BEAUFORT WATERFRONT

TOWN OF BEAUFORT, NORTH CAROLINA

WATERFRONT MASTER PLAN PACKAGE | SEPTEMBER 26, 2022 | **FINAL**

THE TOWN OF BEAUFORT WATERFRONT MASTER PLAN IS SPONSORED BY THE TOWN OF BEAUFORT AND ITS HARBOR & WATERWAY COMMITTEE. ALL WORK PRESENTED HEREIN REFLECTS DIRECTION AND INPUT PROVIDED BY BOTH WITH ASSEMBLY AND REFINEMENT BY MOFFATT & NICHOL.

We wish to acknowledge all citizens, business owners, stakeholder groups, and other leaders that participated in the plan making process. Special thanks is extended to:

Town of Beaufort Board of Commissioners

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Miriam Sutton, Member

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PROJECT CONTEXT

OVERVIEW

LOCATED WHERE THE INNER AND OUTER BANKS MEET, THE TOWN OF BEAUFORT'S HISTORIC WATERFRONT AND HARBOR ARE AN ACTIVE FOCAL POINT OF MARINE AND RECREATIONAL USE. Residents, transit boaters, watercraft service providers, and the National Park Service (NPS) engage in activities along the Central Waterfront, Boardwalk, and Town Dock.

The current concessionaire lease agreement for operation and management of the Town's transient docking facility (Town Dock) expires on December 31, 2024. Prior to lease expiration, the Town must ascertain desired waterfront improvements and determine a preferred development and operational arrangement for the next 20 to 30 years.

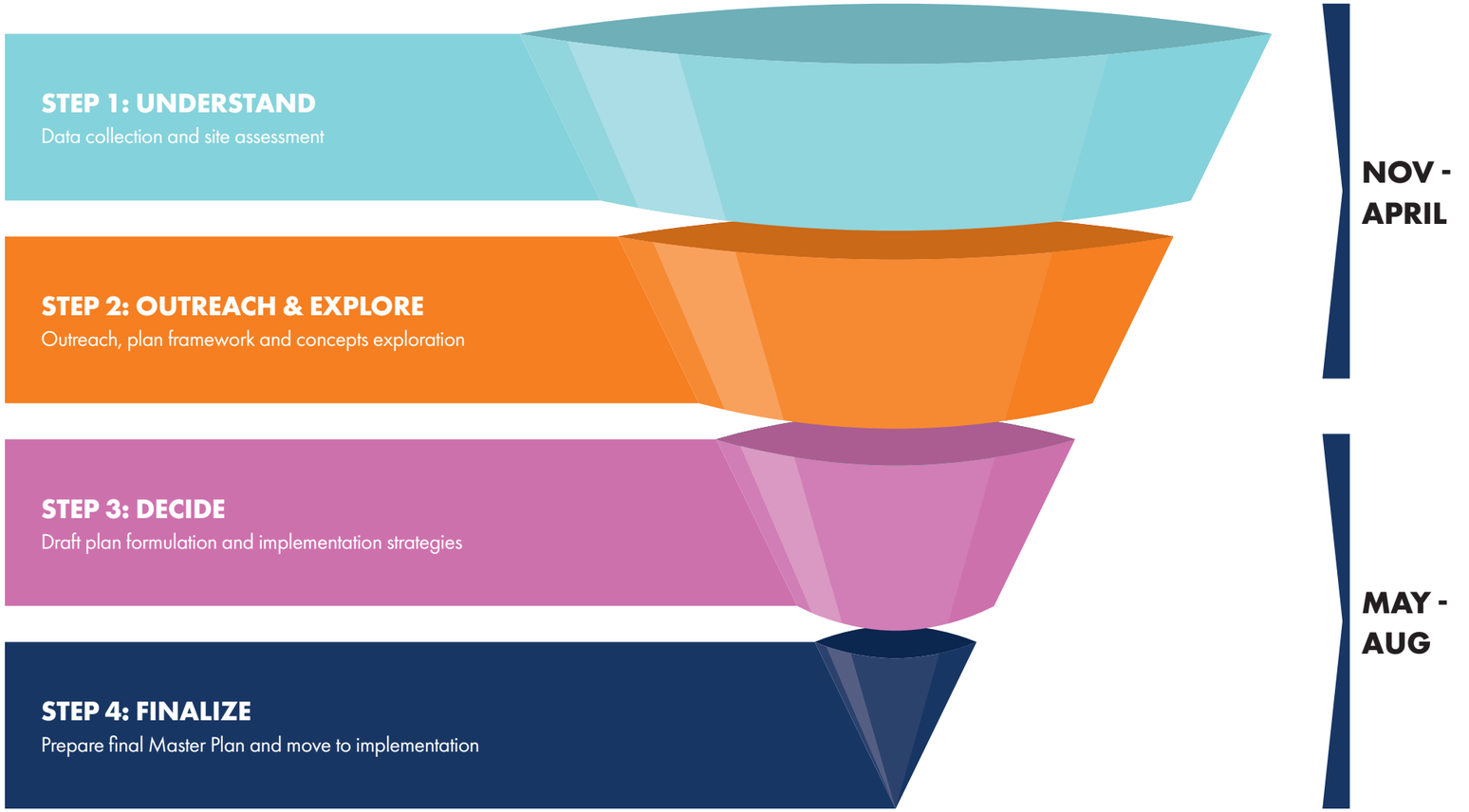
To assist in identification of needed and desirable facility improvements, the Town of Beaufort and its Harbor & Waterway Committee engaged Moffatt & Nichol to (1.) conduct an above ground inspection of +/- 1,550 feet of shoreline and marine infrastructure along the central waterfront; and (2.) develop a waterfront master plan for the area. The Town and its Harbor and Waterways Committee established the following overarching goals to guide the plan-making process:

- Position the Town of Beaufort's waterfront and Town Dock facility to be one of the top five transient marina destinations on the Eastern Seaboard.
- Identify the highest and best use for all Town-owned assets adjacent to the boardwalk as well as existing community amenities.
- Identify management and operation models for Town consideration to advance improvements to the central waterfront and Town Dock post December 31, 2024.
- Recommend the most current construction and material technologies for use to rebuild/replace the bulkhead, floating docks, and Boardwalk in order to maximize aesthetic value, life expectancy, and inclement-weather protection while also minimizing impacts to the surrounding environment.
- Identify the range of project cost to address necessary and desirable improvements to the waterfront.
- The results of the master planning effort are presented in the following document, including review of existing conditions, exploration of alternatives, and presentation of concepts for consideration for implementation. The plan is a valuable tool for use by the Town in its deliberations as to how best to manage and enhance the waterfront prior to expiration of the current concession. Projects presented herein are also intended for Town use in pursuit of grants to help fund waterfront projects.

PLANNING PROCESS. Commencing in November 2021, the planning process included:

- **STEP 1.** Understand the site and potential development opportunities through data collection and inspection of central waterfront shoreline and marine infrastructure;
- **STEP 2.** Explore with the community and stakeholders a plan framework and follow-on initial site concepts;
- **STEP 3.** Determine with the community and stakeholders which concepts should be revised and detailed; and,
- **STEP 4.** Finalize the Plan and related implementation approaches.

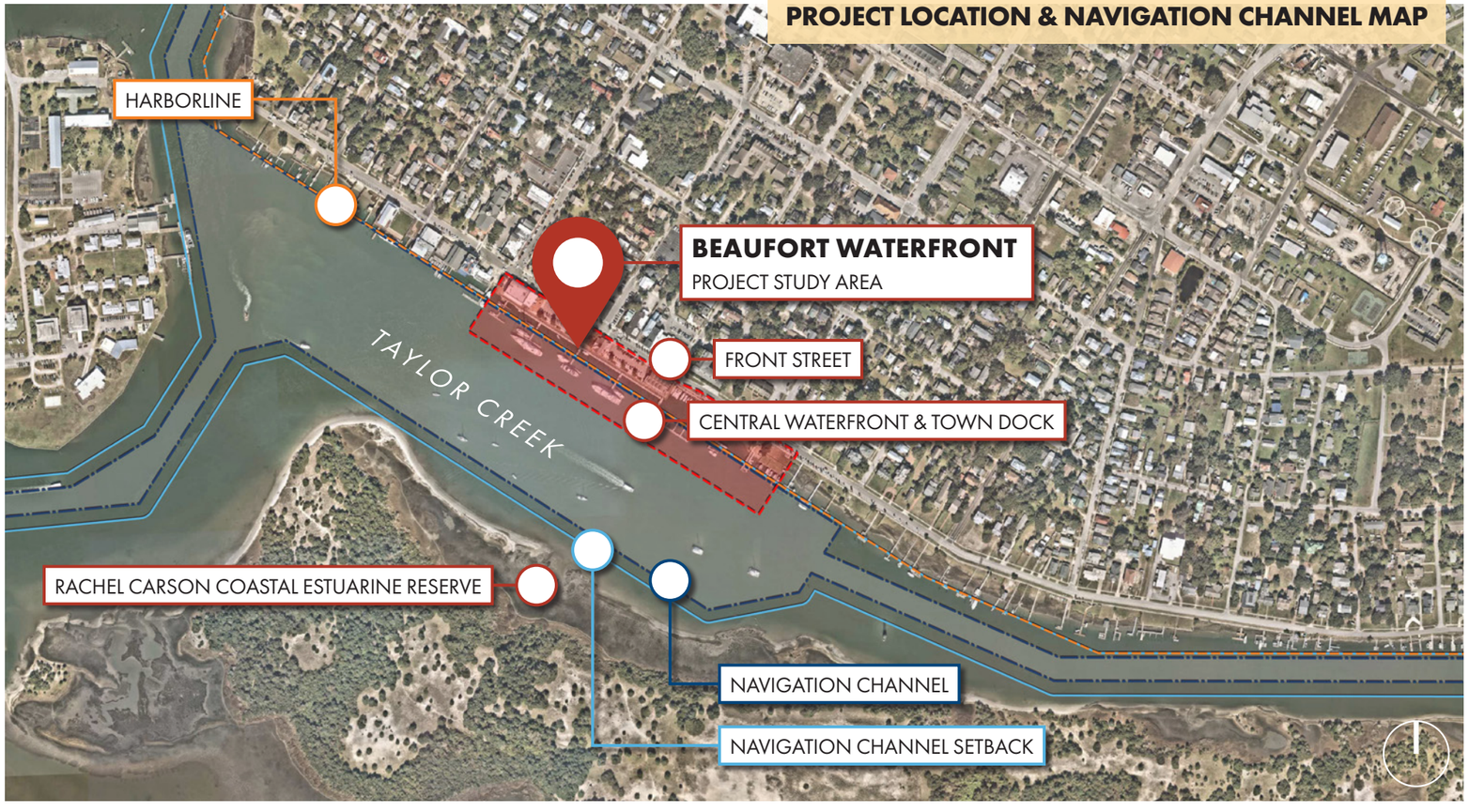
Steps 2 and 3 included significant engagement with the Harbor & Waterway Committee as part of monthly work session as well as the community at large. These efforts are presented in greater detail in Section 2.



PROJECT STUDY AREA

THE PROJECT AREA COMPRISES A +/- 2.5-ACRE SEGMENT OF THE WATERFRONT, RUNNING PARALLEL ALONG THE SOUTHERN EDGE OF FRONT STREET BETWEEN TURNER AND POLLOCK STREETS AND INCLUDING GRAYDEN PAUL PARK AND ADJOINING TOWN PARCELS. The site is currently home to a mix of waterfront-oriented shops and restaurants, public areas including the Town's Boardwalk and two public parks, several small public and privately-owned docking facilities, and two parking areas. Attractions both within and around the study area, as shown on the accompanying map, are integral to the fabric and character of the Beaufort community.

