



Town of Beaufort, NC

701 Front St. - P.O. Box 390 - Beaufort, N.C. 28516
252-728-2141 - 252-728-3982 fax - www.beaufortnc.org

Board of Commissioners

Regular Meeting

6:00 PM Monday, October 09, 2023

Train Depot, 614 Broad Street, Beaufort, NC 28516

Call to Order/Pledge of Allegiance

Roll Call

Agenda Approval

Public Comment

Items of Consent

- [1.](#) Meeting Minutes- 9/11/23 & 9/25/23

Items for Discussion and Consideration

- [1.](#) Case # 19-19 Site Plan - Compass Hotel - 18 Month Extension Request
- [2.](#) Beau Coast Street Extension Contract
- [3.](#) 2024 Mardi Gras Event Request

Public Hearing

- [1.](#) Case # 23-08 - Rezoning 101 Ann Street B-W to TCA
- [2.](#) Comprehensive and CAMA Land Use Plan Adoption

Manager Report

Mayor/Commissioner Comments

Adjourn



Town of Beaufort, NC
701 Front St. - P.O. Box 390 - Beaufort, N.C. 28516
252-728-2141 - 252-728-3982 fax - www.beaufortnc.org

Board of Commissioners
Regular Meeting
6:00 PM Monday, September 11, 2023
Train Depot, 614 Broad Street
Beaufort, NC 28516

Call to Order/Pledge of Allegiance

Mayor Harker called the meeting to order at 6:00 p.m. and invited all to join in reciting the Pledge of Allegiance.

Patriot Day Proclamation

Mayor Harker presented the following:

PROCLAMATION
Declaring September 11, 2023, as Stop & Remember
9/11 National Moment of Remembrance

WHEREAS, September 11, 2023 marks the 22nd anniversary of the ruthless terrorist attacks on our country; and

WHEREAS, Beaufort remembers those who lost their lives at the Pentagon, the World Trade Center and in a field in southwest Pennsylvania.

WHEREAS, the entire nation witnessed and shared in the tragedy, but were united under a remarkable spirit of service and compassion that inspired and helped heal the nation.

WHEREAS, in 2009 Congress passed the Edward M. Kennedy Serve America Act which included the authorization and federal recognition of September 11th as a “National Day of Service and Remembrance;” and

WHEREAS, we, as a community wish to honor the heroic service, actions, and sacrifices of first responders, law enforcement personnel, fire fighters, local officials, volunteers, and countless others who aided the innocent victims of those attacks, risking and often sacrificing their own lives; and

WHEREAS, the Town of Beaufort Mayor and Board of Commissioners wish to recognize the brave service and sacrifice given each day by members of our armed forces, intelligence agencies,

diplomatic services, homeland security, and Beaufort public safety departments to support the cause of freedom and defend the security of our nation;

NOW, THEREFORE, I Sharon Harker by virtue of the authority vested in me as Mayor of the Town of Beaufort do hereby proclaim Monday, September 11, 2023, as: Stop & Remember – 9/11 National Moment of Remembrance in Beaufort, NC.

And encourage everyone to observe one Moment of Remembrance on Thursday, September 11, 2023 to unite, reflect, remember and never forget on this 22nd Anniversary and day of remembrance in the Town of Beaufort.

Roll Call

Elizabeth Lewis, Town Clerk, called the roll.

PRESENT:

- Mayor Harker
- Mayor Pro Tem Hagle
- Commissioner Oliver
- Commissioner Cooper
- Commissioner Terwilliger
- Commissioner Hollinshed

Agenda Approval

Commissioner Hagel made a motion to approve the agenda.

The motion carried unanimously.

Public Comment

Lynn Carraway: 114 Pollock Street (Beaufort, NC 28516)

I just want to make a comment about the hotel project on Cedar Street. The original plan and deliberation for the Margaritaville Hotel, which is now called the Compass Hotel, came before the Town five years ago. The builder was not able to complete the project, or even start it, and asked for an extension, which was granted. But even with that, there are some things that have not been done, and yet we have been asked for another extension. What changes have been made to the plan? This is as a citizen, that I would like to know. When the name changed from Margaritaville to Compass Hotel, was there a difference? It is not reasonable to think that there have been no changes, and we would like to know what those are now that we have been asked for another extension. During the last five years, we have been in limbo, in a lot of ways, and that area of Town has remained a perpetual construction mess. We are now poised to have DOT pave Cedar Street; with all the heavy construction which will occur with this hotel, we are concerned that Cedar Street may be torn up. Is it now going to be the responsibility of the Town to fix it or the builder? Will plans need to be made and budget suggested to repair any damage that might be caused? This was not a consideration five years ago. In short, it is the opinion of many residents that the entire project should undergo a complete review by the Town staff, Planning Board and the Board of Commissioners, some of the who are departing soon. New commissioners will be coming in and should have the opportunity to participate in this process. Whatever occurs will happen during their tenure with the knowledge that we now have about the world, Beaufort, and the needs of our Town. In the last five years alone, we have seen the closing of one hotel, the beginning of the construction of another boutique hotel in the same area, and now the departure of the National Seashore services, which had added much traffic. We should deny this extension for now, and have the builder re-apply for a permit, which would enable us to review the

entire situation with the knowledge we have gained. We have negotiated in good faith; it is time for us to gain control over the project to ensure it is in the best interest of Beaufort. Thank you.

Anna deButts: 320 Orange Street (Beaufort, NC 28516)

I would like to address the extension of the site plan approval for the Compass Hotel. This Board first approve the site plan for the Compass Hotel on November 18, 2019. It expired, and an extension was granted two and a half years later, on May 9, 2022. It was approved with the following conditions, (#1) The parking lot at 208 Cedar Street be fenced according to BHPC standards and the Land Development Ordinance. (#2) The applicant applies for a new COA from the BHPC, as the previous one had also expired. (#3) A buffer yard of 10 feet be installed immediately on the south side of the parking lot bordering a residential property. Even though these conditions were placed on the extension in May of 2022, none of them were addressed until the spring of 2023, nine months later. The fencing began on March 1, 2023, before the applicant received its new COA on April 4, 2023. The fencing was not completed until sometime this summer. The buffer yard adjacent to the residential property was finally installed this past Friday. The BHPC has granted this applicant two COA's, and this Board has granted the site approval two times. Now the applicant is applying to the board for another extension. The lot at 208 Cedar Street is in the Beaufort Historic District and has not been in compliance with the high expectations that our residents hold for this district. The historic district is a huge draw for our tourist industry and this property has been an eyesore. The applicant has not complied in a timely manner with the numerous extensions this board and the BHPC have granted. If past performance is any indication of future expectations, this lot could be an eyesore for an extended amount of time, and it may never even be completed. Therefore, in light of the fact that one of the May 2022 conditions was not completed until this past Friday, and the site plan approved by the BHPC two times has still not been completed, I respectfully request that you not approve this extension without the condition that the 208 Cedar Street parking lot be fully completed according to the previously approved site plan, and that it be completed no later than November 1, 2023. I thank you for your consideration.

Logan Louis: 900 Cedar Street (Beaufort, NC 28516)

I noticed on tonight's agenda, under items for discussion consideration, was consideration of a resolution exempting the Town of Beaufort from North Carolina General Statute 14-234. I do not remember hearing anything about that during the last work session. So, I really was not sure what this was all about. So, here is a copy of the General Statute and it is entitled public officers or employees benefiting from public contracts, exceptions. A part of it reads, for the benefit of the public, no public officer or employee who is involved in making or administering a contract on behalf of a public agency may derive a direct benefit from the contract except as provided in this section or as otherwise allowed by law. A public officer or employee who will derive a direct benefit from a contract with a public agency he or she serves, but who was not involved in making or administering the contract shall not attempt to influence any other person or as involved in making or administering the contract. Also, no public officer or employee shall solicit or receive any gift favor, etcetera, etcetera. It goes on for a few pages; it sounds like pretty good stuff to me. I am sure the reason is very innocuous, and I am sure we will hear all about it shortly, but it would be good to know who the public official is that is affected, and specifically what is going on that requires us to adopt a resolution to you know, toss out the window, and have the Town of Beaufort be exempt. That is all I have to say about that. I am just looking forward to hearing more about it. Thank you very much.

Jeffery Salter: 423 Meeting Street (Beaufort, NC 28516)

I am here to address the problem of the river on Meeting Street. About six months ago, right after a heavy rain, the Town maintenance people came out to fix the river on Meeting Street. They shoveled the mud off the concrete ramp and cut the grass, but unfortunately that did not fix the problem. I know when Hurricane Idalia came through, it dumped a lot of rain... 6-8 inches or more in some places. Again, the river on Meeting Street reappeared and blockades were put up in place. However, on Monday, three days later, they were removed with 4-5 inches of water still standing on the street. It was just high enough so that a car could not drive through, but it would not flood out a truck. When the trucks drove through, they left a wake bigger than some that I have seen on Taylor's Creek lately. I

might also say that I have not aced physics, but I do know that water runs downhill. On Tuesday, four days after that day had passed, there was water running onto the street from the stormwater area. My request is with the pipes that are involved; roto roter them out and wherever the overflow for the stormwater pond goes, do the same. Or you could get a big backhoe and dig it deeper. The river on Meeting Street not only appears during hurricanes, but also when we have heavy rain, and thankfully so far this year, we have not had a heavy dew. About three months ago, one of the Town Commissioners came knocking on my door and started asking questions, and then asked if I had a question. So, I advised him about the problem with a river on Meeting Street. I was told that it was on the priority list. Since the problem has not been resolved, I would request that these priorities be rearranged, and the river placed a couple of rungs higher. Thank you for your time.

Items of Consent

- 1. Meeting Minutes- August 14th and August 28th
- 2. 2024 Board of Commissioners Meeting Schedule

Commissioner Hagle made a motion to approve the Items of Consent.

The motion carried unanimously.

Items for Discussion and Consideration

- 1. Consideration of a Resolution Exempting the Town of Beaufort from NCGS §14-234

Mayor Harker asked for a motion to recuse Commissioner Oliver due to a conflict of interest.

Commissioner Cooper made a motion to excuse Commissioner Oliver from participating in discussion and consideration of the proposed resolution.

The motion carried unanimously.

Todd Clark, Town Manager, shared the Town Board of Commissioners plan to hold their 2024 Board Retreat on January 30-31, 2024. The proposed venue for the Annual Retreat is the Beaufort Hotel. In consideration of Commissioner Oliver’s financial interest in the Hotel, the Town Staff want to ensure compliance with North Carolina General Statute 14-234, entitled “Public officers or employees benefiting from public contracts, exceptions”. He went on the share that the NCGS 14-234 (a) (1) states that no public officer or employee who is involved in making or administering a contract on behalf of a public agency may derive a direct benefit from the contract except as provided in this section, or as otherwise allowed by law. He explained, contract except as provided in this section, or as otherwise allowed by law”. In accordance with NCGS § 14-234 (d1)(i), towns having a population of no more than 20,000 according to the most recent official federal census may be exempted from Subdivision (a)(1) of NCGS 14-234 if the following actions are taken:

- 1) The proposed contract(s) between the town and one of its officials must be approved by a specific resolution of the governing body adopted in an open and public meeting and the action must be recorded in the town’s board minutes;
- 2) The amount does not exceed sixty thousand (\$60,000) for goods and services within a 12- month period;
- 3) The official entering into the contract with the unit or agency cannot participate in any way or vote;
- 4) The total amount of the contract(s) with each official is specifically noted in the audited annual financial statement of the town, and
- 5) The town must post in a conspicuous place in Town Hall a list of officials with whom contracts have been made, briefly describes the subject matter of the contracts, and shows the total contract amounts within the preceding 12 months; all of which must be updated on a quarterly basis.

Mr. Clark noted the request from staff was for the Board to consider Resolution #23-15, which would exempt the Town of Beaufort from NCGS 14-234 and allow usage of the Beaufort Hotel for the 2024 Board of Commissioner Retreat.

Commissioner Cooper asked if Mr. Clark knew the cost of the retreat yet.

Mr. Clark explained staff were looking to secure the venue and a price had not yet been discussed.

Commissioner Terwilliger made a motion to approve Resolution #23-15, to exempt the Town of Beaufort from NCGS 14-234, and allow usage of the Beaufort Hotel for the 2024 Board of Commissioner Retreat.

The motion carried unanimously.

Commissioner Hagle made a motion to allow Commissioner Oliver to return to the meeting.

The motion carried unanimously.

2. Site Plan - Compass Hotel - 18 month Extension Request

Kyle Garner, Planning Director, shared that a request for an 18 month extension for the Compass Hotel was submitted to the Town by Beaufort Partners, LLC. The request is included in the agenda meeting packet. Mr. Garner explained the site plan was re-approved by the Board of Commissioners on May 9, 2022, with conditions set to expire in November of 2023. He noted there have been no changes to the previously approved plans, and the owner was present to answer any questions from the Board.

Commissioner Oliver asked if there were any existing permits that would expire in the next 18 months, should they agree to the 18-month extension.

Mr. Garner said to his knowledge, it would only be the actual building permit.

Commissioner Hagle had questions on the financial pieces and if there was a current project schedule, specifically a project completion date.

Commissioner Terwilliger asked if there were any significant changes from the original application, and the one that was approved in 2022, or what was being proposed with the extension request.

Mr. Garner confirmed there were not.

Commissioner Terwilliger questioned why the paving of the parking lot had not been completed.

Commissioner Hollinshed said she would like to see a project schedule in writing with the proposed components and target dates for the hotel construction. She suggested if there was a problem or delay, the Board should be notified. She suggested the applicant provide a 12-month schedule with specific goals to complete or come back for a review if there is a serious problem.

Joseph Thomas, owner and applicant, said the parking lot was finished except for the paving, which would be done in two weeks.

Commissioner Cooper asked if there was a particular date for the paving.

Mr. Thomas said it would start in two weeks and it was being done by a local contractor.

Commissioner Oliver asked if there was a date of completion in the contract with Hudson Brothers.

Mr. Thomas explained they had recently been approved for the financing with USDA and the construction would take 24 months.

Commissioner Oliver asked if all of the financing was completed except for getting the letter of commitment from USDA.

Mr. Thomas confirmed that the financing was in place and the hotel closing should be within two months, with construction beginning in 2-4 months, after the loan closes. He also noted the construction period for the hotel would be 16-24 months.

Commissioner Hagle noted he would like to see the construction plan with specific target dates. He asked if the project was expected to be completed within the next three years.

Mr. Thomas confirmed it would and he did not anticipate any more hold up after the closing of the loan.

Commissioner Hagle expressed his disappointment with the delay of the project so far, with regards to the buffering and parking area.

Commissioner Terwilliger recommended the item be tabled, noting he would like to see a written timeline with start and end dates, indicating they would meet the 18-month requirement.

Commissioner Hollinshed questioned what would be reasonable as far as coming back with a scheduled timeline. She suggested a 12-month robust schedule would be more appropriate.

Mayor Harker recommended continuous updates to the Board would be beneficial as well.

Commissioner Oliver suggested the future timeline provided should also address the quality of Cedar Street before and after the construction of the hotel, in consideration of the paving project.

Mayor Harker suggested Mr. Thomas and his staff prepare the construction timeline and bring it back to the Board as soon as possible.

Commissioner Hagle made a motion to table the extension request until the next work session or the first meeting in October, pending a construction schedule is provided that includes a detailed timeline of start and completion dates, as well as financing information and a plan for updates of the progress over the course of the project.

The motion carried unanimously.

Public Hearing

- 1. Case # 23-05 - Zoning Text Amendment - 14 Dwelling Units Per Acre as Special Use in TCA Zone

Commissioner Hollinshed made a motion to open the Public Hearing.

The motion carried unanimously.

Mr. Garner explained Case #23-05 as a request for a text amendment to the Land Development Ordinance (LDO), modifying Sections 8A Townhouse Condominiums and Apartment (TCA) Districts, and the associated Table 8-8, to allow a density of 14 dwelling units per acre as a Special Use Permit (SUP). He provided background on the topic as follows, at the Board of Commissioners June Work Session, a request was made by staff to look at other options rather than creating an affordable housing district. He noted staff looked at the Town's existing ordinance to see if there was something that could be done, rather than creating a new district just for one specific user. He explained staff provided a draft text amendment that would allow for a maximum density of 14 units per acre with a Special Use Permit as opposed to the standard 12 units per acre. He shared the text amendment did go to the Planning Board, where the majority of the members voted not to have the text amendment, and to keep the density where it was at, 12 units per acre.

Commissioner Cooper expressed concerns about using a Special Use Permit in this particular situation.

Mayor Harker opened the floor for the public to speak on the case.

Math Chaplain: 713 Mulberry Street (Beaufort, NC 28516)

Although I do not agree with everything she says, I am actually here on behalf of my daughter, whose disability would not allow her to be here. Thank you all for hearing what my daughter wrote:

My Dad was nice enough to read this letter for me since due to my disability, I am unable to attend. My name is Rachel Chaplain and I live on Mulberry Street, across from the property proposed to be rezoned. I have a lot of concerns but will try to be brief. Our neighborhood already has a large development in progress, now you are being asked for another high density development less than a block away. It is a quiet, traditionally working class neighborhood, lower-income housing would fit right in here, but not at the density or height they are trying to get. Mulberry and Moore Streets cannot absorb the traffic and parking demands it would cause, or losses of sunlight to neighbors and old oak trees. We need to be cautious in changing, diversity is affecting our area. Today, it is my beloved neighborhood and tomorrow, it may be yours. Thank you for your time.

Logan Louis: 900 Cedar Street (Beaufort, NC 28516)

North Carolina courts have established that a zoning ordinance or amendment which singles out and reclassifies a relatively small tract owned by a single person and surrounded by a much larger area uniformly zoned, so as to relieve the small tract from restrictions to which the rest of the area is subjected is called, spot zoning and is illegal. Efforts through zoning ordinances or amendments which attempt to secure special benefits for particular property owners without regard for the rights of adjacent landowners is also illegal, spot zoning. Across the street from parcel three, 716 Mulberry, are two single-family residences on two lots, both zoned R-8. West of 716 Mulberry Street are two single-family residences on two lots each zoned R-8. To the south is a single-family home on one lot, zoned R-8. To the east, across Marsh Street, is a single-family residence on one lot, zoned R-8. 716 Mulberry Street is surrounded, on all sides, by single-family residences, all zoned R-8. This zone requires a minimum lot size of 8,000 square feet which equates to a maximum of five dwellings per acre. R-8 zoning allows only single-family residences, no duplexes, or multi-family residences, not even with a Special Use Permit. The applicant's request is to rezone 716 mulberry to Townhomes, Apartments and Condominiums (TCA). Possibly as of tonight, TCA might allow 14 dwelling units per acre, a whopping 180% increase in density over the R-8 lots surrounding 716 Mulberry. Rezoning 716 Mulberry from R-8 to TCA is illegal spot zoning. Spot zoning is restricted by the zoning enabling NCGS 160D-701, which requires that zoning regulations be made in accordance with a comprehensive plan, and courts find spot zoning to be unreasonable and therefore illegal in situations where there are no discernible reasons to single out a small track for differential zoning treatment. Rezoning 716 Mulberry is not compatible with our future land use map, which shows the neighborhood as medium density residential, three to five dwelling units per acre. As Town of Beaufort Planning Director Mr. Kyle Garner stated to the Planning Board, quote, it is only spot zoning if a judge says so. He was not being facetious, it is true. Mr. Garner's statement sums it up. Why expose the Town to a lawsuit and waste taxpayers hard-earned dollars defending an unnecessary choice to rezone 716 Mulberry from single-family residential to high density multi-family? It does not make any sense. What is proposed is clearly illegal spot zoning and the solution is easy, just remove 716 Mulberry Street from the rezoning package. Thank you and may God bless the citizens of Beaufort.

Terry Manuel spoke on behalf of her mother, Magley Bryant, who lives directly adjacent to 716 Mulberry Street.

Even though residents have already brought all the points to the table that she wanted mentioned, my mother wanted to make sure as a 90-year old citizen here in Beaufort, who has lived on that lot all of her life, it was clear that she is not opposing affordable housing. That is something that is needed throughout our Town, Down East and everywhere else. Everybody needs affordable housing in Carteret County, but she is concerned that the rezoning is going to change the neighborhood. I am not sure if everybody understands

that TCA is actually saying 35-feet high, is what my mother understands. That is a very high building to be in our community, adjacent to all of the single-family dwellings that are there. Most of the people have lived there all their life; I have had some people who have signed papers to speak on their behalf. They are also opposing, not family housing, but changing the zoning to TCA and 35-feet tall buildings in our community. Beaufort Elementary School has been there all our lives, and I think it is only at 22-feet, so that is really taking no consideration for our community. Thank you.

Barney McLaughlin: 509 Turner Street (Beaufort, NC 28516)

Just to be clear, what is being voted on is rezoning under a low income and affordable housing banner with a higher density to that zone. I mean, that is clearly what is going on here. I just have some questions that I want the Board to consider. How high of a percentage of non-owner occupied housing is too much for a Town? How many low-income subsidized apartments are too many for a Town? Percentage wise, you know is it, 10%, 20%, 30%, 50%, 70%? There is bound to be an optimal number, and I am not saying a lot of this because I have the answers. I am saying we ought to have the answers before we go vote on this; these are important numbers to know. What is the Town's goal on that? Do we want the whole Town to be nothing but rentals? How are you going to achieve it, if you do not know what that goal is. The most important question is, how many Section 8 USDA or other subsidized households exist in Beaufort right now? How many is too many? Our population is only about 4,600. You have heard that saying, build it and they will come. Winn or any other good capitalist will not let a unit sit empty, it is going to get filled, and more than likely, it will be Section 8 certificates, you know, more low-income households. If I or another builder or developer applied for rezoning to build 300 or 400 apartments in Beaufort next week, how would the commission feel about that? Do I need to add a low-income housing aspect to it or workforce housing, you know, to get something approved? I am not being facetious; these are legitimate questions. I think a lot of people in the audience feel the same way too. What is going on nationwide is that developers, big time developers, like Winn and others, are going into areas and doing exactly what they are doing here. They are going in and taking over low-income and affordable housing projects and redoing them, and they are being compensated for it through Section 8 housing certificates. What I fear is if we over build this stuff, that is what they are going to get filled up with, and I do not think that is what the Town wants. Another consideration, if somebody can get the nicest, newest home they have ever had for free, or at way below market, haven't we taken all the incentive away from them to own their own home? You know, looking back on my life, I have lived in some pretty cruddy places. But, you know, I was driven to want to get my own place and to keep getting a nicer place. But if we do this to people, I do not think it is good for them and it is not good for us either.

Bobbe Rouse: 503 Goldeneye Court (Beaufort, NC 28516)

The Beaufort Housing Authority (BHA) is pushing for higher density so their construction partners can place as many units as possible on the 27 acres or so that they own here in Beaufort. I still do not understand why there is this big push to go from 12 to 14. The number 12 was decided by a committee who worked hard and looked at CAMA requirements. When you look at statistics a little bit, Beaufort has about 19- 20% of its housing in low-income housing; this is higher than the national average. It was compared with the towns of Swansboro, little Washington and Southport. They are all lower percentiles than we are. Also, I keep hearing from the BHA, when I am in meetings such as this, that there are 476 families in Carteret County that need affordable housing. We do not have that many in Beaufort, not nearly that many. Social Services at any time will tell you, it can range from 20 to 50 or so, but it is not anywhere close to 100. I just do not see making Beaufort bear the brunt of affordable housing in Carteret County, and I believe in affordable housing. But I think other towns should share and do their part.

Robert Harper: 1020 Broad Street (Beaufort, NC 28516)

Why are we pushing to increase the density in these TCA zones from 12 to 14? At the present time, the only people wh

1.

have been told they can do everything that they would like to do within the TCA 12 units per acre, they have repetitively asked for more density. The problem is that the BHA is not the only firm requesting this increased density. Developers who recently bid on the Fulford Street property last month mentioned rezoning that property to TCA to allow denser development. The developers at the end of Ann Street, who told you that they were building houses for their families because they loved Beaufort so much will come before the Planning Board at their next meeting, to request rezoning of the property at the end of Ann Street, the former Beaufort Inn, to beat TCA. Well, they must have gotten wind that the density is going up. Unfortunately, they will not be the only developers to form a long line into this building asking you for TCA designation, and I will bet you dollars to donuts that they will be asking for 16 units per acre at some point. It is like with a petulant five year old, you have to set firm boundaries and that number has been set at 12 by various committees in the Town, as well as this Board of Commissioners; 12 is 12 and is what the people of Beaufort want. If you increase density, you only encourage people to build to that density as it profits them to do so. It also encourages them to ask for even more; 16,18, 20, at some point in that transition, it becomes economically feasible to buy several small houses. This would be our previous affordable housing units, combine these properties, destroy the houses, rezone for TCA and put a large number of condominiums in. That is how you make a profit. We do not need to be party to the development community altering Beaufort for the sake of making money. We happen to like Beaufort just as it is; 12 is 12, and 12 is enough. Thank you for your consideration of that. I would like to go back to Logan's comment about spot rezoning. Having read all of the information from the UNC Council of Governments, I think Logan is spot on, that this is spot rezoning. The other thing is that any person can come up to this podium and promise you the sun, the moon in the stars. That is not legally binding in North Carolina. You can say anything you want to up here; you can lie about it and not be held to account. So, I congratulate you for insisting on written documentation from the Compass Hotel and I would do that for any other developer who comes up and promises you the sun, the moon, and the stars. Get it in writing for the people of Beaufort. Thank you.

Commissioner Hagle made a motion to close the Public Hearing.

The motion carried unanimously.

Commissioner Cooper expressed his desire to follow the Planning Board's recommendation to deny the request, keeping it at 12 dwelling units per acre.

Commissioner Terwilliger suggested the Town does need more affordable housing, but how much is unknown. He explained there were no more units of Section 8 Housing being anticipated, noting there would be 100 total housing units, just as there is currently. He questioned why the density of 14 units is needed at this point.

Commissioner Oliver suggested down the road, things like engineering and meeting other ordinance requirements will have a greater control on the number of units built than either the 12 or 14 in a Special Use Permit situation. He noted as a Special Use Permit, the Board would have some additional projections over widespread use.

Commissioner Hagle agreed the Special Use Permit allowed the Board to have control and flexibility of the project. He expressed that he was reluctant to change the number at this point.

Commissioner Cooper made a motion to deny the request.

The motion carried unanimously.

2. Case # 23-06 - Rezoning 1103 Lennoxville Rd R-8 to B-1

Commissioner Hagle made a motion to open the Public Hearing.

The motion carried unanimously.

Michelle Eitner, Town Planner, shared the request to rezone property addressed as 1103 Lennoxville Road from Residential Medium Density District (R-8) to General

Business District (B-1). She explained the request was from property owner Mary Franc^{1.} Garvey. She shared that notification of the request was provided via letters to all property owners within 100 feet, and a sign was placed on the property on September 1st. Advertisement ran in the Carteret County News-Times on August 30th and September 6th.

She went on to explain the 0.139 acre parcel has been zoned residentially for decades but was used commercially as it was the location of the former Carter Tile Shop. As a nonconforming commercial use of residential property, it was allowed to continue as long as it was not expanded, relocated, or discontinued. The Town's Land Use Plan (LDO) Section 11.E.3 provides that if active operation of a nonconforming use is discontinued for any reason for a continuous period of one hundred eighty days, subsequent use must conform with the LDO. As more than 180 days passed before Ms. Garvey could open her business following the closure of the tile shop, the allowed nonconforming commercial use ceased. To open her retail shop as intended, this property must be rezoned. Both the lot and the use are currently nonconforming in R-8, but would both be conforming upon rezoning to B-1. The Future Land Use Map of the current CAMA Core Land Use Plan classifies this property as mixed use, which is consistent with the requested zoning of B-1 General Business. No CAMA Land Use Plan Future Land Use Map amendment is required for this proposed rezoning.

Commissioner Oliver asked if outdoor display of merchandise was allowed in the B-1 zoning district.

Ms. Eitner explained there were some restrictions but would need to double check specific regulations.

Commissioner Terwilliger suggested the business zoning would fit in with surrounding properties.

Commissioner Hollinshed also questioned whether merchandise could be displayed outside.

Ms. Eitner confirmed if it was rezoned, Town staff would provide the owner with specific guidelines for B-1 districts.

Mayor Harker opened the floor for the public to speak on the case.

Mary Garvey: 1103 Lennoxville Road (Beaufort, NC 28516)

I bought the property a couple of years ago. At that time, it was B-1 and mixed use, and that was grandfathered in. I did let that lapse and it reverted to residential. I am here tonight to ask you to please reinstate that and make it a commercial mixed use. It is my livelihood, and I would like to get my shop reopened. But as far as the merchandise outside, I could reel that in however I need to if I am breaking any rules or anything, I certainly could tidy that up. Thank you so much for your consideration.

Commissioner Hagle made a motion to close the Public Hearing.

The motion carried unanimously.

Commissioner Hagle made a motion to approve the request to rezone 1103 Lennoxville Rd from R-8 to B-1, as presented.

The motion carried unanimously.

3. Case # 23-07 - BHA Parcels Rezoning TR and R-8 to TCA

Commissioner Hollinshed made a motion to open the Public Hearing.

The motion carried unanimously.

Ms. Eitner explained the request was from the Beaufort Housing Authority to change the zoning of three tracts of land from Transitional District (TR) and Residential Medium Density District (R-8) to Townhomes, Condominiums, and Apartments District (TCA).

Notification of the request was provided via letters to all property owners within 100 feet of these properties. She also noted a sign was placed on the properties, on the Turner Street and Craven Street sides, and on Mulberry Street. She shared an advertisement ran in the Carteret County News-Times on August 30th and September 6th.

1.

She provided additional background, noting Tract 1 is currently vacant, Tract 2 hosts housing, and Tract 3 hosts the BHA's office building. The lots and their uses are currently conforming and would also be conforming under the newly proposed zoning district. The other four parcels controlled by the BHA are already zoned TCA, which is the district that best reflects their efforts and provides opportunity for anticipated redevelopment of the aging dwelling units.

She went on to explain, as outlined in the staff report, Tracts 1 and 2 used to be zoned Residential Multi-Family (RMF) and Tract 3 was R-8. In establishment of the Land Development Ordinance in 2013, Tract 2 was zoned TCA and Tracts 1 and 3 were zoned R-8. An updated zoning map adopted in 2020 rezoned Tract 2 from TCA to TR, though the minutes and documentation do not indicate why that was done. The proposed rezoning would revert Tract 2 from TR back to TCA (as it was in 2020) and change Tracts 1 and 3 from R-8 to TCA.

She commented on the proximity of Tract 3 to the Old Beaufort Elementary site and noted that across the 60 foot intersection of Marsh and Mulberry is a Planned Unit Development (PUD), which includes mixed-use, duplexes, and condominiums at a density of 5.5 units per acre. She provided a breakdown of the acreage, current units and density, potential units and density with existing zoning, and potential units and density under the proposed zoning. She explained that all three parcels are within the medium density residential future land use classification in the current land use plan. The classification that is consistent with TCA would be High Density Residential. Rezoning these parcels to TCA would require a concurrent Land Use Plan Future Land Use Map amendment of these parcels to high density residential.

Mayor Harker opened the floor for the public to speak on the case.

Don Mizelle, 219 Station Road in Wilmington, spoke on behalf of the applicant. He provided a presentation that outlined the goals of the BHA, to replace aging units, increase supply of affordable units to serve those who work in the community, and provide new housing for existing residents without displacement. He noted the BHA's goals supported TCA, which provides additional housing options and density options which allow additional units on existing sites. He spoke on potential opportunities via TCA zoning and redevelopment. He noted that nationwide, towns and cities are looking for ways to encourage affordability, and this would be a way BHA and the Town of Beaufort can support that effort. He referenced a map of the 3 Tracts in question and pointed out that any future redevelopment of the parcels would be governed by the LDO.

Commissioner Oliver asked Town staff what the height limit was under TCA, R-8 and TR zones.

Ms. Eitner confirmed all three had height limitations of 35 feet.

Logan Louis: 900 Cedar Street (Beaufort, NC 28516)

So, everything I said earlier during the public hearing concerning the text amendment is still applicable. It is not going to be 14 for TCA, it'll be 12. So instead of 180%, it will be 140% more than R-8. But the additional point that I wanted to make was if 716 Mulberry, which is what I was referring to, is rezoned to TCA from R-8, it is surrounded by R-8 to the north, south, east and west. The danger is for the people that live around 716 Mulberry. If you create a nexus, which I would claim would be illegal spot zoning, now all of a sudden you have got a TCA smack dab in the middle of R-8. Now, what if one of the neighbors, say to the west of 716 Mulberry, decides that they want to roll up a couple of lots and they want to build TCA themselves. Okay, they will have an argument against spot zoning, because on one side of their property, it is already TCA. So, now all of a sudden

you have got a problem. It will spread like a virus. Sure, there would be additional things that would have to happen, possible rezonings, etc. But now you have got, as Commissioner Cooper would say, you have opened pandora's box by creating a nexus in the middle of that R-8 area; medium density, not high density, you have opened the avenue for other properties that are joining 716 Mulberry to do a lot. That is the only additional point that I wanted to make. Thank you so much.

Terry Manuel spoke on behalf of her mother, Magley Bryant, who lives directly adjacent to 716 Mulberry Street.

The same point that was made earlier, the height of the building 35 feet, is just too high for that lot. He brought up a good point; I have had realtors already asking to buy my mother's lot, so that they can put some units there. I do think there is going to be a concern with that. It is something that has to be considered. We are not opposed; we understand that affordable housing is going to come. I do not think the community understands that affordable housing for people like myself, working in the school, firefighters and police officers, is not conducive to what they are used for right now. Turner Street complex, there is no way that people can afford to be in those houses that are going to be built. From what I understand. I may be wrong but, if you are going to build a high rise on Turner Street that is going to see all the way over into Morehead City, they are probably going to run about \$2,000-\$3000 a month for the top floor. Nobody is going to be able to afford that, working in the school system with me, Police Officers, or Firefighters. I do think that what is being said makes sense, if you are just using the alphabet; TCA, R-8, TR, and all that, it sounds fine, but the people are not going to be able to afford it. Even those that work here in Beaufort are not going to be able to afford some of those houses that are going to be built. I am not only talking about the Mulberry lot that I am concerned with; it all is just too high. I spoke earlier because if you change it to a density of 14, that puts 7 on that lot. From what I understand, it is not an acre. So, they are probably not going to be able to put 12. But they are trying to push for more than that lot can handle in the residential community. It sounds good, sitting here listening, it all sounds great, but for the people that I work with here in this county, a lot of them still will not be able to afford a townhouse that overlooks the water. That will be people coming in, you build it and they will come, and that is going to be the only ones that can afford that. Thank you.

Steve Bishop: 800 Mulberry Street (Beaufort, NC 28516)

I own the property which is directly across the side street from the property we are talking about rezoning. I know that Math Chaplain is directly across the street from that property. I have been asked to speak tonight by Marty and Gail Kotch, who live in the corner house. There are two houses directly across the street because that lot is 210 feet long. They have asked that I speak for them tonight as well, those are the two people that live directly across and I am across the side street. Terry Manuel's mother is in the house directly behind the property. Marty Haber is across the street; a portion of his house is across the street from it as well. I just simply do not think it fits. It was in front of the Planning Board three weeks ago and the Planning Board, I felt like, did not have a problem with the two pieces of property on Turner Street. They turned to the Town Attorney and asked if they could vote on the pieces of property individually. The Town Attorney came back and said, I hate to be so blunt, but you will have to vote it up or down, and they voted it down. The reason they voted it down, in my opinion, was the Mulberry Street property. They all voiced opinions about Mulberry Street, that it was not fitting. They voted it down unanimously; everyone on that Planning Board the other night voted it down unanimously. We can build 35 feet now. At some point, there will probably be a bunch of boxes back there that are 35 feet on the R-8 zone. But it has not happened at this point. We are all one story houses, and there are some one and a half story houses. To build a unit with six multi-family homes, there would be at least six units. If you measure the property, possibly seven. I think you can get that many on there because you can go up to 35 feet. There is plenty of parking there for two parking spaces per unit. I think we are going to be looking at a building that just does not fit amongst all our single story homes. Thank you.

Martin Haber: 711 Mulberry Street (Beaufort, NC 28531)

I do not think it is appropriate to put a three-story building there. It just does not fit with single family houses. I know you said the school has already done it, but that is a totally different ballgame. We are across the street, surrounded by single-family houses, and it is just too much. I would like to bring up what somebody else brought up ahead of me, I have got three lots right next to me that were just sold to the same person. Where do you think that is going to go, if this goes through. I am going to have two of those buildings on the side of me, and in the back of me. How does my single family house look then? Man? I do not think it is right; I am definitely against it. The other ones on Turner Street are a little bit more appropriate, except for Tract 1. It has been brought my attention, first is on wetlands and it is high density, which I do not think is right. To compound that, it used to be a dump. What is under that? You are going to put three-story buildings on top of it? Where else can that happen? Please do not let this happen. Please vote for the Town, we deserve it.

Heather Walker: 504 Campen Road (Beaufort, NC 28516)

My concern is mostly with Tract 1, because that was flooded at the last king tide that we had, and so that tells me that land is going to have to be built up in order to support the development and infrastructure for this project. If you do that, all you are going to do is flood the existing homeowners that are nearby. I do not understand how we can justify one for the other. Now, we do need more affordable housing, but we do not need more subsidized housing. We are only obligated to provide and maintain 100 units of subsidized housing and I think our focus needs to be on finding a way to maintain and update those 100 units. Thank you.

Bill Burbridge: 518 Marsh Street (Beaufort, NC 28516)

I live diagonally across from the Mulberry property. I am here to support my neighbors. I would like to try to keep our neighborhood small. Thank you.

Emily Raker: 513 Live Oak Street (Beaufort, NC 28516)

I am a new resident and have fallen in love with this Town and what it represents for our country. I have one point about the zone, the first zone. In the wetlands, I saw in the first presentation that there would be some CAMA approvals to be able to build on that land. I do want to make sure that we are considering our wetlands, our environment, and being good stewards of the Crystal Coast. I do have a question for the gentleman representing the BHA. So, you were talking about affordable housing, low-income housing, and worker housing. With rent being the primary goal for these places, my question for you would be what price are you planning to rent and/or sell these units? My question to all of us is, how can we consider the data on what is the average income is of a town worker? Someone who is a dock deckhand on a ferry? Someone who is a waiter, park ranger, teacher, or fire person. Are the goals and prices that you plan to offer with these three recommendations going to meet their needs and support those who keep our community running? Thank you very much.

Rachel Carroll, Executive Director of the Beaufort Housing Authority:

The 100 units, as Mr. Bob had spoken about earlier, are being replaced one by one. Any additional units that will be built will all be affordable and workforce, and they are going to be eligible to people making up to 120% of the Area Median Income (AMI). That is based on HUD, and they set out those numbers annually. So, we do not dictate that, we do our numbers based off their documentation. As far as the rent goes, those are based on market, it changes. Market rates fluctuate daily, monthly, yearly. So, I could tell you what it could be today, but it may not be that when they are built and actually renting. As everybody has seen, our market has changed drastically, just within the past four years. So, on the completion date of these units, there is no way to feasibly say what the actual rents will be. It will be controlled, it will be based on their income, and anybody making up to 120% of the area's median income will qualify to live in our new properties. Thank you.

Julianna Henry: 515 Marsh Street (Beaufort NC, 28516)

I have lived here in Beaufort for many years, and I personally do not want this. There are a lot that live there on Live Oak and Mulberry that cannot have that. I do not want this in my neighborhood. I have lived here all my life. You will be bringing around other people, I mean, I am getting older, and I am going to be scared. I am not used to all this stuff in our community. I like it the way it is. Thank you.

Heather Walker: 504 Campen Road (Beaufort, NC 28516)

I would like to thank Ms. Carroll for clarifying exactly what it is we are about to get, which is market rate rentals. How is that affordable? Which is it going to be? She just told us that it depends on the market rate. So, if we are going by AML, we are not worried about the fair market rate, we are worried about income. So, what is it going to be? Fair market rate or is it going to be affordable? Or is it subsidized? Which subcategory would you like to choose here? What's it going to be?

Martin Haber: 711 Mulberry Street (Beaufort, NC 28531)

From what I heard just now, it is going to be based on income in the area. Okay, we have a lot of people that are retired that have very good incomes...a lot. What is going to happen to the working person? What is going to happen to the people that are waiting tables at the restaurant? They do not have the income that retired people have. If you base it on average income, that is not going to be affordable housing for anybody that is working in Beaufort.

Commissioner Hagle made a motion to close the Public Hearing.

The motion carried unanimously.

Commissioner Oliver asked for clarity on rezoning all three Tract's at once, or if they could be done separately.

Mr. Grady explained the application is for all three parcels to be rezoned as a package. He suggested if the Board wanted to divide that up, they need the consent or permission of the applicant.

Commissioner Hollinshed asked the BHA to remove the Mulberry parcel from the rezoning request.

Dick deButts: 320 Orange Street (Beaufort, NC 28516)

I am Chairman of the BHA. This has been a long process. I understand the sensitivity of Mulberry Street right now, we could subdivide that and build two 35 foot buildings. But that is not our intention, it never was our intention. But I understand the sensitivity to it. We would respectfully request that all three properties be passed, but if it is the desire of the Board to strike Mulberry, we can always reapply later. We would like to get the Tracts on Turner Street.

Commissioner Hollinshed restated that she respectfully requested the BHA remove the parcel known as, 716 Mulberry Street (PIN 730618319452000) from the rezoning application.

Commissioner Oliver made a motion to approve the rezoning of Tract 1 (PIN 730618228462000) and Tract 2 (PIN 730618227174000) to TCA, and to remove Tract 3 (PIN 730618319452000) based upon the approval of the BHA Chairman.

Commissioner Hagle expressed concerns about stormwater control on Tract 1.

Commissioner Cooper had similar concerns.

Mr. Grady explained that the zoning would not dictate any permits that the Town, State or Federal Government may issue.

Commissioner Hollinshed called the question with the motion on the floor.

Voting Yea: Commissioner Oliver, Commissioner Terwilliger, Commissioner Hollinshed

Voting Nay: Commissioner Cooper, Commissioner Hagle

The motion carried with a 3-2 vote.

Manager Report

Mr. Clark provided a monthly Manager's Report. The full detailed report can be viewed at:

<https://www.beaufortnc.org/boardofcommissioners/page/managers-report>

Commissioner Cooper expressed his concerns regarding flooding on Meeting Street.

Mr. Clark explained the Professional Park Area Stormwater Inventory and Flood Study would help the Town understand ways to mitigate flooding issues in that area.

Mayor/Commissioner Comments

There were none.

Closed Session

- 1. Pursuant to NCGS §143-318.11 (a) (3)

Mayor Harker asked for a motion to enter closed session pursuant to NCGS §143-318.11 (a) (3) and NCGS §143-318.11 (a) (4).

Commissioner Hagle made a motion to enter closed session.

The motion carried unanimously.

