state funds are often available to assist in funding this type of program which is set up as a competitive, low interest loan program. New or expanding small businesses that employ individuals that meet established goals and criteria would be eligible.

Key Recommendations

- A. Expand the toolbox of local grants, programs and incentives available through town budget appropriations.
- B. Seek state and federal grant funding that can supplement local programs.
- C. Construct stormwater BMPs along Pollock Street.



The Mulberry Street school reuse presents a public/private partnership opportunity as detailed in Chapter 6. The historic gymnasium would serve as a revenue generator for the Town if renovated and utilized as an event rental space.

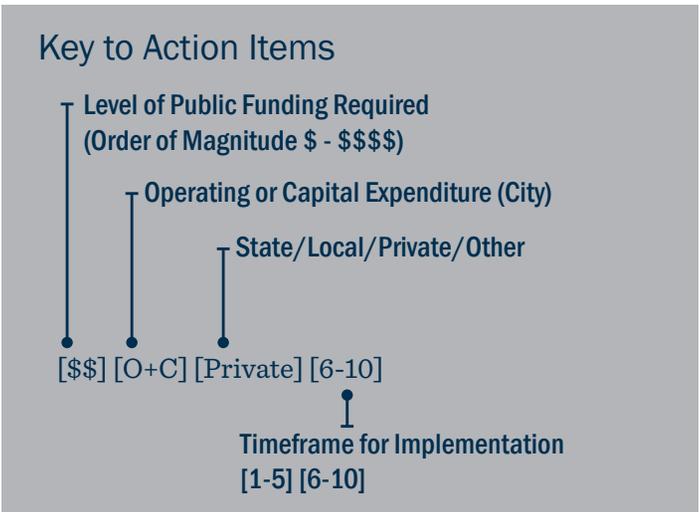
7.5 Implementation Matrix

In order for the vision and recommendations expressed in this plan to move forward, specific action items will need to be implemented by the Town of Beaufort. Many of the action items seek to provide the conditions under which the vision can be achieved, by way of providing sensible land use regulation, necessary public investments, the development of appropriate programs and policies, and encouraging catalyst projects achievable through public-private partnerships. The funding is listed as an order of magnitude as way to evaluate the relative costs of one action over another. As a means of attempting to quantify these relative costs over a twenty year period, the table at the right summarizes an estimated range of cost values that may be used.

Order of Magnitude	Estimated Cost Range
\$	\$1 - \$50,000
\$\$	\$50,000 - \$250,000
\$\$\$	\$250,000 - \$1 million
\$\$\$\$	\$1 million+

The execution of the implementation steps will likely be phased and is subject to a variety of factors, which determine their timing. These include:

- The availability of personnel and financial resources necessary to implement specific proposals;
- Whether an implementation step is a necessary precursor to or component of the rational evaluation of a new development project;
- The interdependence of the various implementation tasks, in particular, the degree to which implementing one item is dependent upon the successful completion of another item; and,
- The relative severity of the challenge which a particular implementation task is designed to remedy.



The action items that follow are prioritized based on the key noted above.

In view of these factors, it is not possible to put forward a precise timetable for the various implementation items. The priority for implementation will be listed by the period in which items should be completed.