PROJECT LOCATION & NAVIGATION CHANNEL MAP



Legend

- Project Study Area (+/- 2.5 AC)
- Navigation Channel
- Navigation Channel Setback
- Harborline

1. Grayden Paul Park
2. Dinghy Dock
3. Shackleford Banks & Cape Lookout Ferry
4. Water Bug Tours
5. Island Express Ferry Service
6. Dock House
7. Beaufort Creamery
8. Finz Grill
9. Royal James Cafe
10. Beaufort Historic Site
11. Beaufort Restoration Grounds
12. Clawson's 1905 Restaurant & Pub
13. Mezcalito Beaufort
14. Inlet Inn
15. Beaufort Grocery
16. Pecan Tree Inn Bed & Breakfast

CENTRAL WATERFRONT HISTORICAL CONTEXT. The Central Waterfront has evolved over the past 45 years. Prior to 1978, a stone and masonry bulkhead stabilized the shoreline. A bulkhead cap abutted the sidewalk on the south side of Front Street, in the same configuration as it is today between Queen and Pollock Streets. Most buildings on this segment of shoreline were placed over water on pile supported foundations and attached to fixed piers that support commercial port operations. As the commercial port business waned in the latter half of the 20th century, redevelopment of this area into a publicly accessible waterfront and the construction of Town Dock was undertaken by the Town.

The shoreline between Queen and Turner Streets was expanded waterward and stabilized by a 1,300-foot concrete bulkhead. Fill material was placed between the two bulkheads, encompassing the existing building envelopes and planned upland site improvements at that time. The Boardwalk and Town Dock facility were also constructed, with the Boardwalk's foundation coupled with the concrete bulkhead. The Town Dock was originally constructed of fixed timber piers, but most fixed piers were replaced with floating docks during a 10-year period from 1998 to 2008.

Grayden Paul Park and its shoreline was formed circa 1930s. The majority of the present-day marine infrastructure (bulkhead, fixed piers, and floating docks) seaward of the park was constructed between 2014 and 2016. The marine infrastructure supporting several concessionaires between Grayden Paul Park and Town Dock was constructed from the 1970's to 2016, with the newest infrastructure associated with the NPS floating docks.

TOWN DOCK CONCESSION. The Town entered into a lease agreement in September 1978 as the Central Waterfront was transforming. The terms of the lease agreement required a concessionaire to maintain, improve, and operate the Town Dock facility for a 10-year period, with the Town paid an annual lease fee. The Town extended the lease on multiple occasions using average 5- to 10-year lease amendments, with the last 10-year amendment granted in 2014.

Upgrade Beaufort's marine and marine-affiliated infrastructure is a primary Town initiative as it seeks to emerge as a top five transient marina destination on the Eastern Seaboard. Also important is the integration of the Town's current land planning and resiliency objectives into the Central Waterfront. With these and other issues in mind, the Town elected not to pursue another lease amendment so that it could investigate necessary and desired waterfront upgrades and explore the range of management and operation scenarios for Town Dock.

CONDITION ASSESSMENT. With the ownership of Town Dock infrastructure transitioning back to the Town, an understanding of the condition of the shoreline and marine infrastructure was needed to assist in identifying opportunities and constraints that would guide the plan-making. A condition assessment, consisting of a routine above-water visual inspection of waterfront infrastructure, was performed by Moffatt & Nichol on October 12, 2021 (Waterfront Condition Assessment Report, Moffatt & Nichol, 2021).

The condition assessment indicated that the shoreline stabilization, in-water infrastructure, and marine serving utilities along the Central Waterfront were generally in fair condition. The condition rating of the shoreline stabilization structures and other elements is consistent with age and limited maintenance practices that have been performed to date.

The critical concrete bulkhead is approaching the end of its service life, and expectedly, was found to be in poor condition. The condition assessment noted significant deficiencies in the concrete cap, anchoring system, and sheet piles. The cap elevation is also low relative to daily tide levels, making it susceptible to inundation during elevated tide conditions and providing limited flood protection to the Boardwalk and adjacent area. Three approaches to repairing the concrete bulkhead to extend its service life an additional 10 to 20 years were provided in the condition assessment report along with a discussion on a full bulkhead replacement. As noted in the report, repair to the existing bulkhead does not address coastal resiliency concerns (reduced inundation), the separation of the Boardwalk foundation from the bulkhead, or improvements to utility corridor and routing for Town Dock. A replacement bulkhead provides these benefits.

Segments of the Boardwalk are uneven due to settlement of the underlaying foundation on the landward (north) side of the structure. The uneven structure does not meet federal and state accessibility guidelines. Since the seaward (south) side of the Boardwalk foundation is supported on the cap of the concrete bulkhead, the boardwalk will need to be replaced in construction with the planned bulkhead improvements.

The Town Dock is in fair condition overall with specific structures or utility elements such as the fixed docks on the facility's east side, floating finger piers, and the timber and steel guide piles needing repair in the next 5 years to maintain function and performance and extend service life another 10 to 15 years. The utility system is functional if periodic maintenance is performed. Several recommended modifications to the fuel delivery system should be performed to align it with marina industry best practices.

MARKET ASPIRATIONS AND STRATEGY FOR THE CENTRAL WATERFRONT. The Town of Beaufort is a strategically located harbor near the Atlantic Intracoastal Waterway (AIWW), as vessels navigate from the Core Bank segment to the Bogue Sound segment. Beaufort Harbor also benefits from direct deep-water access to the Atlantic Ocean through Beaufort Inlet, providing a safe harbor without air draft restrictions for larger vessels that are transiting north or south past the Outer Banks of North Carolina. The Town has marketed their ideal harbor location, engaging and historic downtown waterfront, and proximity to Atlantic Ocean beaches to define the Beaufort as a preferred transient boating destination.

As noted previously, the Town seeks to emerge as a top five transient boating destinations. The key differentiators that elevate the stature of a transient boating destination include access, infrastructure, and marine services. Access is typically focused on safe, convenient, and non-restrictive navigation from the harbor/facility to major waterways or open ocean. Access also encompasses availability of berth space to accommodate different vessel sizes and types and ease to reach boating related services or nearby attractions.

Land and waterside infrastructure that meets transient boater needs is also critical to elevating a destination. Transient boaters seek waterside infrastructure that meets industry standards for dock type (floating docks are preferred), berth length/space, and fairway widths. A full suite of utilities to support short or extended stays at a destination include reliable shore power with varied outputs, high speed internet security, potable water, and sanitary sewer connections, and convenient and market based fueling centers.

Minimum tier landside infrastructure requirements include a harbormaster office, restroom and shower facilities, laundry centers, and ship store that sells basic provisions and boat related merchandise. Beyond these minimum standards, upper tier destinations provide premium facilities such as a spacious harbor center with conference room and private offices, lounge space, exercise rooms, and on-site provision centers.

A premier destination provides more than just dockmaster and dockhand to receive visiting boats and connect them to the utilities at the dock. Highly regarded transient boating destinations focus on the provision of service excellence. This can include customer service that maintains positive and proactive mariner interaction from the reservation process through routine follow ups on customer requests during the stay. Facility cleanliness is also paramount.

The Beaufort Central waterfront has several strengths in each area of access, infrastructure, and marine services. Elevating Town Dock to a highly regarded and sought-after destination requires focus on the renewal of the physical and operational aspect of the facility.

02
OUTREACH & ENGAGEMENT

THE ENGAGEMENT PROCESS

COMMUNITY ENGAGEMENT WAS AN ESSENTIAL ASPECT OF THE PLANNING PROCESS, UNDERPINNING MUCH OF THE PROJECT WORK ADVANCED DURING STAGES 2 (ISSUES, PRIORITIES, AND PLANNING FRAMEWORK) AND 3 (PLANNING CONCEPTS REVIEW AND ASSESSMENT). Community engagement utilized two primary settings:

- Town of Beaufort Ports & Harbors Committee meetings; and,
- Two public engagements sessions held on November 16, 2021, and June 21, 2022.

In the following pages, we highlight activities associated with each engagement session and notable results and direction offered by participants.

PORTS & HARBORS COMMITTEE MEETINGS. The Town of Beaufort Ports & Harbors Committee (PHC) is comprised of nine volunteer members representing varying community and waterfront interests. The PHC met on a monthly basis to provide direction and recommendations to the planning team throughout the project effort. The PHC was also charged with helping bring forward data and information about the waterfront, encourage community participation as part of the two primary public engagement sessions (described below), and to liaise with Town staff and the Board of Commissioners on the progress of the overall effort. Monthly PHC meetings were open to the public.

PUBLIC ENGAGEMENT SESSIONS AND PROJECT COMMUNICATIONS. The planning team held two public engagement sessions to garner public comment during the planning process. The first session was held Tuesday, November 16, 2021, and consisted of a two-hour in person public meeting followed by another two-hour virtual meeting covering the same information. The second public engagement session occurred on Tuesday, June 21, 2022, and consisted of a two-hour in person public meeting and presentation.

Public meetings utilized both in person and virtual platforms to engage with the community and measure community sentiment on issues, opportunities, and planning ideas. The planning team established a project website—www.planbeaufortNCwaterfront.com—to serve as a main platform through which the community received information about the project. The website included a project overview, schedule, survey opportunities (described below), and offered the ability sign-up for email notifications about the project.

All detailed survey results, recordings of virtual meetings, and other materials produced in the planning effort reside on the project website and remain available for public review.

ENGAGEMENT SESSION 1 RESULTS

ENGAGEMENT SESSION 1 FOCUSED ON IDENTIFICATION OF ISSUES AND PRIORITIES FOR BEAUFORT'S WATERFRONT AND INVITED THE COMMUNITY TO ENGAGE WITH THE PLANNING TEAM VIA AN ONLINE WEBSITE, INITIAL SURVEY, AND PUBLIC MEETING. The planning team leveraged digital outreach tools to interact with the public and advertise the project website with support of the Town. Emails were distributed to the 136 subscribers keeping them informed on the latest project updates. The website received 4,247 views. A total of 61 individuals participated in the public meeting, while 37 attended the virtual public meeting.

Community members offered feedback via online Survey 1, which asked a range of questions regarding one's use of Beaufort's waterfront, and planning for the waterfront's future. The following statements represent the survey highlights:

- Of all survey respondents, **37%** indicated they visit the Town of Beaufort's waterfront every day, while **36%** visit the waterfront a couple times a week. Main activities conducted along the waterfront by survey respondents included dining **(90%)**, walking **(83%)**, and shopping **(76%)**.
- "Increasing the waterfront's ability to be more resilient to storms and coastal flooding" **(44%)** and "Improving/expanding parking and continuous walking paths along the waterfront" **(38%)** garnered the greatest support by survey respondents when asked what features they would like to see more.
- When asked which value should be promoted most along Beaufort's waterfront, "A welcoming harbor" was considered most important by **47%** of respondents.

SURVEY 1. Q7. INDICATE YOUR DEGREE OF AGREEMENT WITH THE FOLLOWING STATEMENTS.