Adjourn

Commissioner Hagle made a motion to adjourn the meeting at 10:00 p.m.

The motion carried unanimously.

Mayor, Sharon E. Harker

Town Clerk, Elizabeth Lewis



Town of Beaufort, NC
701 Front St. - P.O. Box 390 - Beaufort, N.C. 28516
252-728-2141 - 252-728-3982 fax - www.beaufortnc.org

Board of Commissioners
Work Session
4:00 PM Monday, September 25, 2023
Train Depot, 614 Broad Street
Beaufort, NC 28516

Call To Order

Mayor Harker called the meeting to order at 4:00 p.m.

Roll Call

Elizabeth Lewis, Town Clerk, called the roll.

PRESENT:

- Mayor Harker
- Mayor Pro Tem Hagle
- Commissioner Oliver
- Commissioner Cooper
- Commissioner Terwilliger
- Commissioner Hollinshed

Agenda Approval

Commissioner Hagle made a motion to approve the agenda.

The motion carried unanimously.

Presentations

1. Beaufort Housing Authority (BHA) FY 2022 Audit Report
Rachel Carroll, Executive Director of the Beaufort Housing Authority (BHA), provided the Board with a copy of the FY 2022 Audit Report. She reported there were not any audit findings for fiscal year 2022. *A full copy of the report is on file in the Town Clerk's office.*

Items for Discussion and Consideration

1. First Tryon - Financial Plan
Chazzo Habliston, Vice President of First Tryon, provided an overview of the Town's Capital Improvement Plan (CIP) and presented factors used to develop several scenarios in the General Fund, Stormwater Fund and Utility Fund. *A full copy of the presentation is on file in the Town Clerk's office.*

Following the presentation, the Board asked several questions regarding the Capital Planning and discussion materials provided. It was noted that First Tryon Advisors have the ability to adjust variables of the model presented, for example interest rates. The Town will have the ability to edit the model through project list, prices, loans, terms, interest rates, etc. Mr. Habliston suggested the model should be utilized often, as it is a living document. He noted he would be available to meet with the Board as needed, and suggested they take the wish list items out to only see the CIP projects the Town is already committed to completed or deem a necessity.

No action was taken following the presentation and staff were directed to continue working with First Tryon to provide alternate scenarios that did not reflect such increases at a future meeting.

2. On-Street Parking Concerns

Todd Clark, Town Manager, explained Town Staff have expressed concerns with on-street parking down Hedrick Street. Currently, vehicles are being parked on both sides of the street, making it impassable for trash trucks, fire trucks, and other large vehicles. These safety concerns have been recognized by Public Works staff, as well as the Fire and Police Departments. Residents on each side of Hedrick Street have a dedicated alley for parking. The staff is requesting an open discussion with the Board to address these issues to ensure a navigable roadway in the event of an emergency, as well as daily traffic patterns.

Tony Ray, Fire Chief, also spoke of the safety concerns on Hedrick Street. He suggested restricting parking on one side of the street could be an option. He discussed fire hydrant locations and trash cans that often take up space on the street.

Commissioner Hollinshed suggested presenting this concern to the Homeowners Association (HOA) first, rather than the Board of Commissioners making a sudden decision to close the street.

Chief Ray confirmed there was a HOA and volunteered to reach out to discuss these safety concerns with the group.

Mayor Harker suggested Town Staff analyze parking on other streets that might pose a safety concern, noting Pine Street is often a one lane road, especially with larger vehicles. She requested Chief Ray reach out to the HOA that encompasses Hedrick Street and report back to the Board with an action plan, as well as any other streets that might be considered a safety concern.

3. August Financial Report

Christi Wood, Finance Director, provided the August 2023 financial report. She highlighted the below areas in her report.

- The Town received a distribution from Carteret County for \$139,779. This receipt was accrued to FY 2023.
- MVT received in August for June and July was \$51,624.00
- Sales and Use tax distribution for September is \$281,900 (June sales). This is a 5% increase from the distribution received in September 2022.
- General Fund- Unrestricted Fund Balance: \$4,706,044.00
- Utility Fund Unrestricted Net Position: \$2,916,616.00

Project Updates

1. Town Manager Report

Mr. Clark discussed several ongoing items. He shared the Town is continuing to make efforts with the National Park Service (NPS) to reach a lease agreement.

Kyle Garner, Planning Director, shared a construction schedule has been provided for the Compass Hotel. He noted their goal was to have the hotel completed by September 2025 and they agreed to provide a quarterly report to the Town. 1.

Mayor Harker confirmed the 18-month extension request would be back on the agenda for consideration at the October 9th Regular Meeting.

Mr. Clark provided an update regarding advertisement bids and deadlines associated with the USDA Funded Utilities Project. He also discussed the open RFP for the Waterfront Concessionaire for Front Street, which will tie into the Waterfront Improvement Project.

Mr. Clark shared the 160D updates were presented to the Planning Board at their September 18th meeting. He noted the Planning Board expressed a desire to go into a greater level of review of the document and were directed to submit any questions or concerns to the Town Attorney.

Mr. Clark shared the CAMA Land Use Plan would be considered for adoption during the Board of Commissioners October 9th Regular Meeting. He noted a Public Hearing would be conducted.

Paul Burdette, Police Chief, provided a quarterly crime report for Beaufort. These reports are also presented during Chat with the Chief sessions throughout the year.

Mr. Clark also noted a draft contract with Beau Coast regarding an extension of George Street and Fairview Drive would be before the Board at their October 9th Regular Meeting.

Closed Session

1. Pursuant to NCGS 143-318.11 (a) (3) and NCGS 143-318.11 (a) (4)

Commissioner Hagle made a motion to enter closed session pursuant to NCGS 143-318.11 (a) (3) and NCGS 143-318.11 (a) (4).

The motion carried unanimously.

Adjourn

Commissioner Hagle made a motion to adjourn the meeting at 6:50 p.m.

The motion carried unanimously.

Mayor, Sharon E. Harker

Town Clerk, Elizabeth Lewis



Town of Beaufort, NC

701 Front St. - P.O. Box 390 - Beaufort, N.C. 28516
252-728-2141 - 252-728-3982 fax - www.beaufortnc.org

**Board of Commissioners
Regular Meeting
6:00 PM Monday, October 9, 2023
614 Broad Street – Train Depot**

AGENDA CATEGORY: Items for Discussion & Consideration
SUBJECT: Compass Hotel - 18 Month Extension Request
BRIEF SUMMARY:

At the September 11th meeting the Board requested a copy of the construction schedule for the proposed project. A copy of that schedule is attached and a representative from Hudson Brothers will be in attendance to answer questions.

The Compass Hotel site plan was re-approved on May 9, 2022, by the Board of Commissioners with conditions and is set to expire in November 2023 due to half of the improvements not being completed. There have been no changes to the previously approved plans.

Section 18 (Site Plans) I-2 of the LDO allows for the Board of Commissioners, following a recommendation from the Town Manager to grant an extension of the approval if; the applicant submits a request to the Town manager prior to the 18 month expiration data (which the applicant has per the attached letter); and if the plans still meet Town Standards (The Plans still meet Town Standards and all environmental development permits are current and have not expired.

REQUESTED ACTION:
Decision on the Proposed Site Plan Extension for 18 Months

EXPECTED LENGTH OF PRESENTATION:
10 Minutes

SUBMITTED BY:
Kyle Garner, AICP
Planning & Inspections Director

BUDGET AMENDMENT REQUIRED:
N/A

BEAUFORT PARTNERS, LLC

Real Estate Development

P.O. Box 14165 • New Bern, North Carolina 28561
Telephone: (252) 635-7476 • Fax: (252)637-7985
Email: joe@thomasdev.com

August 29, 2023

Mr. Todd Clark, Manager
Town of Beaufort, North Carolina
701 Front Street
Beaufort, North Carolina 28516

RE: Proposed Compass Hotel – 103, 113, 115, & 208 Cedar Street – Site Plan Approval

Dear Mr. Clark:

In May of 2022, the Beaufort Board of Commissioners approved the site plan for the above referenced property. To date we have complied with all of the conditions set forth in the approval letter, including obtaining the required Certificate of Appropriateness granted by the Beaufort Historic Preservation Commission on April 4, 2023. Further, we recently received the “DETERMINATION OF NO HAZARD TO AIR NAVIGATION” letter from the Federal Aviation Administration, copy attached. We have satisfied all of the Town of Beaufort’s planning and engineering requirements, and have obtained the building permit issued by the planning office.

We have approval for our financing but with the completion of all of the documentation required by the lender for funding the construction phase of the hotel and with the mobilization of our contractor, Hudson Brothers Construction Company, we may not meet the 18 month requirement for completion of ½ of the site improvements by the end of November 2023. Therefore, we respectfully request an extension of the site improvements deadline in order to avoid any interruption in our development process.

Thank you for your consideration and attention to this matter.

Respectfully submitted,

Beaufort Partners, LLC
Joseph E. Thomas, Manager
F. Bruce Sauter, Manager
William S. Corbitt, Manager

cc: J. Troy Smith, Esquire



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2023-ASO-6749-OE
 Prior Study No.
 2019-ASO-26596-OE

1.

COPY

Issued Date: 08/21/2023

Mr. Joseph Thomas
 Beaufort Partners, LLC
 P.O. Box 14165
 New Bern, NC 28561

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Compass Margaritaville Hotels & Resorts
 Location: Beaufort, NC
 Latitude: 34-43-20.00N NAD 83
 Longitude: 76-39-50.00W
 Heights: 10 feet site elevation (SE)
 40 feet above ground level (AGL)
 50 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 02/21/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This determination cancels and supersedes prior determinations issued for this structure.

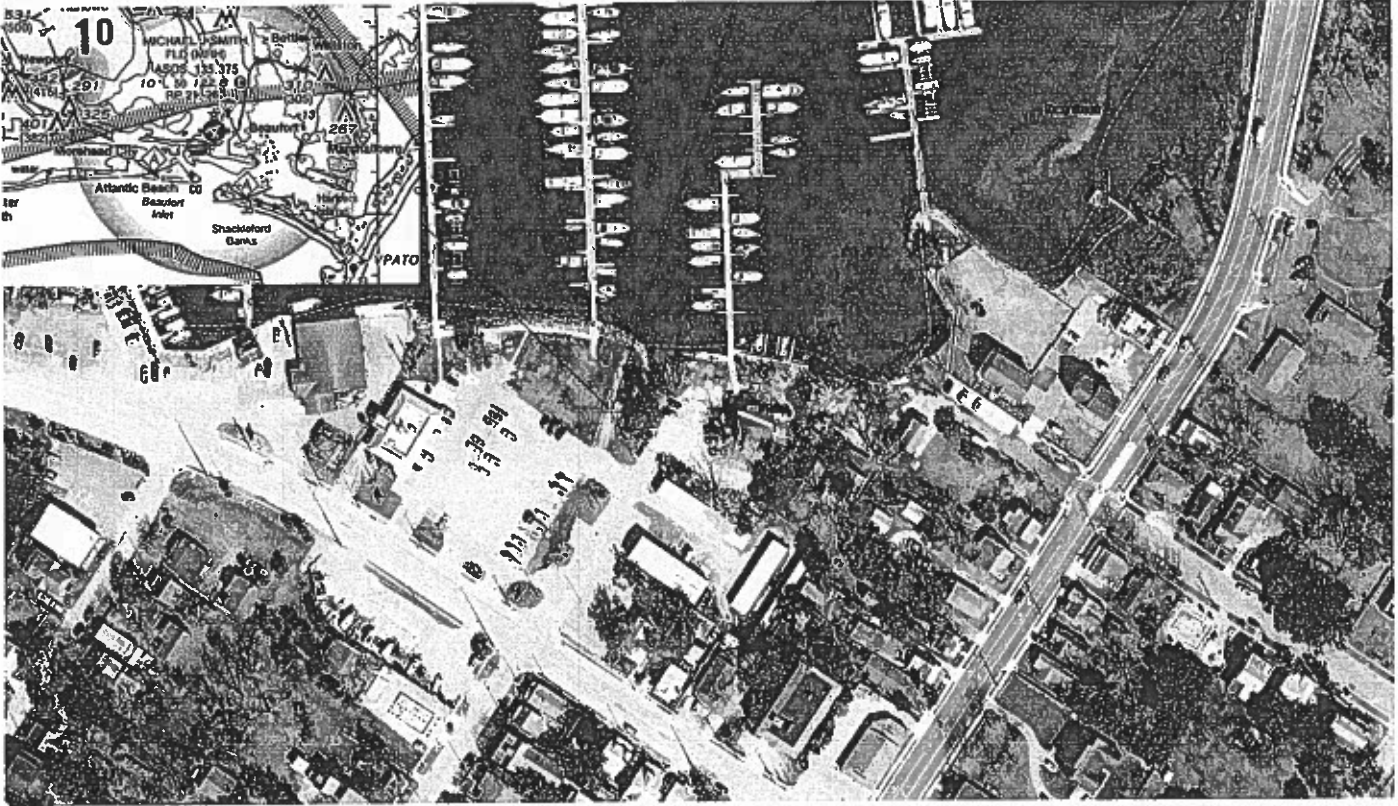
If we can be of further assistance, please contact our office at (817) 222-5915, or Rodney.H-CTR.Love@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-6749-OE.

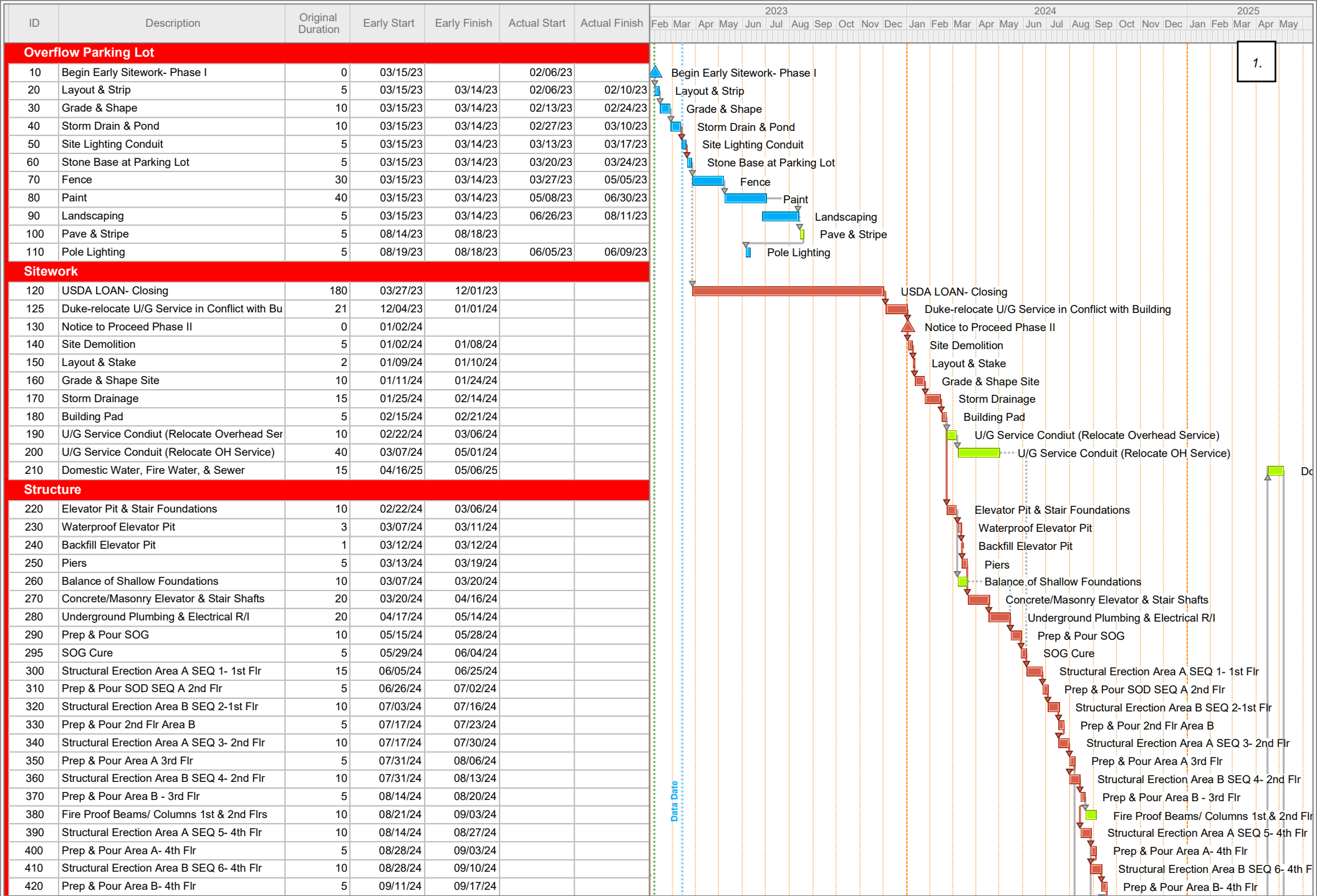
Signature Control No: 573564572-597082141
Rodney Love
Technician

(DNE)

Attachment(s)
Map(s)

1.





1.

Start Date: 02/06/23
 Finish Date: 10/07/25
 Data Date: 03/15/23
 Run Date: 09/15/23

Compass Hotel
Beaufort, N 25



**EXHIBIT B**

Form of Conditional Approval

January 17th, 2023

Joseph E. Thomas
 BP Hotel LLC
 PO Box 14165
 New Bern, NC 28561

RE: Beaufort Compass by Margaritaville Hotel (the "**Property**")

Dear Mr. Thomas:

With respect to the Property described above, X-Caliber Rural Capital, LLC ("**XRC**" or "**Lender**") is pleased to advise you that the proposed Loan is conditionally approved by Lender (this "**Conditional Approval**"), provided that each of the terms and conditions set forth (a) in the Term Sheet, dated April 22nd, 2022 (the "**Term Sheet**"), and (b) below (which may include terms that specifically modify and/or supplement those set forth in the Term Sheet), are each satisfied, in full, on or prior to the closing of the Loan. Other than as specifically modified or supplemented by this Conditional Approval, the Term Sheet shall remain in full force and effect. Capitalized terms used but not defined herein shall have the meaning ascribed to such terms in the Term Sheet.

Closing Conditions

- Receipt of executed franchise agreement with franchise fees in line with the underwriting projections (7% of rooms revenue in the first year of operations, 8% in the second year, and 9% thereafter).
- Receipt of executed Management Agreement with third-party management company showing a management fee in-line with the 3% of total revenues assumed in the underwriting analysis.
- Receipt of assignment of all associated designs, permits and entitlements to construct BP Hotel, LLC.
- Receipt of Assignment and Assumption Agreement assigning the Trademark Sub-License Agreement dated January 14, 2019, with Compass Margaritaville, LLC to BP Hotel, LLC
- Completion of all construction diligence and demonstration of readiness to start construction
- Receipt of USDA B&I loan guarantee conditional commitment
- Evidence of sufficient construction risk mitigation in the form of a 100% Payment and Performance bond or Completion Commitment from approved 3rd party.
- Execution of ground lease with terms substantially similar to those assumed in the underwriting (annual liabilities no greater than \$300,000 during the construction period and \$350,000 thereafter).

BP Hotel LLC

Page 2 of 10

- Cross-default language must be included in the loan agreements for both the BP Hotel LLC and Beaufort Partners LLC transactions. This will be acknowledged and agreed to by the Guarantor for both transactions, BP Parent LLC.
- Subordination of the ground lease payments.
- Subordination of the hotel management agreement.

Loan Program

- Business & Industry

Borrower

- BP Hotel LLC

Co-Borrower

- None

Guarantor

- BP Parent LLC

Property Address

- 103, 113, 115 Cedar Street; 319 Orange Street; Beaufort, NC 28516

Affiliates

- Beaufort Partners LLC

Sources and Uses

Sources and Uses			
Use of Proceeds	XRC Loan	Borrower Equity	Total
FF&E	3,793,578	-	3,793,578
Working capital (ramp-up reserve)	400,000	-	400,000
Ground lease during construction	-	600,000	600,000
Construction Soft Costs	-	1,245,000	1,245,000
Construction Direct Costs	14,655,999	6,709,651	21,365,650
Construction Contingency	2,700,423	-	2,700,423
Construction Period Interest	3,250,000	-	3,250,000
Construction Period Renewal Fee	200,000	-	200,000
XRC Debt Service Reserve	-	555,591	555,591
Finance Fees and Costs	-	1,170,207	1,170,207
Total	\$ 25,000,000	\$ 10,280,449	\$ 35,280,449

Loan Amount

- \$25,000,000

BP Hotel LLC
Page 3 of 10

Collateral and Positions

The loan will be secured by first-priority perfected security interests in the following collateral:

- First-priority UCC-1 on all real property, fixtures and improvements located at 103, 113, and 115 Cedar Street and 319 Orange Street.
- Assignment of all rents, leases, and agreements.
- First-priority lien position on all the Borrower's assets, present and future and wherever located, including without limitation, accounts, securities entitlements, deposit accounts, instruments, documents, chattel paper, inventory, goods, machinery, equipment, furniture, fixtures, commercial tort claims, letter of credit rights, general intangibles, payment intangibles, software, licenses, trademarks, tradenames, patents, copyrights and other assets and supporting obligations.
 - The lender is not expecting to perfect the security interest in the deposit accounts, therefore a DACA will not be required except for the purposes of the Debt Service Reserve as described in the Reserves section.
- Pledge of 100% of the equity interests in Borrower. None of the membership or equity interests in the Borrower shall be pledged to any other person or entity without Lender and USDA consent. If Lender exercises its remedies under such pledge (including foreclosure, exercise of control via proxy voting rights or otherwise), Borrower and Guarantor shall be released from liability for events first occurring thereafter.
- An assignment of the plans and specifications for the construction of the improvements and all construction contracts, architects' agreements and other documents relating to the Property.

Total Term

- 27 years (324 months)

Construction Period

- Interest Rate: Wall Street Journal Prime + 2.50%
- Floor Rate: None
- Rate Adjustment: Calendar Quarterly
- Interest Only Term: 2 years (24 months)
- Payment Frequency: Monthly interest only payments to be pulled from the Construction Interest Allocation recognized at loan closing.
- Prepayment Penalty: 10% of any principal paid in excess of regularly scheduled amortization.

Permanent Period

- Interest Rate: 10-year Constant Maturity Treasury (CMT) + 3.85%
- Floor Rate: Higher of the starting rate or 6.50%
- Rate Adjustment: 10-Years
- Permanent Period: 25 years (300 months)
- Interest Only Term: 1 year (12 months)
- Amortizing Term: 24 years (288 months)
- Payment Frequency: Monthly
- Prepayment Penalty: 10% in the 1st year of the Permanent Period, decreasing at 1% per year. No penalty starting in the 11th year of the Permanent Period.

BP Hotel LLC
Page 4 of 10

Reserves and Allocations

Construction-Period Allocations

Construction Interest Allocation: An interest allocation adequate to cover all anticipated loan interest expenses during the Construction Period has been included in the overall development budget and will be verified at closing as being allocated from loan proceeds.

- Construction Interest is calculated based on an expected 10% interest rate, 24-month draw schedule, and discounted to 65% to account for multiple disbursements of the loan.
- The construction interest allocation is to be drawn down as interest payments become due during the construction phase of the loan.
- Upon completion of construction, any remaining funds allocated to cover construction interest will be contributed to the working capital reserve upon agency consent to support ramp up of the operations.

USDA Annual Renewal Fee Allocation during Construction: An allocation adequate to cover required annual USDA renewal fees during the construction period has been included in the overall development budget and will be verified at closing as being paid from loan proceeds as the payment becomes due during the construction phase.

Reserves Escrowed at Construction Loan Closing

Debt Service Reserve (*Funded from borrower equity*): A debt service reserve equal to 3 months of P&I will be funded from Borrower equity at loan closing into a reserve account designated and controlled by the lender.

- Funds may be applied towards debt payments upon occurrence of an extraordinary event after an acceptable remedy has been identified and upon receipt of adequate documentation and lender consent.
- At any point where funds are used due to an extraordinary circumstance, the borrower has 90 days to replenish the account to the required balance.

Property Taxes and Insurance: Borrower must provide current tax bill and insurance premium for the current year prior to closing to estimate what is expected to be due during the construction phase. The lender will collect sufficient funds from the borrower (if not already allocated as part of the loan soft costs) to cover the associated costs as they become due prior to operations commencing. If the estimated costs are included in the S&U and expected to be paid from the proposed loan, the amount allocated will be verified at closing to ensure it is sufficient and then drawn down as payments become due.

Reserves Escrowed at Permanent Conversion

Working Capital Reserve

- Upon permanent conversion, \$400,000 in working capital will be funded fully into a control account and drawn down on an as-needed basis until depleted.
- Funds will be disbursed on a quarterly basis based on projected cash needs for the quarter.

BP Hotel LLC
Page 5 of 10

- If the full amount is not needed, the funds will be used as additional reserve, and can be used to offset year 2 FFE reserves.
- Each disbursement must be greater than \$50,000.

Reserves Escrowed During Permanent Phase

The following reserves will be funded into escrow monthly along with the debt payment:

USDA annual guarantee fee

- The fee is equal to 0.40% of the total outstanding principal balance on the full loan as of 12/31 each year is expected to be paid by the borrower.
- The monthly escrow amount will be determined based on the final amortization schedule provided at the loan's permanent conversion and the estimated fee will be collected with each monthly payment.
- This reserve will be used to pay the USDA fee as it comes due each year.
- Any excess funds collected will be remitted back to the borrower upon payment of the fee for the period being estimated.

FF&E Replacement Reserve

- This reserve will be funded monthly beginning in year 2 of operations. Then 1% of revenue in year 2 and 4% of revenue in all years thereafter.
- This reserve may be used for eligible FF&E replacement or repair upon consent from the lender
- The reserve will be held in a controlled account designated by the lender.

Taxes and Insurance Escrow

- Borrower must provide their annual operating budget 45 days prior to year's end for the associated escrows to be calculated.
- Escrows for taxes and insurance will be collected with each monthly payment.

Loan Covenants

- Maximum Debt-to-Worth of 5:1 measured calendar annually on highest-quality provided financial statements beginning at the end of the first calendar year after loan closing (i.e. if the loan closes in March 2023, first test would be YE 2023).
- Minimum DSCR of 1.25x measured calendar quarterly on a trailing 12-month basis; testing to commence four full calendar quarters after loan conversion based on highest-quality provided financial statements (i.e. if the loan converts in February 2024, then initial testing would occur at the end of Q1 2025).
- Current ratio of 1.05x measured calendar quarterly; testing to commence 4 full calendar quarters after loan closing (i.e. if the loan converts in February 2024, then initial testing would occur at the end of Q1 2025).
- Borrower must obtain lender approval for capital expenditures in excess of \$250,000 in the aggregate in any one fiscal year; carry over is not permitted.

BP Hotel LLC
Page 6 of 10

Covenant definitions:

- **EBITDA:** Net income plus taxes, depreciation, amortization, and interest.
- **Debt to Worth:** The sum of all balance sheet liabilities divided by the total equity on the balance sheet
- **Debt Service Coverage Ratio (DSCR):** EBITDA divided by (total principal & interest payments + USDA fee escrows) made in a given period
- **Current Ratio:** Current assets divided by current liabilities on the balance sheet
- **Debt Yield Ratio:** EBITDA divided by total outstanding debt

Financial Reporting

- Quarterly (internally prepared) financial statements within 45 days of the end of each calendar quarter, including rent rolls and operating statements.
- Annual (CPA-reviewed) financial statements for the borrowing entity prepared in accordance with GAAP provided within 90 days of FYE.
- Annual (CPA-reviewed) guarantor financial statements to be provided within 90 days of calendar year end

Insurances

- Insurances as required by Lender upon advice of insurance review consultant.

Term Sheet Addendum 1

USDA Guarantee	\$	600,000	2.40%
USDA Guarantee During Construction	\$	100,000	.40%
Lender Origination Fee	\$	250,000	1.00%
<u>Loan Related Soft Costs and Allocations</u>	<u>\$</u>	<u>220,207</u>	
Total Loan Related Soft Costs	\$	1,170,207	

Legal Deposit

- A \$15,000 legal deposit (the "**Legal Deposit**") will be due and payable upon acceptance of this Conditional Approval. The Legal Deposit will be applied to, without limitation, cover the reasonable fees and disbursements for Lender's counsel, and additional remaining expenses associated with originating the loan. If the loan is not approved by the USDA or does not close, any remaining funds will be remitted to Borrower and a full accounting will be provided. Should any outstanding expenses be in excess of the Legal Deposit, Borrower will be responsible for any remaining outstanding balances.

This Conditional Approval does not set forth all the terms and conditions of the Loan contemplated herein. As a condition of closing, Lender will require the execution of definitive loan documentation, prepared by Lender's legal counsel, which will contain terms and conditions not set forth herein, including such representations, warranties, affirmative and negative covenants, indemnities, closing conditions, defaults and remedies as are typically required by Lender and/or deemed appropriate for this specific transaction. The failure of Borrower, Guarantor and Lender to reach agreement on the loan documents shall not be deemed a breach by Lender of this Conditional Approval or the Term Sheet. Execution and delivery of all loan documentation is a condition of closing.

BP Hotel LLC
Page 7 of 10

Lender's obligations under this Conditional Approval are conditioned on the fulfillment to Lender's sole satisfaction of each term and condition referenced by this Conditional Approval and the Term Sheet. These terms and conditions are not exhaustive, and this Conditional Approval is subject to certain other terms and closing conditions customarily required by Lender for similar transactions and may be supplemented prior to closing based upon Lender's due diligence. This Conditional Approval shall not survive closing.

Execution of this Conditional Approval grants Lender authorization to pre-file UCC financing statements in appropriate jurisdictions, which financing statements may indicate the collateral as "all assets of the debtor" or words of similar effect. In the event the Loan does not close, the financing statements will be released by Lender.

Lender has issued this Conditional Approval based upon the information supplied by Borrower and Guarantor. Lender shall have the right to cancel this Conditional Approval, whereupon Lender shall have no obligations hereunder, in the event of: (i) a adverse change in the condition (financial, business or otherwise), operations or prospects of Borrower, Guarantor or the Property; (ii) a change in the accuracy of the information, representations, exhibits or other materials submitted by Borrower or Guarantor in connection with its request for financing; (iii) loss of, damage to, a taking of, or the presence of any hazardous substances or asbestos at, on or adjacent to the Property (Borrower must immediately notify Lender of any such event); (iv) Borrower or Guarantor or any principal, general partner, manager or member thereof shall file or make or have filed or made against such person a petition in bankruptcy, an assignment for the benefit of creditors or an action for the appointment of a receiver, or shall become insolvent, however evidenced; (v) Borrower or Guarantor or any principal, general partner, manager or member thereof shall die or become mentally incapacitated; (vi) there is a change in the structure or ownership of Borrower or Guarantor; (vii) changes in economic or capital markets; (viii) a breach of the Term Sheet or this Conditional Approval by Borrower or Guarantor; (ix) any indication by the UDSA that the Loan will not receive the Conditional Commitment for not less than 80% of the Loan amount, or the Request For Obligation Of Funds – Guaranteed Loans, or (x) any other reason in Lender's sole discretion.

NONE OF THIS CONDITIONAL APPROVAL, THE TERM SHEET, OR THE RECEIPT BY LENDER OF THE DEPOSIT OR OTHER AMOUNT SHALL CONSTITUTE OR BE CONSTRUED TO BE, A BINDING COMMITMENT BY LENDER OR AN UNDERTAKING BY LENDER TO FAVORABLY CONSIDER THE PROPOSED LOAN OR TO ISSUE ANY COMMITMENT. BY SIGNING BELOW, BORROWER AND GUARANTOR EACH ACKNOWLEDGE THAT (1) THE APPLICABLE TERMS ARE NOT FINAL OR ALL-INCLUSIVE, (2) IT HAS SIGNED THIS CONDITIONAL APPROVAL, SOLELY FOR THE PURPOSE OF INDUCING LENDER TO CONDUCT A FURTHER REVIEW OF THE ABOVE PROPOSAL AND SUCH FURTHER INVESTIGATIONS AS LENDER DEEMS NECESSARY FOR THE PURPOSE OF DETERMINING WHETHER THE PROPOSED LOAN MEETS WITH ITS UNDERWRITING CRITERIA.

BP Hotel LLC
Page 8 of 10

Please acknowledge acceptance of the terms of this Conditional Approval by signing in the place provided below and returning this executed Conditional Approval on or before January 27th, 2023. If an executed copy of this Conditional Approval is not received by Lender, on or before such time, this Conditional Approval and the Term Sheet shall be of no further force or effect.

Sincerely,

A handwritten signature in black ink, appearing to read "Anna West", with a long horizontal flourish extending to the right.

Anna West
Executive Managing Director
X-Caliber Rural Capital, LLC

BP Hotel LLC
Page 9 of 10

**Borrower and Guarantor Acknowledgment and Authorization
(Conditional Approval)**

The terms and conditions contained in this Conditional Approval have been reviewed and accepted by the undersigned.

Borrower and Guarantor hereby direct Lender to continue with the evaluation and due diligence in the Loan approval process. Borrower and Guarantor authorize Lender to continue to conduct such investigations and inquiries as may be necessary or desirable (in the sole and absolute discretion of Lender) in connection with your consideration to make the Loan. In addition, the undersigned authorizes Lender to share any and all information relating to this Conditional Approval with potential financial partners and the USDA.

Borrower:
 BP HOTEL LLC
 BY: BP PARENT, LLC, Manager
 By: *Joseph E. Thomas*
 Name: Joseph E. Thomas Name: F. Bruce Sauter
 Title: Manager Title: Manager
 Date: 1-24-23 Date: 1/24/2023 | 23:30:40 EST

Guarantor:
 BP PARENT, LLC
 By: *Joseph E. Thomas*
 Name: Joseph E. Thomas Name: F. Bruce Sauter
 Title: Manager Title: Manager
 Date: 1-24-23 Date: 1/24/2023 | 23:30:40 EST

BP Hotel LLC
Page 10 of 10



Deposit Request Record

Request to:
BP Hotel LLC

Date: January 17th, 2023
Terms: Due on receipt

Company Name	Request Level	Amount
X-Caliber Rural Capital, LLC	Conditional Approval	\$15,000

Balance Due \$15,000

NOTE

DO NOT REMIT AN IRS FORM 1099 TO X-CALIBER RURAL CAPITAL, LLC FOR THE ABOVE AMOUNT: THIS DEPOSIT IS NOT FOR INCOME PURPOSES FOR X-CALIBER RURAL CAPITAL, LLC

WIRING AND ACH PAYMENT INSTRUCTIONS

Fifth Third Bank of Cincinnati
38 Fountain Square Plaza
Cincinnati OH 45263

Account Name: X-Caliber Rural Capital Corporate Clearing Account
Account Address: 3 West Main Street, Suite 103, Irvington, NY 10533
Account Number: 7284730087

Please note there are two different ABA routing numbers depending on if you are sending payment by Wire or ACH as follows:

Wire Instructions:
ABA: 042000314
Swift Code: FTBCUS3C

ACH Payment Instructions:
ABA: 044002161



Town of Beaufort, NC

701 Front St. - P.O. Box 390 - Beaufort, N.C. 28516
252-728-2141 - 252-728-3982 fax - www.beaufortnc.org

**Board of Commissioners
Regular Meeting
6:00 PM Monday, October 9, 2023
614 Broad Street – Train Depot**

AGENDA CATEGORY: Items for Discussion & Consideration

SUBJECT: Beau Coast Street Extension Contract

BRIEF SUMMARY:

Town staff made a presentation to the Board of Commissioners on February 27, 2023, concerning street connections between the Jones Village neighborhood and Beaufort East Village. At that time, the Board directed town staff to seek the cooperation of Beau Coast to share in the cost of connecting George Street and Fairview Drive to Pineview Boulevard located in Beau East Village. An agreement has been drafted and is attached for consideration by the Board.

RECOMMENDATION:

Town staff recommends that the Board authorize the staff to make a connection between the two segments of George Street.

EXPECTED LENGTH OF PRESENTATION:

10 Minutes

SUBMITTED BY:

Todd Clark, Town Manager

BUDGET AMENDMENT REQUIRED:

N/A

AGREEMENT

THIS AGREEMENT is made and entered into as of the Effective Date (as defined below) by and between **TOWN OF BEAUFORT**, a North Carolina municipal corporation, and **BLUE TREASURE LLC**, a North Carolina limited liability company, in consideration of the sum of TEN DOLLARS (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged. The Parties, intending to be legally bound, agree as follows:

WITNESSETH:

ARTICLE I
Definitions

Certain terms having specific definitions are used in this Agreement, and these terms and definitions, unless the context clearly indicates to the contrary, are as set forth in this Article. The defined terms appearing in this Article are set forth in exact form as they appear between the quotation marks. When the same term is used in this Agreement with the meaning as assigned herein, it shall appear in the identical capitalized form. Otherwise, the meaning shall be as used in the context of the sentence in which it appears and not necessarily that as defined herein.

- 1.1 **"Agreement"** – means and refers to this Agreement.
- 1.2 **"Developer"**- means and refers to Blue Treasure LLC, a North Carolina limited liability company.
- 1.3 **"Effective Date"** – means and refers to _____, 2023.
- 1.4 **"Parties"** – means and refers to Town and Developer collectively.
- 1.5 **"Party"** – means and refers to Town or Developer, individually.
- 1.6 **"Town"** – means and refers to Town of Beaufort.
- 1.7 **"Proposal"** – means and refers to the April 10, 2023 proposal from WithersRavenel to Developer, WithersRavenel Project No. 23-0442, the terms and conditions of which are incorporated herein by reference.
- 1.8 **"Design Work"** – means and refers to the services provided pursuant to the Proposal, which generally include engineering and design services necessary to undertake the construction of roads within the unopened portions of Pineview Drive and George Street. In addition, "Design Work" shall specifically include obtaining all permits or other regulatory approvals

necessary to being the Construction Work.

1.9 “Construction Work” – means and refers to the services necessary to build and construct roads within the unopened portions of Pineview Drive and George Street to those standards set forth in the Proposal.

ARTICLE II
Recitals

2.1 Town desires to construct to applicable standards roads within the unopened portions of Pineview Drive and George Street as depicted on Exhibit III to the Proposal.

2.2 Developer owns real property adjacent to the aforesaid Pineview Drive and George Street, and such real property will benefit from the construction of roads in the unopened portions of Pineview Drive and George Street as contemplated by the Town.

2.3 Developer and Town have agreed that (a) Developer will pay all costs associated with the Design Work set forth in the Proposal, (b) Town will utilize the Design Work to undertake the Construction Work, in accordance with all applicable laws, including those law pertaining to public construction contracts; (c) Town will pay all costs associated with the Construction Work; and (d) Developer will reimburse Town fifty percent (50%) of the cost of the Construction Work less a credit for fifty percent (50%) of the cost of the Design Work paid by Developer.

2.4 Both Town and Developer recognize that escalating construction costs may impact the financial feasibility of the Construction Work for either or both Parties, and therefore both Town and Developer reserve the right as set forth herein to terminate this Agreement if either Developer or Town determine after reviewing formal bids for the Construction Work that the cost of the Construction Work exceeds the reasonable expectations of either the Town or the Developer.

2.5 The Parties execute this Agreement to memorialize their understandings and agreements relative to the Proposal and other matters herein set forth.

ARTICLE III
Term of the Agreement

The term of this Agreement shall begin on the Effective Date and shall be effective for a term ending sixty (60) days after the completion of the Construction Work.

ARTICLE IV
Responsibilities of Developer

As consideration for this Agreement, Developer agrees to:

- 4.1** Timely perform all obligations required of Developer under the Proposal.
- 4.2** Timely pay when due the cost of the Design Work under the Proposal and the cost of permits or other regulatory approvals necessary to being the Construction Work and thereafter provide Town with confirmation of same.
- 4.3** Timely respond to inquiries of Town related to the Proposal, the Design Work or the Construction Work.
- 4.4** Promptly pay Developer’s share of the cost of the Construction work, within fifteen (15) days after receipt of a request from Town for same together with documentation confirming payment by the Town of such costs.
- 4.5** Obtain the Town’s approval for the Design Work.
- 4.6** Keep Town reasonably informed of the status and progress of all matters pertaining to this Agreement.
- 4.7** At all times act in accordance with a standard of good faith and fair dealing as to Town.

ARTICLE V
Responsibilities of Town

As consideration for this Agreement, Town agrees to:

- 5.1** Provide such consultation regarding the Proposal or the Design Work as may be reasonably requested by Developer.
- 5.2** Timely respond to inquiries of Developer related to the Proposal, the Design Work or the Construction Work.
- 5.3** After completion of the Design Work, within a reasonable time commence the process for bidding the Construction Work, thereafter award a contract for same and thereafter commence and finish the Construction Work.
- 5.4** Observe and keep all obligations which may be imposed upon the Town for the

Construction Work by this Agreement, contract or law.

5.5 Within fifteen (15) days of completion of the Construction Work, provide Developer with an invoice or other statement detailing all sums due from Developer to Town together with documentation confirming payment by the Town of such sums.

5.6 At all times act in accordance with a standard of good faith and fair dealing as to Developer.

ARTICLE VI
Express Contingency & Termination

6.1 **Express Contingency**: This Agreement is expressly contingent upon (a) Town appropriating sufficient funds regarding the Construction Work, which appropriation the Town expects to make after receiving formal bids for the Construction Work but which appropriation the Town is under no affirmative obligation to make, and (b) Developer’s agreement to the final bid and contract for the Construction Work proposed to be accepted by Town. Town shall provide to Developer in writing the final bid and contract proposed by Town to be accepted, and Developer shall thereafter have fifteen (15) days to approve the final bid and contract, or terminate this Agreement.

6.2 **Termination**: This Agreement may be terminated by either Party upon a breach of this Agreement by the other Party which remains uncured for a period of ten (10) days after the giving to the defaulting Party of written notice of such breach, provided that if such breach cannot reasonably be cured within such 10 day period, the non-defaulting Party will not unreasonably withhold its consent to an extension of such cure period (not to exceed 60 days) so long as defaulting Party promptly commences and diligently pursues such cure. Town may terminate this Agreement should the Town elect to not appropriate funding sufficient for the Construction Work after receiving bids for same. This Agreement may be terminated by Developer pursuant to any express termination rights described herein.

6.3 **Insolvency of Developer** : Town shall have the right, in its discretion, to declare the Agreement terminated, if (a) by the order of a court of competent jurisdiction, a receiver, liquidator, custodian or trustee of Developer, or of a major part of its property, shall be appointed and the order shall not have been discharged within sixty (60) days, or (b) by decree of such a court,

Developer shall be adjudicated insolvent or a major part of its property shall have been sequestered and such decree shall have continued undischarged and unstayed for sixty (60) days after the entry thereof, or (c) a petition to reorganize Developer pursuant to the Federal Bankruptcy Code or any other similar statute applicable to Developer, as now or hereinafter in effect, shall be filed against Developer and such petition shall not be dismissed within sixty (60) days after such filing, or (d) Developer shall be adjudicated bankrupt or shall file a petition in voluntary bankruptcy under any provision of any bankruptcy law or shall consent to the filing of any bankruptcy or reorganization petition against it under any such law; or (e) Developer shall make an assignment for the benefit of its creditors, shall admit in writing its inability to pay its debts generally as they become due, or shall consent to the appointment of a receiver or liquidator or trustee or assignee in bankruptcy or insolvency of it or of a major part of its property.