Project/Task	Page Number	Level of Public Funding Required	Operating or Capital Expenditure	State/Local/Private/Other	Year 1-5	Year 6-10
Mobility and Urban Design						
Work with NCDOT to reconstruct (i.e., road diet) Live Oak Street from Cedar Street to NC 101 into a 2-3 lane Complete Street with dedicated bike lanes. <i>Note: May require minor displacement of curb and gutter.</i>	84	\$\$\$\$	C	State/Local	X	
Rebuild the Live Oak Street/NC 101 Intersection into a one-lane roundabout with tree plantings or a monumental decorative centerpiece.	84	\$\$\$-\$\$\$\$	C	State/Local	X	
Reconstruct the NC 101/Carroway Drive Intersection to include a potential new signal, high visibility crosswalks with a pedestrian refuge (NC 101), and pedestrian countdowns. Sidewalks are proposed on the southside approach of NC 101 as well as a new 10' meandering multiuse path along Carraway.	84	\$\$	C	State/Local		X
Reconstruct Live Oak/Campen Road Intersection to include a separated 10'–12' sidepath on the east side of Live Oak (between NC 101 intersection to Campen Road), street trees, curb extensions, high visibility crosswalks, pedestrian countdowns, ADA compliant ramps and driveway consolidation.	84	\$\$-\$\$\$	C	State/Local		X
Improve Turner Street/Pine Street Intersection to include a plantable median island (with roll curb) be installed along Turner Street at the intersection of Pine Street.	84	\$	C	State/Local Private Other	X	
Work with NCDOT to reconstruct (i.e. road diet) Cedar Street from Moore Street to Live Oak Street into a 2-lane divided Complete Street. Note: may require minor displacement of curb and gutter.	84	\$\$\$\$	C	Public	X	

Project/Task	Page Number	Level of Public Funding Required	Operating or Capital Expenditure	State/Local/Private/Other	Year 1-5	Year 6-10
Mobility and Urban Design (Cont.)						
Transform the vacant green space across from the Boys and Girls Club into the Queen Street Neighborhood Park.	100	\$-\$\$\$	O+C	Other/Private	X	
Provide a public greenway system along the waterfront north of Cedar Street.	100	\$\$	O+C	Local/Other		X
Adopt Special Flood Hazard Area construction standards.	100	\$	O	Local	X	
Incorporate a variety of infill housing typologies in the Mulberry Street Neighborhood with a focus on workforce housing if environmentally feasible.	100	\$\$\$		Private		X
Protect Mulberry and Pine Streets from broader traffic pattern shifts related to the opening of the bypass by utilizing traffic diverting and calming methodologies.	100	\$\$	C	Local		X
Explore the transformation of the public housing property at the western terminus of Mulberry Street into a mixed income housing development.	100	\$\$\$	O+C	Local/Other		X
Transform the historic Mulberry Street Neighborhood into a walkable neighborhood center with an authentic sense of place.	100	\$\$\$\$		Public/Private		X

Project/Task	Page Number	Level of Public Funding Required	Operating or Capital Expenditure	State/Local/Private/Other	Year 1-5	
Mobility and Urban Design (Cont.)						
Relate the design details along Cedar Street, particularly the blocks west of Turner, to the proposed public park at its western terminus by utilizing innovative stormwater techniques.	108	\$\$	C	State/Local/Other	X	
Work with the development community to create higher density housing options in the area around the new Cedar Street Park.	108	\$\$-\$\$\$		Private		
Encourage the development of a sustainably designed hotel near the new Cedar Street Park to support local tourism.	108	\$\$\$\$		Private	X	
Improve multimodal facilities and connections along and to Cedar Street near the new Cedar Street Park including accommodations for walking, biking, boating, and automobile/transit.	108	\$\$\$-\$\$\$\$	C	State/Local/Other/Private	X	
Implementation						
Update language in the UDO to require greenway connections/easements for all new development within a quarter mile of greenways included in local and state plans.	124	\$		Local	X	
Designate and promote a Truck Route for Beaufort as indicated by the schematic developed as a part of this plan. The intent of the Truck Route is to guide the routing (ingress/egress) of deliveries to key destinations within Beaufort including Front Street as a well as Lennoxville Road.	124	\$		Local		

Project/Task	Page Number	Level of Public Funding Required	Operating or Capital Expenditure	State/Local/Private/Other	Year 1-5	
Adopt either a Gateway Overlay District or a Complete Streets Policy.	124	\$			X	
Adopt a commercial maintenance ordinance within the overlay district to combat the common problem of derelict buildings detracting from the area's success.	124	\$		Local	X	
Require stormwater mitigation with any new development or redevelopment (that exceeds 50% of the current value of the existing building(s) on the site). These measures can include approved BMPs, filtration systems (bioswales), and parking. (reference Beaufort's stormwater plan)	124	\$		Local	X	
Expand the toolbox of local grants, programs and incentives available through town budget appropriations.	133	\$	O	Local		X
Seek state and federal grant funding that can supplement local programs.	133			State/ Federal/ Other		X
Construct stormwater BMPs along Pollock Street.	133	\$-\$\$		Local/Other	X	