	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE	NO OPINION
The waterfront contributes to the brand "America's Favorite Town".	2%	2%	7%	26%	61%	2%
The waterfront is great as it is and requires no improvement.	13%	54%	18%	8%	6%	-
The waterfront contributes to the economic health of our community.	2%	3%	4%	26%	63%	2%
The waterfront is welcoming for community visitors.	1%	10%	11%	58%	19%	-
Waterfront facilities are adequate for area boaters.	6%	54%	25%	9%	18%	5%
The waterfront makes it easy for anyone to get onto the water.	14%	55%	17%	12%	1%	1%
The waterfront needs investment to address issues of sea level rise and community safety.	3%	6%	9%	29%	49%	3%
The waterfront contributes to the social health of our community.	2%	2%	6%	34%	51%	5%
The waterfront holds little interest for me.	76%	20%	3%	1%	-	-
The waterfront is well kept and maintained.	3%	19%	32%	38%	7%	-

ENGAGEMENT SESSION 2 RESULTS

ENGAGEMENT SESSION 2 FOCUSED ON REVIEW OF INITIAL PLANNING ALTERNATIVES FOR NECESSARY AND DESIRED WATERFRONT IMPROVEMENTS PROJECTS.

Participants were invited to engage with the planning team via an updated project website, final survey, and public meeting. Engagement Session 2 website update received 1,735 views. 54 people attended the in-person work session.

Community members offered feedback via online Survey 2, which asked questions pertaining to necessary and desirable improvements, potential locations for the Harbor Center, and demographic questions. The following statements represent the survey highlights:

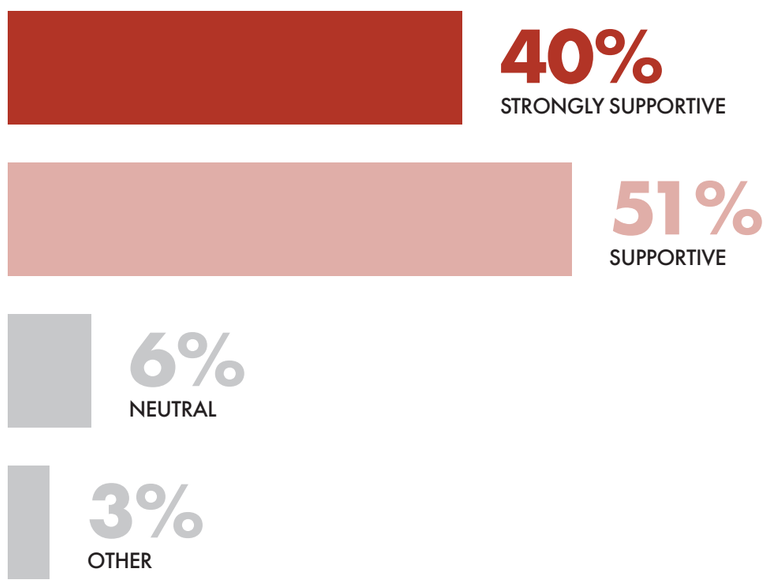
- Of all survey respondents, **91%** indicated they were supportive or strongly supportive of making necessary waterfront upgrades (e.g., bulkhead replacement, Boardwalk and Town Dock replacement). **64%** indicated the best way the Town should pay for these improvements is a combination of dockage fees/concessionaire payments and state and federal grants with a local (Town) community match.
- • In terms of desired improvements, survey respondents were most supportive of "organizing and expanding the harbor mooring field" **(31%)** and "lengthening the Boardwalk" **(28%)**.
- When presented seven possible locations for a new Harbor Welcome Center, positioning the proposed facility within the East Front Street Parking Lot received the greatest support in the survey. Participants at the community engagement session were generally mixed as to a final location, recognizing that each held a series of opportunities and constraints.

OVERALL OBSERVATIONS FOR PLANNING CONCERNS AND IMPROVEMENTS.

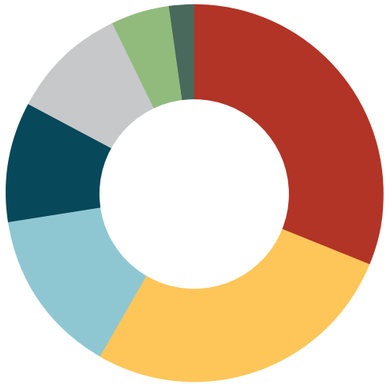
Open ended questions and community dialogue as part of the in-person and virtual meetings afforded the planning team extensive observations and ideas for consideration in the plan-making process. While too extensive to list all the feedback received, several reoccurring themes from these exchanges included:

- A commitment to ensuring necessary waterfront improvements occur along the waterfront.
- A spectrum of opinions on parking along the waterfront, with some participants expressing desire for more parking and/or increased availability or current parking areas and others a desire to move away from parking directly along the water's edge.
- Concern that parking for NPS ferry operations unduly congests Front Street and takes away from parking that would otherwise be used by shoppers, diners, and recreation enthusiasts. Many expressed that NPS ferry goers spend little to no time in the Downtown other than to park.
- Strong support throughout the public engagement process for more green, public spaces and increased access to the water's edge.
- If a Harbor Welcome Center is funded and advanced, a general desire by the community to ensure the facility adds value beyond just the provision of marine management services. For example, inclusion of expanded park facilities surrounding the center and provision of amenities that cater to events/gatherings.

SURVEY 2. Q1. HOW SUPPORTIVE ARE YOU OF MAKING NECESSARY UPGRADES ALONG THE WATERFRONT?



SURVEY 2. Q3. FROM THE DESIRED IMPROVEMENTS LISTED, WHICH ARE YOU *MOST* SUPPORTIVE OF?



Legend

31%	Organizing and Expanding the Harbor Mooring Field
27%	Lengthening the Boardwalk
14%	Improving Access for Hand Powered Recreational Vessels
10%	Increasing Space for Charter Vessels and Visiting Day Tripper Boats
10%	Increasing the Number of Marina Slips and Improving their Arrangement
5%	No Opinion
2%	Creating a New Fueling Dock

SURVEY 2. Q4. FROM THE DESIRED IMPROVEMENTS LISTED, WHICH ARE YOU *LEAST* SUPPORTIVE OF?

Legend

32%	Organizing and Expanding the Harbor Mooring Field
15%	Lengthening the Boardwalk
14%	Improving Access for Hand Powered Recreational Vessels
13%	Increasing Space for Charter Vessels and Visiting Day Tripper Boats
12%	Increasing the Number of Marna Slips and Improving their Arrangement
11%	No Opinion
3%	Creating a New Fueling Dock

03

EARLY PLANNING CONCEPTS

OVERVIEW

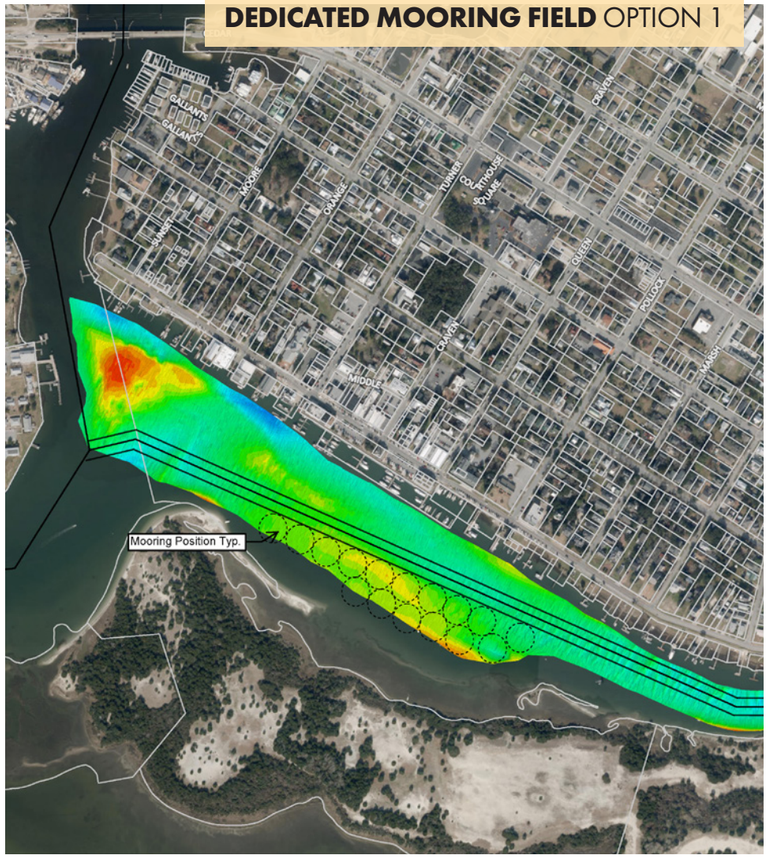
A SERIES OF EARLY CONCEPTS ADDRESSING THE MAIN AIMS OF THE PLANNING EFFORT WERE PREPARED. Planning concepts were organized into the following groups:

- **DEDICATED MOORING FIELD.** Options to organize and expand a dedicated mooring field along Taylor's Creek;
- **NECESSARY IMPROVEMENTS.** Those enhancements considered critical to continued waterfront functioning, including bulkhead replacement, Boardwalk enhancement, Town Dock waterside infrastructure, and a new fuel delivery system;
- **DESIRED IMPROVEMENTS.** Desired improvements generated from feedback from the PHC, community engagement sessions, and planning team observations; and,
- **Harbor Welcome Center.** A subset of desired improvements, this project centralizes harbor management functions, provides restroom facilities for boaters and waterfront users, and serves in other roles. This type of facility is commonly observed in marque transient boating destinations along the Eastern Seaboard.

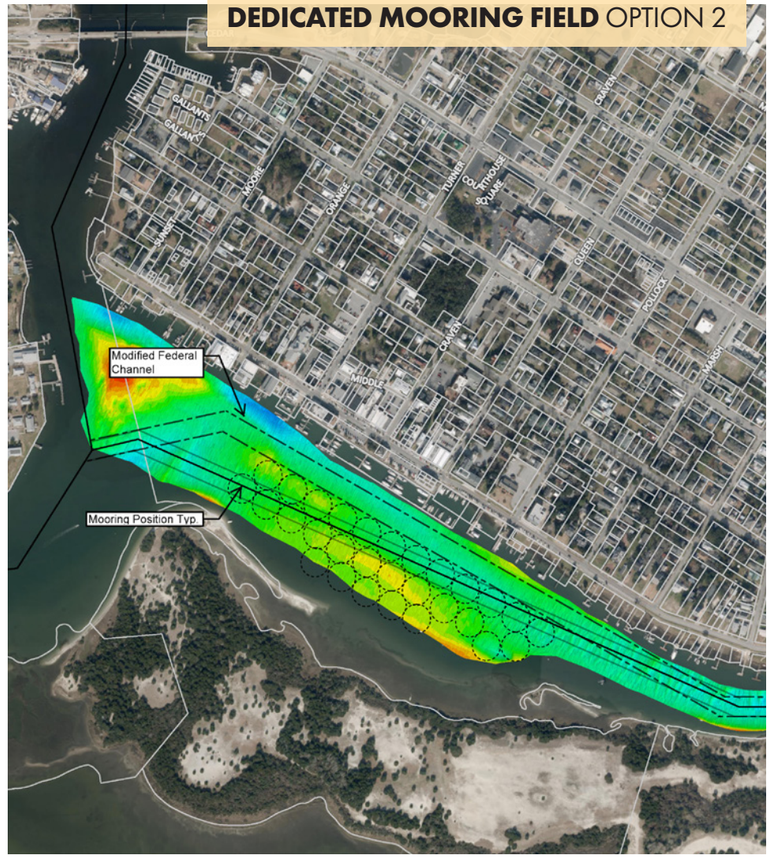
1. DEDICATED MOORING FIELD

TRANSIENT BOATERS ROUTINELY ANCHOR IN TAYLOR CREEK WHEN TOWN DOCK IS AT CAPACITY OR DUE TO THIS ANCHORING OPTION BEING LESS EXPENSIVE THAN SLIP FEES. However, the Town has limited oversight of vessel mooring and their impact on the environment. Although the Town does have enforcement authority, the process is cumbersome and therefore vessel abandonment remains a problem. The development of a managed mooring field would minimize these issues while providing a potential revenue stream. Two managed mooring fields are shown. Option A consists of approximately 25 mooring sites, all lying outside of the federal channel boundary. Option B doubles the capacity by placing the additional mooring site within a portion of the federal channel. The latter option would require a modification request from the USACE.