ARTICLE VII
Indemnity and Representations

7.1 Developer shall indemnify Town against all expenses, liabilities and claims of every kind, including reasonable attorneys' fees, incurred by the Town arising out of either a failure by the Developer to perform any of the terms or conditions of this Agreement, or failure by Developer to comply with any law of any governmental authority which may arise in the course of the performance of this Agreement.

7.2 Developer and Town represent and warrant that they have the legal right and authority to enter into this Agreement and to perform their respective obligations hereunder.

7.3 EXCEPT FOR SUCH REPRESENTATIONS AND WARRANTIES AS ARE EXPRESSLY SET FORTH IN THIS AGREEMENT, NO AFFILIATES, DIRECT AND INDIRECT MEMBERS, MANAGERS, PARTNERS, TRUSTEES, SHAREHOLDERS, BENEFICIARIES, DIRECTORS, OFFICERS, EMPLOYEES, ATTORNEYS AND AGENT OF DEVELOPER, AND THEIR RESPECTIVE SUCCESSORS, PERSONAL REPRESENTATIVES AND ASSIGNS (COLLECTIVELY, THE "DEVELOPER RELATED PARTIES") HAS MADE ANY REPRESENTATIONS OR WARRANTIES, DIRECT OR INDIRECT, ORAL OR WRITTEN, EXPRESS OR IMPLIED, TO TOWN OR ANY AGENTS, REPRESENTATIVES OR EMPLOYEES OF TOWN WITH RESPECT TO THE DESIGN WORK OR CONSTRUCTION WORK, ITS FITNESS FOR ANY PARTICULAR PURPOSE OR ITS COMPLIANCE WITH ANY LAWS. EXCEPT WITH RESPECT TO A

BREACH BY DEVELOPER OF ANY REPRESENTATION OR WARRANTY EXPRESSLY CONTAINED IN THIS AGREEMENT, TOWN HEREBY WAIVES, RELEASES AND FOREVER DISCHARGES THE DEVELOPER RELATED PARTIES OF AND FROM ANY AND ALL CLAIMS, ACTIONS, CAUSES OF ACTION, DEMANDS, RIGHTS, DAMAGES, LIABILITIES AND COSTS WHATSOEVER, DIRECT OR INDIRECT, KNOWN OR UNKNOWN, WHICH TOWN NOW HAS OR WHICH MAY ARISE IN THE FUTURE AGAINST ANY OF THE DEVELOPER RELATED PARTIES OR ANY SUCH OTHER PARTIES RELATED IN ANY WAY TO THE DESIGN WORK AND CONSTRUCTION WORK, INCLUDING, WITHOUT LIMITATION, ANY CONSTRUCTION OR DESIGN OR ANY DEFECTS (STRUCTURAL OR OTHERWISE) THEREIN, OR ANY MEANS, METHODS, OR TECHNIQUES WITH RESPECT TO THE DESIGN WORK, CONSTRUCTION WORK, OR ITS VALUE, COMPLIANCE WITH LAWS, CONDITION, OR SEQUENCES AND PROCEDURES EMPLOYED IN CONNECTION WITH SAME.

ARTICLE VIII
Miscellaneous

8.1 Amendment: This Agreement may not be modified or amended except by written instrument approved by each Party and signed by authorized representatives of each Party.

8.2 Severability: If any provision of this Agreement is held by a court of competent jurisdiction to be unconstitutional or unenforceable, the decision of such court shall not affect or impair any of the remaining provisions of this Agreement, and the Parties shall, to the extent they deem to be appropriate, take such actions as are necessary to correct any such unconstitutional or unenforceable provision. It is hereby declared to be the intent of the Parties to this Agreement that this Agreement would have been approved and executed had such an unconstitutional or unenforceable provision been excluded therefrom.

8.3 Entire Agreement: This document contains the entire Agreement between the Parties, and no statement, oral or written, made by either Party or agent of either Party that is not contained in this Agreement shall be valid or binding.

8.4 Remedies: This Agreement may be enforced by the Parties by all remedies available at law or in equity, including but not limited to specific performance. Failure or delay to exercise any right, remedy or privilege hereunder shall not operate as a waiver of such right, remedy or privilege nor prevent subsequent enforcement thereof.

8.5 Covenant of Further Assurances: Developer and Town agree that from and after the date of execution hereof, each will, upon the request of the other, execute and deliver such other documents and instruments and take such other actions as may be reasonably required to carry out the purpose and intent of this Agreement and that each shall have an ongoing duty of good faith and fair dealing with the other.

8.6 Assignment: No assignment (in whole or in part), delegation, transfer, or novation of this Agreement or any part thereof shall be made unless approved by both Developer and Town.

8.7 Multiple Originals: This Agreement may be executed by the Parties hereto in duplicate originals, each of which, when executed, shall constitute one and the same Agreement and one of which shall be retained by each Party.

8.8 Governing Law and Venue: This Agreement shall be governed in accordance with the laws of the State of North Carolina and, as applicable, the laws of the United States of America. Exclusive venue for any legal action filed hereunder shall be vested in the state and federal courts sitting in Carteret County, North Carolina.

8.9 Confidentiality: The Parties agree that the terms and conditions of this Agreement shall be held in the strictest of confidence and shall not, except with the prior approval of the other Party (not to be unreasonably withheld), in any manner be shared with or disseminated, except the Parties may share the terms and conditions with their advisors, for enforcement and defense of rights and duties hereunder, and as required by law, including specifically but not limited to Chapter 132 of the General Statutes of North Carolina.

8.10 Representations and Warranties: Except as specifically agreed to herein, neither Party makes any representations or warranties in relation to the subject matter of this Agreement.

8.11 Recitals: The recitals contained in Article II are incorporated into the terms of this Agreement as integral parts hereof.

ARTICLE IX
Notices

Any notice or other communication required or permitted under this Agreement shall be in writing and shall be deemed given as of the date it is (a) delivered by hand; (b) mailed, postage

prepaid return receipt requested, to the Parties at the addresses listed below or later specified in writing; or (c) sent, shipping prepaid, return receipt requested, by a national courier service, to the Parties occupying the positions indicated at the addresses listed below.

- Town:** Town of Beaufort
ATTN: Town Engineer
701 Front Street
Beaufort, NC 28516

- With copies to:** Grady Quattlebaum, PLLC
ATTN: Arey Grady
244-A Craven Street
New Bern, NC 28560

- Developer:** Blue Treasure LLC
ATTN: Karl Blackley
105 Weston Estates Way
Cary, NC 27513

- With copies to:** Longleaf Law Partners
ATTN: David E. Miller, III
4509 Creedmoor Road, Suite 302
Raleigh, NC 27612

IN WITNESS HEREOF, the Parties hereto, intending to be bound, have executed this Agreement in duplicate originals effective as of the Effective Date.

BLUE TREASURE LLC,
a North Carolina limited liability company

By: _____
Name: _____
Title: _____

Date of Signature: _____

TOWN OF BEAUFORT,
a North Carolina municipal corporation

By: _____
E. Todd Clark, Town Manager

Date of Signature: _____



Town of Beaufort, NC

701 Front St. - P.O. Box 390 - Beaufort, N.C. 28516
252-728-2141 - 252-728-3982 fax - www.beaufortnc.org

**Board of Commissioners
Regular Meeting
6:00 PM – Monday, Oct. 9, 2023**

AGENDA CATEGORY: Items for Discussion and Consideration
SUBJECT: Mardi Gras

The Beaufort Business Association has submitted an event application requesting to host an expanded Mardi Gras event with 3-days of activities on Friday, Saturday and Sunday, Feb. 9, 10 & 11, 2024 with set-up starting on Thursday, Feb. 8 and tear down completing on Monday, Feb. 12, 2024. The event includes several smaller events within the main overall event. Staff has reviewed the requests and has made some recommendations as well as worked with the event organizers for clarification.

Outline of Events: 3-Day Mardi Gras Celebration

Friday, Feb. 9: Masquerade Ball

- Location: Tent in West Parking Lot
- Time: 6-10 p.m.
- Attendance: 200-250
- Alcohol served : Bar with Beer, Wine & Liquor
- Band/DJ
- Performers: Stilt performer, acrobat bartender
- Ticketed Event

Saturday, Feb. 10: Parade and Vendor Festival

- Locations: John Newton Park, West Parking Lot, Middle Lane
 - Parade route: Pollock/Front to Turner/Front, end on Middle Lane
- Time: 11 a.m. – 5 p.m. – Parade at 3 p.m.
- Attendance: 3,000
- Alcohol Served: West Parking Lot, Craven St. Parking Lot, Middle Lane
- Gumbo Contest, art exhibits, bar, music and more in West Parking Lot under tent
- Kids Area in John Newton Park
- Golf Cart decorating for parade on Middle Lane
- Vendors on Middle Lane in Aqua parking lot
- Craven Street parking lot used for beer garden and food trucks
- Roaming Street Performers

Sunday, Feb. 11: Sunday Brunch

- Location: West Parking Lot under tent
- Time: 11 a.m.-2 p.m.
- Attendance: 200-250

- Ticketed Event
- Band/DJ
- Alcohol Served: Mimosa/Bloody Mary Bar

Requests of the Town:

- **Closure of West Parking lot** (25 parking spaces) starting at 6 a.m. Thursday, Feb. 9 ending Monday, Feb. 12.
- **Tent:** Permission to erect a 40x100 tent in the West parking lot.
- **Closure of Craven Street Parking lot** (16 parking spaces) – 6 a.m.-6 p.m. Saturday, Feb. 10 for use as a beer garden
- **Closure of Craven Street between Ann and Front** (14 parking spaces)– 6 a.m.-6 p.m. Saturday, Feb. 10. (Public Safety request for safety and alcohol)
- **Closure of Middle Lane** from 6 a.m.-6 p.m. on Saturday, Feb. 10. (for vendors, activities and a bar location)
- **Closure of Front Street between Craven Street and Turner Street** (25 parking spaces) from 6 a.m. – 6p.m. Saturday, Feb. 10 (Public Safety request for safety and alcohol)
- **Closure of Front Street and portions of Turner** (between Middle and Front) from 3-4 p.m. on Saturday, Feb. 10 for the duration of the parade.
- **Alcohol Waiver** for Middle Lane, John Newton Park, West Parking Lot, Craven Street parking lot, Craven Street and portions of Front Street – valid 11 a.m.-5 p.m. Saturday, Feb. 10.
- **Alcohol Waiver** for West Parking lot Friday, Feb. 9 and Sunday, Feb. 11 (in addition to Feb. 10 request) – liquor will be served in this area.
- **New Parade Route:** Start at Pollock/Front, turn at Turner/Front, turn on Turner/Middle and end at Middle/Craven
- **Electricity:** Electricity at John Newton Park on Saturday. Electricity in the West Parking Lot Friday, Saturday and Sunday.
- Total of 84 town parking spaces to be closed with additional private parking areas on Middle Lane to also be closed.

Public Safety Requirements:

- Friday – 2 officers required at the for-hire rate – 5:30-10:30 p.m. (5 hours)
- Saturday – 4 officers required at the for-hire rate – 10:30 a.m.-6 p.m. (7.5 hours)
- Sunday – 2 officers required at the for-hire rate – 10:30 a.m.-2:30 p.m. (4 hours)
- Closure of Craven Street from Ann to Front from 6 a.m.-6 p.m. on Saturday, Feb. 10.
- Closure of Front Street between Craven Street and Turner Street (25 parking spaces) from 6 a.m. – 6p.m. Saturday, Feb. 10.
- Adequate portapotties to include a minimum of 10 stalls with 2 handicap stalls – Event organizers are working with staff on the location.
- An adequate solid waste/recycling. Current request is for 12 solid waste cans and 6 recycling cans (18 cans at \$10 each).
 - Staff is working with BBA event organizer Kristen Prescott on a solid waste plan. BBA is considering hiring town public works staff to empty the carts on Saturday and Sunday morning and to remove them on Monday at the conclusion of the event. This is at a cost of \$68 per hour which is for 2 public works staff and equipment. Public Works has estimated this will take 3 hours on Saturday morning, 4 hours on Sunday morning and 4 hours on Monday (includes travel time to solid waste dump site). Additionally, there are tipping fees at a rate of \$56.54 per ton. Staff will bring the trash truck to assist in emptying the cans and conduct the work prior to the start of the event.
 - An alternate option is for event organizers to rent a dumpster and coordinate volunteers to monitor and empty trash.

REQUESTED ACTION: Consider approval of 50 al.

EXPECTED LENGTH OF PRESENTATION: 15-20 minutes

SUBMITTED BY: Rachel Johnson, Events Coordinator

Date Application Received:
Permit Number:



APPLICATION FOR SPECIAL EVENT PERMIT

Please return completed application form with permit fee and paperwork to:

Events Coordinator, Town of Beaufort
701 Front Street
P.O. Box 390
Beaufort, NC 28516
Phone: (252) 728-2141 Email: r.johnson@beaufortnc.org

Applications submitted late or incomplete may not receive approval and may not be issued a permit.

EVENT BASICS

Event Name: Beaufort Mardi Gras Celebration
Location of Event Site: West Parking lot, John Newton Park, Middle Lane, Craven parking lot

(If more than one site is being requested please be specific and list each one individually below)
Friday - John Newton Park & West Parking lot
Saturday - John Newton Park, West Parking lot, middle lane, Craven parking lot. Front Street (parade only) from Thurst - ending on middle lane

Run by: Beaufort Business Association
Applicant (Organizer) Name: Nelson Owens Contact # 252-342-1427
Day of Event Contact #: Kristen Prescott Email: kristen@127middlelane.com

Type of Event:
 Festival
 Parade — walking parade - Golf carts only
 5K Race
 10K Race

Music Event

Other _____

Actual Event Date(s): 2/9, 2/10, 2/11 Time of Event: 2/9 ^{6:00-10:00} 2/10 ^{11:00-5:00} 2/11 ^{11:00-1:00}

Set-Up Date: 2/8 Start Time: 9:00 am

Tear Down Date: 2/12 End Time: 3:00 pm

Estimated Attendance: 200 - 2000 Admission Fees: varies \$50 - \$150

Event Description: Beaufort Business Association fundraising event, Street Festival, live music, beer and wine sales, children's activities, parade, ticketed event with performers Free events

ORGANIZER/APPLICANT INFORMATION

Name of Organization: Beaufort Business Association

Primary Contact Person: Nelson Owens

Mailing Address: 723 Comet Dr Beaufort NC 28516

Email: Nelson.n.owens@gmail.com

Daytime Phone #: 252-342-1427 Cell Phone #: 252-342-1427

Alternate Contact Person: Kristen Prescott Phone #: 252 675 9231

Is your group a non-profit organization? yes If yes, please provide documentation with your application.

SITE PLAN

Site Plan Attached

Yes

No

(If you need help, please set up a meeting with the Town of Beaufort's Events Coordinator)

A detailed site plan must be included with your event application. The following, should they be relevant, must be included in your Site Plan.

- Location of all tents and temporary structures
- Location of requested barricades and road closures
- Emergency exits
- Fire extinguishers, propane storage
- Location of command post, medical & first aid station, emergency vehicle access points and all exits and entrances (both emergency and for the public)
- Fencing, staging, bleachers, stages, inflatables, etc.
- Food/refreshment tent vendors, refreshment tents
- Food Trucks
- Location of Restrooms
- 5K/10K race routes

If the Site Plan is not submitted with the event application, the deadline is 45 days before the event, otherwise a permit will not be issued.

PARKS & PARKING LOTS REQUESTED

Please mark all that apply:

- East Parking Lot
- West Parking Lot
- Craven Street Parking
- Middle Lane
- John Newton Park
- Lynn Eury Park
- Grayden Paul Park
- Topsail Marine Park
- Other Please list: _____

Specific Requirements: (Extra trash cans/recycling/electrical etc.) Please be specific and include each item on the Site Plan for the desired location. Please note extra charges may apply in accordance to the fee schedule. (Trash/Recycling Carts: \$10 each, Electricity: \$50)

Trash
 Recycling } all days
 Electricity } → west parking lot & craven parking lot
 Tent - 4 Middle Ln. - 8
 Tent - 2 Middle Ln - 4
 Assistance with road closure starting at 3:00pm. Parade lasts approx. 45 min.

OTHER EVENT DETAILS

Please provide the name and contact information of all outside companies who are providing services during your event. IE: Tent Rentals, Inflatable Rentals, Port-A-Pottie Rentals, etc.

TBD - will send as soon as contracts are confirmed

Will there be canon/re-enactment fire during your event? NO If yes, please coordinate with the Beaufort Fire Department for safety procedures.

ALCOHOL

Alcohol at the event YES NO Attach all required paperwork. Applicant is responsible for obtaining applicable ABC License and Liquor Liability Insurance. Applicant must provide a clearly marked and contained area for alcohol consumption and hire two Town of Beaufort police officers at a rate of \$50 per hour for the duration. (The Police Chief will review the application for exceptions.) All local, state and Federal laws must be adhered to.

I/we have read, understand and will comply with the rules outlined by the Town of Beaufort in the Town Code of Ordinances as well as in the Event Procedures.

X [Signature] (Applicant's Signature)

ROAD CLOSURES

Does your event require a road closure? YES NO

Please provide specifics below:

Road	Set-Up Time	Event Start Time	Finish Time	Tear Down Time
Middle Lane	8/10	8/10 11:00am	5:00pm	
Front St	8/10	8/10 3:00pm	4:00pm	

If a road closure has any impact on area businesses and/or residents, the applicant will be required to inform all residents and/or businesses in the area of the road closure, by letter or hand-delivered flyer at least 14 days in advance of the event, of the particulars of the approved temporary road closure and any detour route available.

Emergency Vehicle Access Requirements: A road may be closed to regular traffic during an event, but an unobstructed fire lane must be left open at all times for emergency vehicles.

PARKING/PARKING LOTS

Parking lots required for Event set-up: (Please mark on the site map if applicable) (Please note charges may apply. The rate is \$18 per day per space in the East & West parking lots and \$9 per on street parking space per day for special event closure during Pay-To-Park season).

Please list all parking lots and spaces you are requesting. Spaces are numbered so please be specific. Also please note that parking space closures MUST be approved by the Board of Commissioners. Event organizers are not permitted to acquire additional spaces without Town permission prior to an event.

West parking lot and Craven St parking lot

Please list off-site Parking Location for Vendors & Event Staff: A letter of permission is required for the use of private property per the event procedures. Please include this with your event application.

Vendors will be allocated to BSS parking lot on Craven/broad.

Bicycle Parking: Yes _____ No _____

Additional Handicap Parking: Yes _____ No _____ Location: _____

Event Parking: (Please outline your plan for day of parking for event attendees. Please include parking lot locations and the name/contact information for any shuttle/trolley service):

Front St, Turner, Ann, Queen, Pollock.

PARADE/WALK INFORMATION

Parade Assembly Area: <u>Front St</u>	Time: <u>2:00 - 2:30</u>
Parade Dismissal Area: <u>Craven St</u>	Time: <u>3:45 - 4:00</u>
Parade Start Time: <u>3:00pm</u>	

EMERGENCY MANAGEMENT

Route Map Attached: YES _____ NO (Please note a route map is required)

Designated Emergency personal/liaison (onsite): Kristen Prescott

Cell #: 252 675 9231 Other Contact: Nelson Owens

How will your event staff react to severe weather?

Event will be called off in event of severe weather. PA system on front st & middle Ln for announcements

How will you alert visitors to the event to evacuate the site? (If multiple sites are being requested, a plan must be submitted for each location)

Important announcements made on PA System

RISK ASSESSMENT

It is important for Event Organizers to identify risks and hazards associated with their event and know how to prevent these risks. Please identify possible risks for your event and list below (weather, food, fire, etc.) Please provide details.

Severe weather - Event cancellation
Food - All vendors must comply with health code & be permitted to participate

What training will you provide to your volunteers/staff/participants regarding emergencies?

Pre-event meeting to discuss emergency protocol
proper training of volunteers with ABC code.

TENTS

Will you have tents at your event? YES NO

Please list the tent sizes: 40x100, 10x10 pop up tents

If your event includes tents, you must make arrangements with the Beaufort Fire Department for a tent permit. There is a \$50 fee. Please contact Tammy Turek at (252) 728-4325 to make arrangements. The Tent Permit Application and a list of requirements are available online at www.beaufortnc.org.

FOOD

Will there be food served at your event? YES NO

If yes, please provide a detailed list of all food vendors. List provided by January

If yes, have you contacted the Carteret County Health Department to set up inspections? YES NO

All food vendors must have proper licensing, inspections, etc.

VENDORS

Will there be vendors selling items at your event? Yes No

Please note vendors are only permitted to sell during the event hours listed on this application. Any vendor selling before or after the listed hours is in violation and subject to being shut-down.

All vendors must have proper certifications and licenses. They must display the required state sales and use tax information and the event organizer must keep all of this information on file pursuant to North Carolina State laws.

CHECKLIST

Please submit the following documents with your event application. Once all forms (if applicable) are received and the event is approved an Event Permit will be issued.

- Tent Permit
- Detailed Site Plan
- Detailed Route Map (Parade/5K/10K)
- Map of Road Closures
- ABC Permit
- Health Inspection Documentation
- Insurance
- Non-profit documentation
- Private property parking permission letter
- List of food vendors
- List of vendors
- Application Fee
- Application Signature

I/We the event organizer Nelson Owens, on behalf of Beaufort Business Association, the party requesting the use of the Town of Beaufort facilities noted in the above application do hereby hold and save harmless and agree to indemnify the Town of Beaufort and its elected officials, directors, officers, employees, servants, agents, contractors and their respective heirs, executors, successors with respect to any and all liability, actions, debts, suits, demands, costs, damages and expenses whatsoever arising wither directly or indirectly as a result of the use of the Town of Beaufort's facilities, park, road or other and in accordance with the provisions contained in this policy. I/We have read and understand this application, the event procedures and the requirements placed upon this applicant and organization. I agree to abide by the Town of Beaufort rules, regulations and ordinances.

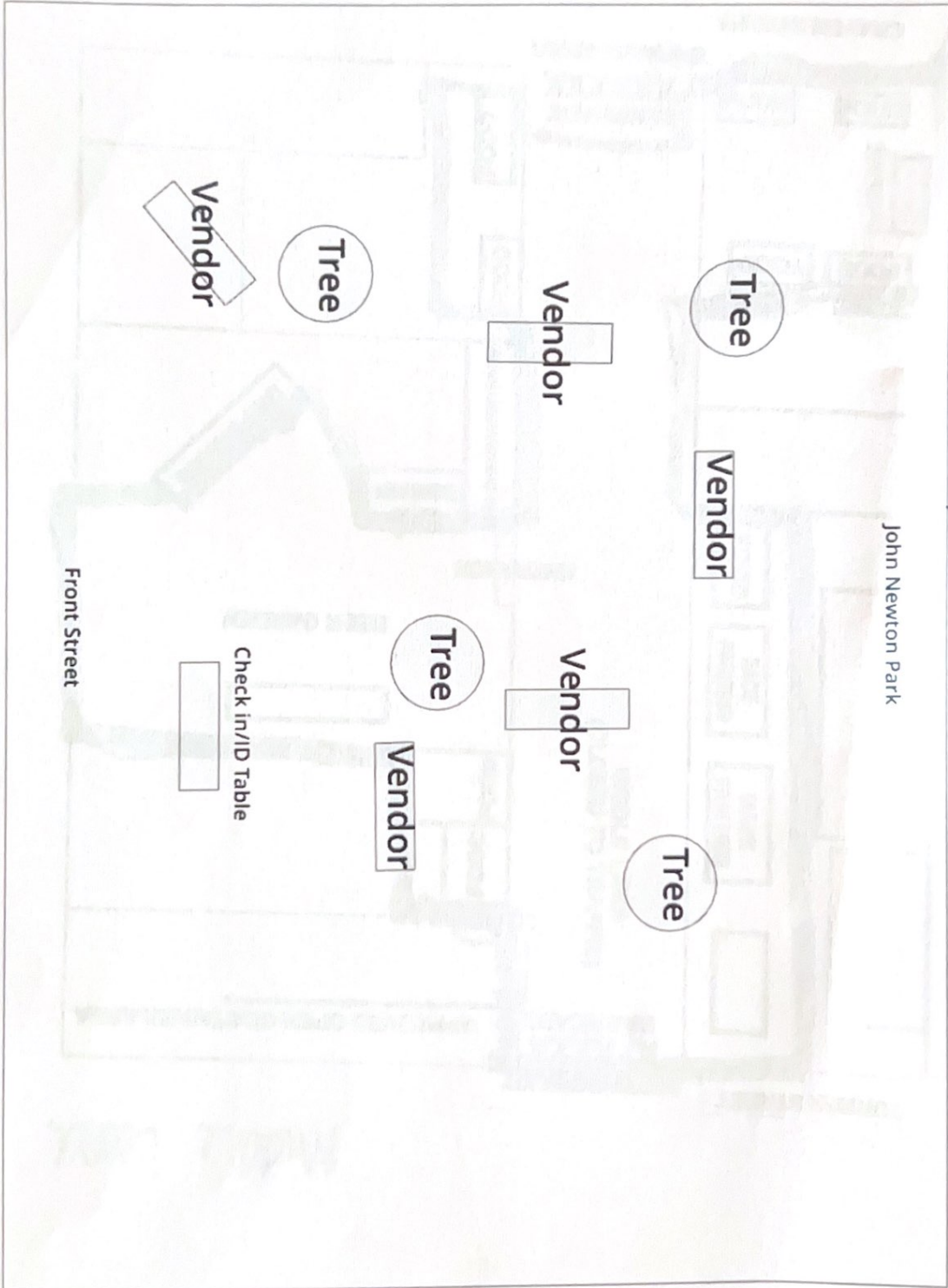
Applicant's Signature [Signature] Date 9/12/23

Internal Use Only
 Permission is granted to the applicant and/or sponsoring organization to use the streets/facilities/parks as listed in the application for the special event described.

Permit Issue Date: _____
 Authorized Signature: _____

Insurance Certificate: Yes ___ No ___
 Permit Fee: Yes ___ No ___
 BOC Approval Date: _____
 Police Chief Approval: _____
 Fire Chief Approval: _____

cvent



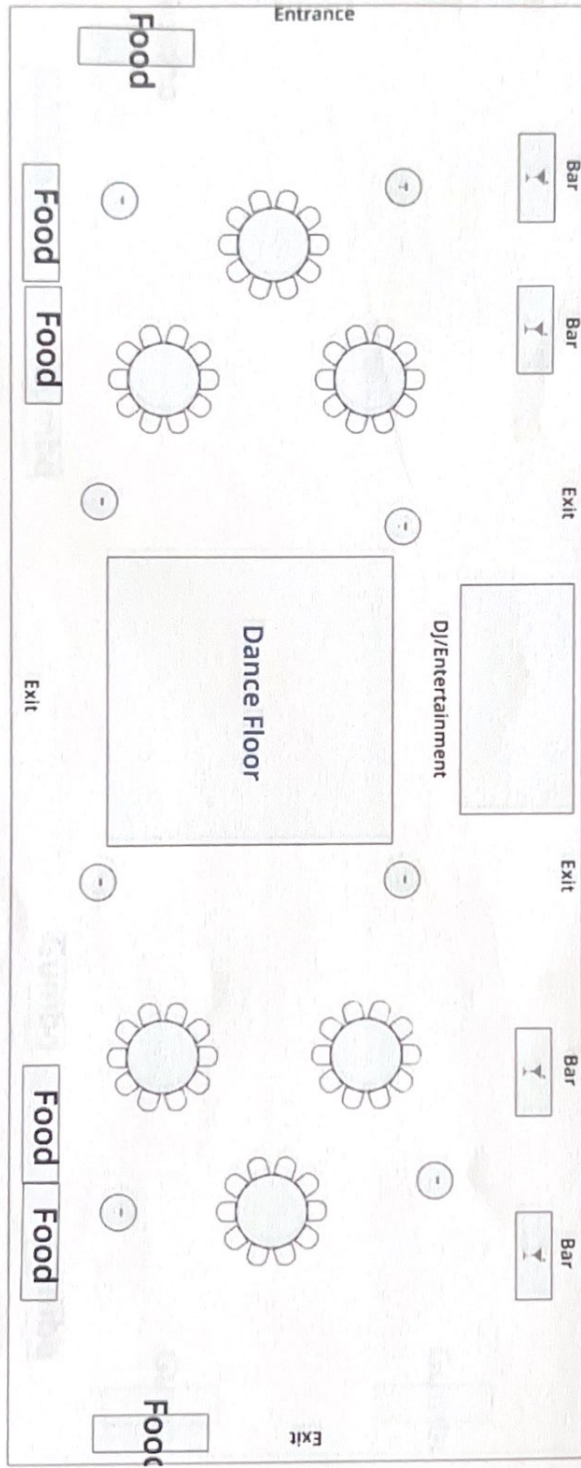
219 - 2/11

cvent



Tent 2/9

Water



Front St.

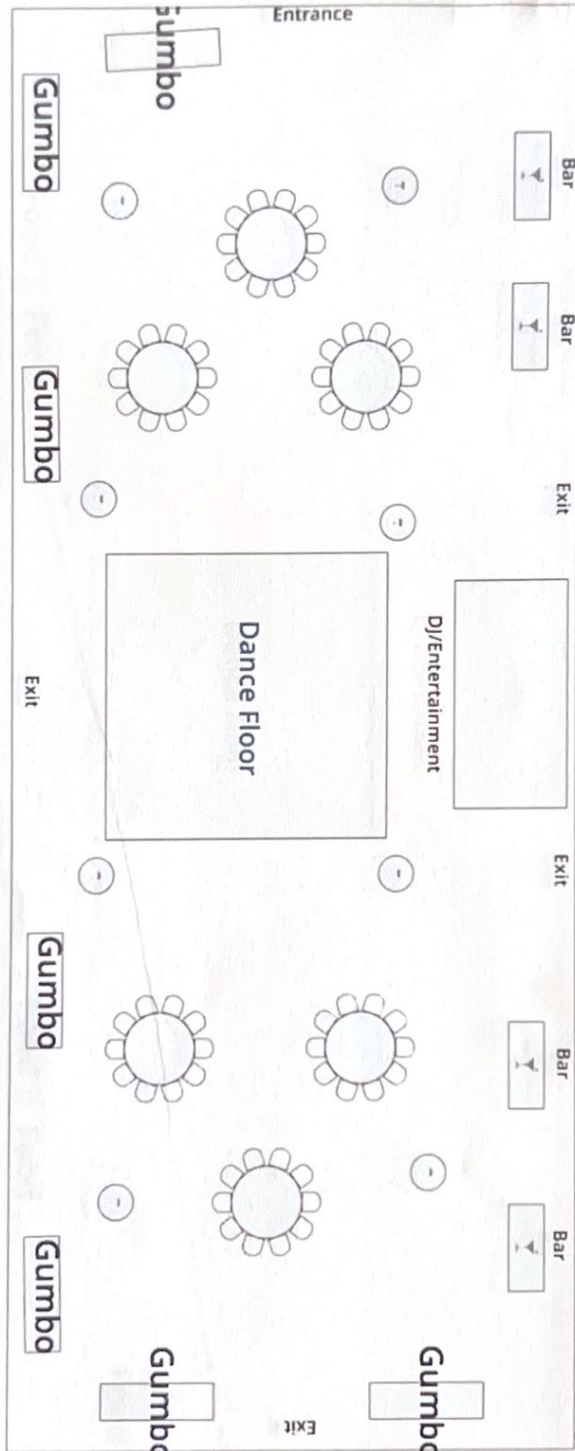
cvent



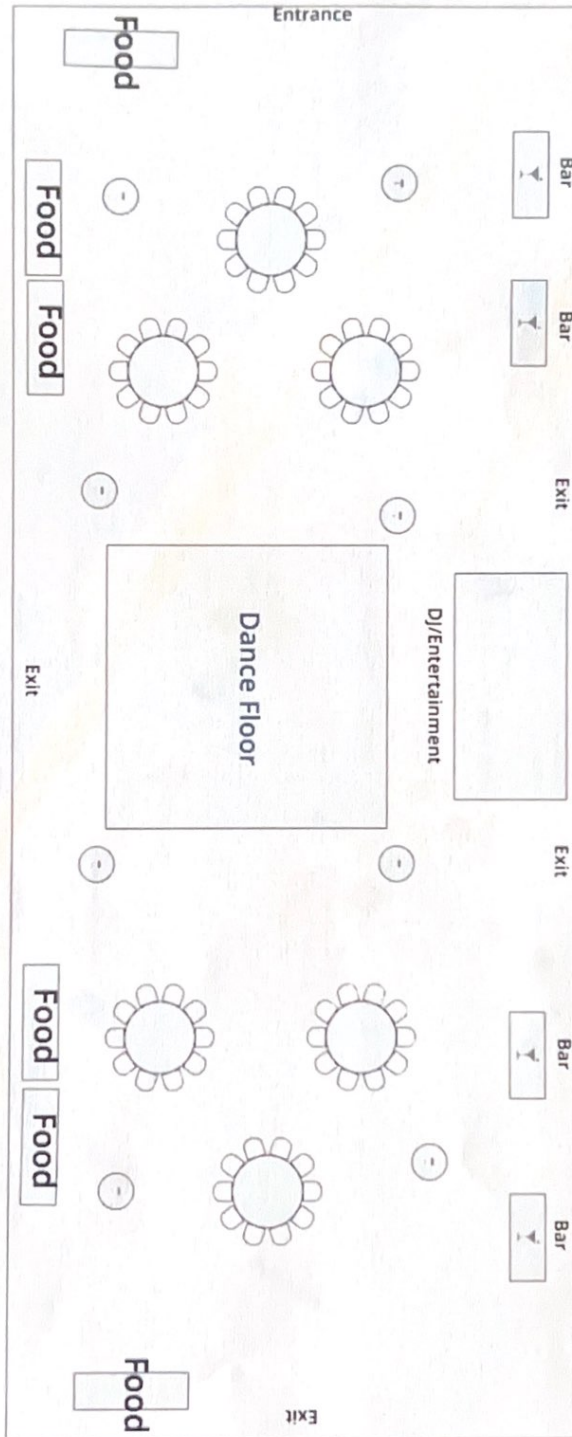
Tent 2/10

Water

Front St



cvent



Front St.

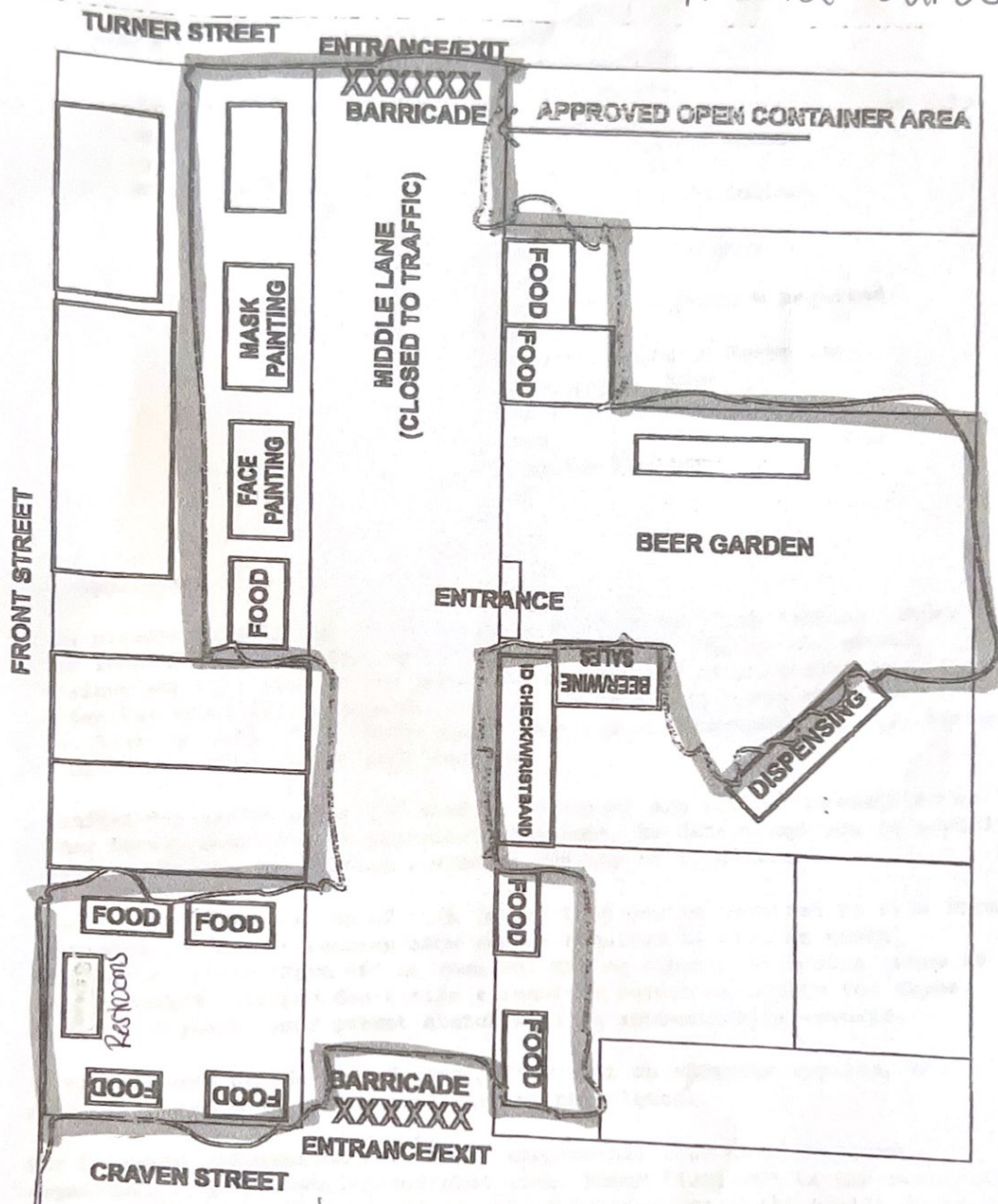
Tent 2/11

Water

Parade Route 2/10



Middle Lane



Beaufort Development Association
PO Box 56
Beaufort, NC 28516

INTERNAL REVENUE SERVICE
P. O. BOX 2508
CINCINNATI, OH 45201

DEPARTMENT OF THE TREASURY

Date: **FEB 10 2015**

DOWNTOWN BEAUFORT DEVELOPMENT
ASSOCIATION
805 BROAD ST
BEAUFORT, NC 28516-0000

Employer Identification Number:
47-3032912
DLN:
26053440001285
Contact Person:
CUSTOMER SERVICE ID# 31954
Contact Telephone Number:
(877) 829-5500
Accounting Period Ending:
December 31
Public Charity Status:
509(a) (2)
Form 990/990-EZ/990-N Required:
Yes
Effective Date of Exemption:
February 5, 2015
Contribution Deductibility:
Yes
Addendum Applies:
No

Dear Applicant:

We're pleased to tell you we determined you're exempt from federal income tax under Internal Revenue Code (IRC) Section 501(c)(3). Donors can deduct contributions they make to you under IRC Section 170. You're also qualified to receive tax deductible bequests, devises, transfers or gifts under Section 2055, 2106, or 2522. This letter could help resolve questions on your exempt status. Please keep it for your records.

Organizations exempt under IRC Section 501(c)(3) are further classified as either public charities or private foundations. We determined you're a public charity under the IRC Section listed at the top of this letter.

If we indicated at the top of this letter that you're required to file Form 990/990-EZ/990-N, our records show you're required to file an annual information return (Form 990 or Form 990-EZ) or electronic notice (Form 990-N, the e-Postcard). If you don't file a required return or notice for three consecutive years, your exempt status will be automatically revoked.

If we indicated at the top of this letter that an addendum applies, the enclosed addendum is an integral part of this letter.

For important information about your responsibilities as a tax-exempt organization, go to www.irs.gov/charities. Enter "4221-PC" in the search bar to view Publication 4221-PC, Compliance Guide for 501(c)(3) Public Charities, which describes your recordkeeping, reporting, and disclosure requirements.

Letter 5436

DOWNTOWN BEAUFORT DEVELOPMENT

Sincerely,

Tamara Ripperda

Director, Exempt Organizations

Letter 5436

Mardi Gras Event Schedule

February 9th-11th

Thursday, Feb 8th - Tent Set Up in West Parking Lot

Friday, Feb 9th - Masquerade Ball Location- Front Street Tent

Target attendance - 200-250

6:00PM -10:00PM

6:00 - Event Starts

Station style food - Catering provided by Beaufort Grocery

Bourbon Street tasting area - Woodford Reserve

Band/DJ - entertainment - TBD

Performers - Acrobat Bartender/Stilt Performer - Contacted - TBD

BBA Bar - Alcohol Served under tent - Beer/Wine/Liquor

10:00 - Event Concludes

Saturday, Feb 10th - Parade and Vendor Festival

Target Attendance - 3000

11:00AM - 5:00PM

11:00 - Vendors Open

12:00 - Gumbo Contest Begins

Vendors to be on Front street, John Newton Park (Kids Area - Balloon art, face painting, etc) and Middle Lane

BBA Bar and Music in tent (west parking lot)

Gumbo Contest in tent (west parking lot)

Art exhibits in tent (west parking lot)

11:00-3:00 Performers - Roaming Front Street and Middle Lane - Stilt walkers/Jugglers/Balloon

Twister - Contacted

Food Trucks/Beer Garden - Craven Parking Lot

BBA Bar - 127 Middle Lane Area

Golf Cart Decorating Contest- Sinclair's parking lot

Vendor Booths - Parking Lot across from Aqua - Food, Art, Etc.

3:00 - Parade start at Truist and End on Middle Lane at Craven Street

5:00 - Event concludes and vendors breakdown

Sunday, Feb 11th - Sunday Brunch

Target attendance - 200- 250

11:00AM - 2:00PM

Station style food - 4 or 5 local restaurants each have a station

Band/DJ under tent- TBD

BBA Bar Under Tent - Titos Bloody Mary Bar and Mimosas

Monday, February 12th - Tent Strike in West Parking Lot

Trash/Recycle/Electrical

- Electrical needed at John Newton Park/West parking lot for entire weekend
- Waste Cans - 12 / Recycling - 8 delivered to tent at west parking lot. We can have staff put out along middle lane?