7.6 Pilot Project

What can we do right now for around \$200,000

In an effort to move forward with some of the initial improvements, the Town (in cooperation with NCDOT and the Coastal Federation), should consider one of the following options for implementing a cost-effective improvement (under \$200K). These improvements relate to healthy bike/ped mobility as well as to stormwater. Each project can be funded and constructed independent from any other project.

Option #1: Reconstruct Live Oak/Campen Road Intersection to include a separated 10'–12' sidepath on the east side of Live Oak (between NC 101 intersection to Campen Road), street trees, curb extensions, high visibility crosswalks, pedestrian countdowns, ADA compliant ramps and driveway consolidation. (Probable Construction Cost: \$180K)

Option #2: Pollock Street, with its expansive width, is a prime candidate for a stormwater demonstration project. Bioswales should be created and paired with pervious pavers along the center of the street between Cedar and Broad Streets. The street section can also include on-street parking, a travel lane in each direction, and sharrow markings for bicycles. This project presents a potential partnership with the North Carolina Coastal Federation along with other state and federal proponents of stormwater best practices. (Probable Construction Cost: \$65K)

OPTION #1



OPTION #2



7.7 How We Know We Have Succeeded

The next chapter of Beaufort’s story is one that puts people first. Looking ahead, several benchmarks will be strong indicators that the town has implemented the ideas set forth in this plan. They will be signs of success and vibrancy!

The secret to unlocking the potential of place is PEOPLE! Creating places where people want to dine, shop, play, relax, and make memories!



The gateways, or front porches, of Beaufort are welcoming, beautiful spaces.

Every entry point to the Town of Beaufort from will convey the message of a proud and welcoming community. High quality crosswalks, beautiful landscaping, and wayfinding signage will be visual cues at each gateway. These community front porches will exude beauty and an invitation to stay and enjoy the unique, quaint appeal of Beaufort, North Carolina!



Cedar and Live Oak are full of pedestrians and cyclists (and slow moving cars!).

Cedar and Live Oak will be Complete Streets where all modes of transportation coexist together in a safe environment. The sidewalks are bustling with people both walking and sitting on benches enjoying the salty breeze. Cyclists are pedaling to their destination with no fear and no hostility from their fellow road companions. The cars are moving slowly because it is clear that the right-of-way is not just for them alone, but it is a space to be shared by all!



Entrepreneurs will have opened 10 more business on Cedar and Live Oak.

The public investment into both Cedar and Live Oak will yield a shift in small business success on what will be walkable, bikable corridors. New local businesses enhance the authenticity and success story of Beaufort.



People of all ages, ethnicities and economic levels will be living in the Mulberry Street neighborhood.

The area will flourish with diversity and yield the benefits of our multi-cultural heritage. Generational interdependence will be a trademark of the neighborhood.



People will CHOOSE to walk or bike instead of getting in their car.

Life is full of choices, and the transformation of these corridors will expand the ability for people to choose to live active lifestyles. Healthy citizens are a key ingredient to vibrant, successful communities.



Partnerships and old fashioned hard work will have made it happen.

Beaufort's success will be built on the community's shoulders, and everyone will feel a sense of pride and ownership. Collaboration, dedication, and the relentless pursuit of building community will be hallmarks of the next chapter.



Other NC coastal communities will be visiting Beaufort to learn about stormwater BMPs.

Beaufort's urban development will be a shining example of innovative stormwater practices.



We've added 200 more housing units to the area.

Millennials and empty nesters alike want to live in the walkable core. Two hundred units, with varying styles and price points, will indicate that the town is actively receiving developer interest and that builders are responding to the market demand.