DEDICATED MOORING FIELD OPTION 1



DEDICATED MOORING FIELD OPTION 2



2. NECESSARY IMPROVEMENTS

AS PRESENTED, THE CONDITION ASSESSMENT OF THE BULKHEAD INDICATED IT HAS REACHED THE END OF ITS SERVICE LIFE. This concept shows a new bulkhead would be placed approximately 18 inches seaward of the existing structure in the same alignment, with the cap elevation raised up to two feet. Raising the bulkhead cap elevation serves three goals—reduces existing sunny day flooding, provides additional flood resiliency as sea levels rise, and accommodates the foundation for a new Boardwalk.

The replacement of the bulkhead will necessitate removal of the Boardwalk since the foundation system is integral with the existing concrete bulkhead. The replacement boardwalk as shown would follow the same alignment but with an independent foundation system that will resolve the existing slanted deck surfaces that do not meet federal and state accessibility guidelines. Premium materials for decking and handrails elevate the appearance of the Boardwalk with the higher material pricing offset by reduced maintenance costs.

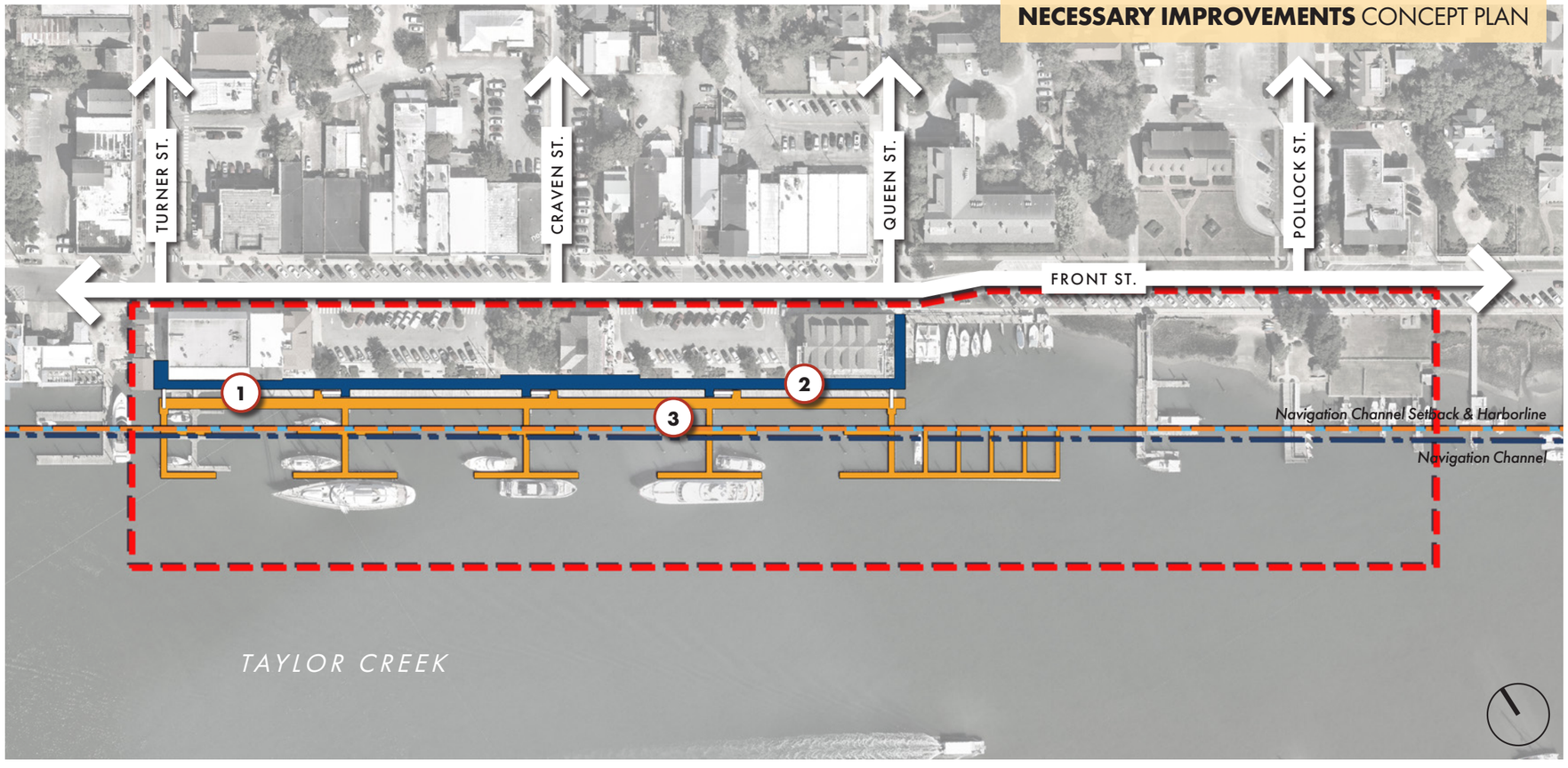
The majority of Town Dock is comprised of floating docks that were installed in the early 2000's. Construction of the new bulkhead will require portions of the Town Dock infrastructure be removed. With the existing facility requiring maintenance commensurate with age, the concept shows new dock infrastructure placed approximately 10 feet seaward of the existing bulkhead, providing an opportunity to increase separation between the Boardwalk and the dock for security purposes and to accommodate a reconfigured gangway access to improve circulation on the docks. Transient boaters accessing the dock can walk along the entire length of the main dock.

The existing dock layout and associated slip geometry are the most efficient for the given water area and generally meets marina industry guidelines. An opportunity to restructure the east dock tree into a more usable berthing area is shown in the concept. Another opportunity of the new dock infrastructure is to evaluate slip expansion to improve slip access and availability. A waterward expansion up to 35 feet is identified to increase slip capacity by six slips. The boundaries of existing harbor line and the federal channel bisect the facility (as do most dock infrastructure on the north side of the Beaufort Harbor). The dock expansion is feasible without encumbering navigation on Taylor Creek. However, dock infrastructure proposed seaward of the Harbor Line will need to be assessed by USACE, Wilmington District.

All Town Dock utilities are presently routed below the Boardwalk and landward of the bulkhead, where they are immersed during periods of high water. Electrical service infrastructure is fixed to the Boardwalk and was designed to codes that did not take into consideration stray current protection or water-resistant enclosures. The existing shore power and sanitary systems are commensurate with industry guidelines though maintenance on both systems is recommended.

The mobile fueling system, a defining feature of the facility, is not well executed through partial boat owner operations and lack thereof of a pipe leak detection system, potential liability issue. A proposed central fueling location is shown to work with a revamped mobile unit to increase capacity and throughput. As noted by the Town, the main fuel tanks do not lie within the Central Waterfront property (Finz Grill) and their existing condition unknown.

NECESSARY IMPROVEMENTS CONCEPT PLAN



Legend

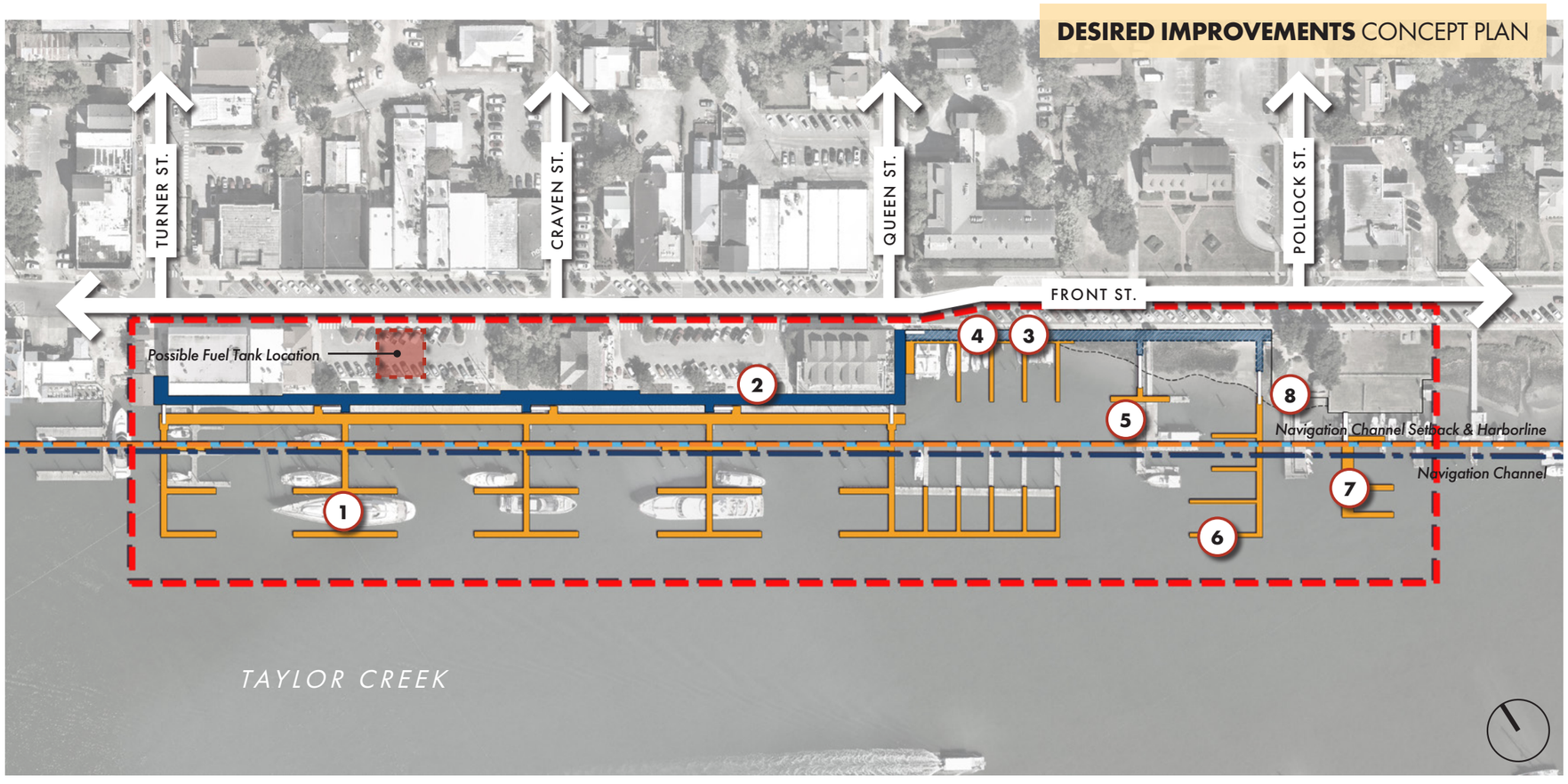
- Project Study Area (+/- 2.5 AC)
- Navigation Channel
- Navigation Channel Setback
- Harborline
- 1 — Replace Bulkhead and Group Utilities Under Docks
- 2 — Replace/Renew Boardwalk
- 3 — Replace/Renew Marina Slips and Improve Dock Access Points

3. DESIRED IMPROVEMENTS

DESIRED IMPROVEMENTS SPAN BOTH LAND AND WATERSIDE. The three primary waterside infrastructure improvements are the reconfiguration of the East Basin and the extension of the Boardwalk to Grayden Paul Park. The East Basin encompasses the charter dock area, additional transient slips, the Pirate Ship excursion dock, the NPS concession ferry dock, and the dinghy dock (seaward of Grayden Paul Park). There is also a small launch beach for human powered watercraft.