TOWN OF BEAUFORT
 701 FRONT ST.
 PO BOX 390
 BEAUFORT, NC 28516-0390

INVOICE #
24-00372

INVOICE DATE: 10/03/23
 DUE DATE: 02/07/24

ACCOUNT ID: BEAUF125 PIN: 67630C
 Beaufort Business Assoc.
 Nelson Owens
 PO Box 56
 Beaufort, NC 28516

QUANTITY/UNIT	SERVICE ID	DESCRIPTION	UNIT PRICE	AMOUNT
		Mardi Gras Event		
1.0000	SEAPPFEE	Special Event Application Fee	25.000000	25.00
1.0000	SEEELECT	SPECIAL EVENT ELECTRICITY FEE	50.000000	50.00
		John Newton Park 2/10		
1.0000	SEEELECT	SPECIAL EVENT ELECTRICITY FEE	50.000000	50.00
		West PVA 2/9, 2/10 & 2/11		
10.0000/HR	POLICE	Police for Hire	50.000000	500.00
		Friday-2 Officers-5 hours each		
8.0000/HR	POLICE	Police for Hire	50.000000	400.00
		Sunday-2 Officers-4 hours each		
30.0000/HR	POLICE	Police for Hire	50.000000	1,500.00
		Saturday 4 Officers-7.5 hours		
10.0000	SESWCONT	SPECIAL EVENT SOLID WASTE CONT	10.000000	100.00
		Solid Waste Cans		
8.0000	SESWCONT	SPECIAL EVENT SOLID WASTE CONT	10.000000	80.00
		Recycle Cans		
11.0000/HR	SEPWSERV	SPECIAL EVENT PUBLIC WORKS FEE	68.000000	748.00
		Trash Service 2/10, 2/11, 2/12		
1.0000	MISC	Tipping Fees (\$56.64/ton) Est.	200.000000	200.00
			TOTAL DUE:	<u>\$ 3,653.00</u>

PAYMENT COUPON - PLEASE DETACH AND RETURN THIS PORTION ALONG WITH YOUR PAYMENT

TOWN OF BEAUFORT
 701 FRONT ST.
 PO BOX 390
 BEAUFORT, NC 28516-0390

INVOICE #: 24-00372
 DESCRIPTION: Mardi Gras Event
 ACCOUNT ID: BEAUF125 PIN: 676300
 DUE DATE: 02/07/24
 TOTAL DUE: \$ 3,653.00

Beaufort Business Assoc.
 Nelson Owens
 PO Box 56
 Beaufort, NC 28516





Town of Beaufort, NC

701 Front St. - P.O. Box 390 - Beaufort, N.C. 28516
252-728-2141 - 252-728-3982 fax - www.beaufortnc.org

**Beaufort Board of Commissioners Regular Meeting
6:00 PM Monday, October 9, 2023 – Train Depot**

AGENDA CATEGORY: Public Hearing
SUBJECT: To approve or deny rezoning of 101 Ann Street from B-W to TCA

BRIEF SUMMARY:

- Rezone 101 Ann Street from B-W to TCA

REQUESTED ACTION:

Conduct Public Hearing
Decision on Proposed Rezoning
Decision on Proposed CAMA Future Land Use Map amendment

EXPECTED LENGTH OF PRESENTATION:

15 Minutes

SUBMITTED BY:

Michelle Eitner
Planner

BUDGET AMENDMENT REQUIRED:

N/A



Staff Report

To: Board of Commissioners
From: Michelle Eitner, Planner

Date: 9/19/2023
Meeting Date: 10/9/2023

Case Number 23-08

Summary of Request: Rezone 101 Ann Street from B-W to TCA

Background

Location(s) & PIN 101 Ann Street - 730617013566000

Owner Beaufort Resorts LLC
Applicant Jay Horton – Filter Design Studio PLLC

Current Zoning Business Waterfront (B-W)

Lot(s) Size & Conformity Status 0.631 acres (based on GIS calculated acreage data)

Existing Land Use Former Hotel

CAMA Future Land Use Map Medium Density Residential
Amendment Required Yes No

Adjoining Land Use & Zoning
North Gallants Landing neighborhood (multi-family), B-W
South Single-family residential, R-8
East Single-family residential, R-8
West Open water, no zoning

Special Flood Hazard Area Yes No

Public Utilities
 Water Available Not Available
 Sewer Available Not Available

Additional Information See Staff Comments

Requested Action
 Conduct Public Hearing
 Approve or deny the rezoning request
 Approve or deny the CAMA Land Use Plan amendment

Planning Board Comments

At their September 19th meeting the Planning Board conducted a Public Hearing and recommended that the rezoning request be approved.

Staff Comments

This approximately 0.631 acre property at the northwest end of Ann Street is currently zoned Business Waterfront (B-W). For forty years, this has been the site of the Beaufort Inn, which is proposed for demolition. The property owners, represented by Jay Horton of Filter Design Studio, have requested a rezoning to TCA in advance of redevelopment of this site. Proposed redevelopment of this site would require a Certificate of Appropriateness from the Beaufort Historic Preservation Commission.

NCGS § 160D-601(d) refers to rezonings that decrease development density or reduce the number of permitted uses as “Down-zonings”. This proposed rezoning is considered a down-zoning as it reduces the number of permitted uses (51 in B-W to 26 in TCA, not inclusive of special uses).

The proposed rezoning of B-W to TCA is not consistent with the CAMA Land Use Plan’s Future Land Use Map classification of Medium Density Residential, and as such will require an amendment to the FLUM to indicate High Density Residential. Staff identifies, however, that the proposed zoning district and land use classification are consistent with the existing land uses of subject and surrounding parcels. The current B-W zoning of this parcel is inconsistent with the current future land use classification of Medium Density Residential. The Gallants Landing multi-family development to the north is also zoned B-W, which is inconsistent with the use as well as the future land use classification of Medium Density Residential (appropriate density of 4.3 units per acre, but not a compatible zoning district).

The setbacks on this property would be reduced with this proposed rezoning, but as the structure on the property currently exceeds the front and rear setbacks, redevelopment in either district will gain compliance with regard to setbacks. This rezoning would reduce the maximum building height from the current 40 feet to 35 feet, but as this property is within the Historic District it is limited to 35ft through the guidelines anyway. This remains consistent with the 35ft height limitation of the adjacent R-8 properties. There is no density maximum for the lot currently, because the zoning district does not allow residential uses, but the proposed district allows up to 12 units per acre. For reference, on this 0.631 acre property, a maximum of 7 units would be possible under TCA zoning. Buffer requirements identify that a Type A buffer would be required on the north and east sides of the property upon redevelopment in either the current or proposed district. This property is within the Beaufort Historic District and as such is subject to the Design Guidelines. It is also subject to CAMA regulations for the Estuarine Shoreline Area of Environmental Concern (AEC).

In accordance with **NCGS § 160D-604(d)**, when conducting a review of proposed zoning text or map amendments the Planning Board shall advise and comment on whether the proposed action is consistent with the Town of Beaufort Comprehensive and CAMA Land Use Plan that has been adopted and any other officially adopted plan that is applicable. The Planning Board shall provide a written recommendation to the BOC that addresses plan consistency and other matters as deemed appropriate by the Planning Board, but a comment by the Planning Board that a proposed amendment is inconsistent with the Town of Beaufort Comprehensive and CAMA Land Use Plan shall not preclude consideration or approval of the proposed amendment by the BOC.

CAMA Core Land Use Plan – Future Land Use Classification

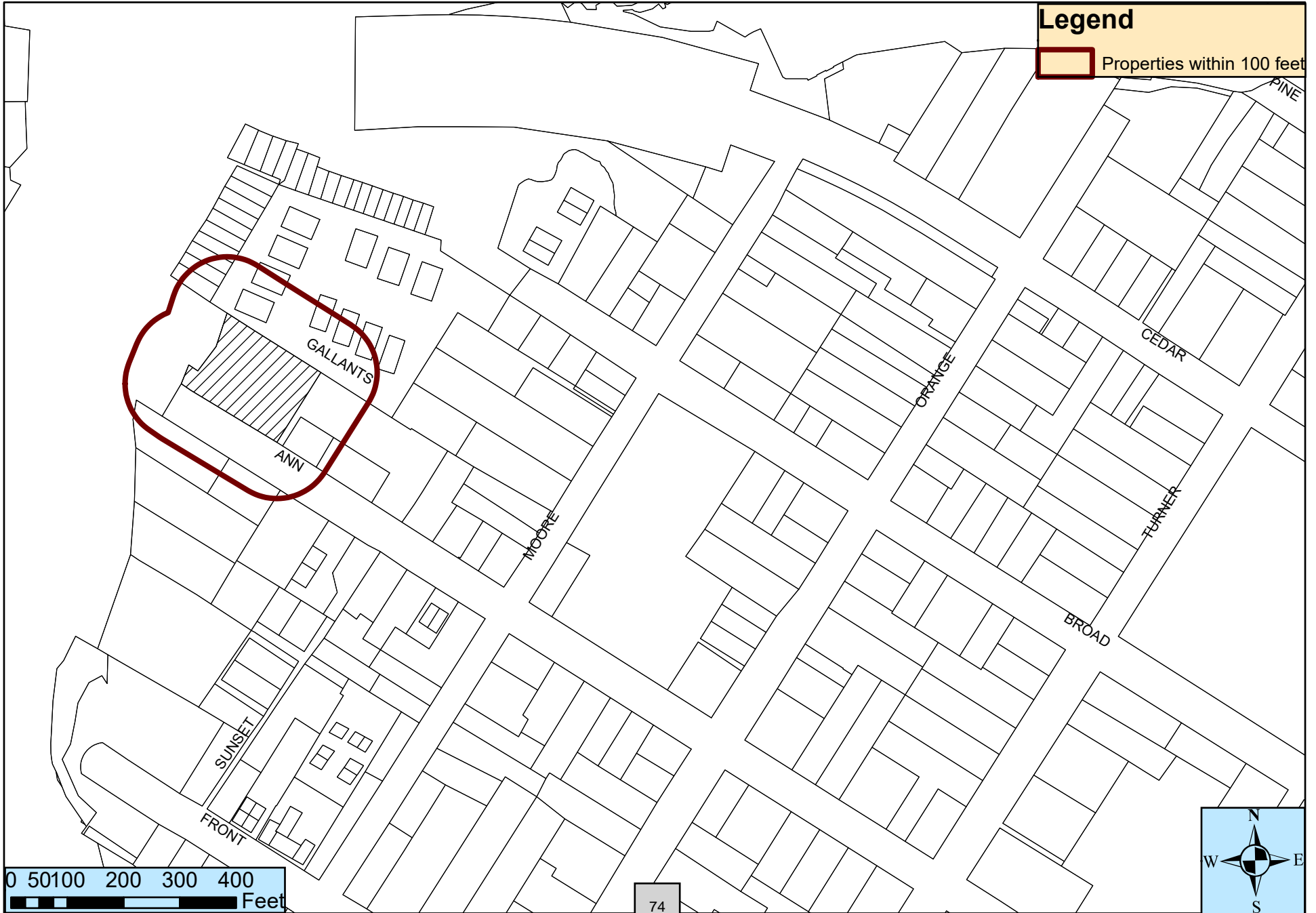
Medium Density Residential Classification. The Medium/High Density Residential classification encompasses approximately 0.8 square miles (483 acres) or about 10 percent of the total planning

jurisdiction. The majority of the properties classified as Medium Density Residential are generally located immediately surrounding the Beaufort downtown area as well as north and east of the downtown area. The Medium Density Residential classification is intended to delineate lands where the predominant land use is higher density single-family residential developments and/or two-family developments. The residential density within this classification is generally 3 to 5 dwelling units per acre. Minimum lot sizes vary from 8,000 to 10,000 square feet unless a larger minimum lot area is required by the health department for land uses utilizing septic systems. Land uses within Medium Density Residential designated areas are generally compatible with the R-8, Medium Density Residential; and R-8A Single-family Medium Density Residential zoning districts. Public water is widely available and sewer service is required to support the higher residential densities in this classification. Streets with the capacity to accommodate higher traffic volumes are also necessary to support Medium Density Residential development. The Town’s goals and policies support the use of land in Medium Density-classified areas for single-family and two-family dwellings where adequate public utilities and streets are available or can be upgraded to support the higher residential densities encouraged in this classification.

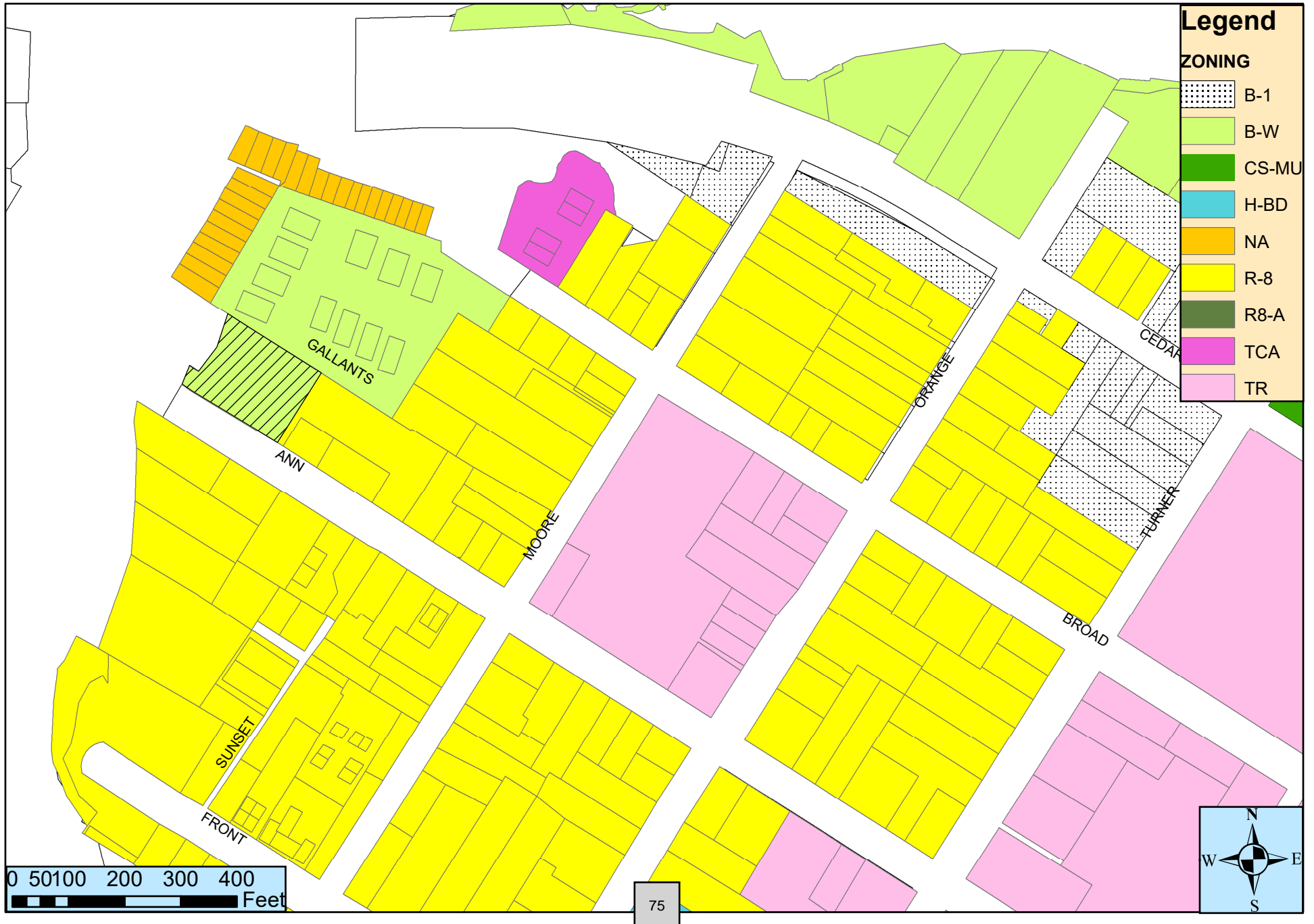
High Density Residential Classification. The High Density Residential classification encompasses approximately 0.05 square miles (32.6 acres) or about 0.7 percent of the total planning jurisdiction. The properties classified as High Density Residential are located in the northeastern portion of the Town’s planning jurisdiction along the US Highway 70 North corridor. The High Density Residential classification is intended to delineate lands where the predominant land use is higher density single-family residential developments and/or multifamily developments. The residential density within this classification is generally 6 to 16 dwelling units per acre. The minimum lot size is 2,750 square feet per unit unless a larger minimum lot area is required by the health department for land uses utilizing septic systems. Land uses within High Density Residential designated areas are generally compatible with the RMF, Multi-Family High Density Residential and the R-5, Residential Cluster zoning classifications. Public water and sewer service is required to support the residential densities in this classification. Streets with the capacity to accommodate higher traffic volumes are also necessary to support High Density Residential development. The Town’s goals and policies support the use of land in High Density-classified areas for single-family and multifamily dwellings where adequate public utilities and streets are available or can be upgraded to support the higher residential densities encouraged in this classification. The higher density residential developments anticipated to occur during the planning period are encouraged within the High Density-classified areas.

- Attachments:** Attachment B - Vicinity Map with 100 Foot Notification Boundary
Attachment C - Zoning Map
Attachment D - CAMA Future Land Use Map
Attachment E - Property Owners Within 100 Feet
Attachment F - Application Packet
Attachment G – Planning Board’s Consistency Statement
Attachment H - LDO Sections (B-W & TCA)
Attachment I – Draft Ordinance for Rezoning
Attachment J – Draft CAMA LUP Amendment Resolution

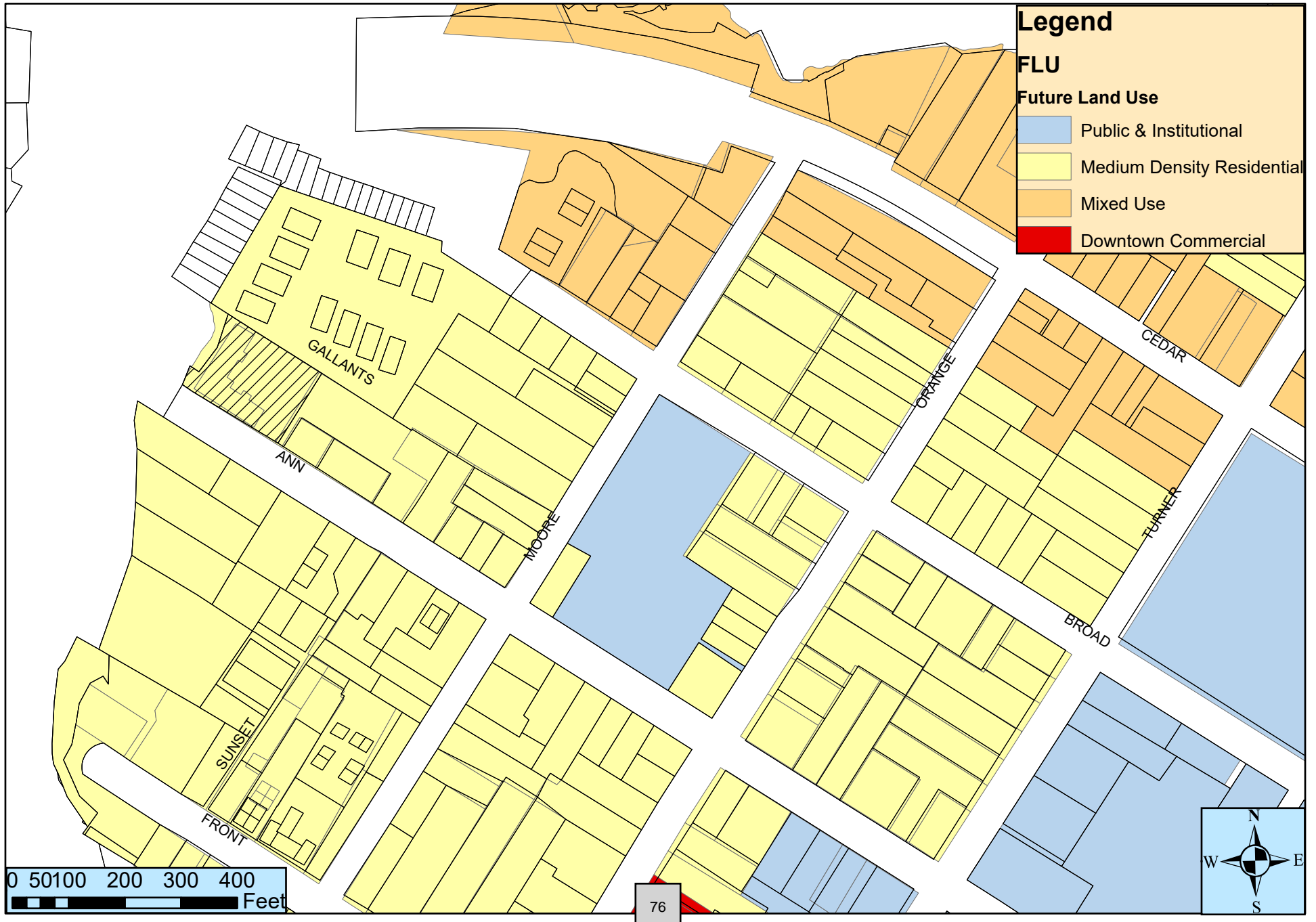
Case #23-08 101 Ann Street Vicinity Map
Rezoning B-W to TCA



Case #23-08 101 Ann Street Zoning Map Rezoning B-W to TCA



Case #23-08 101 Ann Street CAMA Future Land Use Map Rezoning B-W to TCA



**Case #23-08 Rezoning 101 Ann Street
Property Owners within 100 Feet**

1.

OWNER	MAIL_ADD	MAIL_CITY	MAIL_STATE	MAIL_ZIP
SELLARS ASHLEY H ETVIR JULIAN	107 GALLANTS LANE	BEAUFORT	NC	28516
CHOATE DAVID M ETUX HEATHER L	109 GREY BARN ROAD	JACKSONVILLE	NC	28540-3835
ZIGLAR WILLIAM R ETUX MEGAN	117 ANN STREET	BEAUFORT	NC	28516-2101
GALLANTS LANDING OWNERS ASSOC	14204 WYNDFIELD CIRCLE	RALEIGH	NC	27615
MOORE VICK C ETUX PATRICIA D	14204 WYNDFIELD CIRCLE	RALEIGH	NC	27615
O'BRYAN ALLEN D II	151 HOWLAND PARKWAY	BEAUFORT	NC	28516
YOST MARK S	2026 SAINT ANDREWS ROAD	GREENBORO	NC	27408
OSTROW GENE J ETUX T. WOODY	217 LANCASTER DRIVE	CHAPEL HILL	NC	27517
PUSATERI THOMAS ETUX PAM ROSS	2503 WAKE DRIVE	RALEIGH	NC	27608-1339
HAWKINS DAVID D ETUX ELLEN R	2733 ANDERSON DRIVE	RALEIGH	NC	27608
BEAUFORT RESORTS LLC	3301 BENSON DRIVE #103	RALEIGH	NC	27609
CHADWICK BRADFORD Q ETAL	4003 HALCYON DRIVE	HUNTERSVILLE	NC	28078
BOLTON WILLIAM E III ETAL TRUS	591 HOWELL MILL RD	WAYNESVILLE	NC	28786



Town of Beaufort
701 Front St. • P.O. Box 390 • Beaufort, N.C. 28516
252-728-2141 • 252-728-3982 fax
www.beaufortnc.org

**APPLICATION FOR AN AMENDMENT TO THE
BEAUFORT ZONING MAP**

Instructions:

Please complete the application below, include all the required attachments and the **\$300.00** for **Rezoning request with no Land Use Plan Change** or **\$400.00** for **Rezoning Request with Land Use Plan Change** and return to the Beaufort Town Hall, 701 Front Street or P.O. Box 390, Beaufort, N.C., 28516. Incomplete applications will not be processed and will be returned to the applicant. Please contact Planning and Inspections at 252-728-2142 if there are any questions.

APPLICANT INFORMATION

Applicant Name: Jay Horton-Filter Design Studio, P.L.L.C.

Applicant Address: 707 Bridges Street Morehead City, NC 28557

Phone Number: (252) 622-4119 Email: jay@filterdesignstudio.com

Property Owner Name: Beaufort Resorts LLC

Address of Property Owner: 3301 Benson Drive #103 Raleigh, NC

Phone Number: N/A Email: Todd.Saleed@dewittcarolinas.com

PROPERTY INFORMATION

Property Address: 101 Ann Street, Beaufort, NC 28516

15-Digit PIN: 730617013566000 Lot/Block Number: Lot Ann St. Town of Beaufort/Block 1

Size of Property (in square feet or acres): 0.631 Acres

Current Zoning: B-W Requested Zoning: TCA

Current Use of Property: Residential Vacant Commercial Other: Inn Use

[Signature] August 24, 2023
Applicant Signature Date of Applicant's Signature

[Signature] 0.28.23
Property Owner Signature (if different than applicant) Date of Owner's Signature

An application fee of **\$300.00** for **Rezoning request with no Land Use Plan Change** or **\$400.00** for **Rezoning Request with Land Use Plan Change**, either in cash, money order, or check made payable to the "Town of Beaufort," should accompany this application. Payments can be made in person on the day of submittal and at such time, a credit card can be used to make the payment. Credit card payments are subject to a 3% extra fee.

Please refer to the *Land Development Ordinance, Section 3* and all other pertinent sections for the information required to accompany this application.

**REQUIRED ATTACHMENTS FOR AN AMENDMENT TO THE
BEAUFORT ZONING MAP**

Please provide the following as attachments to the zoning map amendment form:

1. A statement as to whether or not the proposed zoning amendment is consistent with the Beaufort Land Use Plan.
2. A statement as to how the zoning amendment will promote the public health, safety or general welfare of the Town of Beaufort.
3. Proof of ownership (For example: a copy of the deed or city tax statement).

If a property is owned by more than one individual or if multiple properties under different ownership are applying under one request, attach a statement and signatures indicating that all owners have given consent to request the zoning change.

4. An area map of property to scale which includes:
 - North Arrow;
 - All Property lines and accurate property line dimensions;
 - Adjacent streets and names;
 - Location of all easements;
 - Location of all structures;
 - Zoning classifications of all abutting properties.
5. Please submit one digital/electronic copy of any drawings or plans associated with the amendment. At least one paper copy of the drawings or plans should also be submitted.
6. A TYPED list all property owners (with addresses) within 100 feet of the boundary lines of all properties requested to be rezoned (notification of adjacent property owners by the Town is required by North Carolina law).

**THE COMPLETE APPLICATION WITH SUPPORTING
DOCUMENTATION IS DUE TO TOWN STAFF AT LEAST 15 WORKING
DAYS PRIOR TO A SCHEDULED PLANNING BOARD MEETING.**

The Town's website is www.beaufortnc.org.

OFFICE USE ONLY

Revised 08/2020

Received by: _____

Reviewed for Completeness By: _____

Date: _____

Date Deemed Complete and Accepted: _____

Beaufort Land Use Plan Consistency Statement

We believe that the proposed zoning amendment is consistent with the proposed Beaufort Land Use Plan, and more consistent than what it is currently zoned. BW (Business-Waterfront) , to TCA (Townhome, Condominium, and Apartment) The requested residential zoning is more in keeping with the existing adjacent parcels, and congruous with the development adjacent to the North of the Beaufort Resorts LLC Property.

Statement of Appropriateness

The “by right” nature of what is allowed to be developed in the BW zoning clearly offers the current 101 Ann Street property owners a significant return on investment if the options were exercised.

Development options more profitable than the current use include, Boat Sale/Rentals, Dry-stack Boat Storage, ABC Store, Parking Garage, Indoor Dog Kennel or Doggy Daycare Facility, etc., and can be built without the need for additional approval from the Town. Some of the aforementioned development options could potentially yield higher vehicular traffic volume, increased stormwater runoff, and above average noise levels for the surrounding residential parcels. There are numerous options on the commercial side that would be more profitable taking advantage of potential waterfront operations, but our first choice would be the request to “downzone” from BW to TCA (Townhome, Condominium, Apartment). Clearly stated in the Land Development Ordinance, residential construction is not a permitted use, or allowed with a special use permit in BW zoning however, “Mixed Use” is permitted with a “Special Use” permit that would allow for commercial ground-floor use, and residential living quarters above.

The adjacent property to the North is zoned BW, and currently operating as “Multi Family” with Gallants Landing Owners Association operating as the “Home Owners Association”, and the individual Townhome owner’s responsible for their roughly .044 acre (1916ft²)- .055 acre (2396ft²) parcels. These parcels are far less in size (38%-47%), of the required 5000ft² in R5, and R5S zoning options. This equates to a potential residential dwelling unit density of (18) to(21) units per acre.

The TCA Zoning will allow for appropriate residentially oriented development on the 101 Ann Street Property, and will yield a more historic and residential feel for the adjacent property owners and surrounding neighborhood.

Property Owners Located within 100 Feet of 101 Ann Street Property

PARCEL NUMBER: 730617015464000
OWNER: CHADWICK,BRADFORD Q ETAL
PHYSICAL ADDRESS 119 ANN ST
BEAUFORT
MAILING ADDRESS: 4003 HALCYON DRIVE
HUNTERSVILLE NC 28078

PARCEL NUMBER: 730617012422000
OWNER: PUSATERI,THOMAS ETUX PAM ROSS
PHYSICAL ADDRESS 102 ANN ST
BEAUFORT
MAILING ADDRESS: 2503 WAKE DRIVE
RALEIGH NC 1339 27608

PARCEL NUMBER: 730617016657000
OWNER: GALLANTS LANDING OWNERS ASSOC
PHYSICAL ADDRESS 0 GALLANTS LN
BEAUFORT
MAILING ADDRESS: 14204 WYNDFIELD CIRCLE
RALEIGH NC 27615

PARCEL NUMBER: 730617014444000
OWNER: YOST,MARK S
PHYSICAL ADDRESS 115 ANN ST
BEAUFORT
MAILING ADDRESS: 2026 SAINT ANDREWS ROAD
GREENBORO NC 27408

PARCEL NUMBER: 730617015329000
OWNER: ZIGLAR,WILLIAM R ETUX MEGAN
PHYSICAL ADDRESS 117 ANN ST
BEAUFORT
MAILING ADDRESS: 117 ANN STREET
BEAUFORT NC 2101 28516

PARCEL NUMBER: 730617013658000
OWNER: MOORE,VICK C ETUX PATRICIA D
PHYSICAL ADDRESS 112 GALLANTS LN
BEAUFORT
MAILING ADDRESS: 14204 WYNDFIELD CIRCLE
RALEIGH NC 27615

PARCEL NUMBER: 730617013783000
OWNER: BOLTON,WILLIAM E III ETAL TRUS
PHYSICAL ADDRESS 110 GALLANTS LN
BEAUFORT
MAILING ADDRESS: 591 HOWELL MILL RD
WAYNESVILLE NC 28786

PARCEL NUMBER: 730617013335000
OWNER: OSTROW,GENE J ETUX T. WOODY
PHYSICAL ADDRESS 106 ANN ST
BEAUFORT
MAILING ADDRESS: 217 LANCASTER DRIVE
CHAPEL HILL NC 27517

PARCEL NUMBER: 730617013296000
OWNER: O'BRYAN,ALLEN D II
PHYSICAL ADDRESS 114 ANN ST
BEAUFORT
MAILING ADDRESS: 151 HOWLAND PARKWAY
BEAUFORT NC 28516



FILE # 1545001

NORTH CAROLINA, CARTERET COUNTY
This instrument and this certificate are duly filed at
the date and time and in the Book and Page shown
on the first page hereof.

Jerry T. Hardesty, Register of Deeds
By: *[Signature]*
Asst. Deputy, Register of Deeds

FOR REGISTRATION REGISTER OF DEEDS
Jerry T. Hardesty
Carteret County, NC
June 09, 2016 03:44:12 PM
TRAVIS DEED 3 P
FEE: \$26.00
NC REVENUE STAMP: \$7,500.00
FILE # 1545001

Instrument prepared by: James W. Thompson, Attorney At Law, 1207-C Arendell Street, Morehead City, NC
After recording, return to: *Robbie Parker, Lee Law Firm, PO Box 4548, Wilmington NC 28406*
The property conveyed by this instrument does does not include the primary residence of Grantor.
Documentary Stamps: \$7,500.00 Parcel No.: 730617013566

STATE OF NORTH CAROLINA *Lee Law Firm*
COUNTY OF CARTERET *1427 Military Cut off Rd Ste. 208
Wilmington, NC 28403*

NORTH CAROLINA GENERAL WARRANTY DEED

This General Warranty Deed is made this 9TH day of June, 2016, by and between
BEAUFORT INN, INC., a North Carolina corporation, hereinafter called "Grantor", whose address
is 101 Ann Street, Beaufort, NC 28516; and **BEAUFORT RESORTS, LLC**, a North Carolina
limited liability company, whose address 3301 Person Drive, Suite 163, Raleigh NC 27609
hereinafter called, "Grantee".

WITNESSETH:

The Grantor, for a valuable consideration paid by the Grantee, the receipt of which is hereby
acknowledged, has and by these presents does grant, bargain, sell and convey unto the Grantee in fee
simple, all of that certain lot, tract, or parcel of land situated in Beaufort Township, Carteret County,
North Carolina, and more particularly described as follows:

Being all of that property generally known as the "Beaufort Inn" located at the western end of
Ann Street, Beaufort, N.C., and being the same property acquired by Grantor by deed dated
June 21, 2006 from Robert T. Wetherington et als, as recorded in book 1177, page 56, Carteret
County Registry. A more specific legal description is set forth on the attached Exhibit A.

BOOK 1545 PAGE 1

③

To have and to hold the above described lot, tract, or parcel of land, together with all the privileges and appurtenances thereto belonging, to the Grantee in fee simple forever.

Except for the limitations set forth below and as may be recited within the property description, the Grantor covenants with the Grantee that Grantor is seized of the premises in fee simple; has the right to convey the same in fee simple; that title is marketable and free and clear of all encumbrances; and that Grantor will warrant and defend the title against the lawful claims of all persons whomsoever.

This conveyance is subject to the lien for property taxes for the current year, general service utility easements, and all matters disclosed upon any recorded plat of the subject property.

In witness whereof, the Grantor has hereunto executed its official signature intending this deed to be effective as of the date first appearing above.

BEAUFORT INN, INC.

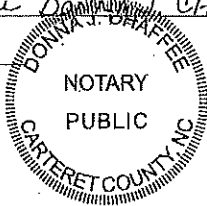
By: Katie Ethridge, President
Katie Ethridge, President

STATE OF NORTH CAROLINA
COUNTY OF CARTERET

I, the undersigned Notary Public of the County and State aforesaid, certify that Katie Ethridge, the President of Beaufort Inn, Inc., a North Carolina corporation, personally appeared before me this day and acknowledged the execution of the foregoing instrument by and on behalf of said corporation.

Witness my hand and official seal, this 9th day of June, 2016.

Donna J. Chaffee DONNA J. CHAFFEE
Notary Public (print and sign name)
My commission expires: 5/11/2018



l:\hgm\deeds\beaufort.inn.doc

BOOK 1545 PAGE 1

Exhibit "A"

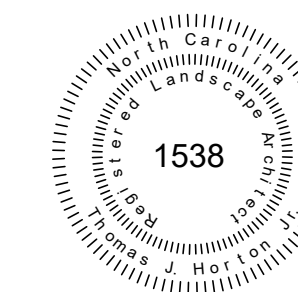
Lying and being in Beaufort Township, Carteret County, North Carolina, and more particularly described as follows:

Beginning at a point on the north line of Ann Street at the former southwest corner of Richard H. Chadwick, Sr., which beginning point is located 301.98 feet west from the point of intersection of the north line of Ann Street and the centerline of Moore Street; running thence along an old fence on the west line of Richard H. Chadwick North 38-17 East 148.33 feet to the former Carteret Quick Freeze Plant property (now Gallants Landing homesites); thence North 56-37-20 West 180.42 feet to an existing iron pipe; thence continuing North 56-37-20 West approximately 60 feet more or less to the highwater mark of Gallants Creek and the edge of a bulkhead; thence continuing with the bulkhead southerly, easterly and southerly to the north line of Ann Street; thence with the north line of Ann Street south 56-23 East 191.43 feet more or less to the point of beginning.

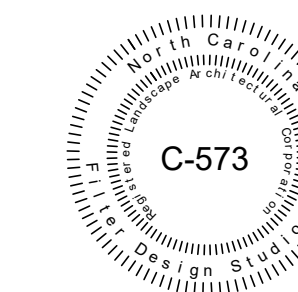
BOOK 1545 PAGE 1



Landscape Architect Seal



Firm Seal



Architecture

Company: Filter Design Studio, P.L.L.C.
Architect: Ryan Edwards
Address: PO Box 735
Morehead City, NC 28557
Phone: 252-622-4119
Email: ryan@filterdesignstudio.com

Landscape Architecture

Company: Filter Design Studio, P.L.L.C.
Landscape Architect: Jay Horton
Address: PO Box 735
Morehead City, NC 28557
Phone: 252-622-4119
Email: jay@filterdesignstudio.com

STARFISH
101 ANN STREET
BEAUFORT NC

All drawing and designs are protected by commonlaw copyright and exclusively belong to Filter Design Studio, P.L.L.C. All use, printing, construction and modifications require express permission

No.	Description	Date

AREA MAP

Project number: 22-023
Date: 04-16-2023
Drawn by: JH
Review: JH

LA 100

Scale: 1"=40'



**TOWN OF BEAUFORT
PLANNING BOARD**

RZ23-08

**RESOLUTION ADVISING THAT THE PROPOSED AMENDMENT
TO THE ZONING ORDINANCE AND CAMA CORE LAND USE PLAN
IS IN ACCORDANCE WITH ALL OFFICIALLY ADOPTED PLANS; IS
REASONABLE; AND IS IN THE PUBLIC INTEREST.**

WHEREAS, the North Carolina General Assembly has given the Town of Beaufort (“Town”) the authority to adopt and amend zoning and development regulation ordinances for the purpose of promoting the health, safety, morals, and general welfare of its citizens;

WHEREAS, N.C.G.S. §160D-604(d) requires the Town of Beaufort Planning Board shall advise and comment on whether the proposed action is consistent with the Town of Beaufort Comprehensive and CAMA Land Use Plan that has been adopted and any other officially adopted plan that is applicable, and provide a written recommendation to the Board of Commissioners that addresses plan consistency and other matters as deemed appropriate by the Planning Board; and

WHEREAS, the Planning Board has in fact met to consider and evaluate the proposed amendments to the Ordinance; and

NOW THEREFORE, BE IT HEREBY RESOLVED, that the Planning Board finds that the proposed amendment to the Ordinance is in accordance with all officially adopted Town plans, and therefore recommends **approval** by the Board of Commissioners. Specifically, the Planning Board finds that the proposed rezoning from B-W to TCA is reasonable and in the public interest because it reduces the number and intensity of permitted uses as a down-zoning, could reduce traffic congestion and stormwater runoff impacts, and is more in character with the surrounding land uses of single-family and multi-family residential.

This Resolution is effective upon its adoption this 18th day of September 2023.

**TOWN OF BEAUFORT
PLANNING BOARD**

Ralph Merrill

Ralph Merrill, Chairman

ATTEST:

Laurel Anderson

Laurel Anderson, Secretary

D) ***B-W Business Waterfront District.***

The objective of this district shall be to protect the character of the commercial development along the waterfront of the Town.

1) Minimum Lot Size.

All lots in the B-W shall be a minimum of six thousand square feet (6,000 ft²).

2) Minimum Lot Width.

All lots in the B-W district shall have a minimum lot width of sixty feet (60') at the minimum building line.

3) Building Setback and Building Height Requirements and Limitations.

Subject to the exceptions allowed in this Ordinance, each structure on a lot in this zoning district shall be set back from the boundary lines of the lot at least the distances provided in the tables set forth in this section. The building height limitation in this district is provided in the tables set forth in this section.

Table 9-6 Lot Requirements

<i>District</i>	<i>Front Setback (Right-of-Way)</i>	<i>Rear Setback</i>	<i>Side Setback</i>	<i>Building Height Limitation</i>
B-W	30 feet	15 feet	15 feet	40 feet

4) Accessory Building Setback Requirements.

All accessory buildings must comply with the setback requirements as set forth in section 2-F of this Ordinance, section 6 of this Ordinance, section 15 of this Ordinance, and all sections of this Ordinance.

5) Permitted Uses.

- | | |
|--|--|
| Amusement Establishment | Hotel or Motel |
| Antenna Co-Location on Existing Tower | Kennel, Indoor Operation Only |
| Aquaculture | Library |
| Assisted Living | Liquor Store |
| Bed & Breakfast | Mortuary/Funeral Home/Crematorium |
| Boat Sales/Rentals | Motor Vehicle Sales/Rentals |
| Car Wash | Museum |
| Club, Lodge, or Hall | Neighborhood Recreation Center, Public |
| Commercial Indoor Recreation Facility | Nursing Home |
| Community Garden | Office, Business, Professional, or |
| Concealed (Stealth) Antennae & Towers | Medical |
| Convenience Store | Other Building-Mounted Antennae & |
| Day Care Center | Towers |
| Dock | Outdoor Retail Display/Sales |
| Dry Boat Storage | Park, Public |
| Financial Institution | Parking Lot |
| Government/Non-Profit Owned/
Operated Facilities & Services | Parking Structure |
| Hospital | Personal Service Establishment |
| | Pool Hall or Billiard Hall |

Produce Stand/Farmers' Market
Public Safety Station
Public Utility Facility
Religious Institution
Resource Conservation Area
Restaurant with Indoor Operation
Retail Store
Satellite Dish Antenna

Signs, Commercial Free-Standing
Tavern/Bar/Pub with Indoor Operation
Temporary Construction Trailer
Theater, Small
Transportation Facility
Utility Minor
Vehicle Charging Station
Vehicle Service

6) Special Uses (*Special Uses* text may be found in section 20 of this Ordinance).

Adult-Oriented Retail Establishment
Athletic Field, Public
Commercial Outdoor Amphitheater
Commercial Outdoor Recreation Facility
Commercial Waterfront Facility
Gas/Service Station
Golf Driving Range
Hazardous Material
Kennels, Outdoor Operation
Manufacturing, Light
Marina
Microbrewery
Microdistillery
Mini-Storage

Mixed Use
Outdoor Amphitheater, Public
Outdoor Storage
Preschool
Restaurant with Drive-Thru Service
Restaurant with Outdoor Operation
School, K-12
School, Post-Secondary
Tavern/Bar/Pub with Outdoor
Operation
Theater, Large
Utility Facility
Wholesale Establishment

SECTION 8 Transitional Zoning Districts

A) *TCA Townhomes, Condominiums, Apartments District.*

This district is established to provide a high density district in which the primary uses are multi-family residences and duplexes. Uses in this district which require potable water or sanitary sewer must be connected to both municipal water and municipal sewer.

1) Maximum Overall Density.

The TCA district shall have a maximum density of twelve units per acre.

2) Minimum Lot Size.

All lots in the TCA district shall be a minimum of two thousand, seven hundred, and fifty square feet (2,750 ft²) per dwelling unit.

3) Minimum Lot Width.

All lots in the TCA district shall have a minimum lot width of eighty feet (80') at the minimum building line.

4) Building Setback and Building Height Requirements and Limitations.