A noted goal of the master plan was to improve access to the Town waterfront and central business district for day boaters and those boaters moored in Taylor Creek. This goal is addressed by creating a more structured East Basin, where a flexible dock to accommodate day boaters, a new dinghy dock with increased capacity and access to a landing beach, and relocating the NPS concessionaire to Grayden Paul Park, where queuing and parking are more favorable along Front Street in this area. The East Basin changes also include a centralizing charter boat operation center. An extension of the Boardwalk to Grayden Paul Park anchors the entire East Basin and is comprised of fixed and floating dock infrastructure to provide locals and visitors with improved access to the water.

DESIRED IMPROVEMENTS CONCEPT PLAN



Legend

- Project Study Area (+/- 2.5 AC)
- Navigation Channel
- Navigation Channel Setback
- Harborline
- 1 Marina Slip Expansion
- 2 Possible Fuel Tank Location
- 3 Extend Boardwalk
- 4 Expand Charter Slips and Reconfigure Kiosks
- 5 Relocated Dingy Dock
- 6 New Day Tripper Transient Docks
- 7 Relocated NPS Docks
- 8 Improved Hand Powered Recreational Access

4. HARBOR WELCOME CENTER

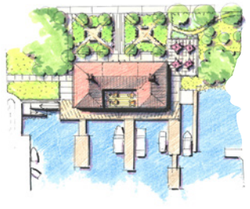
THE GOAL OF THE HARBOR WELCOME CENTER IS TO CREATE A NEW, SINGLE NEXUS OF MARINE MANAGEMENT AND OPERATIONAL ACTIVITIES ALONG THE WATERFRONT. The center would serve a number of secondary goals, including expanded community serving facilities.

Initial concepts advanced for the Harbor Welcome Center considered several program elements organized within a 4,500 to 5,500-square foot building envelope. These included:

- Main marine management and operational elements, including a welcome desk/ center, dock master office, laundry facilities, restrooms, showers, cart storage, charter sales (optional), and ship store (optional);
- A multi-function community room;
- Integration of the building and elements with the surrounding Boardwalk and open spaces;
- Architectural pleasing with the surrounding Downtown context; and,
- Elevated/arranged to minimize views from the Downtown of the waterfront and to meet resiliency standards.

LOCATION A

Grayden Paul Park



PROS.

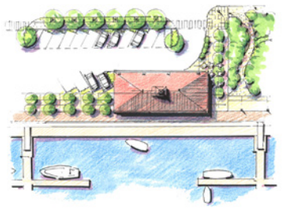
- Easiest, largest site to develop;
- Anticipated low construction cost;
- Does not lie in historic district; and,
- Key functions on ground level.

CONS.

- Distant from center of the docks;
- Loss of park / open space; and,
- Property use needs to be reviewed.

LOCATION B1

Edge of Parking Lot (@ Grade)



PROS.

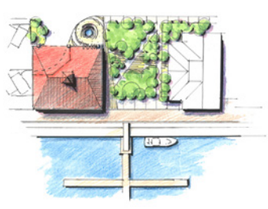
- Centrally located;
- Ability to group key civic building with Concert Park and downtown uses; and,
- Key functions on ground level.

CONS.

- Loss of +/- 6 parking bays; and,
- High cost.

LOCATION B2

Edge of Parking Lot (Elevated)



PROS.

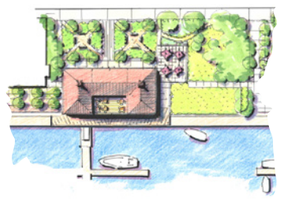
- Centrally located;
- Ability to group key civic building with Concert Park and downtown uses; and,
- Open ground floor protects from inundation.

CONS.

- All functions elevated, making restrooms, laundry, et.al. hard to access; and,
- High cost.

LOCATION C

East Parking Lot with New Park



PROS.

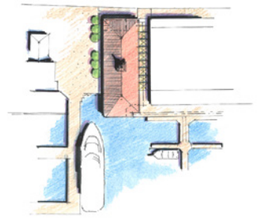
- Centrally located; and,
- Ability to group key civic building with Concert Park and downtown uses.

CONS.

- Loss of +/- 26 parking bays; and,
- High cost.

LOCATION D

Western End of Boardwalk



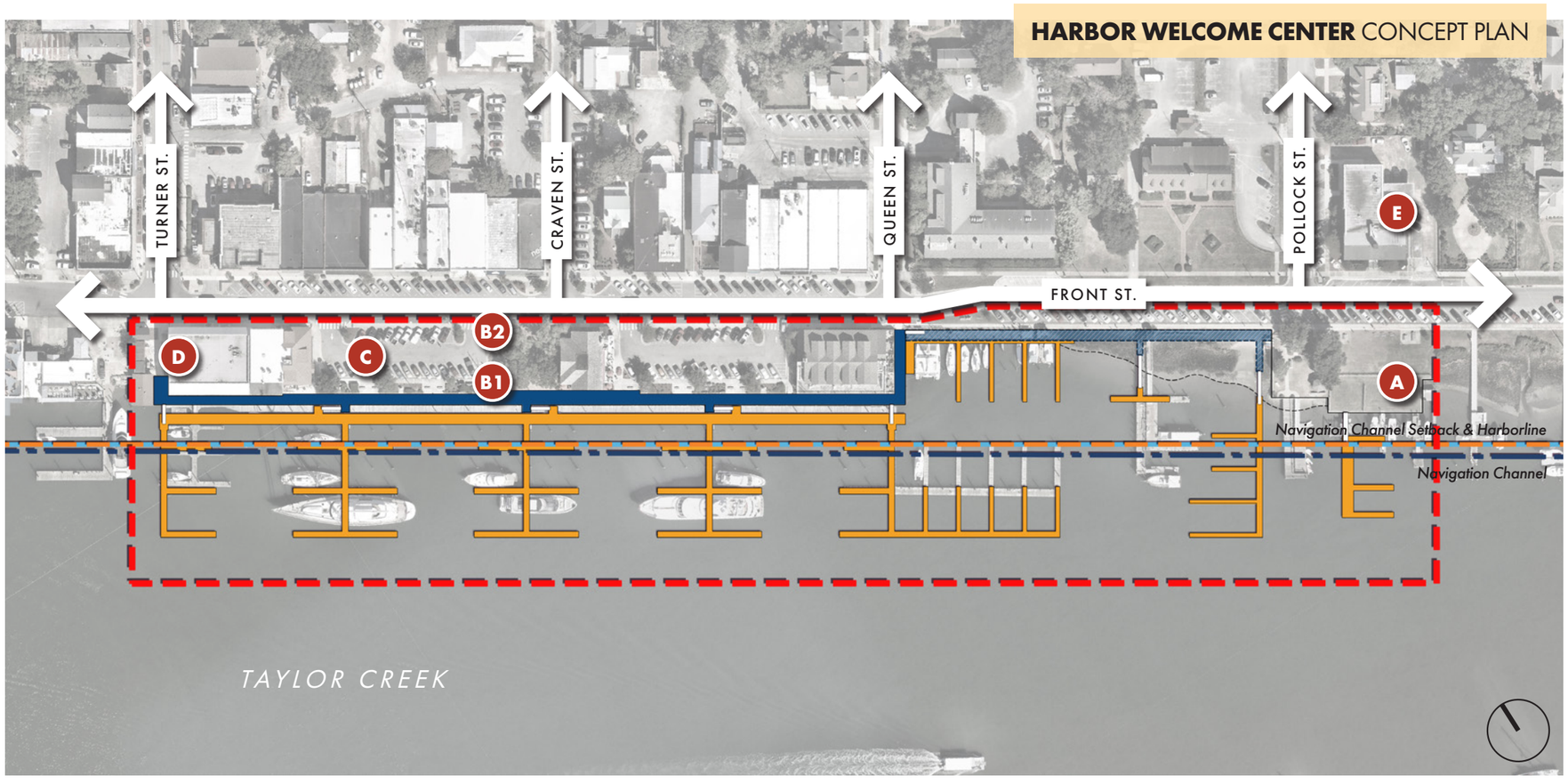
PROS.

- Redevelops current restroom and shower block.

CONS.

- Distant from center of the docks;
- Narrows western access;
- Least visible location;
- Smallest footprint; and,
- Difficult to construct.

HARBOR WELCOME CENTER CONCEPT PLAN



Legend

A	Grayden Paul Park
B1	Eastern Edge of Parking Lot (@ Grade)
B2	Eastern Edge of Parking Lot (Elevated)
C	East Parking Lot with New Park (Entire)
D	Western End of Boardwalk
D + A	Smaller Footprint/Combination of A and D *(Plan not depicted)*
E	Portion of Town Hall Property *(Plan not depicted)*

04
RECOMMENDED PLAN ELEMENTS

OVERVIEW

GARNERED FEEDBACK ON ALTERNATIVES WAS USED TO FORM A SINGULAR DIRECTION FORWARD FOR THE DOWNTOWN WATERFRONT. Elements and features of this recommended plan are presented in this section.