Subject to the exceptions allowed in this Ordinance, each structure on a lot in this zoning district shall be set back from the boundary lines of the lot at least the distances provided in the tables set forth in this section. The building height limitation in this district is provided in the tables set forth in this section.

Table 8-1 Interior Lot Requirements

<i>District</i>	<i>Front Setback (Right-of-Way)</i>	<i>Rear Setback</i>	<i>Side Setbacks</i>	<i>Building Height Limitation</i>
TCA	25 feet	25 feet	8 feet	35 feet

Table 8-2 Corner Lot Requirements

<i>District</i>	<i>Designated Front (Right-of-Way) Setback</i>	<i>Designated Side (Right-of-Way) Setback</i>	<i>Rear Setback</i>	<i>Side Setback</i>	<i>Building Height Limitation</i>
TCA	25 feet	15 feet	30 feet	8 feet	35 feet

Table 8-3 Double Frontage Lot Requirements

<i>District</i>	<i>Designated Front (Right-of-Way) Setback</i>	<i>Designated Rear (Right-of-Way) Setback</i>	<i>Side Setbacks</i>	<i>Building Height Limitation</i>
TCA	25 feet	15 feet	8 feet	35 feet

5) Accessory Building Setback Requirements.

All accessory buildings must comply with the lot setback requirements as set forth in section 2-F, section 6, section 15, and all the other sections of this Ordinance.

6) Covenants.

In any development proposing common areas, jointly-used structures, or private streets, restrictive and protective covenants which provide for party wall rights, harmony of external design, continuing maintenance of building exteriors, grounds, or other general use improvements and similar matters, shall be submitted to the Town and approved by the BOC. Condominium development must submit evidence of compliance with the North Carolina Condominium Act.

7) Permitted Uses.

Antenna Co-Location on Existing Tower	Home Occupation
Assisted Living	Neighborhood Recreation Center Indoor/Outdoor, Private
Athletic Field, Public	Neighborhood Recreation Center, Public
Carport	Nursing Home
Community Garden	Park, Public
Concealed (Stealth) Antennae & Towers	Public Safety Station
Dock	Public Utility Facility
Dormitory	Resource Conservation Area
Dwelling, Duplex/Townhome	Shed
Dwelling, Multi-Family	Signs, Commercial Free-Standing
Garage, Private Detached	Temporary Construction Trailer
Government/Non-Profit Owned/ Operated Facilities & Services	Utility Minor
Group Home	Vehicle Charging Station

8) Special Uses (*Special Uses* text may be found in section 20 of this Ordinance).

Athletic Field, Private	Restaurant with Indoor Operation
Dwelling, Single-Family	Restaurant with Outdoor Operation
Golf Course, Privately-Owned	Retail Store
Golf Driving Range	Satellite Dish Antennas
Hotel or Motel	School, Post-Secondary
Marina	Tavern/Bar/ Pub with Indoor Operation
Mixed Use	Tavern/Bar/ Pub with Outdoor Operation
Outdoor Amphitheater, Public	Theater, Small
Personal Service Establishment	Transportation Facility
Preschool	Utility Facility
Religious Institution	
Restaurant with Drive-Thru Service	

**BEAUFORT BOARD OF COMMISSIONERS
AN ORDINANCE TO REZONE
101 ANN STREET FROM B-W TO TCA
ORDINANCE NO. 23-__**

Owner Beaufort Resorts LLC
Applicant Jay Horton – Filter Design Studio PLLC
Location & PIN: 101 Ann Street – 730617013566000
Lot Size: 0.631 acres (based on GIS calculated acreage data)
Existing District: B-W (Business Waterfront)
Requested District: TCA (Townhouse, Condominium & Apartments)
Meeting Date: October 9, 2023

WHEREAS, Jay Horton of Filter Design Studio PLLC, agent for property owner Beaufort Resorts LLC, has submitted a request to rezone 101 Ann Street to TCA; and

WHEREAS, the Beaufort Planning Board has convened to consider and prepare a recommendation and consistency statement on the request at its meeting on September 18, 2023, at which time the Planning Board recommended denial of the request; and

WHEREAS, the Beaufort Board of Commissioners conducted a public hearing on October 9, 2023, at which time the applicant and/or applicant’s representative was given the opportunity to present arguments, and Town staff was given the opportunity to comment on the application; and

WHEREAS, the Town Board of Commissioners has made the following findings and conclusions:

1. The request is consistent with surrounding land use patterns and zoning in the area.
2. The proposed zoning of TCA is inconsistent with the CAMA Core Land Use Plan; however, the Board finds the requested TCA District is consistent with the spirit and intent of the ordinance.

NOW, THEREFORE, IT IS HEREBY ORDAINED by the Board of Commissioners on the basis of the foregoing findings and conclusions that the request to rezone 101 Ann Street (PIN 730617013566000) is approved and the Town’s Zoning Map is amended accordingly.

Enacted on motion of Commissioner _____ and carried on a vote of ___ in favor and ___ against.

This, the 9th day of October 2023

TOWN OF BEAUFORT

Elizabeth Lewis, Town Clerk

Sharon E. Harker, Mayor



**RESOLUTION OF THE BEAUFORT BOARD OF COMMISSIONERS
AUTHORIZING AN AMENDMENT TO THE CORE LAND USE PLAN
RESOLUTION NO. 23-__**

WHEREAS, the Town of Beaufort desires to amend its CAMA Land Use Plan, specifically the Future Land Use Map related to the future land use classification of property addressed 101 Ann Street (PIN 730617013566000), and

WHEREAS, the CAMA Land Use Plan Future Land Use Map currently classifies this property as Medium Density Residential; and

WHEREAS, the Town of Beaufort desires to amend the CAMA Land Use Plan to classify this property as High Density Residential as concurrent with rezoning to the Townhomes, Condominiums, and Apartments District (TCA); and

WHEREAS, on September 18, 2023 the Planning Board recommended approval of the draft amendment to the CAMA Land Use Plan; and

WHEREAS, the Town of Beaufort conducted a duly advertised public hearing on the draft amendment to the CAMA Land Use Plan at the Regular Meeting of the Board of Commissioners on October 9, 2023; and

WHEREAS, at the Regular Meeting on October 9, 2023 the Board of Commissioners of the Town of Beaufort, North Carolina found the draft amendment to be consistent with the Town of Beaufort desired vision for the future and approved to adopt the draft amendment; and

WHEREAS, the locally adopted amendment will be submitted as required by State law to the District Planner for the Division of Coastal Management under the North Carolina Department of Environmental Quality and forwarded to the Division Director; and

WHEREAS, a review of the locally adopted amendment by the Coastal Resources Commission will be scheduled; and the CRC will then decide on certification of the amendment;

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Town of Beaufort, North Carolina, that the Future Land Use Map in the CAMA Land Use Plan be amended to show 101 Ann Street (PIN 730617013566000) as High Density Residential future land use classification.

BE IT FURTHER RESOLVED that the Board of Commissioners of the Town of Beaufort, North Carolina, has adopted the draft amendment; and

BE IT FURTHER RESOLVED that the Town Manager of the Town of Beaufort is hereby authorized to submit the adopted CAMA Land Use Plan amendment to the State for certification as described above.
Adopted this 9th day of October 2023.

Sharon E. Harker, Mayor

Elizabeth Lewis, Town Clerk



Town of Beaufort, NC

701 Front St. - P.O. Box 390 - Beaufort, N.C. 28516
252-728-2141 - 252-728-3982 fax - www.beaufortnc.org

**Town of Beaufort Board of Commissioners Regular Meeting
6:00 PM Monday, October 9, 2023 – 614 Broad Street – Train Depot**

AGENDA CATEGORY: Public Hearing

SUBJECT: Comprehensive and CAMA Land Use Plan

BRIEF SUMMARY:

On December 12th, 2022, the Board of Commissioners approved sending the “Draft” Comprehensive and CAMA Land Use Plan for review by the North Carolina Division of Coastal Management (NCDCM) as part of the adoption process. As of September 2023, the document has been updated per comments received from state and Federal Agencies. The only recommend changes were submitted from the State Water Supply Planning Office and included the following comments:

- 37. The report says, “As evidenced by the chart, the population projections were in line with the State’s water supply projections.” This and later text suggest that the State developed the population projection in the Local Water supply Plan. This is incorrect. The LWSP numbers are developed by the system and reported to the State.
- P 67. Similar comment to one above. The systems develop the plans so they are the ones predicting needs.
- The 2006 CAMA plan discusses water supply projects and indicates that water supply is good through 2026 and that a new treatment facility might be built. Was the plant built? The report might include a paragraph about it in the Infrastructure Carrying Capacity section.
- Based on data in the LWSP, Beaufort seems to be in good shape as far as water supply goes. They don’t discuss it until page 205 in the Infrastructure Carrying Capacity section. They might consider stating it in a few other places since it shows good planning.

Now that comments have been addressed from other agencies the next step in the process is to conduct a public hearing and a decision for Local Adoption of the Plan. Once that step has occurred the plan will be sent back to Coastal Management for a 30-day Public Comment period and then to the Division of Coastal Management Director for final Certification.

REQUESTED ACTIONS:

Conduct Public Hearing

Decision on Local Adoption of the Comprehensive and CAMA Land Use Plan

EXPECTED LENGTH OF PRESENTATION:

10 minutes

SUBMITTED BY:

Kyle Garner, AICP

Planning Director

BUDGET AMENDMENT REQUIRED:

N/A



TOWN of
BEAUFORT
NORTH CAROLINA

Comprehensive and CAMA Land Use Plan



Adopted:
NC Coastal Resources Commission certified:

Acknowledgments

Steering Committee

- » Guy Copes
- » Johnna Davis
- » Paula Gillikin
- » Robert Harper
- » Diane Meelheim
- » Ralph Merrill
- » Heather Poling
- » Henry Everett

Planning Board

- » Ryan Neve, Chair
- » Ralph Merrill, Vice Chair
- » Jeff Vreugdenhil
- » Becky Bowler
- » Aaron Willis
- » Diane Meelheim

Town Staff

- » Todd Clark, Town Manager
- » Kyle Garner, AICP, Director of Planning & Inspections
- » Rachel Johnson, Public Information Officer
- » Kate Allen, Former Town Planner
- » John Day, Former Town Manager
- » Samantha Burdick, Former Town Planner

Mayor and Board of Commissioners

- » Sharon Harker, Mayor
- » Marianna Hollinshed, Commissioner
- » John Hagle, Mayor Pro-Tem, Commissioner
- » Melvin Cooper, Commissioner
- » Bucky Oliver, Commissioner
- » Bob Terwilliger, Commissioner

And much appreciation to all the residents, business and property owners, and visitors who participated and contributed their time and perspectives.

This plan facilitated and written by:



Adopted:

Contents

Executive Summary 6

About the Plan 8

1: COMMUNITY CONCERNS AND ASPIRATIONS ... 13

 Significant Existing & Emerging Conditions 13

 Focus Group Interviews Summary 19

 A Balance of Priorities 30

2: SOCIOECONOMIC SNAPSHOT 35

 Population Trends 35

 Population Estimates and Projections 36

 Demographics 40

 Housing 41

 Socioeconomic Mapping 44

3: EXISTING PLANS 53

 Existing Plan Assessments 53

4: ENVIRONMENT, NATURAL, AND CULTURAL RESOURCES 69

 Areas of Environmental Concern 69

 Erosion, Soils, and Septic Suitability 74

 Water Quality 78

 Flooding and Other Natural Hazards 86

 Community Facilities 102

Contents

- Environmentally Fragile Areas 109
- Priority Habitat and Species of Concern113
- Parks and Open Space.....119
- Existing Land Use & Development 124
- 5: COMMUNITY VALUES, VISION, AND GOALS .. 129**
 - Community Vision 129
 - Community Goals 130
 - GOAL 1: Environmental Protection 132
 - GOAL 2: Resiliency 138
 - GOAL 3: Housing 146
 - GOAL 4: Infrastructure & Public Utilities 150
 - GOAL 5: Economic Development 154
 - GOAL 6: Transportation 156
 - GOAL 7: Town Character 160
 - GOAL 8: Diversity & Inclusion 164
- 6: FUTURE LAND USE AND CHARACTER AREAS 169**
 - Future Land Use Map and Character Areas..... 172
 - Traditional Neighborhood Residential 174
 - Suburban Residential 176
 - Conservation / Open Space / Parks / Environmental / Recreation..... 182
 - Cedar Street Mixed-Use Area..... 184
 - Village Commercial 186
 - Commercial Center 188

Contents

- Downtown Commercial190
- Waterfront Commercial192
- Employment Center / Utility / Infrastructure194
- Non-Intensification Zone196
- 7: CAMA TOPICS AND POLICIES 203**
 - CAMA Land Use Management Topics and Policies.....203
 - Key CAMA-related Issues.....204
- 8: APPENDIX 217**
 - Appendix A:
 - Population Projection Methods 218
 - Appendix B:
 - Affordable Housing Primer.....222
 - Appendix C: Short Term Rental Primer228
 - Appendix D:
 - Rachel Carson Reserve Resilience230
 - Appendix E:
 - Endangered Species within Carteret County234
 - Appendix F:
 - CAMA Land Use Plan Matrix250

Executive Summary

Introduction and Purpose

This plan sets forth the community vision and goals for the Town of Beaufort, North Carolina. This historic, coastal community came together over a nearly 2-year period to consider where they are and where they would like to be - assets, threats, successes, shortcomings, and opportunities for the future. The result is this Plan, which will help guide growth, development, investment, and policy decisions for the coming years.

Comprehensive and Coastal Area Management Act (CAMA) Land Use Plan

This Comprehensive and CAMA Land Use Plan (aka the Beaufort Comprehensive Plan) functions to fulfill both the requirements of a land use plan, pursuant to NC General Statutes 160D-501, and a CAMA land use plan, pursuant to 15A NCAC 07B.0702. There is significant overlap between the components required to fulfill the requirements for each type of plan, and they are interwoven in this document in order to create a plan that is readable, logically organized, and easily used. See **About the Plan on page 8** for more on how the plan was created and who was involved throughout the process.

Background Information & Analysis

Part of creating a comprehensive and CAMA land use plan involves understanding the community and environment as they currently are, how it has changed through time, and using that information to extrapolate potential future conditions. A socioeconomic and demographic profile is provided in **Chapter 2 Socioeconomic Snapshot on page 35**, which also includes a 30-year population projection,

as required by the CAMA legislation.

Environment, Natural, and Cultural Resources on page 69 contains information related to the environment, public facilities and infrastructure, historic and cultural resources, and the existing use of land.

Public Involvement & Community Goals

The public was involved at multiple points and in multiple ways, in order to ensure community values and input were the foundation of the plan. For more on public engagement, see **Public Engagement on page 10** and issues identified during this process are discussed in **Community Concerns and Aspirations on page 13** while a brief description of existing, adopted plans are provided in **Existing Plans on page 53**.

From the public input received in interviews, survey responses, small group discussions, large group public meetings, steering committee guidance, and an understanding of the adopted plans, a set of community Goals were drafted. These Goals capture the community values and envision an ideal future for the Town. Described in more detail in **Community Values, Vision, and Goals on page 129**, they focus on the following issues (in no particular order):

- » Environmental Protection
- » Resiliency
- » Housing
- » Infrastructure
- » Economic Development
- » Transportation
- » Town Character
- » Diversity and Inclusion

Within each Goal are housed Objectives, Policies, and Actions to achieve the goal’s stated objective. These are sometimes collectively referred to as Recommendations. Case studies, examples, and context are occasionally provided. Implementation is the responsibility of Town leadership in prioritizing and budgeting resources and Town staff in executing actions to help achieve the stated Goals. Some Recommendations may not be immediately ripe for implementation.

Future Land Use

Another major component of the plan’s impact on the character of the Town is through the Future Land Use Map (FLUM) and associated character areas (**Future Land Use and Character Areas on page 169**). This map depicts the idealized future of the Town in regards to built and natural environment. It builds on the analysis of existing and environmental conditions as well as the anticipated future conditions, and seeks to guide development in a way that reinforces the community Goals and their shared vision for the future.

CAMA Land Use Management Topics

Since this plan meets the requirements for being considered a CAMA land use plan, it must discuss key CAMA-related issues (**pg. 204**) and address the CAMA Land Use Management Topics (**pg. 208**), as set forth in state statutes. In order to fulfill this state requirement, the Recommendations in **Community Values, Vision, and Goals on page 129** that are relevant to these CAMA Land Use Management Topics are compiled and recategorized in the table beginning on **pg. 210**. In this new

structure, they are identified as either CAMA Policies or CAMA Implementation Items. This structure is required in order to determine how the state will review consistency of CAMA permit applications (using the CAMA Policies) or assess CAMA plan implementation (using the CAMA Implementation Items).

Board of Commissioners’ Guidance

As part of the adoption hearings of this plan, the Board of Commissioners considered and debated many viewpoints and issues related to the future of the Town. As part of those debates, the following issues were raised and are captured below. The contents of this plan are advisory and not regulatory, but where uncertainty exists, the following should be considered to supersede other plan guidance or policies:

- » Construction and reconstruction in the special flood hazard area is possible provided that comprehensive and effective mitigation strategies are designed and installed. Especially see **Mitigation in the Non-Intensification Zone (NIZ) on page 200**.
- » Wetlands should not be filled unless mitigated properly.
- » As a point of clarity, the Board of Commissioners has at its discretion the ability to implement any policy recommendations including, but not limited to, ordinances pertaining to hydrology, stormwater, sea level rise, docks, piers, hardened structures, as well as resiliency strategies in an effort to mitigate potential land use impacts within the Town of Beaufort and its Extraterritorial Jurisdiction.

About the Plan

This Coastal Area Management Act (CAMA)-Certified Comprehensive Land Use Plan also functions as a comprehensive plan (per NCGS 160D). Many requirements and components overlap, and the distinction can be made by reviewing 15A NCAC 07B.0702 and NCGS 160D-501.

What’s a Comprehensive Plan?

It is a document that contains a shared community vision to guide the growth, development, and natural resource conservation for the Town of Beaufort. It is a tool to be used by many people with an interest in the Beaufort community. First and foremost, it is for the citizens of Beaufort, the policy makers who represent them, and the Town’s Staff who support them. It also for businesses and future citizens, and scholars or students who want to learn more about Beaufort.

This comprehensive plan considers existing conditions and trends to envision

the future community, a community vision created by the people of Beaufort. It contains goals that define this vision and implementation strategies to achieve these goals. It provides an analysis of the forces that have shaped the Town of Beaufort over time, as well as the current socioeconomic qualities of the Town of Beaufort. Finally, the plan provides implementation strategies to achieve the vital elements that make the Town of Beaufort a safe and welcoming place to live, work, and play.

Who’s Been Involved

- » Focus Groups
 - Economic Development/Business Community Focus Group
 - Community Leaders and Developers Group
 - Planning Board Focus Group
 - Environmental and Resiliency Professional Focus Group
 - Local citizens and local neighborhoods advocacy group



- » Steering Committee - appointed members of the community who reviewed and guided all plan documents to enhance the plan with local perspective.
- » Planning Board - reviewed the plan as part of the formal adoption process.
- » Town Commissioners - reviewed the plan as a part of the formal adoption process.
- » Town Staff - facilitated meetings and outreach, internal review and coordination, provided perspective and background information.
- » Members of the public - participated in public meetings, plan review, surveys, and input through various methods.

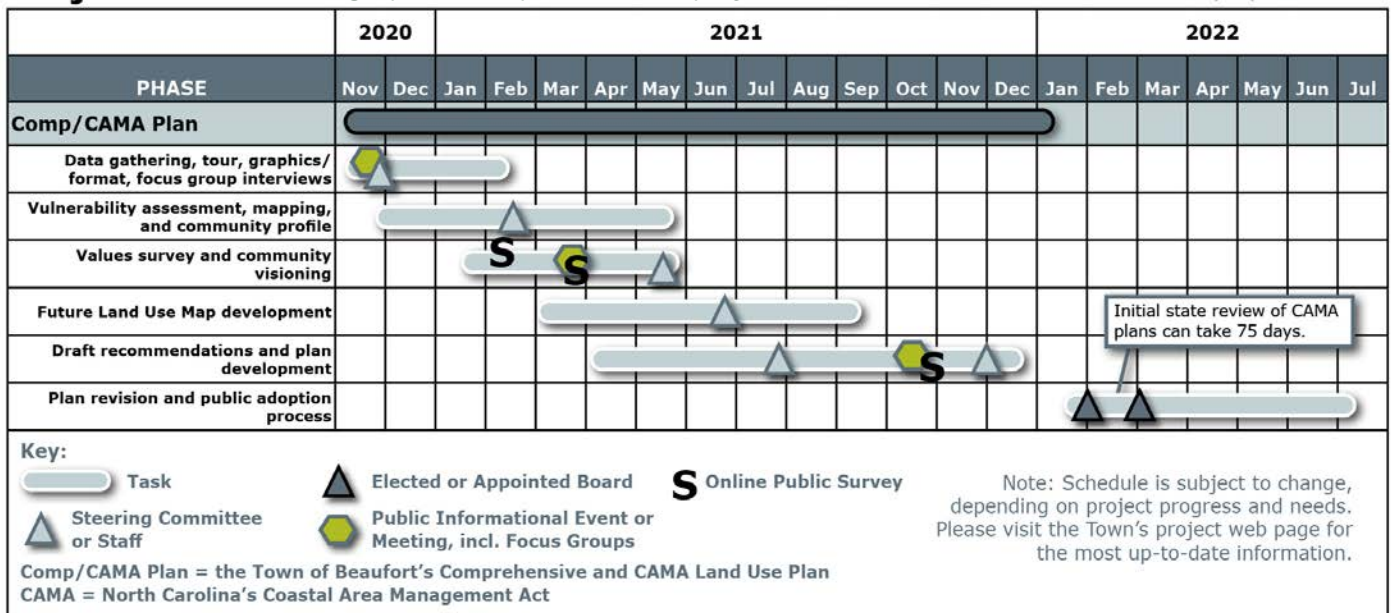
*“The people are the best part of Beaufort.”
-Steering Committee member*

Schedule

The project kicked off in November of 2020 by collecting valuable data from town staff. Next, the Stewart team visited the Town for a community tour and focus group meetings. This led to obtaining valuable insight and local perspectives related to land use and development in the town. Following the community tour, a vulnerability assessment was performed to identify areas of environmental concern, existing land use, transportation, infrastructure, water quality, stormwater, and other environmental concerns. Throughout the process, the project team met with Town staff and the steering committee to help guide the plan and address required topics by the Coastal Area Management

Project Schedule *(graphic not updated since project initiation)*

Version: 02/18/2022



Act. A combination of public meetings and surveys were conducted to gain community insight on future growth, development, preservation, and conservation concerns. Updating the Town’s CAMA-Certified Comprehensive Land Use plan is a two-year process that includes one-year of public engagement and analysis, followed by state review of the draft plan, which can take up to 75 days.

Public Engagement

Public engagement included a series of focus group sessions, steering committee meetings, three public meetings, and three surveys.

In addition to the steering committee reviewing and shaping all elements of the plan, the public also weighed in regularly.

Public Meetings

- » Public Meeting #1: December 9, 2020 - introduced the community to the plan development process and reviewed preliminary information that had been collected and analyzed.
- » Public Meeting #2: March 23, 2021 - reviewed existing conditions and gathered community input on draft goals.
- » Public Meeting #3: October 14, 2021 - introduced the community to the draft plan document and gathered input and answered questions about the document.

Surveys

- » First Survey: February 10 - March 10, 2021 - gathered information on community values and vision.
- » Second Survey: March 24 - April 13, 2021 - gathered community input on draft goals and objectives of the plan.
- » Third Survey: October 14 - 29, 2021 - gathered community comments related to opinion of the draft plan and the included future land use map, revised goals, and expanded objectives and recommendations, prior to the plan going to elected and appointed board for review and approval.

Outreach During COVID-19

Although COVID-19 presented challenges to public engagement across the state, the Town, project team, and Beaufort community adapted and engaged the public in meaningful ways. Focus group meetings, steering committee meetings, and public meetings were held using Zoom and streamed over Town-utilized social media platforms. Surveys were accessible online (traditional computer and mobile) and printed hard copies were available to be taken in person. Zoom allowed for interactive breakout group sessions that facilitated small group discussion. These small group sessions ensured that all attending had the opportunity to be heard.

This page intentionally left blank



1

Community Concerns and Aspirations

Significant Existing & Emerging Conditions

The following description of existing and emerging conditions is not exhaustive but does capture the general state of land use and development concerns in the study area of the Town and set the stage for further discussion in the plan of relevant concerns. A discussion of Coastal Area Management Act (CAMA) related concerns is also included, and is based on the information gathered from the land use plan steering committee survey, general public input gathered early in the

plan update process, and town staff and local area expert interviews.

Land Use

Context

Located on the Crystal Coast in North Carolina's Coastal Plain region, the Town of Beaufort is the seat of Carteret County. It sits on a small peninsula and is bordered on the east by the North River and the west by Newport River, with Taylor's Creek, the Rachel Carson Reserve, and the Beaufort Inlet to the south.

Existing Land Use

Residential properties comprise the majority of Beaufort’s existing land use. Public and institutional lands, commercial land, and industrial land follow in relative abundance, respectively. Vacant land, agriculture, and conservation areas comprises 40% of the land within the Town’s planning jurisdiction. (See **Existing Land Use & Development on page 124** for additional detail.)



Gallants Channel Bridge

jurisdiction. There is minimal land classified as High Density Residential, but these areas are primarily located along U.S. Highway 70 North.

Future Land Use

The Town’s 2006 Future Land Use Map classifies the corporate limits and the extraterritorial jurisdiction into the following categories:

- » Residential
 - Low Density
 - Medium Density
 - High Density
- » Commercial
 - General
 - Downtown
- » Mixed Use
- » Public and Institutional
- » Industrial
- » Conservation and Open Space

The largest classification on the Future Land Use Map with 43% (3.19 square miles) of the total planning jurisdiction is Low Density Residential. Medium Density Residential constitutes about 10% or (0.8 square miles) of the total planning

15.8% of the total planning area is classified for future Mixed Use, which provides a mix of medium- and high-density residential uses and commercial and institutional uses. There are several sites adjacent to Town Creek, the former Beaufort Elementary School site, properties near Cedar Street and Carteret Avenue, the Atlantic Veneer Corporation site, and the Beaufort Fisheries Industries site.

Public and Institutional uses include the Michael J. Smith Field Airport, public facilities, and schools. Approximately 12% (0.9 square miles) of the total planning jurisdiction is classified as Public and Institutional.

The Industrial future land use classification accommodates some existing and future industrial and manufacturing establishments as well as heavy commercial uses. About 2.6% (0.21 square miles) of the planning jurisdiction is identified for future industrial use.

Most of Beaufort's conservation and open space area lies in the Rachel Carson Reserve. In 2019, the North Carolina General Assembly passed SL 2019-95, annexing unincorporated portions of Rachel Carson Reserve into the Town of Beaufort. This added conservation and open space to the Town; however, further growth in this category is not anticipated. The future land use component of this Land Use Plan update will build on the data from the previous plan.

Conservation

While owned by the State of North Carolina, the Rachel Carson Reserve, across from Taylor's Creek, is a renowned landmark and remarkable asset for the Town of Beaufort. The islands of the Reserve (Carrot Island, Town Marsh, Bird Shoal, and Horse Island) shield Beaufort from the waters of the Atlantic Ocean. In addition to the Reserve, Fort Macon State Park and Shackleford Banks are located just outside of the Town's jurisdiction but are regionally significant environmental resources.



Rachel Carson Reserve

Development Trends

Residential Growth and Needs

The approval of large subdivisions has been shaping and reshaping the landscape outside of historic downtown for sometime. Among the most recent developments, Beau Coast and Beaufort East Village will add 785 dwelling units to the Town.

Current and anticipated increases in Beaufort's permanent and seasonal populations (see **Population Estimates and Projections in Chapter 2**) will create a demand for new residential development and create demand for related goods and service providers. The 2006 Beaufort CAMA Land Use Plan projected that there was sufficient land to meet these needs through 2025, but available land is in high-demand. With a finite supply of property, the Town stands to face increasingly difficult land use decisions.

Uptown and Midtown

While Beaufort is best known for its shoreline, waterfront, and historic downtown, the Town's planning jurisdiction extends far beyond these districts. In fact, the Town expects that most of its anticipated growth will be north of Cedar Street, Lennoxville Road, and NC 101, approaching the limits of its extraterritorial jurisdiction (ETJ). Uptown and Midtown received less attention in years past; however, recognition of the importance of these areas moving forward is growing. Development patterns have

been inconsistent in these parts of the Town, but recent efforts to focus on these neighborhoods have been well-received. There are current plans to revitalize the commercial areas and beautify the streetscapes, as recorded in the Small Area Plan and Entry Master Plan (see **Existing Plans on page 53**). These efforts will be critical steps towards unifying the Town, reinforcing the authenticity of the community, and creating a sense of place upon entry.

Transportation

Airport

The Michael J. Smith Field Airport has good access to the state highway system and is separated from the central business district by Highway 70. The airport serves planes and jets coming to and from the Crystal Coast and is regularly used for military training exercises. It also offers educational and recreational opportunities for visitors and residents of the surrounding areas. Previous planning efforts have explored the potential of expanding the runways, which would require a realignment of Highway U.S. 101 and have impacts on surrounding properties.

Roadways

The main entrance to Beaufort is on U.S. 70. In May 2016, the U.S. 70 corridor was designated to become I-42 to connect I-40 and the greater Raleigh/Durham/Triangle area with Morehead City and the port. From start to finish, the project will span nearly a decade.

At present, it takes approximately three hours for travelers from the

Research Triangle region to reach the Crystal Coast. The new I-42 will reduce that time by about one hour, improving freight movements and reducing evacuation times during storm events. Experts anticipate significant economic development to occur along the corridor and neighbors in Morehead City and Atlantic Beach are already beginning to plan for the increased demand.

In 2019, the North Carolina Department of Transportation (NCDOT) completed a \$66.4 million project to replace the existing bridge on U.S. 70 over Gallants Channel with a 65-foot fixed-span bridge. The project also included widening U.S. 70 into four lanes with a median and a bridge on Turner Street. This project improved traffic flows on the highway, resulted in reduced traffic on Cedar Street and Live Oak Street (both formerly U.S. 70), and has provided an opportunity for the Town to utilize the old bridge site as a future park space. Cedar Street is also scheduled for significant improvements in mid to late 2022, including enhanced streetscape design with landscaping, low-impact development elements, pedestrian facilities, and on-street parking upgrades accompanying a road repaving.



Highway 70 bridge over Gallant's Channel

Active Transportation and Recreation

Active transportation includes modes where the person is actively propelling themselves (i.e., walking or bicycling versus riding in a car). The Town’s commitment to improving active transportation (also referred to as multimodal transportation but active refers specifically to human-powered travel) options led to the adoption of the 2018 Beaufort Walk + Bike Plan. Since then, progress has been steady. Implementation of the plan’s recommendations has included pedestrian amenities at Turner Street, a crossing at Tiller School, and sidewalk installation along Live Oak Street and Carteret Avenue.

ADA Improvements

The Town of Beaufort began an ADA Transition Plan in 2020 to comply with Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act (ADA). The Plan identified barriers to accessibility and strategies for remediation in town-owned infrastructure and services. The Town recently installed a wheelchair ramp at Town Hall. Several other curb ramps throughout town were brought into compliance with ongoing street resurfacing projects.

Signage and Wayfinding

Signage and wayfinding play a critical role in the Town of Beaufort, especially for visitors. In August 2012, the Town of Beaufort adopted the Beaufort Entry Master Plan to evaluate opportunities to improve these elements of the Town. To create a signage plan, the Plan identified the best routes to high-traffic destinations.

Cart Culture

Beaufort residents have a unique affinity for golf carts. They typically equip the vehicles for street use. When active transportation is less feasible or desirable, the golf carts provide both an enjoyable pastime and mobility for many in the Town.

Infrastructure

Water

The Town of Beaufort has four wellheads and water treatment plants, one located on Hedrick Street and one located on Glenda Drive. There are over 3,200 service connections throughout the distribution system.

Sewer Service

Beaufort’s sewer system has approximately 25 miles of gravity lines, 28 miles of force mains, 21 pump stations, and 3,300 sewer service connections. The wastewater treatment plant discharges the treated water into the eastern portion of Taylor Creek.



Town Wastewater Treatment Plant

Water Quality

Watershed Restoration Plan

In 2016 the Town established a Stormwater Advisory Committee. This committee was facilitated by the N.C. Coastal Reserve to identify flood-risk areas, advise a water quality collaborative research project led by UNC Institute of Marine Science, and develop a Watershed Restoration Plan. The North Carolina Division of Marine Fisheries identified impairments in local shell-fishing and swimming waters resulting from stormwater pollution in Beaufort. In response, the Town’s advisory committee collaborated with the Eastern Carolina Council and the North Carolina Coastal Federation to produce the 2017 Watershed Restoration Plan for Town Creek, Taylor Creek, and the Davis Bay watersheds. This plan seeks to reduce the volume of stormwater reaching these watersheds and emphasizes pairing capital improvement projects with stormwater reduction measures. The Town has implemented several successful stormwater reduction projects including the Tiller School rain gardens, the Lennoxville Boat Ramp rain gardens, and the Beaufort Fire Department permeable pavement.

Stormwater Management

Beaufort’s 2017 Plan set a goal to reduce stormwater runoff by 0.088 gallons per square foot. Targeted methods include stormwater retrofitting and community outreach initiatives. Efforts span across public and private lands to create a multi-faceted, joint push to improve stormwater pollution and reduce volume. In 2019, the Town completed a Utility Line, Storm Water, and Street Improvements Capital Investment Plan (CIP).

Other Environmental Concerns

Sea Level Rise and Flooding

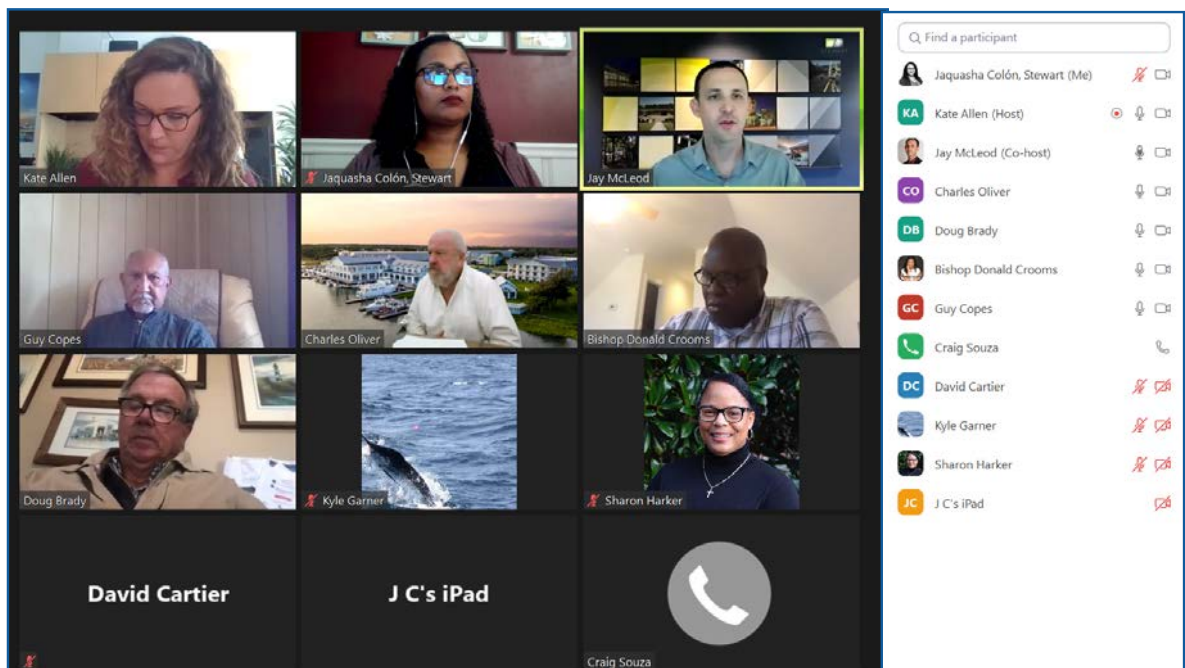
With sea level rise expected to be approximately 40% higher than the global average, the Town of Beaufort faces significant risks in the near future. By 2060, sea level rise is projected to increase by between 1.0 and 3.9 feet. Water levels at or above 1.8 feet create minor flooding conditions in the Town. Without strategic intervention, sea level rise could cause moderate and major flooding, threatening the economy, property, and the population.

Focus Group Interviews Summary

On December 8th, 2020, the project team and town staff led four virtual focus group discussions. Each meeting brought together participants representing varying interests in and around Beaufort to discuss the town’s challenges, accomplishments, opportunities, and its future. This was held early in the planning process to provide the project team with much needed local context and history. The four meetings were organized by the town staff under these topic areas: economic development and business community, developers and community leaders, planning board, and coastal resiliency and environmental professionals. Each group was asked about Beaufort’s opportunities, assets, challenges, and concerns and given the time to discuss their opinions, both professional and

personal. The discussions were free-flowing and resulted in a few themes that were repeated in each meeting.

A fifth focus group meeting was held on April 1st, 2021, after the second public meeting wherein the draft goals for the project were presented to and discussed with the public. This fifth focus group consisted of residents eager to see the Town engage with the community to develop this much needed update to the Comprehensive Plan. Input from all five of these meetings was consolidated into this summary.



Focus Group Interviews were conducted on Zoom

Groups and Organizations Represented

- » Residents
- » Religious Leaders
- » Business Owners
- » Developers
- » Community Leaders
- » Beaufort Business Association
- » Carteret County Chamber of Commerce
- » Beaufort Planning Board
- » Beaufort Parks and Recreation Advisory Board
- » Carteret County Economic Development
- » Carteret County Community College
- » Crystal Coast Tourism Development Authority

- » NCDEQ Division of Coastal Management
- » NCDPS Office of Recovery and Resiliency
- » UNC-Chapel Hill Institute for Marine Sciences
- » NCDEQ - Rachel Carson Reserve
- » Duke University Marine Lab

Key Themes Repeated Across All Five Focus Groups

- » Preserving and protecting Beaufort's Charm and Character
- » Protecting the Crystal Coast
- » Maintaining a Mixed Income Community

Focus Group Interviews included a short presentation for participants

Summary of Input:

Opportunities / Assets:

- » Celebrating small town / coastal charm
- » Preserving historic downtown and built environment
- » Growing demand for residential development
- » Strengthening safe neighborhoods
- » Thriving small businesses
- » Protecting the crystal coast ecology

Challenges:

- » Preserving the character of Beaufort
- » Protecting the coast and environmental water quality
- » Increasing infrastructure demands due to growth
- » Availability of affordable long-term rentals
- » Lack of regulations on short-term rentals

Other Areas of Concern:

- » Rising sea level and flooding
- » Gentrification of established minority neighborhoods
- » Lack of public amenities and facilities for families
- » Fostering the community feeling between new arrivals and residents
- » Accessibility for all
- » Diversifying and increasing employment opportunities (industrial and commercial growth)
- » Housing affordability



Barbour's Marine Supply Storefront

Detailed Summary of Focus Group Interviews

Small Town Charm

It is undeniable to stakeholders and visitors alike: The Town of Beaufort is a charming coastal town. From the seasonal programming, local restaurants and bars, several docks, distinctive historic district, safe neighborhoods, and the sort of Southern hospitality only found in the Carolinas – Beaufort’s reputation as a jewel of the Crystal Coast is well-deserved. Long-time and newer residents both agree that this distinctive character needs to be maintained in perpetuity. Residential development has seen a boom in recent years with vacationers and retirees both flocking to find their piece of the Town, and with that change comes the concern that the small-town feeling will start to feel crowded, or perhaps worse, inauthentic, and suburbanized. Among residents, both life-long and transplants, there is some concern that Beaufort’s growth will center on its tourism industry – leading it to develop in a fashion similar to larger, more commercialized, coastal, vacation destinations.



Refocus on Midtown and Uptown

While Beaufort is often recognized by Front Street and the historic downtown, that area alone makes up a very small portion of the whole community. North of Cedar Street, Lennoxville Road, and the Live Oak Street and Highway 101 intersection, and all the way to far edges of the ETJ is where the majority the land and year-round residents of Beaufort reside. Much of the planning, regulatory, and development focus on Beaufort has been centered around the southernmost portion of the town. Downtown and along the Front Street waterfront is where the most desirable land and development pressure has been. There is a long-growing need to place some focus on Uptown Beaufort, which has seen spotty commercial development in the recent decades.



Aging Population

Beaufort, like many of North Carolina's scenic coastal communities, has been drawing retirees in as new residents while seeing a decline in young adults and families with children.

Stakeholders in the focus groups who grew up in town before leaving to follow careers elsewhere have come back after decades away and spoke of others who have done the same. With this pattern continuing today, Beaufort has seen the median age of rise as the older adult and empty-nester population climbs.



Typical housing seen in Beaufort

Active and Accessible Mobility

Recently, the Town completed a bicycle & pedestrian plan which made new recommendations for improved walkability and bicycle connectivity. The Town has been moving steadily in implementing pedestrian improvements that were recommended, such as pedestrian amenities planned at Turner Street, a crossing at Tiller School, and sidewalks along Live Oak Street and Carteret Avenue. That said, some residents also rely on golf carts as their preferred method of transportation across town in a similar manner to a mobility scooter user. Meeting mobility needs for these users should be balanced with pedestrian, bicycle, and roadway improvements. There is also recognition of the need for increasing the prevalence of ADA accessible pedestrian facilities based on concerns raised during the initial public engagement efforts.

Housing Affordability

New residential opportunities have not been in short supply for the Town of Beaufort. The Beau Coast and Beaufort East Village alone will add nearly 800 homes to the Town when fully built out, and additional infill development is also occurring throughout town on a lot-by-lot basis. Much of the new housing starts in the mid to low \$300,000 range. Due to the nature of Beaufort’s environment and location (at the tip of peninsula with sensitive wetlands bordering either side), as well as the southernmost and central portions being largely developed already, there is not much buildable land available (especially sewer service) located nearby.

Ready-to-develop land is in short-supply and expensive near downtown and corridors. Land further away from the Town’s core would be costly to connect to infrastructure and conforming with the distinct small-town charm may limit options that could improve density, leaving developers with limited flexibility or incentive to make housing more affordable for lower income levels to rent or own.

Preserving and Attracting Diversity

Beaufort has historically been more racially diverse than it is presently, particularly within the Mulberry Street neighborhood. Currently, the demographics show the Town’s population is about 21% minority but has been trending down as rental availability and housing affordability have become increasingly harder to find for households with low-to-moderate incomes. Additionally, increases to taxes and a higher cost of living are making it harder for households with lower incomes to stay in town and for property owners with long-term rentals to maintain historic rates. With primarily single-family houses in resort style neighborhoods on the market and rental properties shifting to popular short-term models, current and



Picnic tables on Front Street during the winter months



Private marina on Town Creek.