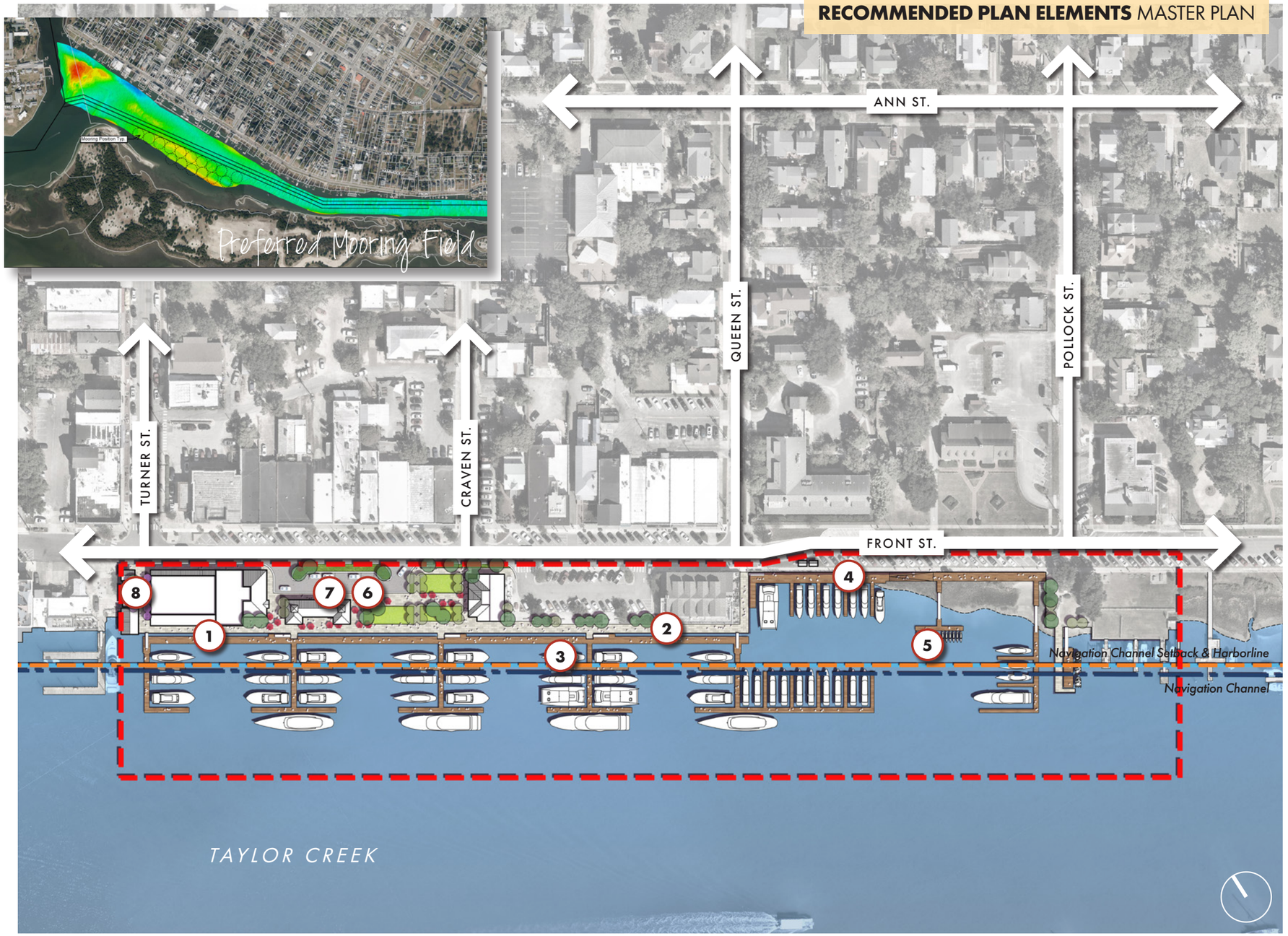
MOORING FIELD DEVELOPMENT

AT A HARBOR-WIDE SCALE, FORMALIZATION OF A NEW MOORING FIELD REMAINS A VITAL INITIATIVE OF THE PLAN. Community members elevated "organizing and expanding the harbor mooring field" as the most supported improvement for the Downtown Waterfront (Survey 2, 31% of respondents).

Both options explored in Section 3 lead to a more organized, operable result. The necessary shift of the existing federal channel—requiring modification through the USACE—makes Option B more challenging to implement in the near term. Thus, the smaller mooring field in Option A advanced as the preferred direction forward. The Town can implement the larger mooring field envisioned under Option B as a latter phase.

The preferred mooring field option yields an estimated +/-25 dedicated positions (to be finalized in the next stage of design). The security of these new moorings is expected to result in more sailing and cruising traffic to visit Beaufort. Through management of these new mooring positions, the Town has the potential to generate increased incremental revenue of approximately $30 per night.

RECOMMENDED PLAN ELEMENTS MASTER PLAN



Legend

	Project Study Area (+/- 2.5 AC)
	Navigation Channel
	Navigation Channel Setback
	Harborline
1	Bulkhead Replacement
2	Boardwalk Replacement
3	Dock Infrastructure Replacement
4	Boardwalk Extension From Queen Street to Grayden Paul Park
5	East Basin Reconfiguration
6	Vessel Fueling Activities and Storage
7	Harbor Welcome Center Development
8	Turner Street Boardwalk Entrance

DOWNTOWN WATERFRONT IMPROVEMENTS

REVIEW OF COMMUNITY SENTIMENT FROM PUBLIC ENGAGEMENT SESSION 2 COUPLED WITH TOWN AND PHC DIRECTION YIELDED A FINAL RECOMMENDED LIST OF KEY IMPROVEMENTS AND ENHANCEMENTS. Projects are shown in the accompanying illustration and grouped into eight main initiatives. Initiatives 1-3 are considered essential improvements and prioritized for advancement forward. Remaining projects 4-8 are desirable improvements for the Downtown Waterfront and should be undertaken within the context of other Town-wide initiatives and availability.

1. BULKHEAD REPLACEMENT. Bulkhead replacement is an essential project critical to all other aspects of the plan. A new bulkhead having a 50-year design life should be constructed as soon as practicable in front of the existing structure. The new bulkhead would be approximately 2 feet taller than its predecessor (to be finalized in the next stage of design) providing increased resilience against wind and storm driven flooding events and sea level rise. Bulkhead construction in front of the current structure will reduce berth space of bulkhead slips by approximately 5 feet.

2. BOARDWALK REPLACEMENT. Construction of the bulkhead will necessitate temporary removal of the Boardwalk and related dock serving infrastructure. In tandem with new bulkhead development, the Boardwalk should be replaced and renewed using premium, long-lasting hardwood materials. Any additional community desired cosmetic or functional upgrades to the Boardwalk (e.g., lighting, seating, wayfinding, garbage receptacles) could also be advanced. New dock serving electric, water, and other infrastructure should be placed and hardened behind the new bulkhead.

3. DOCK INFRASTRUCTURE REPLACEMENT. The current floating docks are near the end of their design life, and thus, replacement should occur concurrent with new bulkhead and Boardwalk redevelopment. As community sentiment was less inclined to expanding the number of docks and slips, dock replacement should occur without impacting the current harbor channel and public trust waters. Newly constructed docks should improve slip access and meet industry geometric guidelines where possible and adopt use of both access ramps arranged parallel and perpendicular to the replaced Boardwalk. Slips immediately adjacent to the Boardwalk should be prioritized for day boaters to encourage this traffic and any related economic benefits.

4. BOARDWALK EXTENSION FROM QUEEN STREET TO GRAYDEN PAUL PARK. "Improving and expanding continuous walking paths along the waterfront" was one of the most community requested improvements to the Downtown Waterfront (Survey 1, 38% of respondents). Extension of the current Boardwalk eastward to Grayden Paul Park holds the greatest potential to achieve this aim in the near term. Extension in this area holds added benefits, including helping to alleviate pedestrian congestion along sidewalk and Front Street; affording additional space to reconfigure tour concessionaire ticking kiosks and queuing areas; and, provision of greater slip access and overall function support for charter and other vessels positioned within an improved East Basin (see below).

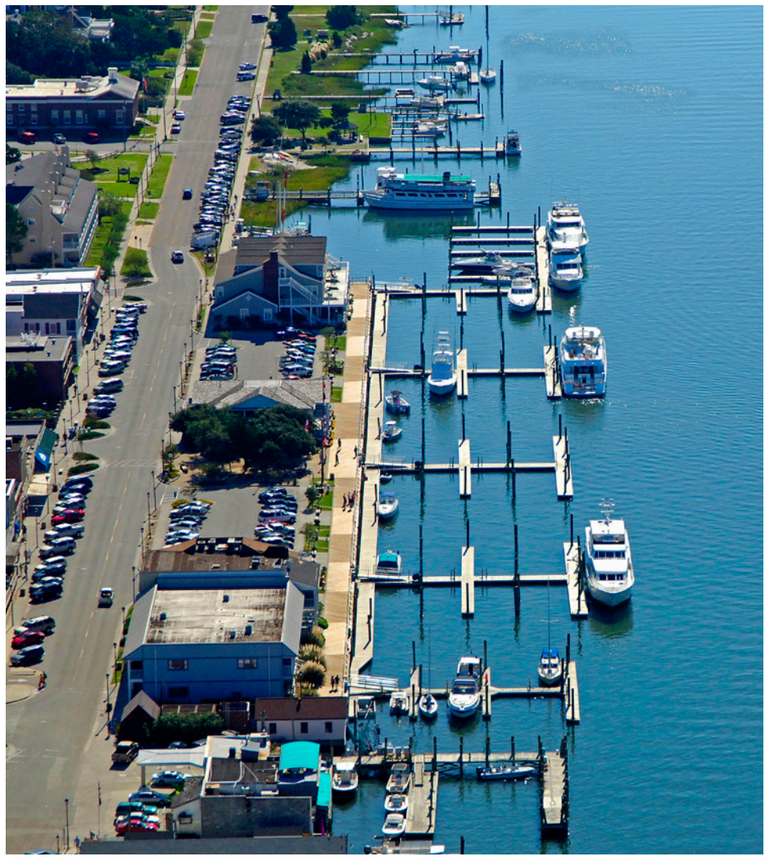
5. EAST BASIN RECONFIGURATION. The East Basin supports a variety of waterfront activities, from charter vessels and NPS docks to launching of hand powered kayaks and SUPs. The intent of East Basin reconfiguration is to increase to the greatest extent possible the space available and safe operational zones for these activities. While subject to more detailed exploration and design, the main improvements to East Basin include:

- Lengthen and reconfigure slips used for charter and watercraft services to increase operable areas. Modification should occur without impacting the current harbor channel and public trust waters;
- Shift and expand the dingy dock to a more centralized location within East Basin, bringing these mariners closer to the services afforded in Downtown. The expanded dingy dock would be scaled to meet the functional requirements of the new mooring field described previously;
- If the contract with NPS is renewed, explore movement of these vessels and operations to occupy with the eastern end of the basin. Create a new dock tree in this location to increase the overall enclosure of East Basin; and,
- Shift hand-powered watercraft staging and launching activities to vacated dingy dock location next to Grayden Paul Park. Design this zone to maximize recreational user safety and visibility.

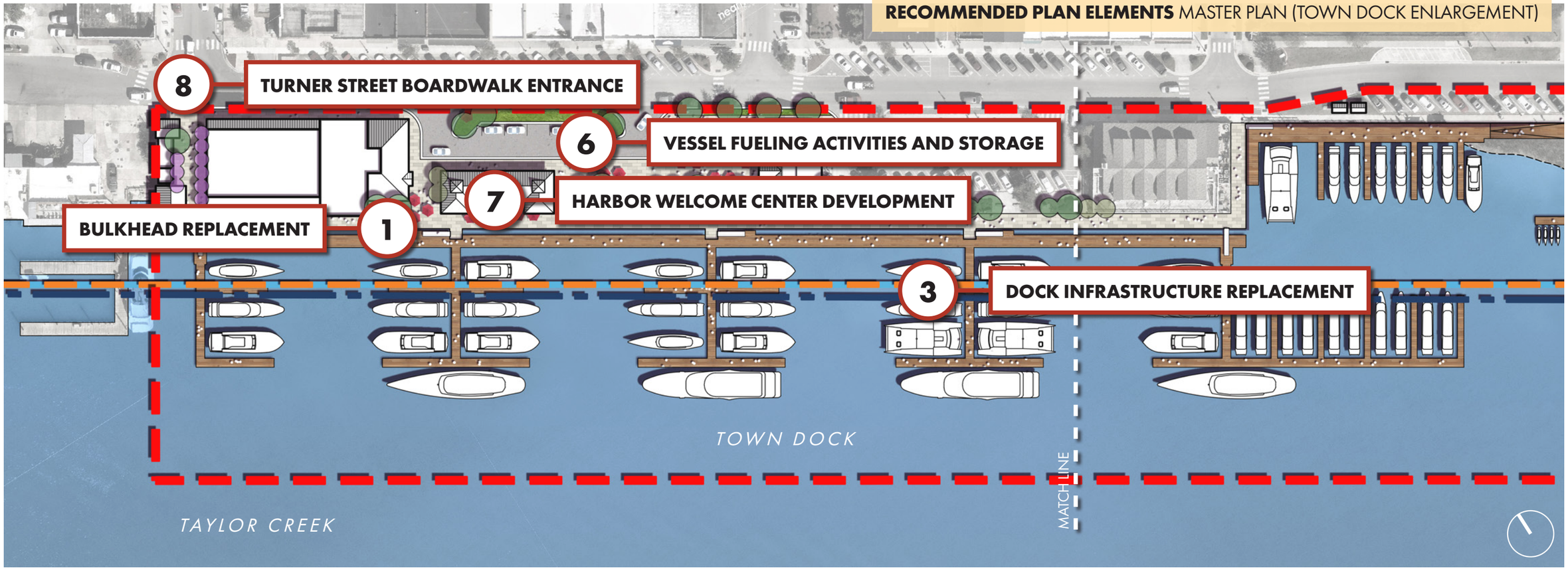
6. VESSEL FUELING ACTIVITIES AND STORAGE. Fueling is an essential support activity for the Downtown Waterfront. The current age of the Greer Property fuel tanks and other factors create risk to uninterrupted continuation of provisioning of fuel to vessels in the area. The plan calls for the creation of a new set of fuel tanks and associated loading zones to be built under the West Front Street Parking Lot. This improvement could be coupled with creation of a new Harbor Welcome Center and other associated upgrades in this area. Fueling activities would continue to occur "in-slip," with creation of a dedicated fueling dock available for continued exploration at a later date.

7. HARBOR WELCOME CENTER DEVELOPMENT. In line with other marque transient boating serving waterfronts, Harbor Welcome Center in Beaufort would provide a single point of marine management and operational activities. This new center would meet the grade of provision of service excellence as described previously. The preferred plan calls for the 4,500 to 5,500 square foot Harbor Welcome Center to located on the west end of the West Front Street Parking Lot. The center would include management and operational elements, such as a welcome desk/center, dock master office, laundry facilities, restrooms, showers, cart storage, and other features. During the design phase of the Harbor Center, a central focus should be to provide public facilities that meet or exceed current demand while minimizing the footprint of the structure. By minimizing the footprint of the structure, this will allow for a sizable greenspace area on the east side of the lot and can be seamlessly integrated with Newton Park property.

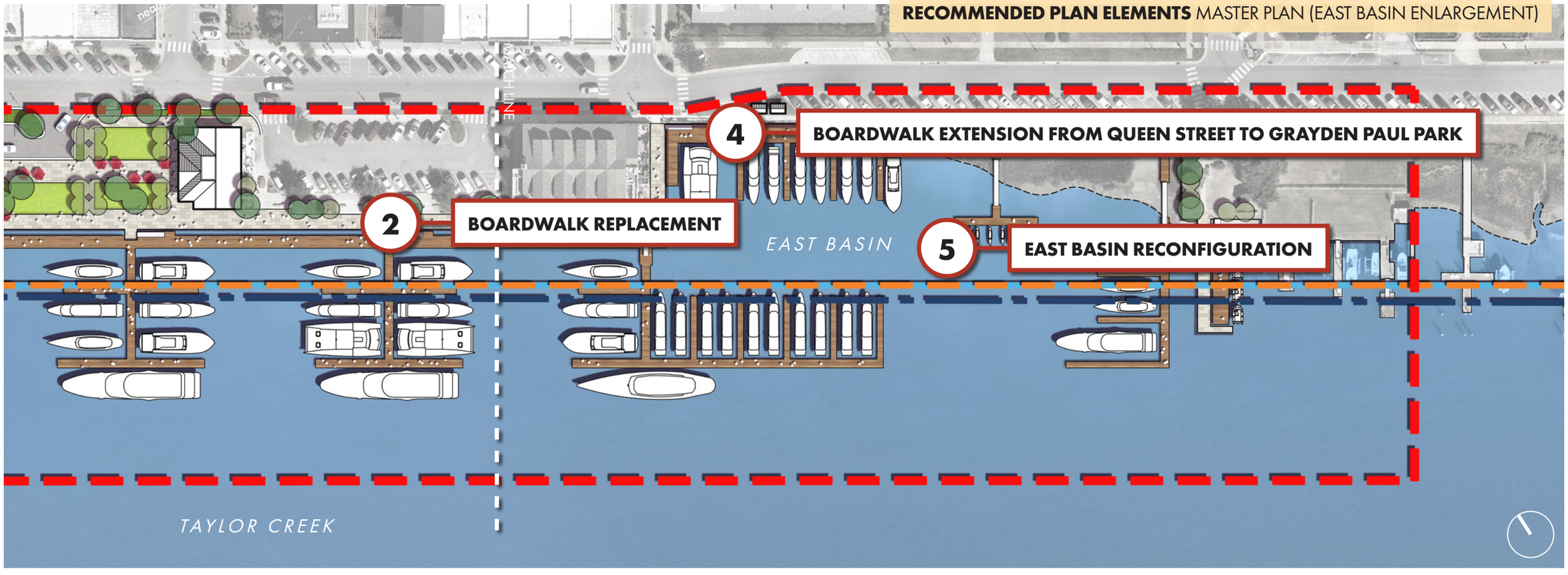
8. TURNER STREET BOARDWALK ENTRANCE. The entrance to the Boardwalk at Turner and Front Streets is not commensurate the rest of the recreational boardwalk. This location should be redesigned and updated as part of Boardwalk replacement (see initiative B). As part of a first phase, access, signage, and other features should be updated. Once the Harbor Welcome Center is constructed and similar facilities provided, bathrooms, bathhouse, and storage facilities at the Turner Street entrance should be removed to create a water viewing vista similar to Harborside Park. Work should occur to completely mitigate sewer odor in the area.



RECOMMENDED PLAN ELEMENTS MASTER PLAN (TOWN DOCK ENLARGEMENT)



RECOMMENDED PLAN ELEMENTS MASTER PLAN (EAST BASIN ENLARGEMENT)



OPINION OF PROBABLE COST

THE PLAN SUPPORTS INVESTMENTS ACROSS EIGHT MAIN INITIATIVES. Each of these investments—both large and small—work together to transform the waterfront into the fully realized ideas and initiatives previously.

Preliminary orders of magnitude cost estimate ranges by project are presented in the accompanying table. Several elements are placeholder budgets awaiting additional design detail. The cost estimate is an Opinion of Probable Cost (OPC) made by the planning team. In providing the OPC, it is recognized that the planning team has no control over the cost of labor, equipment, and materials or over the contractor's means and methods of determining constructibility, pricing, or schedule. The OPC is based on the consultant's reasonable professional judgment and experience and does not constitute a warranty, expressed or implied, that the contractor's bids, negotiated prices, or actual execution of the work will not vary from the OPC.

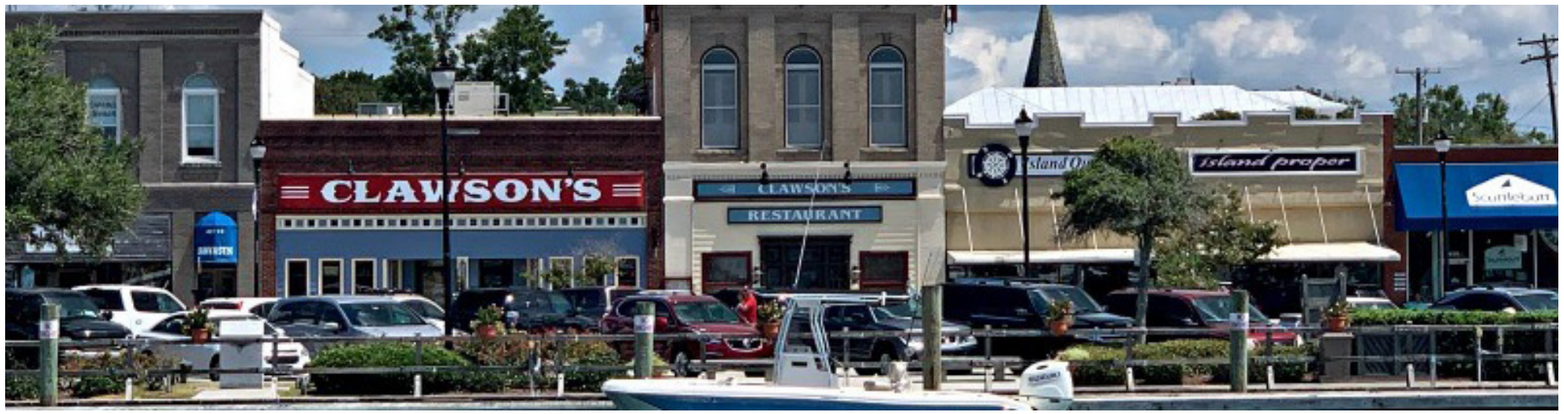
OPINION OF PROBABLY COST ESTIMATE

ID	ITEM	COST ($USD)
Mooring Field		
	Mooring Field Development	$250,000
Essential Projects		
1	Bulkhead Replacement	$4,400,000
2	Boardwalk Replacement	$1,940,000
3	Dock Infrastructure Replacement	$3,500,000
Desired Projects		
4	Boardwalk Extension From Queen Street to Grayden Paul Park	$650,000
5	East Basin Reconfiguration	$685,000
6	Vessel Fueling Activities and Storage	$575,000
7	Harbor Welcome Center Development	$1,500,000
8	Turner Street Boardwalk Entrance	$450,000
	Sub-Total	**$13,950,000**
	Soft Costs (15%)	$2,092,500
	Contingency (30%)	$4,185,000
	Total (incl. Soft Costs + Contingency)	**$20,277,500**

05
IMPLEMENTATION & NEXT STEPS

NEXT STEPS

INITIAL INVESTMENTS AND MARKET SUCCESS WILL CREATE A FOUNDATION FOR SUBSEQUENT STEPS AND PROJECTS. The key next steps for the Town to advance are (1) determine the approach forward for management and investment in the waterfront and (2.) seek grant funding to help offset costs associated with their management and investment approach.



OPERATIONAL MODELS FOR THE CENTRAL WATERFRONT AND TOWN DOCK IMPROVEMENTS

PUBLIC ENTITIES SUCH AS THE TOWN OF BEAUFORT HAVE SEVERAL DEVELOPMENT AND OPERATIONAL MODELS AVAILABLE WHEN IT COMES TO DEVELOPING AND OPERATING A TRANSIENT DOCKING FACILITY OR LONG-TERM MARINA. A key point of consideration, however, is how to distribute risk and structure an arrangement among the different stakeholders. Of available approaches for the Town, three hold the greatest promise. We describe each of these steps in this section.

OPTION 1: PUBLIC DEVELOPMENT. Beaufort replaces the bulkhead, Boardwalk, and Town Dock/East Basin infrastructure and constructs the new mooring field, with overall operations of the facilities with the Town and new/expanded staff. The Town funds the infrastructure development on its own (inclusive of secured public grants) and runs the daily operation with new/expanded staff. The Town keeps all revenue and is responsible for operational costs, including asset maintenance. This is in line with conventional public procurement and delivery mechanisms used by governments in the past.

In order to be a feasible option, the following must be met:

- Beaufort must have the capital or must have access to affordable capital in the debt market.
- The Town must have the ability to develop the project from a technical perspective. This means organizing the design and construction phases and quality control.
- The Town must have the capacity to run the business after developing the asset. This means generating demand from the market and providing services that are up to standard for target customers.