Public kayak access point and storage.



Town docks.

prospective minority, young family, and low-to-moderate income residents are being pushed out of Beaufort proper to the County jurisdiction, Morehead City, or out of this region altogether.

Short-Term Rentals and the Community Atmosphere

As an attractive vacation destination, Beaufort has seen an increase in short-term rental offerings on popular listing platforms (e.g., AirBnB and VRBO). Within Town limits are ten hotels and inns in operation, and during peak tourism season and surrounding popular events, any short vacancies are limited. Homeowners who may not reside in town full-time or were able to acquire multiple properties have been able to profit on this market demand. However, no regulation currently exists for short-term rental properties, and locals who reside in the historic district find the increased presence of boisterous vacationers an unwelcome addition to their neighborhood. Large parties and rowdy groups do not contend well with the quaint charm and community feel locals have come to expect, and residents are waiting for a solution to balance their year-round needs with the economic benefits of the tourism industry.

Tourism Industry and Off Season

Late Spring through to early Fall makes up Beaufort’s tourist season, with May to July seeing the Town at its busiest. While the population within the town limits and ETJ hovers just below 6,000 residents, the population peaks to 13,400 with the influx of vacationers. Here to enjoy the rich history, visit the Reserve, recreate along the coast, and soak in the small-town charm, the tourist population

drives much of the local economy. When the Cedar Street bridge was closed and replaced by the US 70 Bypass, there was a deep concern that tourism would decrease, and local businesses would see a distinct decline in revenue due to traffic from Morehead City being diverted away from Town. However, that has not been the case. Now with future Interstate 42 connection, a new hotel, and the influx of residents, summer tourism is expected to continue to build.

One change stakeholders are hoping for is growth in tourism in the fall and winter months. As it stands, the decrease of revenue is drastic once the vacationers leave. Businesses that see most of their profit from tourists are unable to maintain summer staff or hours. This extends to tours, hotels, restaurants, and shops along Front Street. There is a significant interest in the business and tourism community to capture more off-season tourism. If the Town is able to grow off-season interest, more revenue and year-round jobs can come into the community while using existing infrastructure to maximize the returns on local tourism-based investments. Many of the stakeholders agreed that maintaining a steady flow of year-round tourism would better support the service and retail industry in the town.

Jobs and Business Development

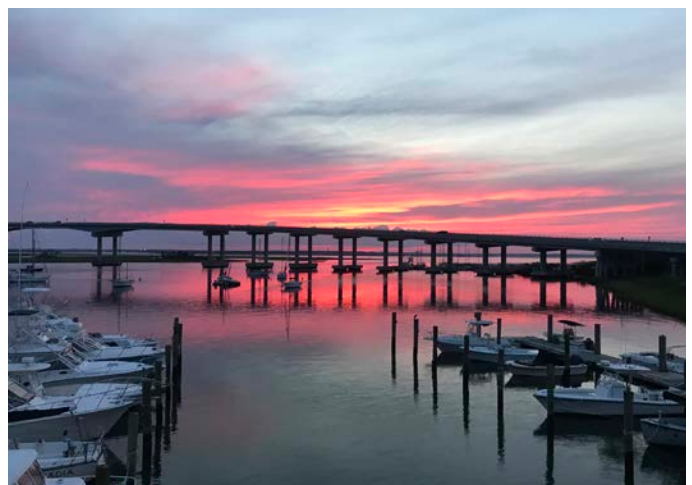
By far the retail and service industry in Beaufort takes up the biggest portion of the local workforce, however, a thriving local economy needs diversity of job opportunities. Large industry employers are typically outside of Beaufort limits, but they have tended to edge closer to town in order to tie into existing sewer utilities. Attracting and retaining



The built environment must accommodate the natural environment



Coastal wetlands are fundamental to the community



Beaufort is a water-focused community

industries has been a concern, as well as attracting the right kind of residential support businesses that make a place attractive to live.

Access to Public Trust Waters

Despite the spectacular waterfront views available in many places, direct, physical access to the water in Beaufort can be difficult to find for the general public. Private residences, rental properties, and specific neighborhoods hold most of the docks and boat launches. The Town has made improvements to several access points, but they are limited in geography and facilities. Celebrating and protecting spaces where everyone has open access to Beaufort’s greatest natural asset could both increase public support and participation in environmental protections and improve access for all residents and visitors. Recent years have seen an increase of motor boat traffic in the waterways. The extra noise, pollution, and traffic can be disruptive, and even dangerous, for marine life and kayakers alike.



Fishing access

Environmental Protections

The Town was planned around the inlet and access to the ocean remains one of the top selling points. As such, there is a vested interest by all parties to protect, preserve, if possible, restore the natural environment where loss and degradation has occurred. Past planning and industry decisions, such as widening the port, have created lasting effects that will increase impacts felt in Beaufort from sea-level rise



Kayak stand near the marina

and global climate change. Multiple agency efforts need to be coordinated to balance improvements needed to mitigate direct environmental impacts with defenses against climate change impacts, specifically increasing storm severity and sea-level rise. Decreasing run-off, reshoring against erosion, reestablishing native vegetation, and improving the stormwater collection and transport system are all key concerns that need to occur at the watershed level. Development and construction practices also need to be re-examined to ensure that site level impacts can be reduced to support Town and regional interests, such as preventing the clear cutting of established maritime forests and improving the water quality in the estuaries. In addition, the impact of a sewer system nearing capacity could exacerbate ecological degradation. Protecting Beaufort's local ecology must be a priority to consider with every planning and policy decision.

Utility Infrastructure

Beaufort is one of the few communities in Carteret County that has sewer infrastructure. However, the Wastewater Treatment Plant is over 10 years old and nearing the point at which facilities planning must occur to accommodate additional future growth. Like most wastewater treatment plants, it is expensive to operate and maintain. As such, there are high rates for users. The Town has extended wastewater treatment service to a limited number of customers outside of the corporate town limits. These users pay double what users within Beaufort's town limits pay. Sewer service connection in Beaufort is a significant factor in the cost and feasibility of development and it continues to be a priority of the Town to maintain a high value and high functioning system.

The Town's road infrastructure is also in need of improvements. While more sidewalk and cycling investments have



The Town is actively engaged in infrastructure upgrades and maintenance.

been made recently, the overall quality of the pavement in Town is in need of maintenance and repair, during which utility and mobility upgrades can also be made, which would be more cost-effective than having to come back later with further road construction.

Remote Workforce

The 2020 pandemic year brought a new opportunity for office workers that has never been seen at this scale previously: remote work capability. Stay-at-Home orders mandated by the State of North Carolina have led to employees working remotely all over the state, calling to question how far we can live from our workplace. As companies go forward, remote working flexibility is expected to be far more commonplace – opening towns previously viewed as a far-off retirement dream as a potential place to live in the present. In scenic towns across the country, newly designated remote employees are buying homes and moving to “Zoom towns,” which have been experiencing significant increases in home sales since October 2020. (Zoom is a type of remote-work, virtual conferencing software.) Anecdotally, this is also happening in Beaufort, although the long-lasting impacts of remote-workforce relocations have yet to be fully understood or predicted.

Attracting Mixed Income Residents

Even though visitors may think of Beaufort as a quaint, historic small town that is ideal for retirees, there are still families and workers who live in or near the Town. Unfortunately, due to a scenario where many local jobs are seasonal, housing is largely unaffordable, rentals are short-term or unavailable,

recreational opportunities for kids are in short supply, and there are more career and job opportunities elsewhere. The Town has struggled to attract and retain lower to middle income residents like young adults and families. Census data indicates that the number of jobs in Beaufort and workers who live outside of town have increased since 2000, while the number of residents who work in Town has had a slight dip. This could indicate that the people working in Beaufort cannot afford to live here, however, further analysis is needed. Providing more public amenities for families and children can also attract small and growing households back to this area as permanent residents.

Resiliency Planning with the Reserve

The Rachel Carson Reserve is a major tourist attraction and a part of the North Carolina National Estuarine Research Reserve system. The grouping of small islands, marshes, and wetlands are not only valuable habitat for native species but also function as barrier islands that protect Beaufort’s waterfront. The Reserve is currently in a resiliency planning process, and the Town has the opportunity to partner with this effort. Through this collaboration, and similar ones like the Resilient Coastal Communities Program, joint projects that support both the Town and the Reserve can be identified.

A brief on the concurrent and separate Rachel Carson Reserve Habitat Resilience Planning Effort

The Rachel Carson Reserve functions as a nature preserve, outdoor laboratory and classroom, and protective storm barrier for the Town of Beaufort. As environmental and human conditions change, it is important to understand where, why, and how habitats of the Reserve have been or may be affected. These answers will help guide future actions that will support local environmental and social resilience.

Assessing Vulnerability

An understanding of the Reserve’s habitats and their vulnerability to coastal flooding and severe weather is an important first step in planning for future impacts.

Marsh Vulnerability on a Site and Regional Scale

The Climate Change Vulnerability Assessment Tool for Coastal Habitats revealed that marsh at the Rachel Carson Reserve shares a “high or very high” vulnerability with other Reserve site marshes in NC (except for the Reserve site at Currituck Banks which is only “moderately vulnerable”). The tool also revealed that the main part of the Reserve site (Town Marsh, Carrot Island) is less vulnerable than Middle Marsh, which is separated from the rest of the site by the North River Channel.

Analyzing Habitat & Shoreline Change

Understanding how habitats have changed and why is key to understanding how they will respond to future conditions such as sea level rise. At the Rachel Carson Reserve, dredging projects and inlet width strongly influence habitat change.

Planning for the Future

In 2020, the Division of Coastal Management received funds from the National Fish and Wildlife Foundation to support a community resilience program and to develop a habitat resilience plan for the Rachel Carson Reserve.

Development of the habitat resilience plan is based on a knowledge base of vulnerability assessments, various analyses, published studies, and consultation with a team of experts, including staff from the Town of Beaufort. The plan will include strategies that help support the resilience of habitats at the Reserve, including habitats that are important to protecting the Town’s waterfront.

Additional Resources:

Additional educational materials on the topic can be found on the Rachel Carson Resilience Hub at: <https://data-ncdenr.opendata.arcgis.com/pages/dcm-rachel-carson-reserve>



A Balance of Priorities



Throughout the initial information gathering activities (which included public engagement, focus group interviews, and steering committee discussions), it became apparent that there are a number of competing priorities at play in the Town. Like in many communities across the state that are adapting to growth, adapting to change while preserving the community character is a challenge. The initial public engagement that was part of this plan has resulted in a greater understanding of the competing priorities and viewpoints with which the community is currently grappling.

Community Values

Community priorities included **preservation of small-town character**, which can be achieved through density or design controls on the built environment. The Town has carefully regulated architectural controls in the historic district, and also has restrictions on building height for the entire jurisdiction.

Many survey and public meeting participants expressed concern for the **affordability of housing** and that long-time residents are feeling squeezed out or are unable to own-and-live in the town. It would appear that despite new housing being constructed, demand still outpaces supply. In addition, the appeal of cultural and environmental tourism has increased the **demand for vacation rental** housing. This has been exacerbated by the nationwide explosion of short-term rental housing (AirBnB, VRBO, HomeAway, etc.). Demand for these different rental types puts a strain on existing housing, further inflating prices.

An Affordable Housing Primer is available in the appendix of this document, but some key terms are defined as follows:

“Affordable housing” is housing that costs no more than 30% of a household’s income, including utilities (HUD).

- » Affordable housing can be income-restricted, meaning it is specifically developed as affordable housing and is only available to households that meet specific income limits.
- » Affordable housing can also be market-rate, meaning it is affordable based on market price and is not restricted based on household income. These housing units are susceptible to market fluctuations and may increase in price, rendering them unaffordable.

“Workforce housing” is housing affordable to households earning between 60% and 120% of the Area Mean Income. Workforce housing is generally thought to be for middle- income workers which includes professions such as police officers and teachers.

Resiliency and Environmental Protection

There is also a growing concern about the environment, specifically the loss of wetlands, maritime forests, and mature tree canopy. Maintenance of environmental water quality is very important, especially since the waterfront and saltwater play a major role in everyday life and the community's identity. These areas also provide ecosystem services, such as stormwater interception and storage. Stormwater and flooding apprehensions were also frequently mentioned, and have a significant impact on water quality as well.

Erosion and higher seas are increasing the conversion of shoreline from natural to modified (sea walls, bulkheads, rock vetments, etc.). This reduction in habitat is a cost paid by all residents who enjoy the coastal habitat and benefit from high environmental water quality.

At the time of writing, the Town was also undergoing a planning effort to increase resiliency to coastal and climate hazards. This will help position the Town to respond to shocks and stressors with less disruption of services and operations.

Government Intervention and Retreat

There is very little discussion on the risk private landowners should absorb when discussing coastal development.

Some towns choose to purchase these vulnerable properties, ensuring a private landowners' investment is safeguarded by the local government. However, not all private real estate investments are guaranteed a high return. This dilemma is further exacerbated when viewing

the issue through the lens: is it the responsibility of the local government to guarantee a return on investment in high-risk locations?

Maintenance of existing public infrastructure in high risk areas puts a financial burden on the overall community, while primarily benefiting the landowners. If the government were to retract services from these areas rather than purchasing them, it then may be viewed as a taking. If a town were to abandon high-risk, high-maintenance sewer lines in an area that experienced frequent coastal flooding and erosion, would those properties still be habitable or valuable if the private property owners were forced to assume those costs and infrastructure? Another option would be for the local government to charge additional user fees to maintain high- risk, high-maintenance assets. Each of these concerns are interrelated and there are tradeoffs with pursuing any course of action. The following table (next page) attempts to quantify this interrelatedness and describe the impacts that certain actions might have on other aspects of the community that are valued or seen as needing improvement.

Although this list is not all-inclusive, hopefully it provides a broader understanding of the tradeoffs that will be required in order to achieve outcomes that are different from the current course or the status quo.

Conceptual Exploration of Competing Priorities and Potential Impacts of Trade-offs

Potential Action	Pros	Cons	Relationship to Affordable Housing	Relationship to Tourism Economy	Notes
Disallowing very tall structures	Maintains community character.	Prevents higher density lodging like apartments, hotels, and condos.	Reduced opportunity to develop more densely. It is unlikely this would lead to more affordable or attainable housing, but it would provide additional housing supply.	Fewer hotel rooms or rental units for tourists.	Structure height has an impact on community appearance and character.
Increased tree canopy preservation standards	Maintains environmental assets.	Potential to increase land costs for developers.	When development density is artificially kept lower (through any method) it drives up the cost of land and the cost of home construction.	Character and charm are essential to the Town's appeal. It's possible that there would be a very slight increase in tourism related to scenic beauty of neighborhoods.	Preserving tree canopy does help intercept rainfall, helps recharge ground stormwater storage capacity, lowers ambient heat, and help intercept hurricane winds.
Restrictions on short term rentals of single family housing	Maintains small-town charm and community character.	Reduces the opportunity for a unique style of tourism and/or a second income stream for local vacation home owners.	When residential housing becomes a commercial investment commodity, homes become owned and operated by investors, which decreases local supply of housing for residents.	Reducing short term and vacation rental housing supply will mean fewer tourists staying in town; tourism from in-town hotels or visitors from other towns will likely not be affected.	Some residents have adapted by renting out one or more bedrooms in their own homes to help defray the cost of living, which allows these residents to continue to be a part of the community. With the high demand for housing in Beaufort, it is uncertain if restricting short term rentals would have any impact at all on local affordability, and might just result in the short term rentals being converted to second homes.

Conceptual Exploration of Competing Priorities and Potential Impacts of Trade-offs (Continued)

Potential Action	Pros	Cons	Relationship to Affordable Housing	Relationship to Tourism Economy	Notes
Restricting the conversion of property to residential uses, and protecting employment uses (commercial, industrial, etc.)	Provides an opportunity for diversifying the employment base, potentially away from such a heavy reliance on tourism.	Potentially restricts private property owners from obtaining the highest yield on their real estate; Reduces the supply of housing.	Any restriction in the supply of land available for housing has some impact on affordable housing although given the demand for coastal housing, it is unlikely that such property would result in additional "affordable" housing.	It is possible that a reduction in land available for housing (especially if some of that housing would be short term rentals or vacation rentals) would have a negative impact on the growth of the tourism economy.	While it is conceivable that this could potentially help diversify the economy, there is no guarantee that increasing the supply of commercial or industrial land will result in successful nonresidential uses if demand does not exist.
Allowing more multifamily housing types in existing neighborhoods	Adds to existing housing stock, usually via higher density.	Potential to change neighborhood character.	Additional housing supply may have some positive effect on lowering home prices of existing, affordable stock, but is less effective an adopting an official affordable housing program.	Might provide additional affordable housing for tourism related employees, but that same housing might also be consumed by second home or vacation rental market.	Multifamily housing can be introduced and regulated in a manner so that it is designed to fit within the context with existing neighborhoods.



2

Socioeconomic Snapshot

This section examines Beaufort’s existing conditions through analysis of population, demographics, and housing. The study area encompasses all the land within the ETJ and municipal boundaries. However, some statistics are given only for the area within the municipal limits, based on data availability.

Population Trends

The population of Beaufort fluctuates depending on the time of year, especially during the peak summer vacation months. The U.S. Census counts are performed decennially and estimated on years in between. Beaufort is also experiencing an influx of new residents and visitors. Several recent developments are also bringing significant residential housing construction.

Population Estimates and Projections

Beaufort's population has historically grown at a very low rate. The population grew by just 13% from 2000 to 2019, which is conservative compared to North Carolina's 30% growth over the same period. However, data shows that Beaufort will continue to grow its permanent and seasonal populations over the next 30 years.

Permanent Population Projections

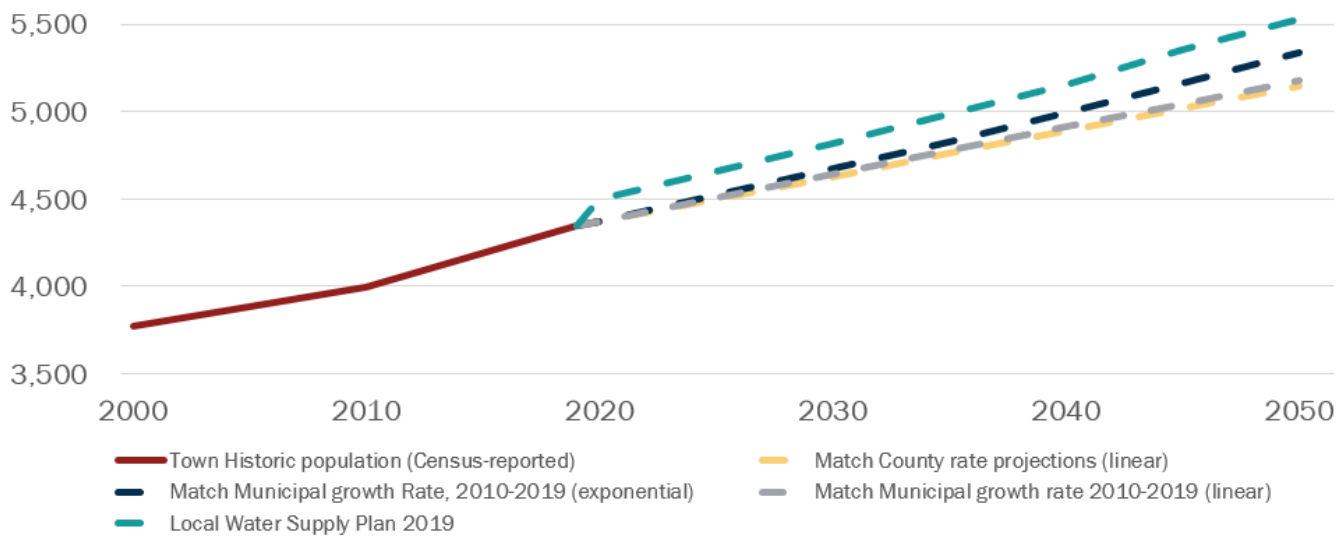
The permanent population for 2019 is estimated at 4,343 within the municipal limits and 5,839 including those within the extraterritorial jurisdiction.

Historic Population Count

	2000	2010	2019
Municipal Pop.	3771 ⁵	3997 ⁵	4343 ¹
ETJ Pop.	1490	1350	1496
Total Study Area Pop.	5261 ⁶	5347 ⁶	5839 ⁶

The annual growth rate for permanent residents was 0.9% from 2010 to 2020 within the municipal limits, which shows that while the permanent population is growing, it is not growing very quickly. Permanent population projections were developed using average growth rate of the following:

Permanent Population Projections



	2019	2020	2025	2030	2035	2040	2045	2050
Match County Rate Projections, Linear³		4,369	4,499	4,629	4,759	5,019	5,149	5,279
Match Municipal Growth Rate 2010-2019 (exponential)²	4343	4,371	4,519	4,671	4,829	4,992	5,160	5,334
Match Municipal Growth Rate, 2010-2019 (linear)²		4,370	4,505	4,640	4,775	4,910	5,045	5,175
Local Water Supply Plan 2019⁴		4500	4658	4815	4984	5152	5352	5526

- » The projected County growth rate (per NC Office of State Budget and Management (OSBM))
- » The municipal growth rate from 2010-2019, compounded annually
- » The municipal linear growth rate from 2010-2019

Projections from the NC DEQ state water supply projections were included as a barometer for calculated projections. As evidenced by the chart, the population projections were in line with the State’s water supply projections. It is important to note, the Local Water Supply Plan projections are developed by the system and reported to the State.

government projections does not tell the whole story for Beaufort’s population. The town has permitted two very large residential developments that together will bring almost 800 homes to town, which is roughly equal to the number of homes that were built in Beaufort between 2000 and 2019.

To account for the impact of these developments, first an average of the projected permanent populations was made. This average was added to a population estimate in the new developments based on known quantities:

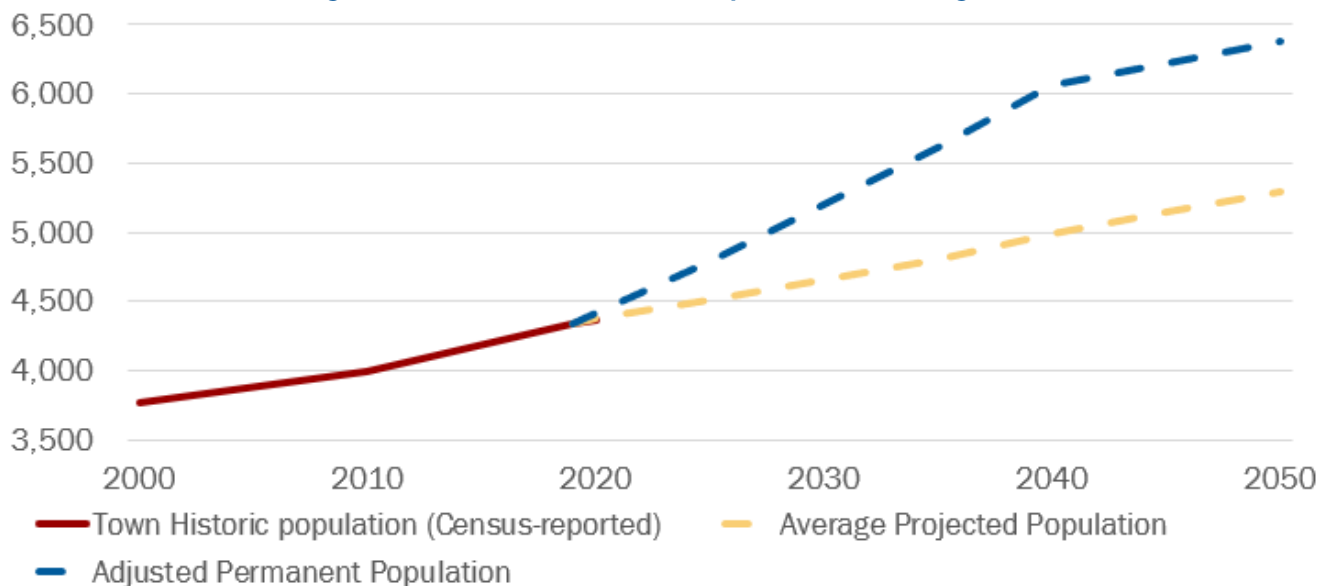
- » About 40 new homes per year (based on 2018-2020 average)²
- » 1.8 person average household size¹

Since prior to these developments, the Town had closer to 12 additional dwelling units constructed per year, it seemed necessary to add this

The Impact of New Development

Simply extrapolating population growth based on historical growth and

Adjusted Permanent Population Projections



	2019	2020	2025	2030	2035	2040	2045	2050
Average Projected Permanent Population		4,371	4,513	4,657	4,804	4,986	5,144	5,296
Adjusted Projected Permanent Population	4343	4415	4,783	5,197	5,614	6,066	6,224	6,376

additional population to better project the anticipated (adjusted) average permanent population.

As with any population projection exercise, some assumptions must be made. However, other trends are more difficult to accommodate and/or trends are not decisively indicative in any particular direction. Such subjects include recent trends related to the COVID-19 pandemic, shifts in vacation housing ownership proportion, and speculative future growth based on completion of the Interstate 42 project.

Seasonal Population Projections

The peak seasonal population was created by estimating and projecting forward the amount of visitors to short-term rentals and seasonally occupied units, guests of year-round residents, and other lodging, to give an estimate for how many visitors Beaufort accommodates during the busiest time of the year, July. This was added to the adjusted permanent population to estimate the total number of people in Beaufort during

peak tourist season in 2020, which is estimated at about 14,600. This does not include day trippers.

To project the seasonal population, the ratio of current visitor population to permanent population was calculated and applied to the adjusted permanent population projections. This assumes a constant ratio of tourists to full-time residents.

The chart below shows several lines demonstrating different Peak Seasonal Populations. A low and a high seasonal population estimate were calculated. These were then averaged and compared against the water supply report projections. The average estimate is slightly higher than the 2019 Water Supply Plan estimates.

For more information, including the methodology for estimation and projection, see **Appendix A: Population Projection Methods on page 218.**

Understanding Population Projections

Permanent Population

Persons who usually reside in the planning area, year-round.

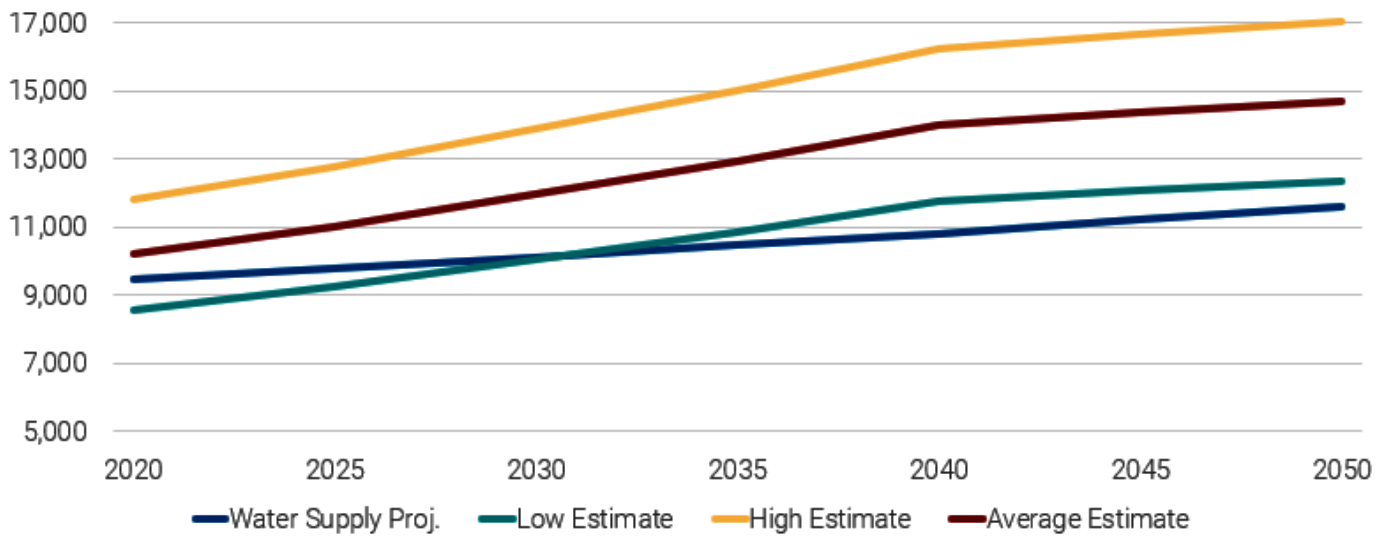
Peak Visitor Population

Persons who are temporary residents in the planning area, such as tourists and vacationers, but who normally reside in another location; does not include day-trippers.

Peak Seasonal Population

Permanent plus visitor population. This is an approximation of the planning area’s population on a “typical” peak day during the high season. Does not include day trippers.

Total Peak Seasonal Population Projections



	2020	2025	2030	2035	2040	2045	2050
Water Supply Estimate⁴	9,450	9,781	10,111	10,465	10,819	11,199	11,579
Low Estimate	8,570	9,263	10,065	10,873	11,748	12,054	12,348
High Estimate	11,830	12,787	13,894	15,009	16,217	16,640	17,046
Average Estimate	10,200	11,025	11,980	12,941	13,983	14,347	14,697

Data Sources:

- 1. American Community Survey 5-year estimates (2019)
- 2. Town of Beaufort
- 3. NC State Demographer
- 4. Local Water Supply Plan 2019, NC DEQ DWR
- 5. Decennial Census (2000, 2010)
- 6. ESRI via ArcGIS Online

Demographics

Age and Ethnicity Makeup

The largest individual age cohort in Beaufort is people aged 55-64. The median age for the study area is 50.3, which is up from the median age of 46.9 in 2010. This is older than the median age for North Carolina, 39.1, but in line with Carteret County's median age, 50.0.¹ Similarly, the share of residents aged 65 and older has increased from 19.8%⁷ to 25% as of 2019.

In the study area, 18% of the residents self-identify as a racial or ethnic minority, which is the same as in the previous CAMA plan. The largest minority group represented is Black or African-American.¹ This is a decrease in minority population from the 2006 CAMA plan, which stated that 21% of the population identified as non-white.

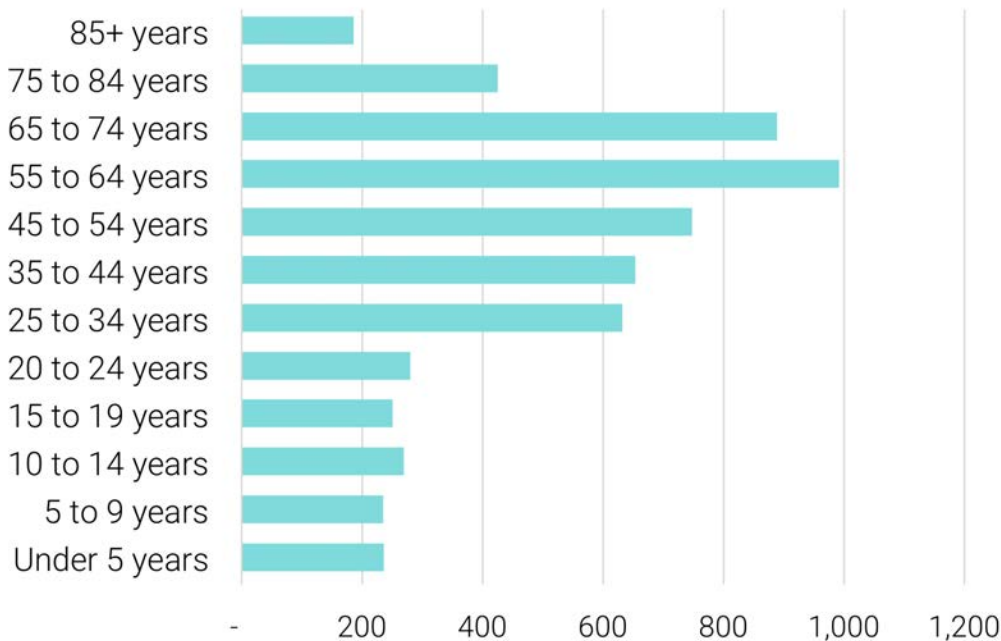
Commuting

Commuting in Beaufort is primarily via car, truck, or van, which accounts for 83% commuting residents. 4% of the population walks to work, and 5% take either a bicycle, taxi, motorcycle, or other form of transportation. The remaining 8% of the working population works from home and does not commute. For those who do commute, the mean travel time to work is 17.8 minutes.⁶ There are 336 people who both live and work in the study area.

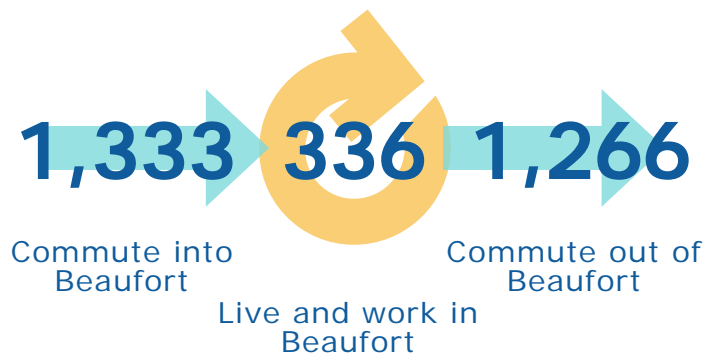
Economy

As of 2018, the Beaufort economy is mainly driven by hospitality-related services (arts, entertainment, recreation, accommodation and food services) (26.33%) and education and health services (18.32%). The hospitality sector grew 44% from its share of the workforce in 2010, indicating that more of Beaufort's economy is becoming tourism-focused.⁶

Age Cohorts¹



The share of residents aged 65 and older has increased from **19.8%**⁷ to **25%**¹ since the last CAMA plan



Housing

Residential units in Beaufort are predominantly detached single family homes. As of 2020, there are 3,831 total housing units of all types in the study area, with 2,672 of those located within municipal boundaries. Of those within the corporate limits 2137, or 74%, of those are primary residences, while the remaining 26% are secondary residences.

Employment by Industry (Residents of Beaufort) ⁶	2010	2018
Retail Trade	11.12%	9.41%
Arts, entertainment and recreation, and accommodation and food services	16.85%	26.33%
Educational services, and health care and social assistance	11.12%	18.32%
Finance and insurance, and real estate and rental and leasing	4.41%	5.41%
Public administration	11.01%	8.21%
Construction	9.36%	7.91%
Professional, scientific, and management, and administrative and waste management services	9.69%	7.71%
Information	1.54%	0.4%
Manufacturing	12.22%	7.21%
Wholesale Trade	1.1%	0.6%
Other services, except public administration	7.82%	3.7%
Agriculture, forestry, fishing and hunting, and mining	3.74%	4.8%

Housing Units	2000 ⁵	2010 ¹	2019 ¹
Municipal Limits	1,946	2,364	2,672
ETJ	897	1,052	1,159
Total Municipal + ETJ	2,843	3,416	3,831

Defining Primary and Secondary Residences

How do we know who lives in Beaufort full-time? Using the US Census data definitions of occupied and vacant housing units, we can determine how many homes are primary residences and extrapolate secondary residences.

Occupied Housing Units are defined as those that are the “usual place of residence” for persons or a family.

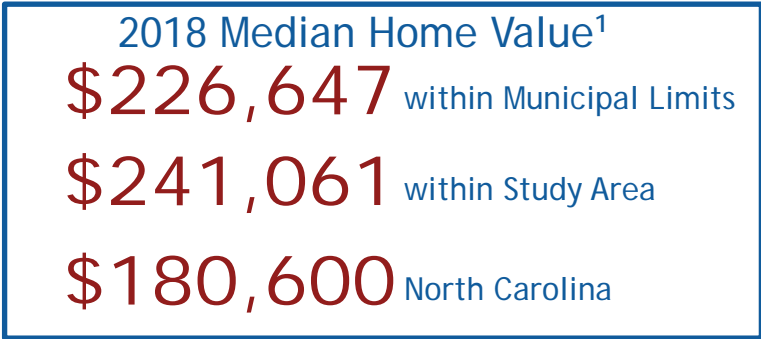
Vacant Housing Units are defined as units where no one is living, or units owned by people whose “usual place of residence” is elsewhere.

In popular tourist locations, “vacant” units are generally second homes or vacation rentals.

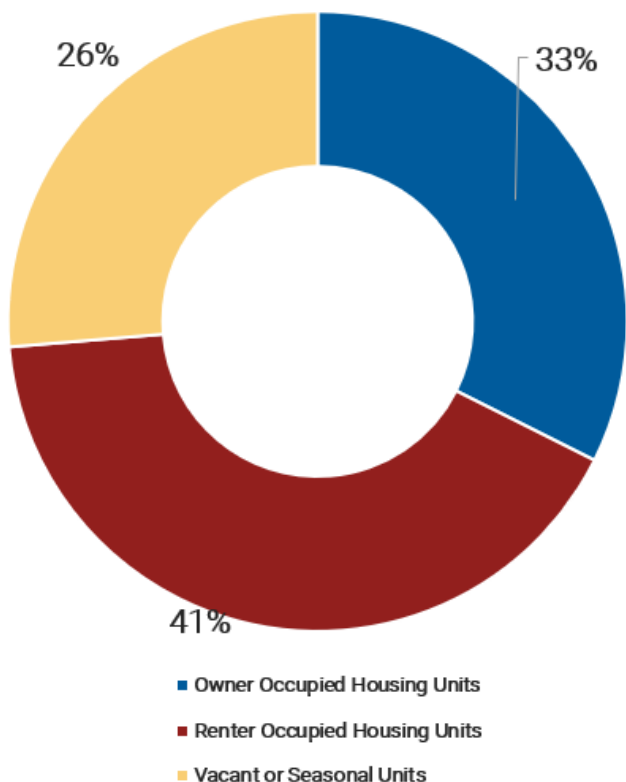
Income & Affordability

Beaufort’s median household income (HHI) is significantly below those of North Carolina and Carteret County. The median income across all households of all types in Beaufort for 2019 is \$40,926, which is up from the median HHI income of \$37,075 in 2010⁵ (2010 median HHI has been adjusted for inflation).

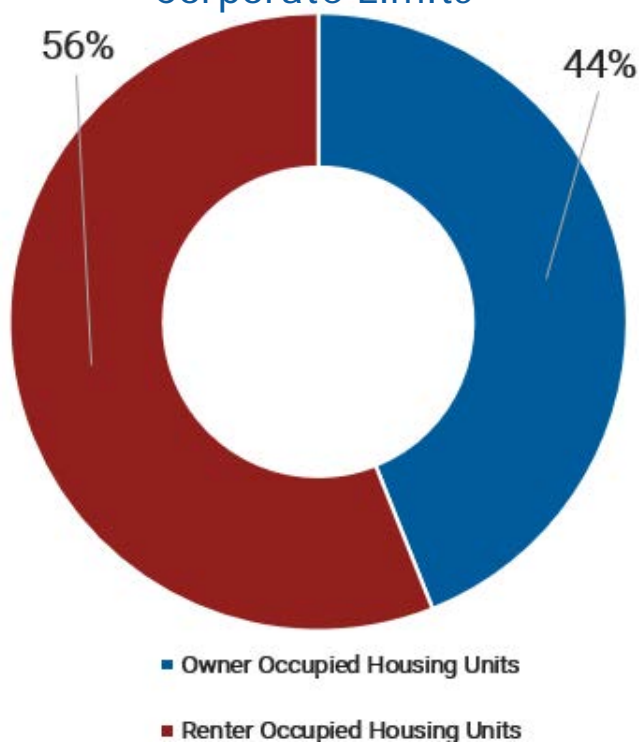
The median HHI for family households in Beaufort is \$54,757¹. The North Carolina Justice Center states that \$49,500 is the “livable income” for a family of four in Carteret County. According to the latest data, 19% of the municipal population lives below the poverty level.¹



Seasonal vs Primary Units¹



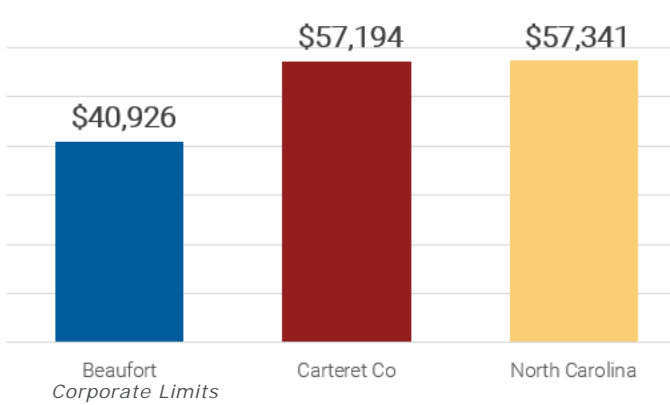
Permanent Occupied Housing Tenure, Corporate Limits¹



Data is for corporate limits only.

Data is for corporate limits only.

Median Household Income (all Households)¹



Beaufort has a lower median household income and higher median home value than the state average. High home values and relatively low household income indicate a degree of unaffordability in the town.

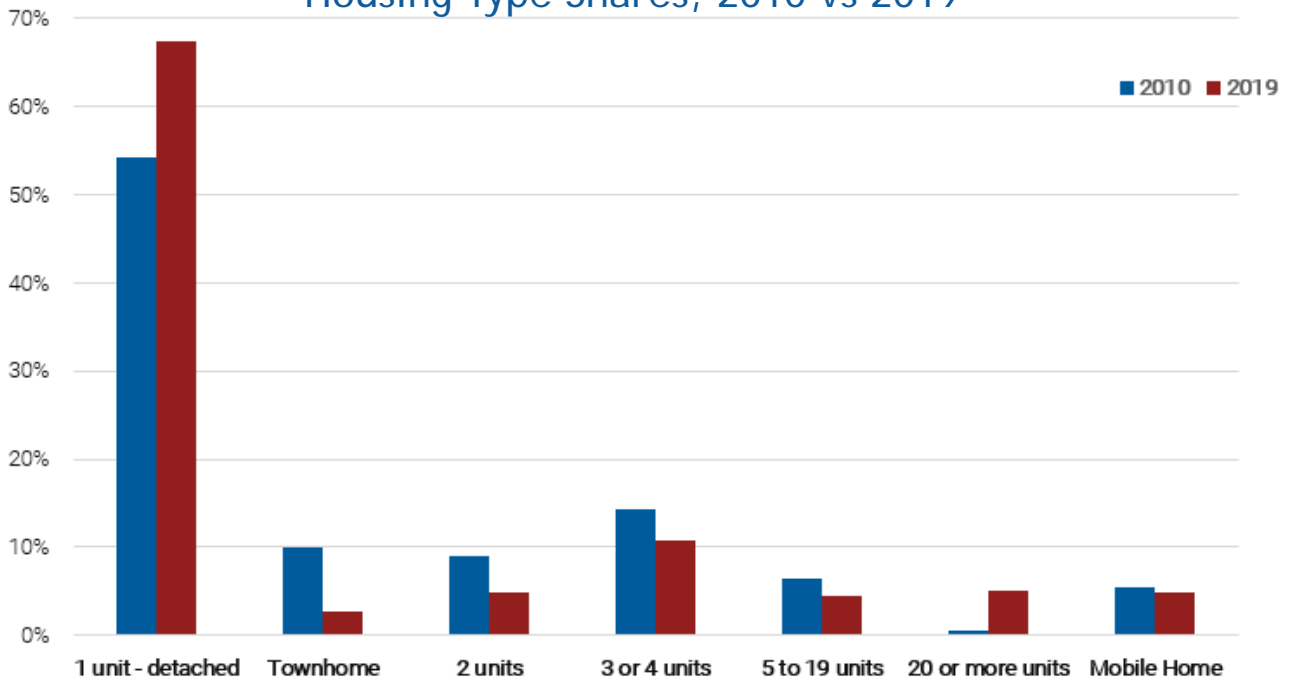
Data shows that the portion of Beaufort housing units used as seasonal homes or rentals is increasing. The table shows

Vacant homes in relation to total housing stock

The number of homes being used as vacation homes has **more than doubled** since 2010, with vacation homes representing 10% more of the overall housing supply. This means fewer homes are available for permanent residents, which can have an impact on affordability.