Under this scenario, all risks are the responsibility of the town including design and construction stages, demand, market, and operational risks.

ADVANTAGES
If the Town has the know-how and the financial capacity, the potential revenues can be large.
DISADVANTAGES
A lack of know-how in the initial technical stages can result in poorly developed infrastructure. The Town must be able to separately procure different stages of the project and ensure good quality.
A lack of commercial and operational capacity during the operational stage of the project may mean that potential demand is never achieved.
Some public organizations find it difficult to implement infrastructure projects.

OPTION 2: OPERATIONS, MAINTENANCE & MANAGEMENT (OMM). The Town replaces the bulkhead, Boardwalk, Town Dock/East Basin infrastructure, and constructs the mooring field then engages a private party operator to manage these assets. This implies a revenue sharing model between the private and public entities, but the Town retains control of the facility and is responsible for maintenance. The private operator may decide to invest some additional capital, in the form of additional equipment to provide all requested services or additional supplies. This is a 'light' version of a Public-Private Partnership (PPP), with an Operate–Maintenance–Management (OMM) agreement between the public and private entity.

As the Town pays for the infrastructure and the private entity runs daily operations, most of the revenue will be received by the public and they will in return pay the private as a service provider. The private entity may keep some percentage of the revenue and some of the end profits as a fee for the services. The bulk is given to the public organization to cover its original investment and obtain a return. Other agreements include a fixed fee to be paid to the private entity plus a variable depending on final revenues. This type of contract is common in tourism-related industries such as hotels.

Beaufort is responsible for all construction and financial risks. The Town must have experience in generating demand or must be able to transfer part of the demand and market risk to the private operator. If these mechanisms are not properly defined, all commercial risk may lie with the public entity (risk of not developing demand and hence not generating revenue) and the project may not generate a return.

In recent years performance-based management contracts have become more common, where a sizable portion of the operator's income is earned by improving certain Key Performance Indicators (KPIs). With this, operators take higher risks than they would under standard management contracts.

ADVANTAGES
There is no need for the Town to have operational know-how capabilities.
Performance-based contracts can incentivize the private operator to increase its own capital investment in the facility, resulting in a better level of service.
The private entity can bring important know-how to operations and maintenance.

DISADVANTAGES
A lack of know-how in the initial technical stages can result in poorly developed infrastructure. The Town must be able to separately procure different stages of the project and ensure good quality at every stage.
The Town would completely fund the project and will be the most affected if it does not provide good profits. The town must be capable of appropriately developing demand.
A portion of the revenues will be taken by the private operator.

OPTION 3: PPP STRUCTURE). The Town sends out a request for proposal for a design-build-operator for necessary and desired waterfront improvements. The successful bidder funds design and construction and operates the facilities for a set number of years. The Town receives a minor revenue stream as a compensation fee from the private operator (this is the existing development/operation model for the Town). At the end of the concession period the facility is returned to the Town unless it is renewed, which is common if the concession is performing well. This option is the most conventional PPP scheme, structured under a Design–Build–Finance–Operate–Maintain (DBFOM) agreement between the public and private entity.

Under the DBFOM, the Town passes most of the risk to the private operator who will finance design and construction, and then run the facility to generate a high enough return to cover their investment and generate a profit. The PPP allocates the risk to the party that is best able to manage it, resulting in cost efficiency for the Town and the rest of the stakeholders involved. During the construction phase, the PPP process should encourage competitiveness among the different bidders, resulting in lower capital costs and potential innovative solutions.

This means that if the Town does not have the capacity to generate demand for Town Dock or the mooring facility, the private operator will use its experience to do so, and hence the project will benefit from it. Overall, the PPP aims to incentivize the private entity's performance while providing enough guarantees for the public entity. The private sector tends to be better at unlocking commercial value for public assets.

Overall, integrating the full service in a single PPP contract aims to improve the lifecycle cost, which is different to the conventional public procurement process.

The Town will potentially receive lower revenue than if it successfully operated the facilities itself. However, the PPP gives the Town a much more predictable cashflow, as the concession payment it receives will normally include fixed and variable portion

ADVANTAGES
Appropriate risk allocation results in cost efficiencies and can make a difficult project feasible.
A PPP for the full lifecycle results in more appropriate costing.
Using the private sector's know-how and market awareness can benefit the project from a commercial and operational perspective. The private entity will likely increase the quality of service or promote the marina and mooring facility.
Some infrastructure projects face long waiting times under a fully public process. A well-planned PPP can accelerate implementation

DISADVANTAGES
The maximum potential revenue for the Town will be lower.
The private entity can do whatever they like with the return generated by the project. It is often not reinvested in the same area.
Contracts need to appropriately set-up boundaries and allocate responsibilities.
The Town will not have full control of the facility.

GRANT OPPORTUNITIES

THERE ARE OPPORTUNITIES FOR TOWN TO PARTNER WITH FEDERAL, STATE, AND PRIVATE ENTITIES TO SHARE A PORTION OF THE REDEVELOPMENT COSTS OF THE TOWN'S WATERFRONT THROUGH VARIOUS GRANT PROGRAMS. The following highlights the primary funding programs the Town may consider for the waterfront improvements. The programs are separated by type with the eligible project components identified. Note that prior to submission of any application, the administrating agency should be contacted to review the grant requirements and project eligibility.

- **BOATING INFRASTRUCTURE GRANT PROGRAM (BIG).** This federal program is offered to publicly accessible boating facilities with designated dockage for transient (15-day maximum stay) boaters. Annual award with two tiers of funding – Tier 1 State up to $200K for each state, district or federal territory and Tier 2 National up to $1.5M per project. There is a minimum match (non-federal) of 25% of eligible costs that is required. Design & permitting costs are eligible. Applications due to the State mid-August each year with funding (if awarded) available the following summer. Project completion expected within 3 years of award. Offered by US Fish and Wildlife Service and administered by North Carolina Department of Environmental Quality. Eligible project components: Transient boater docking & services (Town Dock, fuel system, Harbor Welcome Center).
- **CLEAN VESSEL ACT GRANT PROGRAM (CVA).** This federal program is offered to boating facilities with publicly accessible vessel pump out service. May be used for installation, operation, and/or maintenance costs. Funding available on an annual basis with the opportunity to request funding each year for same facility. Facilities may request up to $20,000 each funding cycle. Minimum match (non-federal) of 25% of eligible project costs required. Applications accepted by State year-round with funding (if awarded) available on a rolling basis. Project completion required within one (1) year of award. Offered by US Fish and Wildlife Service and administered by North Carolina Department of Environmental Quality NC Clean Marina Program. Eligible project components: Vessel pump-out system (Town Dock/Mooring Field).
- **LAND & WATER CONSERVATION FUND (LWCF).** A federal program that is offered to local governments for recreational facilities on land (parks) and water (marinas) that are open to the public. Annual award with a maximum request per application of $500K. Minimum match (non-federal) of 50% of eligible project costs required. Applications due October 1st each year to the State with funding (if awarded) available the following summer. Project completion expected within 3 years of award. Offered by National Park Service via NC State Parks administered by NC State University Recreation Resources Service. Eligible project components: Bulkhead and Boardwalk replacement, Boardwalk extension, green spaces, marina, Harbor Welcome Center.
- **PARKS & RECREATION TRUST FUND (PARTF).** This federal program is offered to local government for improvements to parks and beaches open to the public. Annual award with a maximum request of $500K. Minimum match (local or federal) of 50% of eligible project costs required. Applications due May 1st each year with funding (if awarded) available the following calendar year. . Offered by the Parks and Recreation Authority via NC State Parks and administered by NC State University Recreation Resources Service. Eligible project components: Bulkhead and Boardwalk replacement, Boardwalk extension, green spaces.
- **BEACH & WATERFRONT ACCESS GRANT (BWAG).** State Program offered to local government for projects that improve/enhance public access to the water. Annual award with no set request limits although typical awards are less than $350K. Minimum match (local or federal) of 25% of eligible project costs required. Pre-applications due April each year (final application due September) with funding (if awarded) available the following calendar year. Project completion required within 18 months of award. Offered by North Carolina Department of Environmental Quality and administered by Division of Coastal Management. Eligible project components: Bulkhead and Boardwalk replacement, Boardwalk extension, parking areas, Harbor Welcome Center.
- **BRIC DIRECT TECHNICAL ASSISTANCE (DTA).** Federal program. Technical assistance offered to local governments for planning and FEMA grant application assistance for hazard mitigation projects. FEMA grants include with this program: Pre-Disaster Mitigation (PDM) grant program, Flood Mitigation Assistance (FMA) grant program, Hazard Mitigation Grant Program (HMGP), and Building Resilient Infrastructure and Communities (BRIC) grant program. Annual selection process with no direct financial assistance included technical assistance provided at no charge to selected communities. Applications (2-page letter of interest) due January each year with selection April of the same calendar year with technical assistance available for a period not to exceed 3 years. Offered by Federal Emergency Management Agency. Eligible project components: Bulkhead replacement, Town Dock utilities and fuel system, Harbor Welcome Center.

- **BUILDING RESILIENT INFRASTRUCTURE AND COMMUNITIES (BRIC).** Federal program. Offered to local governments for implementation of hazard mitigation infrastructure and management plans. Annual award with maximum request of $50M. Minimum match (local or state) of 25% of eligible project costs. Applications due January each year with funding (if awarded) available in the fall of the same calendar year. Project completion expected within 3 years of award. Offered by Federal Emergency Management Agency and administered by North Carolina Department of Public Safety Division of Emergency Management. Other FEMA grant programs with similar requirements to consider: PDM, FMA & HMGP. Eligible project components: Bulkhead replacement, Town Dock utilities & fuel system, Harbor Welcome Center.

PERMITTING

BASED ON THE OUTCOME OF THE MASTER PLANNING PROCESS, REGULATORY REVIEW AND AUTHORIZATION WILL BE REQUIRED TO ADVANCE THE EIGHT INITIATIVES TO COMPLETION. Some of the initiatives by themselves (bulkhead, dock replacement) may qualify for Coastal Area Management Act (CAMA) general permit through the Department of Coastal Management, North Carolina Department of Environmental Quality. However, the implementation of several independent initiatives such as the mooring field or multiple initiatives will require a CAMA major permit.

Federal review and authorization follow a similar step process to the state level. Generally, initiatives such as bulkhead replacement or dock replacement in kind may be authorized using nationwide or general permits. Projects with multiple initiatives or results in impacts to water quality or environmental resources of significance required an individual permit review and authorization, with input from federal and state resource/commenting agencies.

Modification to the Harbor Line or federal channel boundary will require federal authorization through the USACE. There are two approaches to the modifications of the boundaries. One approach is the work with the USACE to request Congressional authorization to modify the USACE Civil Works project. The USACE and Town would work through their congressional representative to prepare language to pass legislation to modify the limits of the federal channel boundary. This approach typically has a longer lead timeframe as congressional bills with legislative language may not pass in one session of Congress.

The other approach is to modify the boundaries through the USACE's Section 408 program. The Section 408 program allows another party, such as a local government (Town of Beaufort) to alter a USACE Civil Works project. The USACE review through the Section 408 program evaluates changes to the authorized USACE Civil Works project to make a determination that the changes are in the public interest and will not impair the usefulness of the project. Regardless of the approach, if the channel boundary is modified such that new boundary is seaward of Town Dock facility or outside of the planned mooring field, then the Town will be responsible for dredging in this area in the future.

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