	2010 ¹	2019 ¹
Vacant	19%	27%
Vacant - for seasonal or occasional use	7%	17%

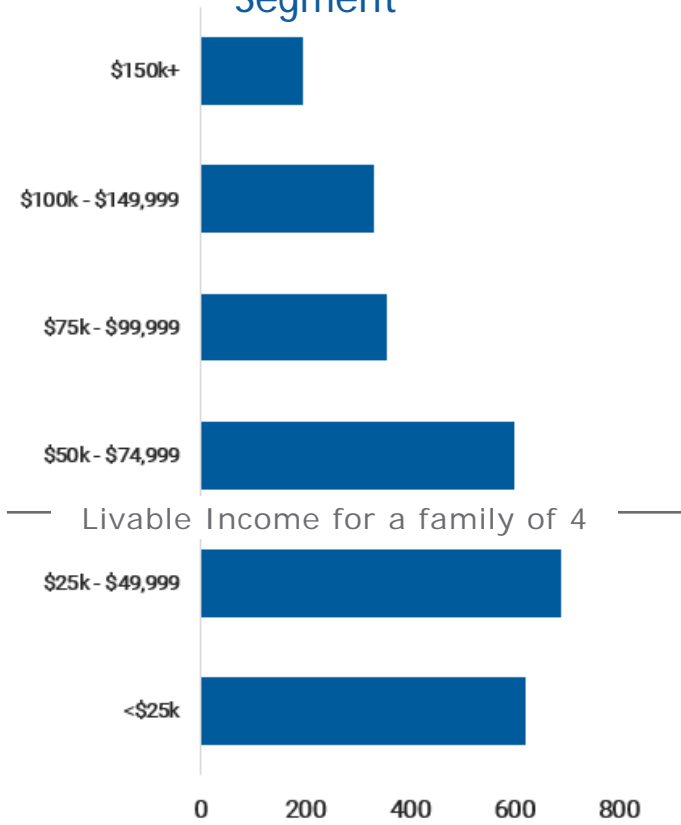
Housing Type Shares, 2010 vs 2019¹



There has been a reduction in the share of multifamily units in Beaufort, indicating that new development is mostly single-family detached homes.

Data is for corporate limits only.

Households by Income Segment¹



Data for municipal boundaries. "Livable Income" as defined by North Carolina Justice Center.

the percentage of housing stock that is vacant, and the specific percentage of housing stock that is for recreational use. As more housing is used as secondary homes, it restricts the housing stock available for permanent residents, which can also exacerbate affordability issues.

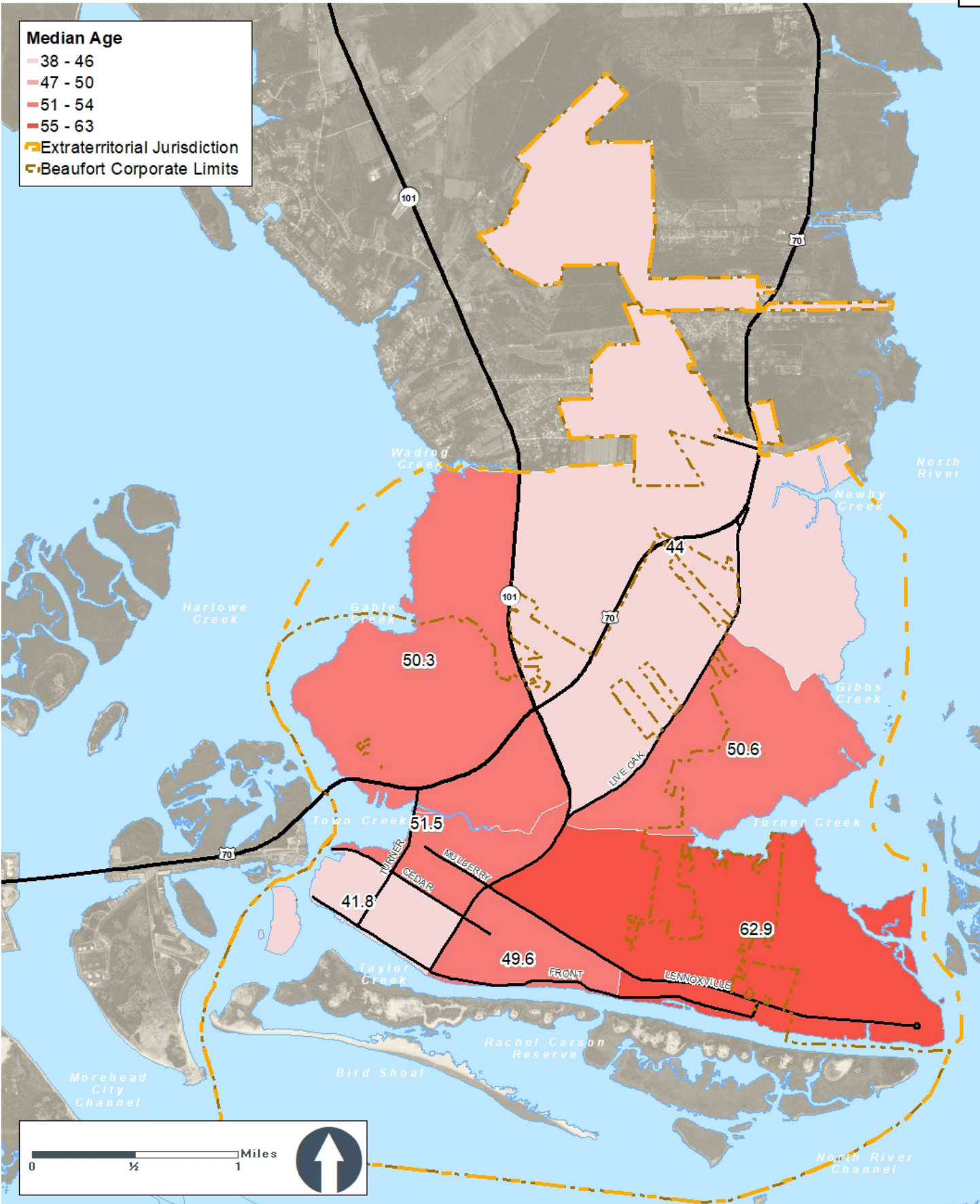
Socioeconomic Mapping

The geospatial distribution of demographic and socioeconomic data in Beaufort can provide valuable insight into historical context and current existing conditions. These maps show data collected from the 2019 American Community Survey 5-year estimates, mapped by Census Block Groups or Tracts.

Sources:

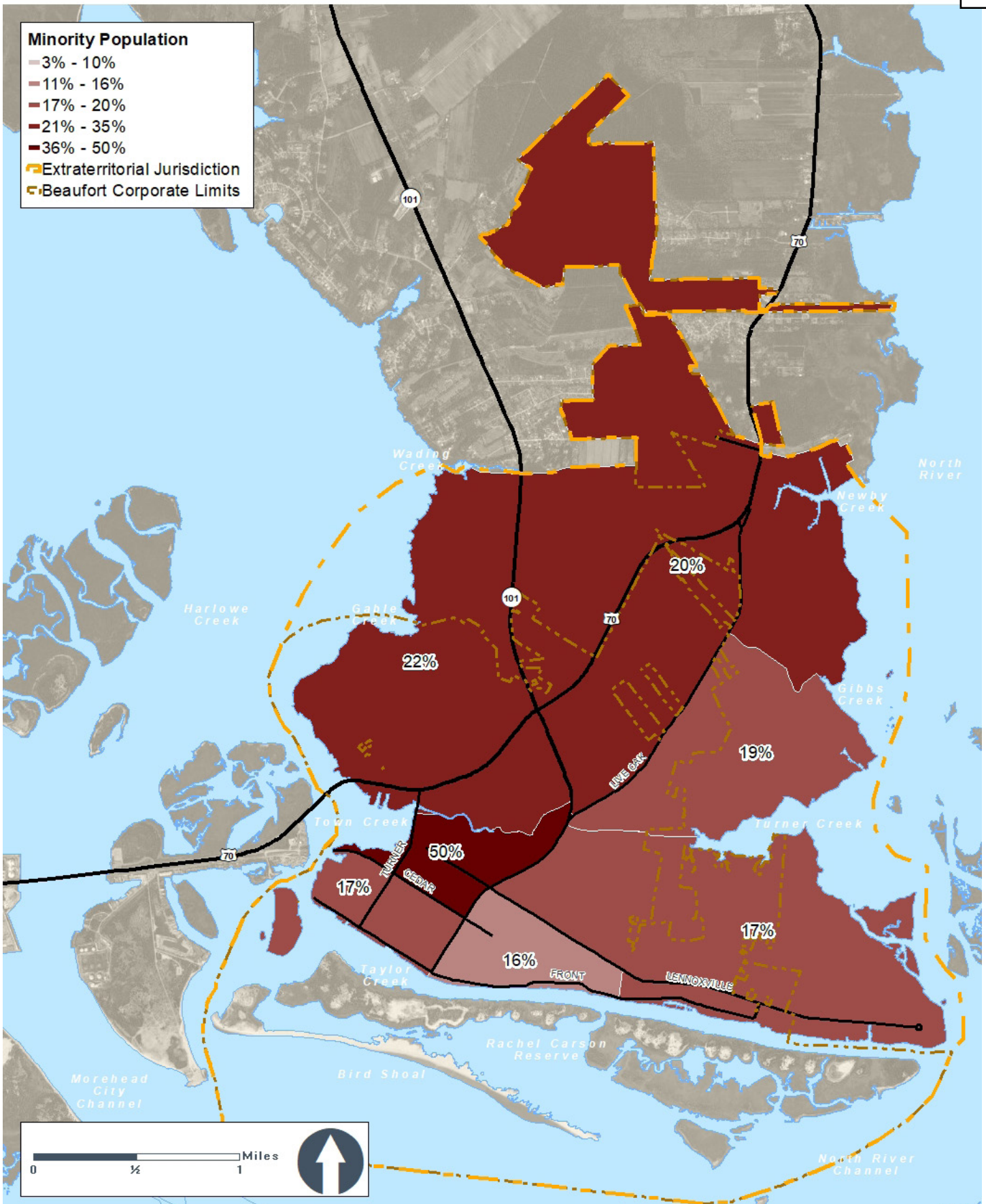
- 1. American Community Survey 5-year estimates (2019)
- 2. Town of Beaufort
- 3. NC State Demographer
- 4. Local Water Supply Plan 2019, NC DEQ DWR
- 5. Decennial Census (2000, 2010)
- 6. US Census OnTheMap
- 7. 2006 Beaufort CAMA Plan

Median Age



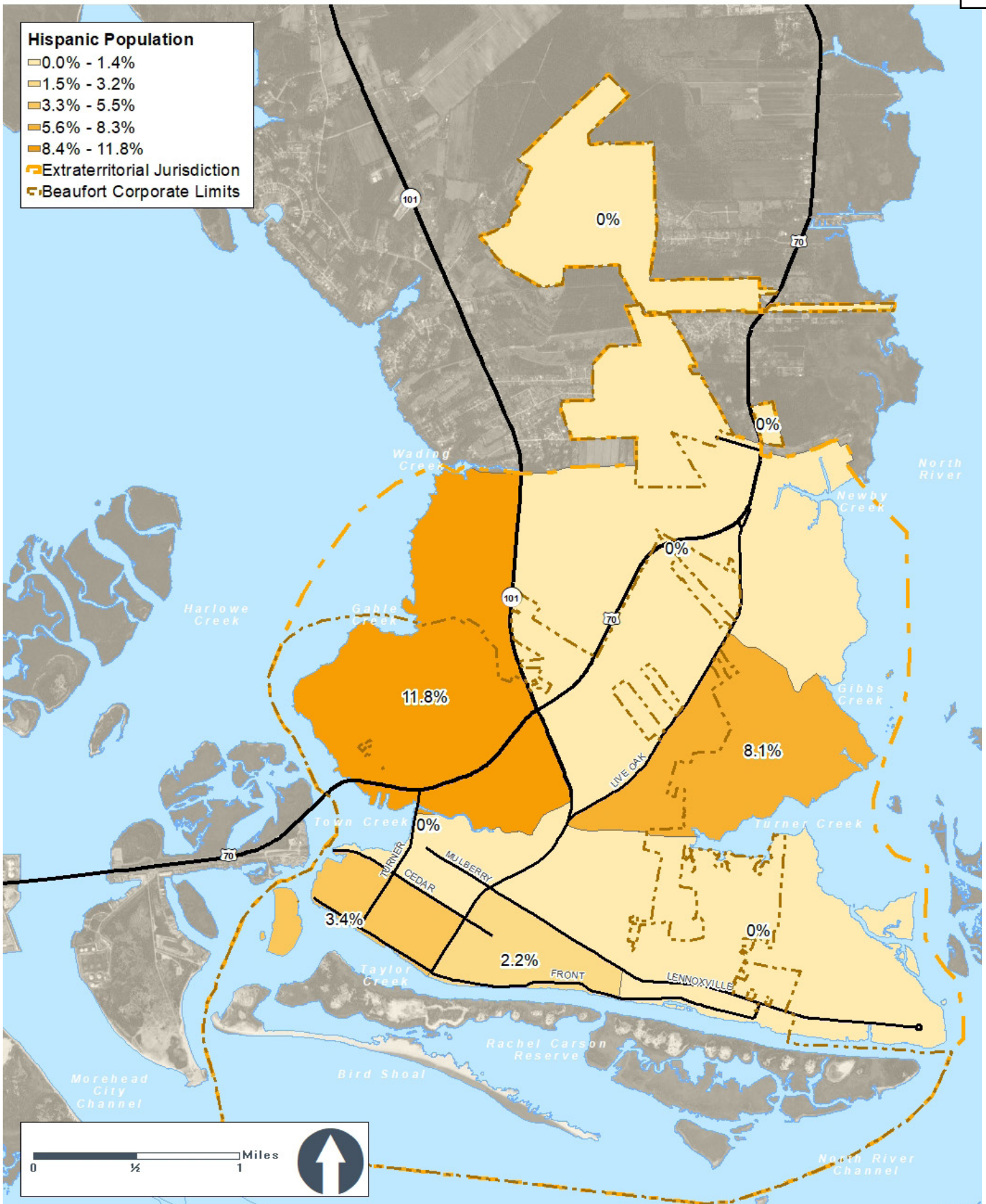
The median age for the study area is 50.3, with the block groups around Downtown and in the northern sections having slightly lower median ages. As mentioned earlier, the median age and share of residents over 65 years has increased since the previous CAMA Plan.

Minority Population



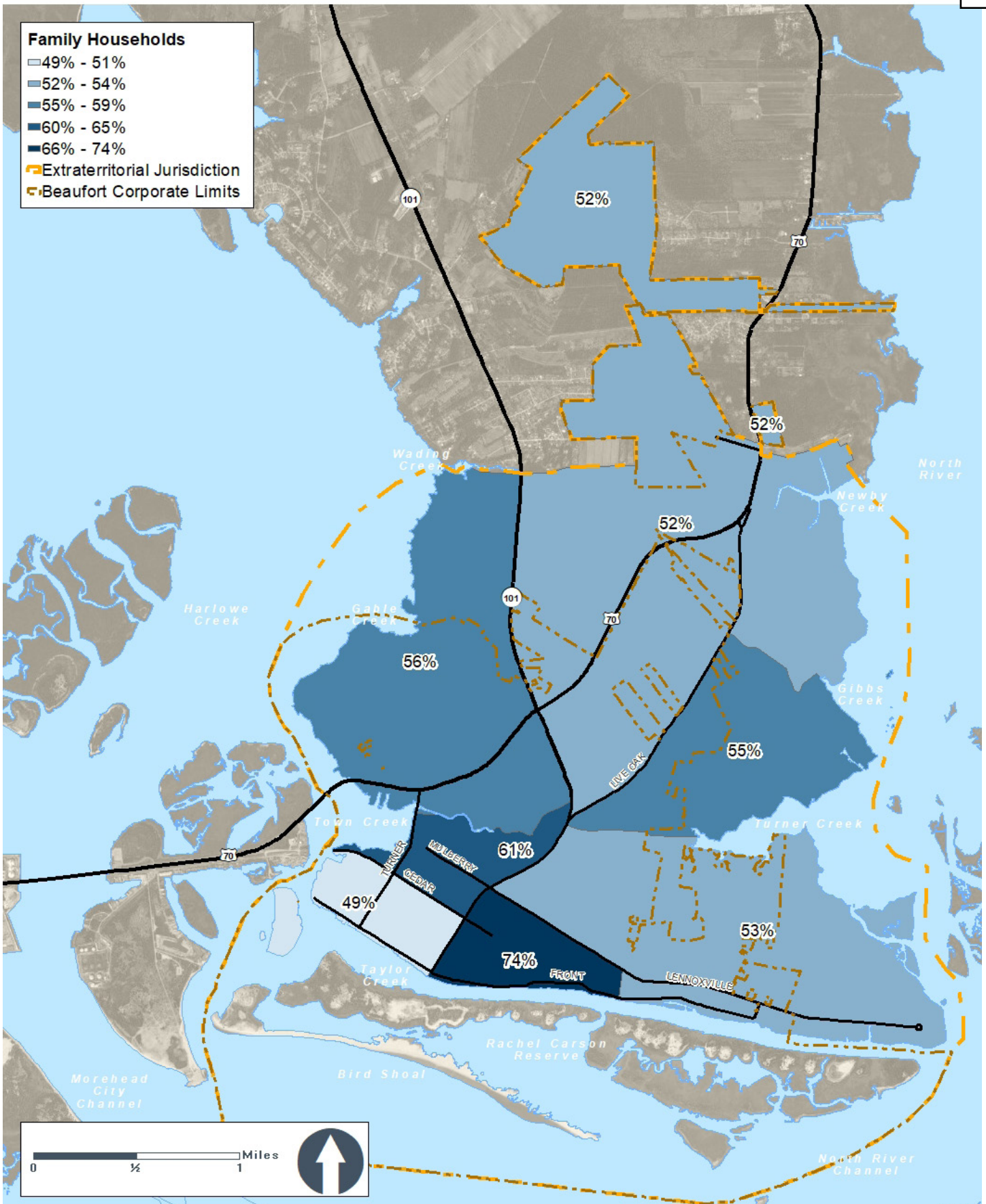
Beaufort's minority population, which represents 21% of residents within corporate limits, has its highest concentration in the Mulberry Street area.

Hispanic Population



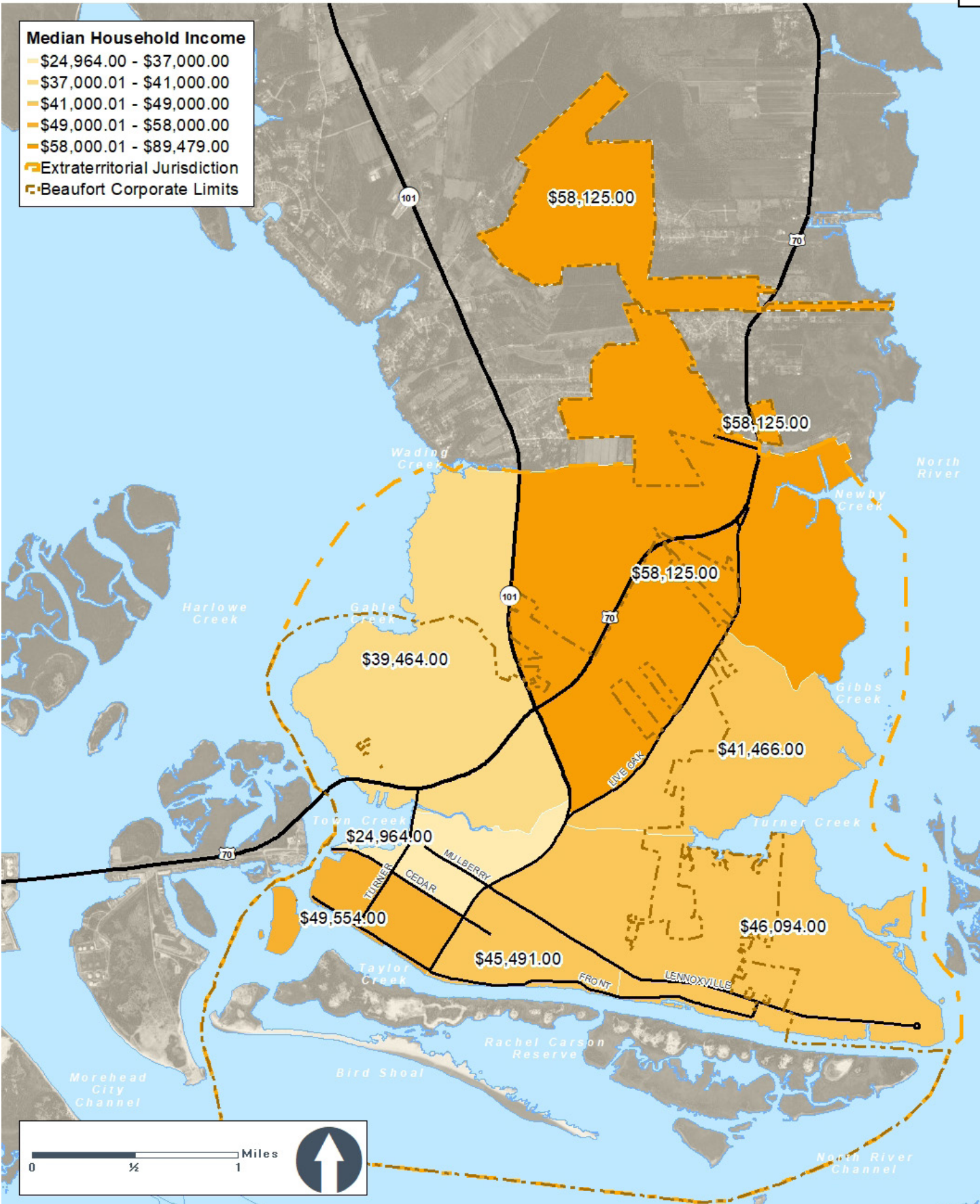
Beaufort's Hispanic population, is distributed varyingly throughout the study area.

Family Households



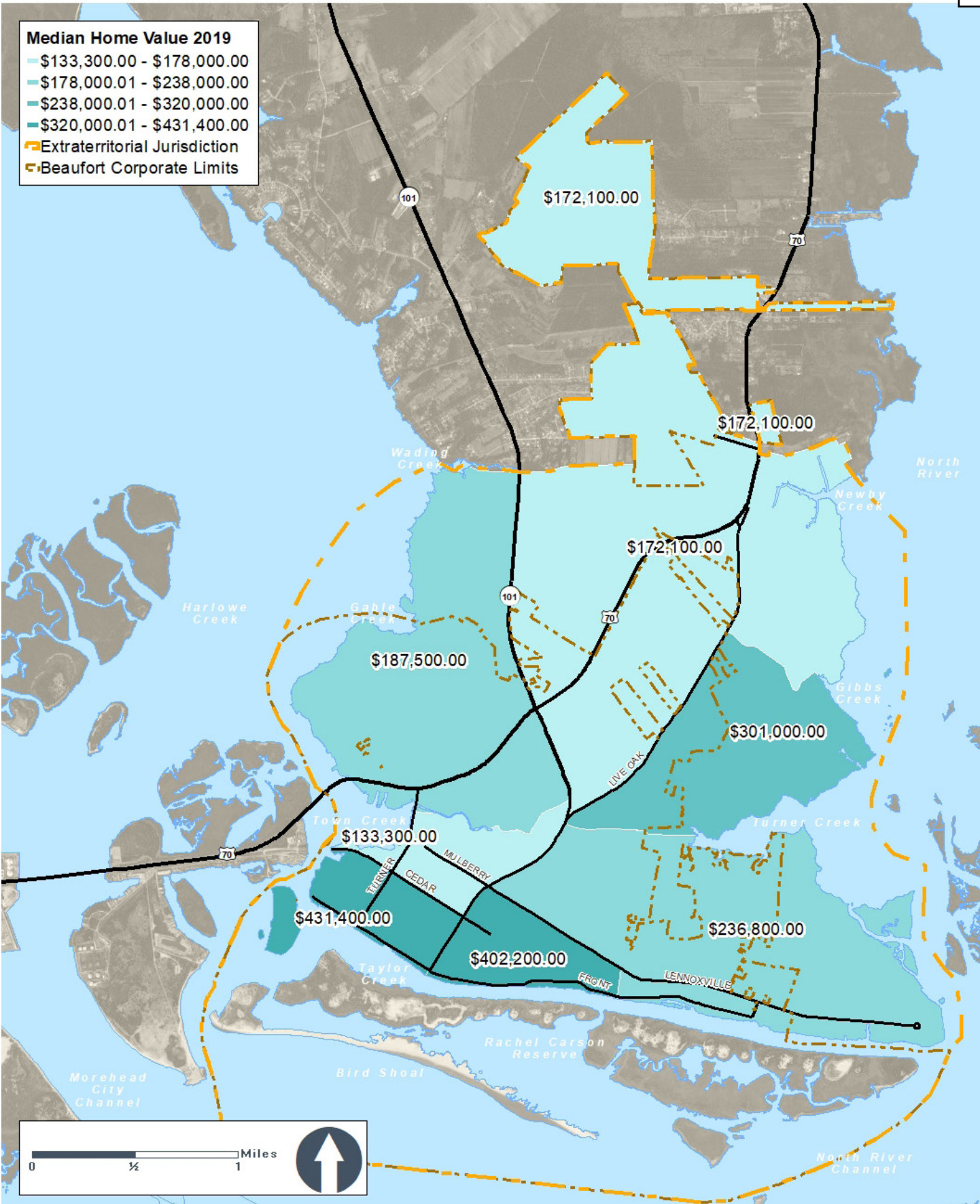
Family households, or those with two or more people related by marriage or blood, are dispersed throughout the study area, but are least common around Downtown.

Median Household Income



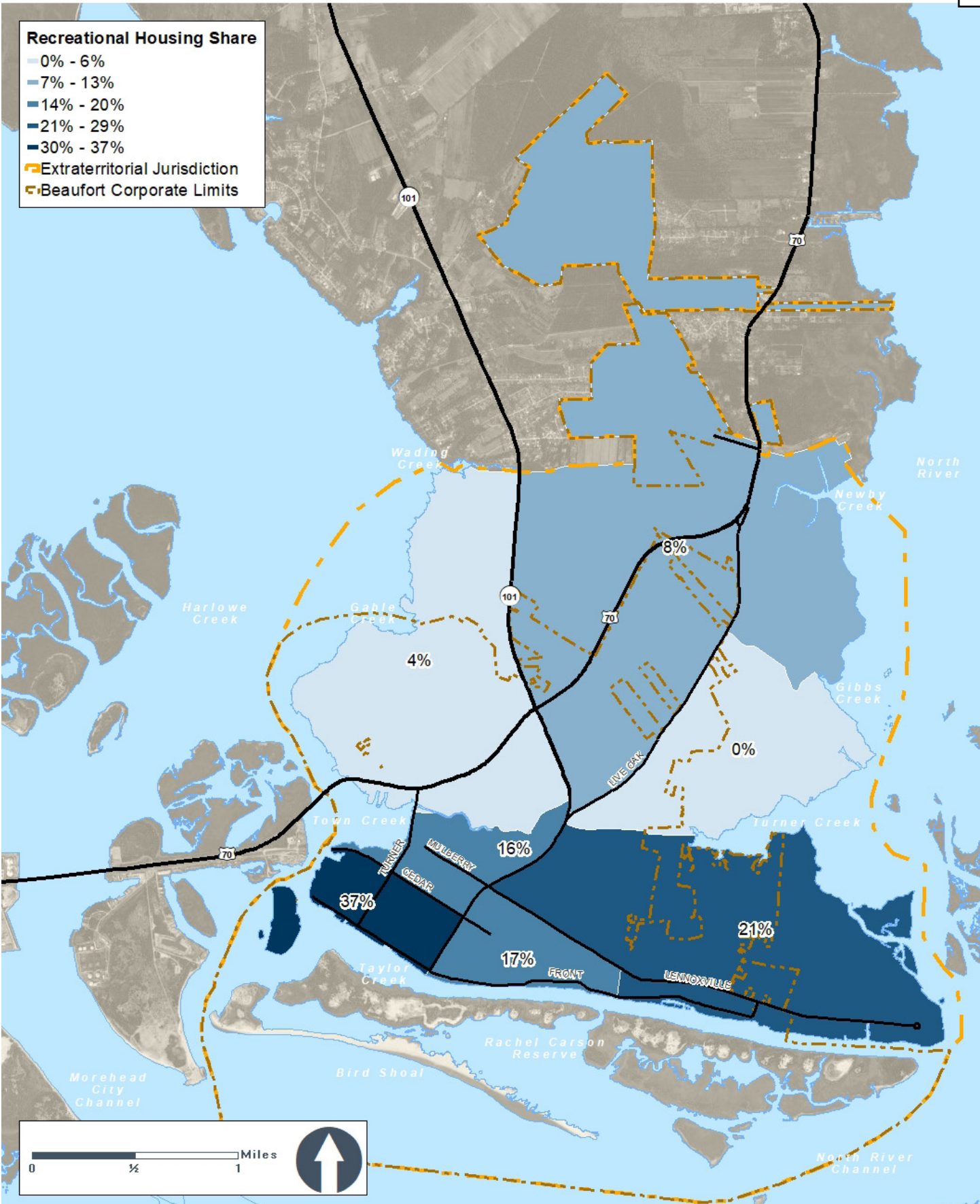
The median household income for Beaufort is about \$40,000 per year. Most census block groups have medians that are higher than that, except for the area around Mulberry Street and its neighboring block group to the North.

Median Home Value



Home values are highest in Downtown and other areas close to Taylor Creek. Overall, median home values varies widely by Census Block Group in Beaufort.

Recreational Housing Share



Recreational housing (housing used for vacationing or not as primary residence) is most common in Downtown and other areas that are accessible to Taylor Creek and Downtown



3

Existing Plans

Existing Plan Assessments

No planning effort can be conducted in a vacuum. Great accomplishments are made by standing on the foundations of previous efforts. The following plans are integral to the Town and were considered during this plan development process.

Town of Beaufort Core (CAMA) Land Use Plan, 2006

Adopted in 2006, this plan served as both an avenue of compliance with CAMA regulations and a comprehensive plan. The document identified goals and objectives to guide land development in a coastal context. Since then, the Town has undertaken different initiatives to reach those goals. Some efforts are still underway. Beaufort’s efforts are listed by categories of implementation actions in the following table. The table also tracks the fiscal year (FY) in which the Town engaged in activity.

**TOWN OF BEAUFORT
NORTH CAROLINA**

CORE LAND USE PLAN

Adopted by the Beaufort Town Board: December 11, 2006

Certified by the Coastal Resources Commission:

5.4.1. Public Water Access Implementation Actions

FY 05	<p>Beaufort will undertake improvements to water accesses and recreational facilities.</p> <ul style="list-style-type: none"> • Gordon Street water access, which includes additional storage for kayaks and canoes, as well as improvements to the public dock • Grayden Paul Water Access – has a new dock as well as a new floating dock for transient boaters • The Boardwalk has had renovations made in the replacement of new decking. • Plans underway for future Cedar Street Park, which will include a public water access component • Topsail Park – has had its floating gangway cleaned and repaired and is in the process of the addition of new landscaping in the near future • Harborside Park – Is a partnership project between the NC Maritime Museum and the Town to provide additional water access by way of an overlook on Front Street adjacent to the Watercraft Center. It is anticipated that this project will begin and end in 2017.
Ongoing	<p>Review, through the subdivision plat and site plan review and approval process, proposed waterfront land development projects to ensure consistency with the Town’s public access goals and policies.</p> <ul style="list-style-type: none"> • The Planning and Inspections Department reviews all development permits to include building permits to ensure that they meet compliance with the Towns public water access goals and policies on a daily, weekly basis.

5.4.2. Land Use Compatibility Implementation Actions

FY 05	<p>Zoning ordinance amendments regarding residential boat docks and piers and commercial marinas.</p> <ul style="list-style-type: none"> • In 2013, the Land Development Ordinance was adopted, which made commercial marinas a Special Use and required additional information and impact criteria from an applicant in order to be approved. Residential boat docks also have very strict criteria in the R-8 and other residential districts and are limited in the number permitted.
FY 06	<p>Comprehensive Zoning Ordinance update</p> <ul style="list-style-type: none"> • In 2013, the Town adopted a new Land Development Ordinance to replace the last Zoning Ordinance from 1998.

FY 07	<p>Review, and revise as determined appropriate, the County land use and development regulations to include development principles and techniques that promote land use compatibility as open space subdivision design, clustering, innovative stormwater management design, etc.</p> <ul style="list-style-type: none"> The Town participated in the development of the Pamlico Sound Regional Hazard Mitigation Plan which addresses most of these items and meets in a Planners forum regularly to discuss CRS and FEMA related issues and strategies for mitigation.
Ongoing	<p>Review the zoning ordinance, subdivision regulations, and other Town land use and development regulations to ensure that residential densities and building intensities are consistent with the Town's land suitability goals and policies. Prepare revisions and updates as determined appropriate. Coordinate the review with the Carteret County Health Department.</p> <ul style="list-style-type: none"> Even though the Land Development Ordinance was adopted in 2013, amendments have already been made to keep up with changes in the State Statues as well as other revisions needed for clarification or stricter standards.
5.4.3. Infrastructure Carrying Capacity Implementation Actions	
FY 06	<p>Completion of a comprehensive water system improvements plan.</p> <ul style="list-style-type: none"> The Public Utilities Department hired Rivers & Associates Engineers to develop this Plan in 2009, with revisions in 2010 and 2011.
FY 06	<p>Annexation boundary agreement with Town of Morehead City</p> <ul style="list-style-type: none"> Attempted in 2009/2010
FY 09	<p>Completion of sewer system improvements</p> <ul style="list-style-type: none"> The wastewater treatment system was completed in 2009-2010 and is fully operational. In 2020, the Town submitted an application to the USDA for funding to address water and sewer infrastructure needs.
FY 10	<p>Completion of water system improvements</p> <ul style="list-style-type: none"> In 2011, several new water wells were completed, which should provide enough water for the next 15 years. The Town is currently looking into a new treatment facility.
Ongoing	<p>Utilize the Land Use Plan, zoning ordinance, subdivision ordinance, and utilities extension policies to guide public infrastructure and services to areas where growth and development are desired.</p> <ul style="list-style-type: none"> This is an ongoing process through the Capital Improvements Plan as well as large development proposals
5.4.4. Natural Hazard Areas Implementation Actions	
Ongoing	<p>The Town will review its zoning ordinance, subdivision ordinance, and flood damage prevention ordinance to determine if more specific locational and density regulations regarding development or redevelopment activities within identified flood hazard areas and storm surge areas are warranted. Issues to be addressed include restrictions on land uses that utilize or store hazardous materials on-site, establishment of riparian buffers, increasing the minimum freeboard height above base flood elevation, etc.</p> <ul style="list-style-type: none"> The Town updated the Flood Damage Prevention Ordinance in 2015, which included the addition of a one-foot freeboard requirement
Ongoing	<p>The Town will avoid zoning areas susceptible to storm surge for high density residential or intensive nonresidential use.</p> <ul style="list-style-type: none"> The Town discourages development in areas of potential storm surge through its zoning regulations
Ongoing	<p>Based upon the availability of federal and state grant funds, land acquisition programs will be utilized in the most hazardous areas to minimize future damage and loss of life</p> <ul style="list-style-type: none"> N/A

Ongoing If any portion of the Town’s public infrastructure is significantly damaged by a major storm, consideration will be given to the feasibility of relocating or modifying the affected facilities to prevent the recurrence of storm damage

- The majority of the Town’s critical facilities are located in non-special flood hazard areas. In the future, consideration will be given to other infrastructure/facilities to limit damage due to storm surge

Ongoing Coordinate the review and approval of development plans for major subdivisions, multifamily developments, and large public and institutional uses located within identified natural hazard areas with the County Emergency Management Agency. Continue the active enforcement of the State Building Code provisions regarding wind- resistance requirements and participation in the National Flood Insurance Program.

- The Town is an active participant in the National Flood Insurance Program and Community Rating System
- The Town follows and enforces the State Building Code; in 2019, the Town received a Building Codes Effectiveness Grading Schedule score of 3/3 for residential and commercial building codes respectively

5.4.5. Water Quality Implementation Actions

FY 06 The Town will investigate the feasibility of developing and implementing a stormwater management plan.

- The Town hired the Wooten Company to develop a stormwater plan for the Town. In 2009, the Town received Phase I of the plan and used it to guide repair and mitigation of stormwater utilities
- The Town enacted a stormwater committee comprised of residents of the community and professionals to provide improvement recommendations to the Town
- The Town finalized a Stormwater Capital Improvements Plan in 2019 which includes an implementation schedule and rough cost estimates associated therein

FY 06 The Town will prepare and implement a wellhead protection program.

- The Town has a wellhead protection program The Town adopted a stormwater ordinance in 2008
- The Town created the RS-5 zoning district in 2010, which restricts impervious surface coverage to a maximum of 50%

FY 07 The Town will review its zoning ordinance and subdivision regulations to determine if revisions are needed to include additional measures, such as riparian buffers and impervious surface limitations, to control stormwater discharges. A stormwater management ordinance will be developed.

- The Town continues to work on infrastructure improvements which are identified in the Capital Improvements Plan

FY 08 Beaufort will make significant advances in the rehabilitation of its sewer infrastructure to reduce infiltration, thus preventing overflows and reducing the amount of discharge released into Taylor’s Creek.

- The Town continues to require adequate stormwater drainage systems for new developments
- The Town regularly works with state agencies to ensure compliance with state requirements
- The Town has two full-time engineers on staff who are responsible for the review of proposed development stormwater systems

Ongoing	<p>The Town will continue to require, through its subdivision regulations and technical specifications manual, adequate stormwater drainage systems for new developments. The Town will continue to promote the use of best management practices to minimize the degradation of water quality resulting from stormwater runoff. The Town will continue to coordinate the approval of land development projects with the applicable State agencies.</p> <ul style="list-style-type: none"> • The Town continues to require adequate stormwater drainage systems for new developments • The Town regularly works with state agencies to ensure compliance with state requirements • The Town has two full-time engineers on staff who are responsible for the review of proposed development stormwater systems
----------------	--

5.4.6. Areas of Environmental Concern Implementation Actions

FY 06	<p>The Town will review its zoning ordinance to determine if revisions are needed to include additional protective measures for AECs</p> <ul style="list-style-type: none"> • The Town continues to review its ordinance to ensure that environmentally sensitive areas are protected through good land use planning and development practices • The Town, in partnership with the Eastern Carolina Council of Governments and NC Coastal Federation, created a Watershed Restoration Plan in 2017
--------------	--

5.4.7. Areas of Local Concern Implementation Actions

FY 05	<p>The Town will employ a Town Planner to coordinate land development and growth management plans and to oversee the administration of land use regulations.</p> <ul style="list-style-type: none"> • A full-time planner position was created in 2008 • A second planner position was created in 2016
--------------	--

FY 08	<p>The Town will prepare a comprehensive community services/facilities plan. This plan will identify major municipal services and facilities needs and deficiencies, prioritize those needs, and prepare cost estimates and a budgeting plan for the recommended improvements.</p> <ul style="list-style-type: none"> • The Town developed a Capital Improvements Plan in 2011 which is discussed and updated annually
--------------	---

<Plan assessments continue on next page>

Small Area Plan & Bicycle and Pedestrian Plan, 2018

Downtown Beaufort, particularly along the waterfront, is heavily trafficked by pedestrians and bicyclists. The rest of Beaufort, however, is not as bicycle and pedestrian friendly. Sidewalks are limited, streets are narrow, and crosswalks are not prevalent. All of this combined results in potentially hazardous conditions for alternative modes of transportation.

The Town realized that completion of the Gallant’s Channel Bridge project and new US-70 bypass would significantly impact the traffic patterns in and around Beaufort. Given the magnitude and timeline associated with the project, the Town identified an opportunity to reexamine the future of Beaufort. This paired with a desire to create a more multi-modal friendly community began the Town’s Small Area Plan and Comprehensive Bicycle and Pedestrian Plan initiative.

Initially, the scope of the Small Area Plan was comparable to a corridor study, focusing on the two main entry corridors for the Town. Over time, however, it developed into a more comprehensive plan. The Small Area Plan focuses on a study area of approximately one square mile, most heavily impacted by the pending traffic changes. The study includes design elements, land use recommendations and much more.

The Comprehensive Bicycle and Pedestrian Plan identifies areas for improvement for walkers and cyclists, ultimately promoting safety and connectivity throughout town. Contrary to the Small Area Plan, the Bicycle and Pedestrian plan study area encompassed the entire corporate limits.

The Town determined it would be more practical to utilize the same firm to develop the plans. As such, the Town retained Stantec, a consulting firm comprised of urban designers, planners, engineers, landscape architects and much more for the plan development. The finished documents include recommended projects, implementation schedules, funding sources, and anticipated costs associated therein.

Small Area Plan, 2018

This 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.

The Small Area Plan promotes smart growth through a mix of land uses, compact building design, sense of place, and preservation of natural beauty and critical environmental areas.

The Key Goals identified in the plan:

1. **Corridor Transformation** — Cedar Street and Live Oak Street should become vibrant multi-modal corridors with an emphasis on pedestrian safety.
2. **Navigate the Changes** — With significant changes to the entrances and exits into the Town, it is vital that local wayfinding signage help navigate the new patterns.
3. **Protect Neighborhood Streets** — The overall shift in the traffic pattern because of the new US-70 bypass must not negatively impact neighborhood streets.

- 4. **Strive for Diversity & Authenticity** — 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.
- 5. **Maintain the “Beaufortness”** — Beaufort has a unique history and nature that should be incorporated into all physical improvements.

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.

The Plan includes concept designs for Cedar Street and Live Oak Street, along with intersection improvements throughout the study area.

The concept designs for Cedar Street include the following recommendations:

- » Replace and maintain damaged curb & gutter and drainage inlets where appropriate
- » Add bulb-outs 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

The concept designs for Live Oak Street

include the following recommendations:

- » Replace and maintain damaged curb & gutter and drainage inlets where appropriate
- » Add canopy street trees and ADA compliant ramps

Bicycle & Pedestrian Plan, 2018

Guiding Principles

1. Pedestrian and Bicyclist Considerations Come First
2. Stormwater and Maintenance are Important Here
3. Safety is a Priority for Everyone
4. Quality Design is as Important as Quantity
5. Connectivity Supports a Lot of Other Objectives

Projects recommended in this plan include sidewalk facilities, crossing improvements, signage and pavement marking needs and bicycle facilities. Attention to traffic volumes, safety concerns, connectivity, community needs and overall improvement needs were considered when making recommendations for the Town. Typical facility recommendations include 6’ sidewalks, 12’ travel lanes, high-visibility crossings near schools and high pedestrian activity areas, pedestrian signals, sharrow markings, bike boulevards and bicycle lanes. In general, the projects have common design features.

The plan includes a detailed investigation into five (5) areas in Beaufort that were identified as having a high presence of pedestrians, cyclists and need to calm traffic. Photographic

renderings were completed of each area to depict potential enhancement solutions identified in the Plan.

Recommendations including sidewalks, crossings, signals, and small width medians were recommended in many of the areas to increase pedestrian safety as well as dedicated cycling lanes for safe bike travels.

» **Lennoxville Road:**

Lennoxville Road is currently a popular corridor for cycling. It provides a connection from the east side of Town to the popular water front area. A twelve-foot multi-use trail is proposed along Lennoxville Road from Carteret Avenue to Front Street.

» **Queen Street & Ann Street:**

Queen St is a one-way collector street traveling from Front St to Mulberry St. Land use is primarily residential with on street parking and sidewalk for most of the corridor. Data shows a report of a bicycle accident at this location. Citizens difficult area to cross. The proposed recommendations for this area include increasing the curb radii and adding

extra pavement to prevent on street parking in and near the crosswalk and intersection.

» **Carraway Drive & NC-101:** 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



Priority Scores for proposed improvements (Source: Bicycle & Pedestrian Plan, Stantec)

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. Utility impact could pose development constraints and increase the final cost of the project.

- » **Cedar Street:** The Cedar Street corridor (Live Oak St to Moore St) will likely be the most-impacted place in Beaufort from the opening of the new high-rise bridge over Gallants Channel and bypass of US 70. Formerly crowded with traffic moving through at high speeds, the road has served as a barrier to pedestrian travel and access to the waterfront areas. With re-envisioned intersections and the conversion of five lanes to three with on-street parking to support business redevelopment, a new perception of Cedar Street, one more in line with the quieter streets to the north and south, is coming.
- » **Live Oak Street:** New housing developments on the north end of town bring more opportunities with them and their residents, but connecting them together is Live

Oak Street. Long a car-centric connection between two very different feeling places, the roadway cross section proposed for the future will take advantage of reduced through traffic and help promote quality redevelopment, carefully transitioning a "stroad" (the worst parts of a street and a road) into a true multimodal corridor that announces the importance of place, regardless of the direction of travel.

In addition to specific project and facility recommendations, the Plan also encourages the creation and adoption of a Complete Streets Policy and encourages the development of bicycle/pedestrian programs. The Plan also identifies numerous potential bike/ped projects intersection improvement projects with priority rankings and project scores.

The following are examples of completed projects identified in the plan that have since been implemented or are currently underway:

- » Randolph Johnson pedestrian park access; raised crosswalk on Carteret Avenue
- » Tiller School Pedestrian Crossing
- » Town wide sidewalks (as funding is available)
- » Pedestrian crossing at Live Oak Street and Campen Road (NCDOT committed project; TIP ID W-5802A)

Statewide Transportation Improvement Program 2020-2029

The North Carolina Department of Transportation Statewide Transportation Improvement Program (STIP) identifies transportation projects that will receive

funding between 2020 and 2029. Projects are selected and prioritized through the Strategic Prioritization Office of Transportation (SPOT) process. Federal law requires the STIP to be updated at least every four years. NCDOT, however, updates it every 2 years.

The following projects were programmed in the STIP 2020-2029:

- » U-6058 — One Lane Roundabout at the intersection of Live Oak Street/ NC-101.
- » R-5945* — Live Oak Street Access Management from NC-101 to Olga Road.
- » R-5946 — Upgrade Intersection at Live Oak Street/ Lennoxville Road/ Mulberry Street.
- » R-5962* — Roundabout at the intersection of Cedar Street and Live Oak Street.

The asterisk (*) denotes project programmed in developmental program portion of the STIP and subject to reprioritization in the 2023-2032 STIP.

Beaufort Entry Master Plan (2012)

Beaufort wanted to be prepared for the future changes that the new alignment of US Highway 70 would create. The purpose of the Beaufort

Entry Master Plan is to provide recommendations for the following components throughout town:

- » Beautification
- » Gateways
- » Wayfinding projects

This plan is credited with the aesthetic design of the new Turner Street Bridge which was constructed as a part of the Gallants Channel Bridge and new US-70 project. The following are examples of projects identified in the plan that have since been implemented or are currently underway:

- » Turner Street Bridge — the original proposed NCDOT bridge design was modified to better reflect the character and history of Beaufort.
- » Future roundabout at Live Oak Street and NC-101.



Concept Plan (Source: Beaufort Entry Master Plan)

Carteret County Comprehensive Transportation Plan (2014)

In February of 2010, the Transportation Planning Branch of the North Carolina Department of Transportation (NCDOT) and Carteret County initiated a study to cooperatively develop the Carteret County Comprehensive Transportation Plan (CTP), which includes the following municipalities: Atlantic Beach, Beaufort, Bogue, Cape Carteret, Cedar Point, Emerald Isle, Indian Beach, Morehead City, Newport, Pine Knoll Shores, and Peletier.

This is a long-range multi-modal transportation plan that covers transportation needs through the year 2040. Modes of transportation evaluated as part of this plan include: highway, public transportation and rail, bicycle, and pedestrian. The county CTP Encourages the use of alternative forms of transportation and emphasizes building a more sustainable community centered around alternative modes of transportation. The plan further recommends increasing connectivity between neighborhoods, streets, and transit systems and highlights the need to improve safety for pedestrians, cyclists, and motorists. Arguably the project most impactful to Beaufort included in the CTP are the Gallants Channel Bridge and US-70 bypass which have since been completed.

The following are examples of completed projects identified in the plan that have since been implemented:

- » Turner Street Bridge
- » Gallants Channel Bridge
- » New US-70 Bypass

In addition to the projects listed above, the Town has two additional committed

projects through the NC Department of Transportation identified in the 2020-2029 Statewide Transportation Improvement Program (STIP):

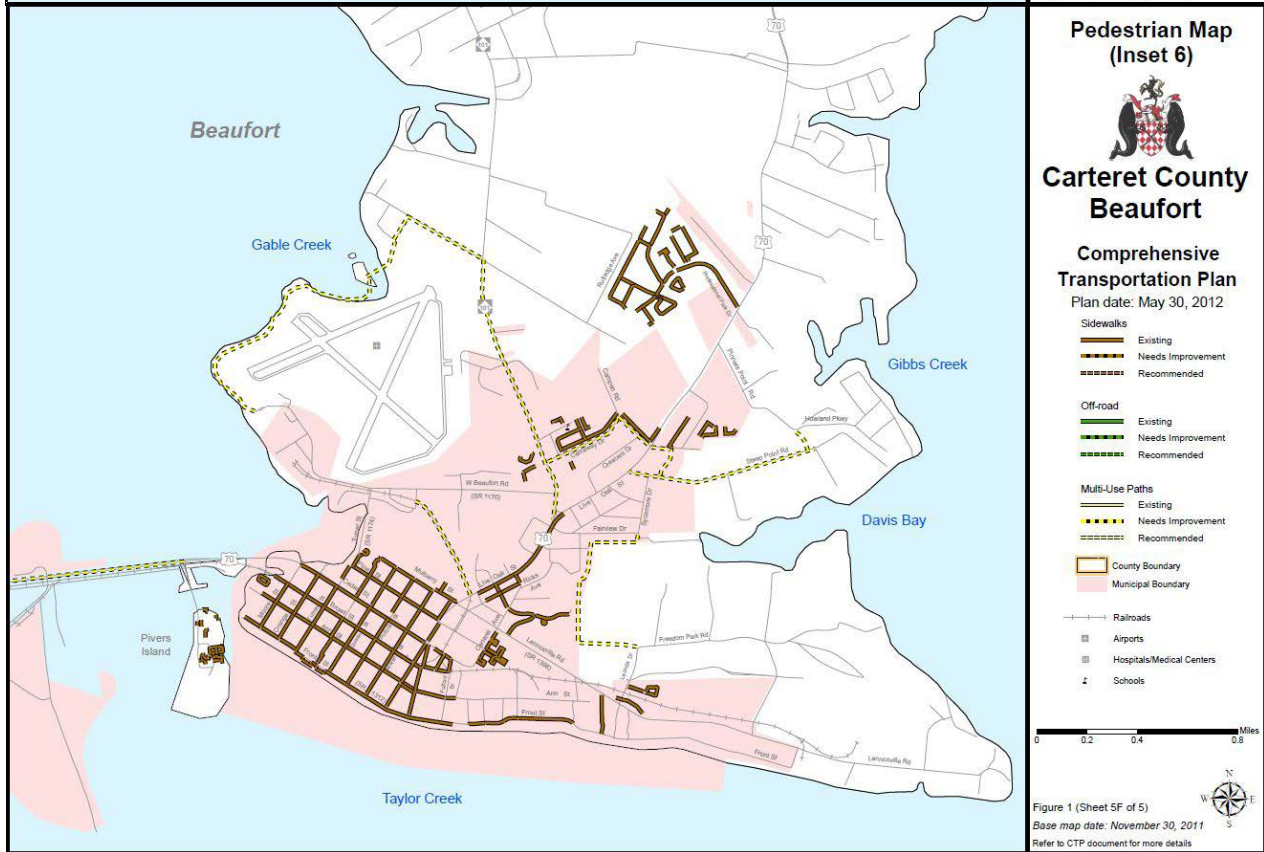
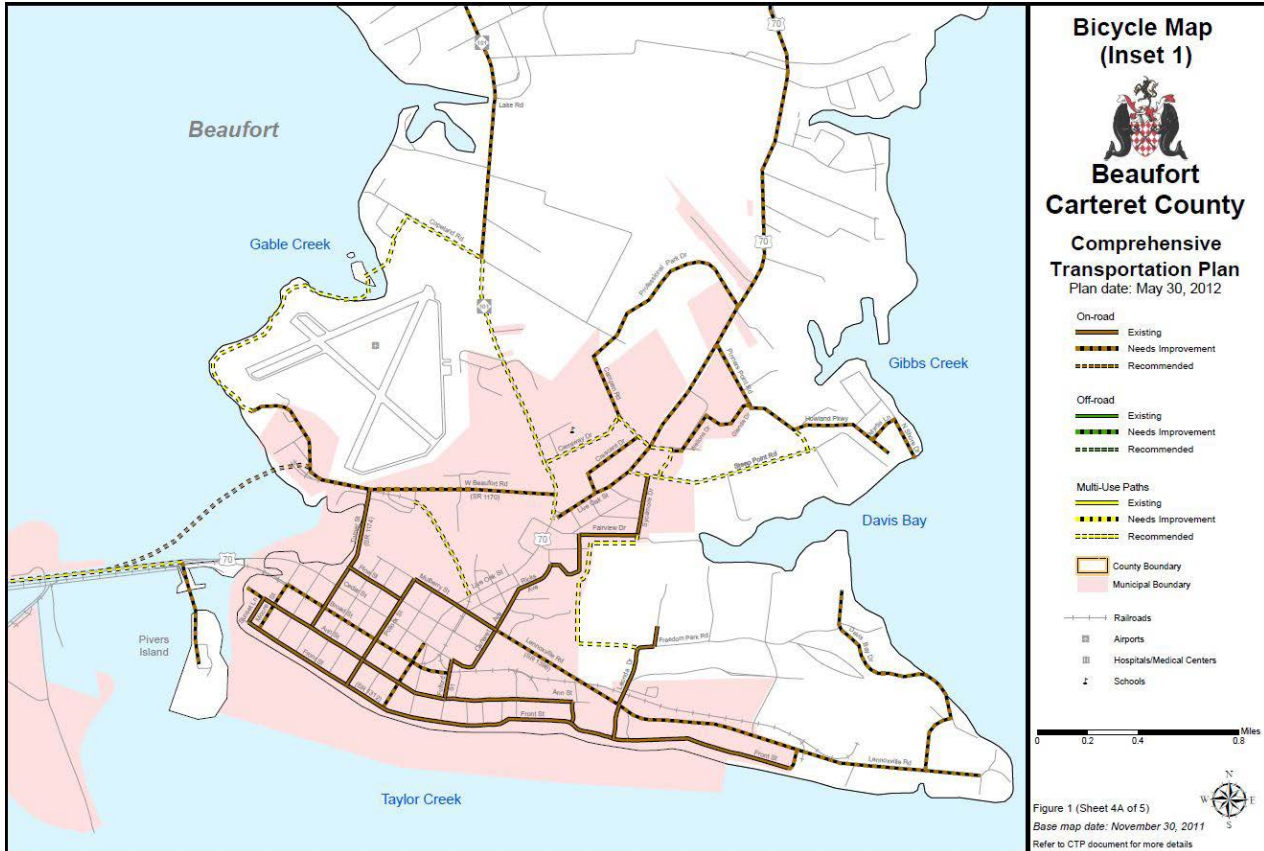
- » Live Oak Street & Lennoxville Road – Upgrade intersection (TIP ID R-5946)
- » Live Oak Street & NC-101 – Install one-lane roundabout (TIP ID U-6058)

Pamlico Sound Regional Hazard Mitigation Plan (2020)

The Pamlico Sound Regional Hazard Mitigation Plan establishes the vision and guiding principles for reducing natural hazard risk and proposes specific mitigation actions to eliminate or reduce identified vulnerabilities. A hazard mitigation plan ensures that all possible activities are reviewed and implemented so that the problem is addressed by the most appropriate and efficient solutions. It can also coordinate activities with each other and with other goals and activities, preventing conflicts and reducing the costs of implementing each individual



Plan cover



Transportation maps (Source: Carteret County Comprehensive Transportation Plan)

activity. This plan provides a framework for all interested parties to work together toward mitigation.

This plan was developed in a joint and cooperative manner by members of a Hazard Mitigation Planning Committee (HMPC) which included representatives of County, Town, and Town departments, federal and state agencies, citizens, and other stakeholders. This plan ensures all jurisdictions in the Pamlico Sound Region remain eligible for federal disaster assistance.

The Plan includes 24 “action items” for the Town to implement, continue, or improve upon. The following focus areas define the various aspects of mitigation and provide guidance toward the development of a truly comprehensive solution to mitigation planning.

- » **Prevention Mechanisms** include regulatory methods such as planning and zoning, building regulations, open space planning, land development regulations, and stormwater management.
- » **Natural Resource Protection** can soften hazard impacts through mechanisms such as erosion and sediment control or wetlands protection.
- » **Emergency Services** measures include warning, response capabilities, Town critical infrastructures protection, and health and safety maintenance.
- » **Structural Mitigation** controls natural hazards through projects such as reservoirs, levees, diversions, channel modifications and storm sewers.
- » **Public Education** includes providing hazard maps and

information, outreach programs, real estate disclosure, technical assistance and education.

- » Craven County will take the lead in undertaking all strategies outlined within this plan relation to the region overall, with support and assistance from Beaufort, Carteret, Hyde, and Pamlico counties, as well as participating jurisdictions.

The Town conducts annual reviews of the action items and implementation status. Since the 2006 Core Land Use Plan adoption, the Town has improved its Community Rating System (CRS) rating to a Class 7, which provides a discount in flood insurance premiums to residents. The Town continues to explore grant opportunities to improve resiliency following disasters. Of note, one of the mitigation action items identified in the Plan includes integration of new greenway and public park improvements into comprehensive planning and capital improvements to include coordination with the CAMA Land Use Plan. At the time of writing the Town was also engaged in a coastal hazards resiliency planning effort through the state, called the Resiliency Coastal Communities Program.

Watersheds Restoration Plan (2017)

This plan provides “an overview of the past and present conditions of the Beaufort Watersheds and proposes methods and strategies intended to reduce the volume of stormwater runoff to improve water quality in the watersheds.” Community outreach, implementation schedules, and monitoring are key components of this plan to help improve water quality and manage stormwater flooding. The Beaufort Watershed Restoration Plan includes

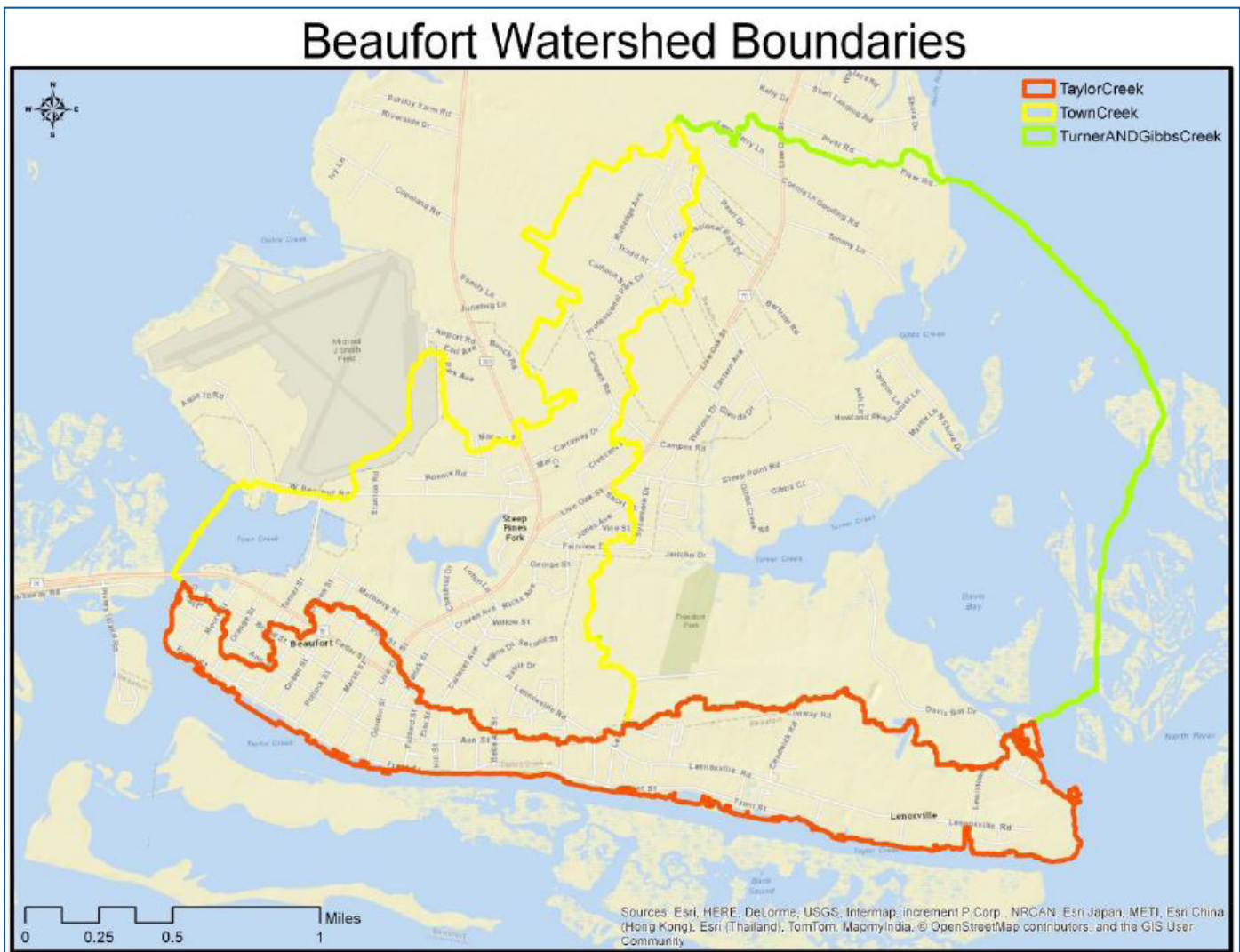
strategies to restore hydrology and reduce polluted runoff. These include cost effective retrofits that direct stormwater to infiltrate into the ground or collect it for later use. The goal of the plan is to: "Turn back the clock" on water pollution, reduce instances of flooding, align future capital improvements with stormwater retrofits, increase community awareness, and position the town for future funding opportunities.

The following are examples of completed projects identified in the plan that have since been implemented or are currently underway:

- » Lennoxville Road boat ramp improvements; reduced overall impervious surface coverage.
- » Stormwater BMPs to be included in Cedar Street improvements project.

Town of Beaufort ADA Transition Plan (anticipated 2022)

In accordance with Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act, the Town of Beaufort is completing an ADA Transition Plan. Although currently still in development at the time of writing of this



Locally important watersheds

section, this plan will examine barriers to accessibility and strategies to address a variety of issues that impact the accessibility of Town services, facilities, sidewalks and streets in the public right-of-way. When the plan is complete, it will include a table of barriers, methods, cost estimates, funding sources, and recommended schedules for implementation.

Other Planning Efforts:

NC DEQ Water Supply Planning

The State Department of Environmental Quality (NC DEQ) Division of Water Resources releases yearly Local Water Supply Plans (LWSP) for municipalities in the state. An LWSP is an assessment of a water system’s current and future water needs and its ability to meet those needs. These plans contain usage data for the previous year and future population projections so that local water system operators can predict their future needs. The population projections in the LWSP are developed by the system and reported to the State.

Collaborative Resilience Planning and Engineering to Strengthen Ecosystems at the Rachel Carson Reserve, currently in-process

A team, including but not limited to the Town of Beaufort, Carteret County Shoreline Protection Office, U.S. Army Corps of Engineers, multiple universities, and private and non-governmental groups, and the Rachel Carson Reserve, have partnered to investigate recent environmental changes at the Reserve and to anticipate and plan for potential climate adaptation and resilience measures to protect the Reserve and surrounding areas.

Resilient Coastal Communities Program

In 2021 through early 2022, semi-concurrently with this plan, Beaufort participated in the State’s Resilient Coastal Communities Program (RCCP). During this planning effort, the Town set resilience goals, identified and assessed community asset and infrastructure exposure to coastal hazards, and developed a portfolio of prioritized projects to enhance community resilience. This initiative, entitled Resilient Beaufort, was championed by a Community Action Team, consisting of the members of this Land Use Plan Steering Committee and additional members from the Division of Coastal Management and N.C. Sea Grant. Resilient Beaufort was intended to build upon and supplement the Comprehensive & CAMA Land Use Plan.

Stormwater Capital Improvements Plan

This 2019 document includes analysis of the existing conditions related to stormwater management by watershed as well as a prioritized list of needed improvements.



4

Environment, Natural, and Cultural Resources

Outside of the cultural and social amenities, the experience of residents and visitors of Beaufort is inextricably linked to the area's natural systems.

Ecotourism is a major economic driver. This Comprehensive Plan, functioning also as a CAMA Land Use Plan, must establish a rational and coordinated local management program for maintenance and enhancement of coastal resources.

Identification and recognition of Areas of Environmental Concern (AECs) and other environmental assets is critical to the plan.

Areas of Environmental Concern

Areas of Environmental Concern (AECs) are areas of natural importance designated by the NC Coastal Resources Commission (CRC). The State Guidelines for Areas of Environmental Concern (15A NCAC 7H) require that local land use plans give special attention to the protection of appropriate AECs because of their environmental, social, economic, and aesthetic value.

There are four categories of AECs that have been established by the CRC:

Estuarine and Ocean System

This system is the broad network of brackish sounds, marshes, and surrounding shores. CAMA permits are required for development in the four subcomponents of this system, which include:

- » **Estuarine Waters.** These areas are the dominant component of the entire estuarine and ocean system and provide important habitat for a diverse range of shellfish, birds, and other marine wildlife. Conservation of estuarine waters is usually the highest priority use for these areas. Development activities which are water dependent and require water access and cannot function elsewhere (e.g. simple access structures, structures to prevent erosion, boat docks, marinas, wharves and mooring pilings) may be allowed within this AEC.
- » **Coastal Wetlands.** Coastal wetlands provide vital ecosystem services to the Town. Wetlands serve as nursery areas for commercially and recreationally important fish species, sequester carbon from the atmosphere, stabilize shorelines, and provide storm and flood protection benefits. These areas are considered to be unsuitable for all development activities and other land uses that alter their natural functions. They are defined as any salt marsh or other marsh subject to regular or occasional flooding by tides (including wind tides) and contains one or more of the following plant species: Cord Grass, Black Needlerush, Glasswort, Salt Grass, Sea Lavender, Bulrush, Saw Grass, Cat-tail, Salt Meadow Grass, or Salt Reed Grass.

- » **Public Trust Areas.** Public trust areas include coastal waters and submerged tidal lands below the mean high water line (MHWL). The water and submerged tidal lands are held in trust for the public to use through such activities as fishing, swimming, and boating. The state's policy is to ensure that the public is able to maintain access to these waters. Structures and activities in public trust areas must not be detrimental to the public trust rights and the biological and physical functions of the estuary or ocean. Projects which would directly or indirectly block or impair existing navigation channels, increase shoreline erosion, deposit spoils below normal high water, cause adverse water circulation patterns, violate water quality standards, or cause degradation of shellfish waters are considered incompatible with the management policies of public trust areas.
- » **Estuarine and Public Trust (i.e. - Coastal) Shorelines.** The estuarine shoreline is the non-ocean shoreline, extending from the normal high water level or normal water level along the estuarine waters, estuaries, sounds, bays, fresh and brackish waters and public areas (15NCAC 7H.0209). Coastal Shorelines include all lands within 75 feet of the normal high water level of estuarine waters. This definition also includes lands within 30 feet of the normal high water level of public trust waters located inland of the dividing line between coastal fishing waters and inland fishing

waters. Generally, development in this area must not cause significant damage to any estuarine resources, must not interfere with public access to navigable waters or public resources, have limited hard (impervious) surfaces, preserve natural barriers to erosion, and must take steps to prevent pollution of the estuary by sedimentation and runoff.

This AEC is described on **page 111**.

Ocean Hazard Areas

Oceanfront beaches and dunes protect buildings and the environment behind them by absorbing the force of wind and waves. The Town of Beaufort is located on a peninsula between North and Newport River. Barrier islands are dynamic environments subject to shoreline changes and flooding which may be exacerbated by storms. The Ocean Hazard Areas include the following:

- » **Ocean Erodible AEC.** This covers North Carolina’s beaches and any other oceanfront lands that are subject to long-term erosion and significant shoreline changes. Due to Beaufort’s unique location behind the barrier islands, there is no Ocean Erodible AEC within their jurisdiction, although in some respects the Rachel Carson Reserve does have some of these characteristics.
- » **Inlet Hazard AEC.** This covers the lands next to ocean inlets, which are often highly unstable and subject to high rates of erosion or accretion. This Beaufort Inlet AEC is just outside of Beaufort’s jurisdiction, off the southern shores of the Rachel Carson Reserve.

» **Unvegetated Beach AEC.**

These beach areas have no stable natural vegetation and generally stretches from the ocean to the first line of stable natural vegetation in the dune. Rachel Carson Reserve has habitat with some of these characteristics.

This AEC does not exist in the study area.

Public Water Supplies

Protection of fresh water supply sources is vital to human health. Protection of public water supply areas prevents damage to fresh water supplies which are vulnerable to pollution, sea-level rise, and salt water intrusion. The Town of Beaufort receives all of its drinking water from groundwater that comes from the Castle Hayne-Aquia aquifer and there are four dedicated wells for the Town of Beaufort system.

Natural and Cultural Resources

These are specific sites designated to receive protection because they contain environmental or cultural resources that are important to the entire state. The NC Coastal Resources Commission (CRC) formally designates these resources through a nomination process.

» **Coastal Areas that Sustain**

Remnant Species: Coastal areas that sustain remnant species are those that support native plants or animals determined to be rare or endangered (synonymous with threatened and endangered), within the coastal area. Such places provide habitats necessary for the survival of existing populations or communities of rare or endangered species within the coastal area.

The continued survival of certain habitats that support native plants and animals in the coastal area is vital for the preservation of our natural heritage and for the protection of natural diversity which is related to biological diversity. These habitats and species provide valuable, educational, and scientific resources that cannot be duplicated. (15A NCAC 07H.0506)

» **Coastal Complex Natural Areas:** Coastal complex natural areas are defined as lands that support native plant and animal communities by providing habitat areas of notable scientific, educational, or aesthetic value. They may be surrounded by landscape that has been modified but does not drastically alter conditions within the natural area. Such areas may have been altered by human activity and/or subject to limited future modifications, e.g. the placement of dredge spoil, if the CRC determines that the modifications benefit the plant or animal habitat or enhance the biological, scientific or educational values which will be protected by designation as an AEC. Coastal complex natural areas function as key biological components of natural systems, as important scientific and educational sites, or as valuable scenic, or cultural resources. Often these areas provide habitat suitable for threatened or endangered species or support plant and animal communities representative of pre-settlement conditions. (15A NCAC 07H.0506)

» **Unique Coastal Geologic Formations:** Unique coastal geologic formations that are rare or otherwise significant components of coastal systems, or that are especially notable examples of geologic formations or processes in the coastal area. Unique coastal geologic areas are important educational, scientific, or scenic resources that would be jeopardized by uncontrolled or incompatible development. (15A NCAC 07H.0507)

» **Significant Coastal Archaeological Resources:** Significant coastal archaeological resources are defined as areas that contain archaeological remains (objects, features, and/or sites) that have more local significance to history or prehistory. Significant coastal archaeological resources are important educational, scientific, or aesthetic resources. Such resources would be jeopardized by uncontrolled or incompatible development. (15A NCAC 07H.0509)

» **Significant Coastal Historic Architectural Resources:** Significant coastal historic architectural resources are defined as districts, structures, buildings, sites, or objects that have more than local significance to history or architecture. Significant coastal historic architectural resources are important educational, scientific, associative, or aesthetic resources. Such resources would be jeopardized by uncontrolled or incompatible development.

Environmentally Fragile Areas

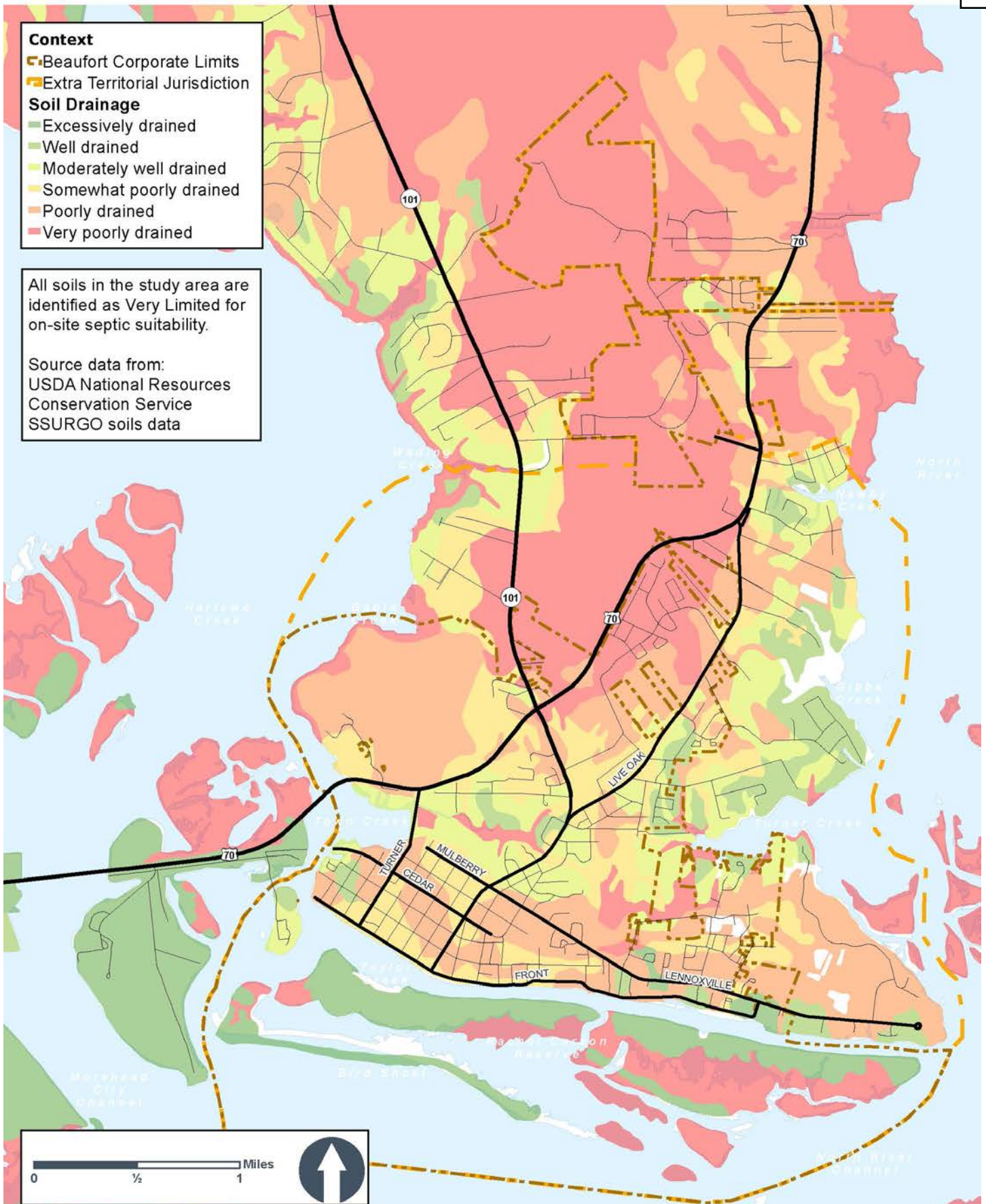


Map of environmentally sensitive and natural resource areas.

Erosion, Soils, and Septic Suitability

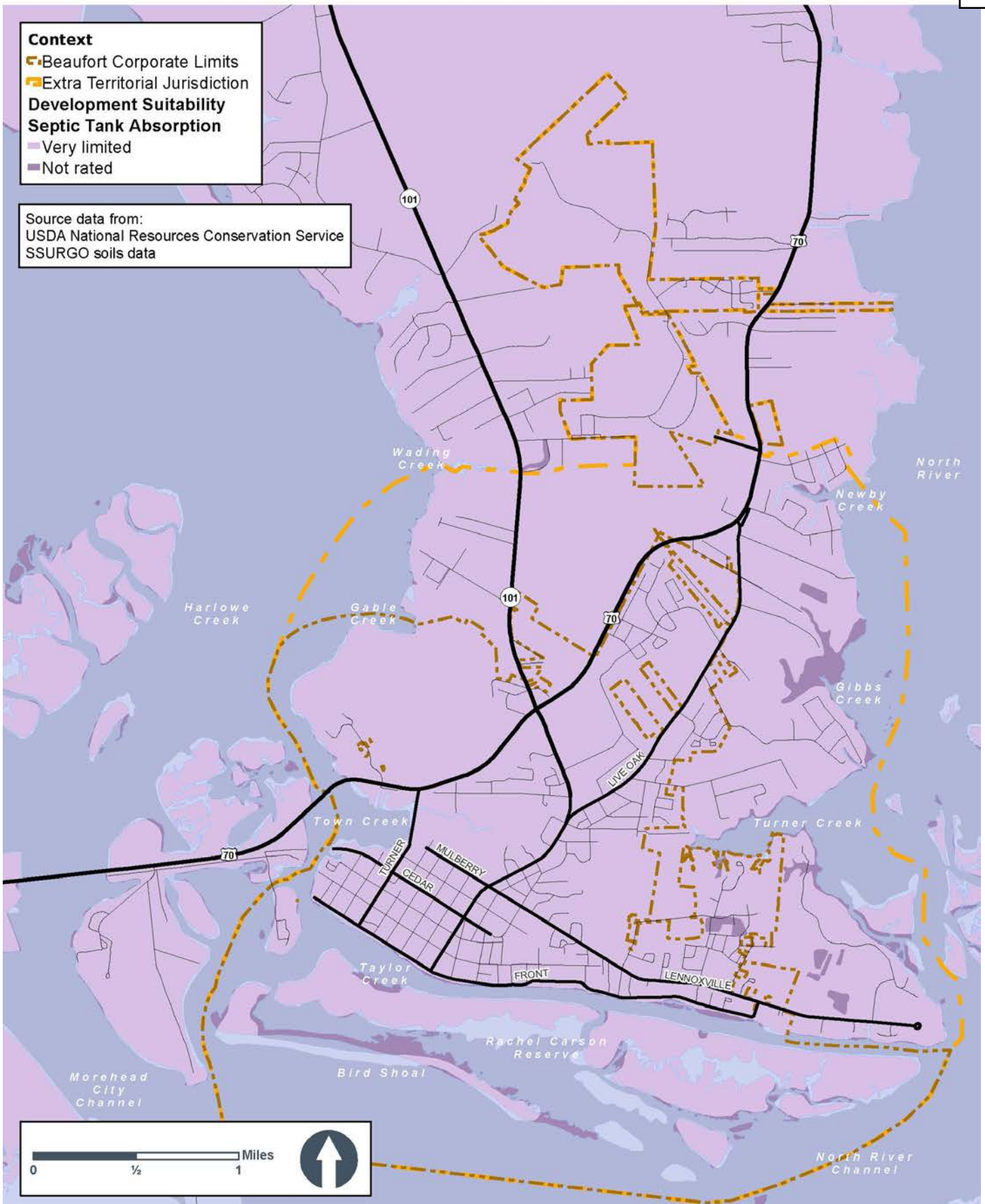
The primary soil types in Beaufort are hydric soils. These soils contain an abundance of moisture and generally lack oxygen. They are generally categorized as soils that are very poorly to poorly drained by the USDA National Resources Conservation Service (NRCS). Soils such as Carteret sand, Tomotley fine sandy loam and Leon-Urban sand are the predominant soils in Beaufort. These soils present limitations for development and septic suitability. The NRCS designates these soils as “very limited” for septic system suitability. These limitations can be overcome with special engineering considerations, but are often expensive, may have limited or poor performance and generally require a lot of maintenance. While engineering can often solve problems presented by soil conditions, there are sites that are not suited for development and these soil conditions should be taken into consideration when planning for land use.

Over 90% of the soils in Beaufort have severe limitations for septic tank absorption due to wetness, low strength, and restricted permeability. Septic systems are not permitted in the corporate limits of Beaufort; however, they are allowed in the ETJ following a site-specific analysis required by Carteret County Environmental Health Services. The low absorptive capacity of the soils also indicates a higher runoff potential as well.



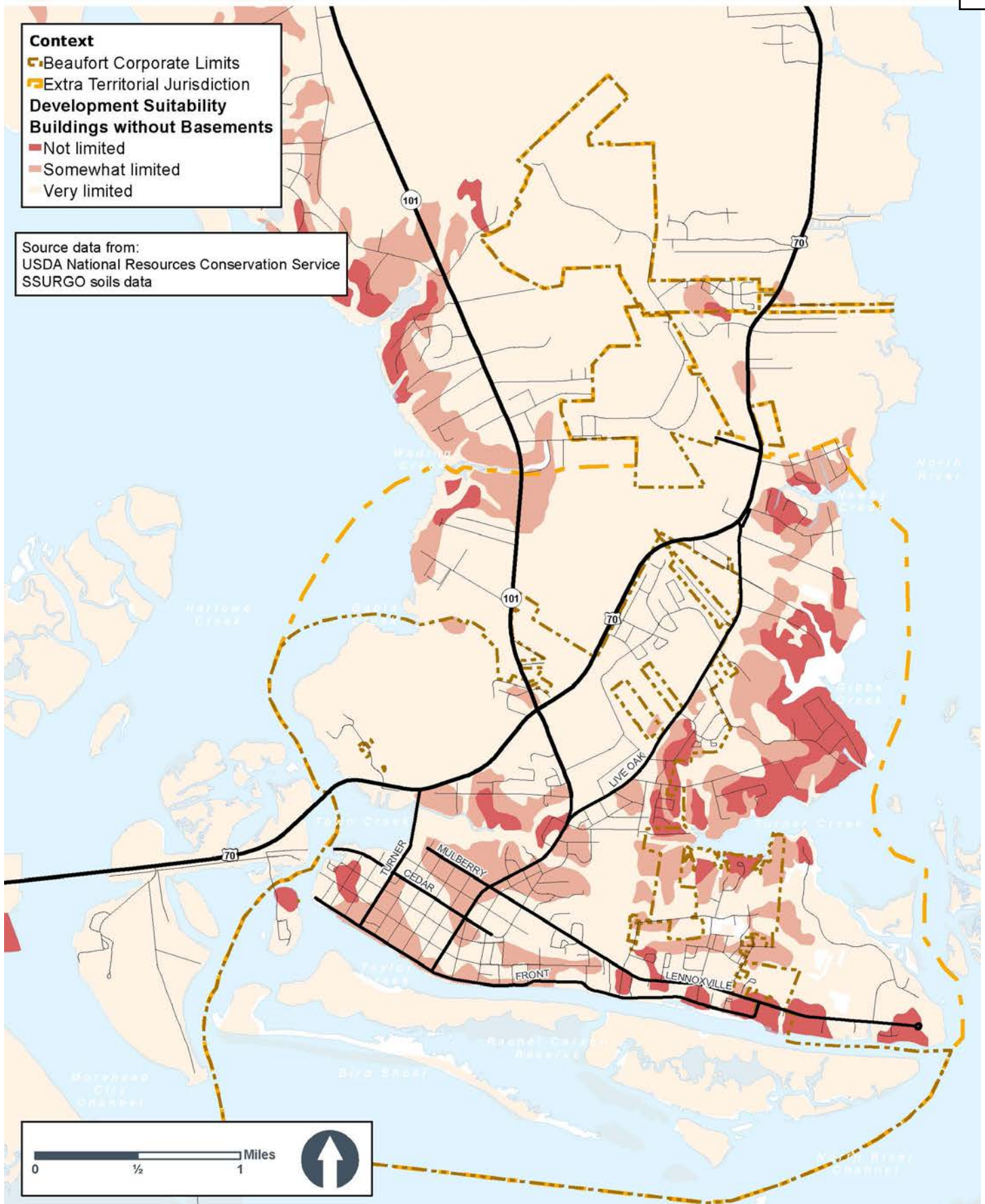
Soils are typical of a coastal region.

Soil Suitability for Septic Absorption



Soils are generally not suitable for on-site septic infiltration. Poor absorptive capacity of the soils generally means relatively high runoff potential as well.

Soil Suitability for Development



Many of the soils in the study area are not deemed suitable for development with basements.

Water Quality

Water Quality Classifications

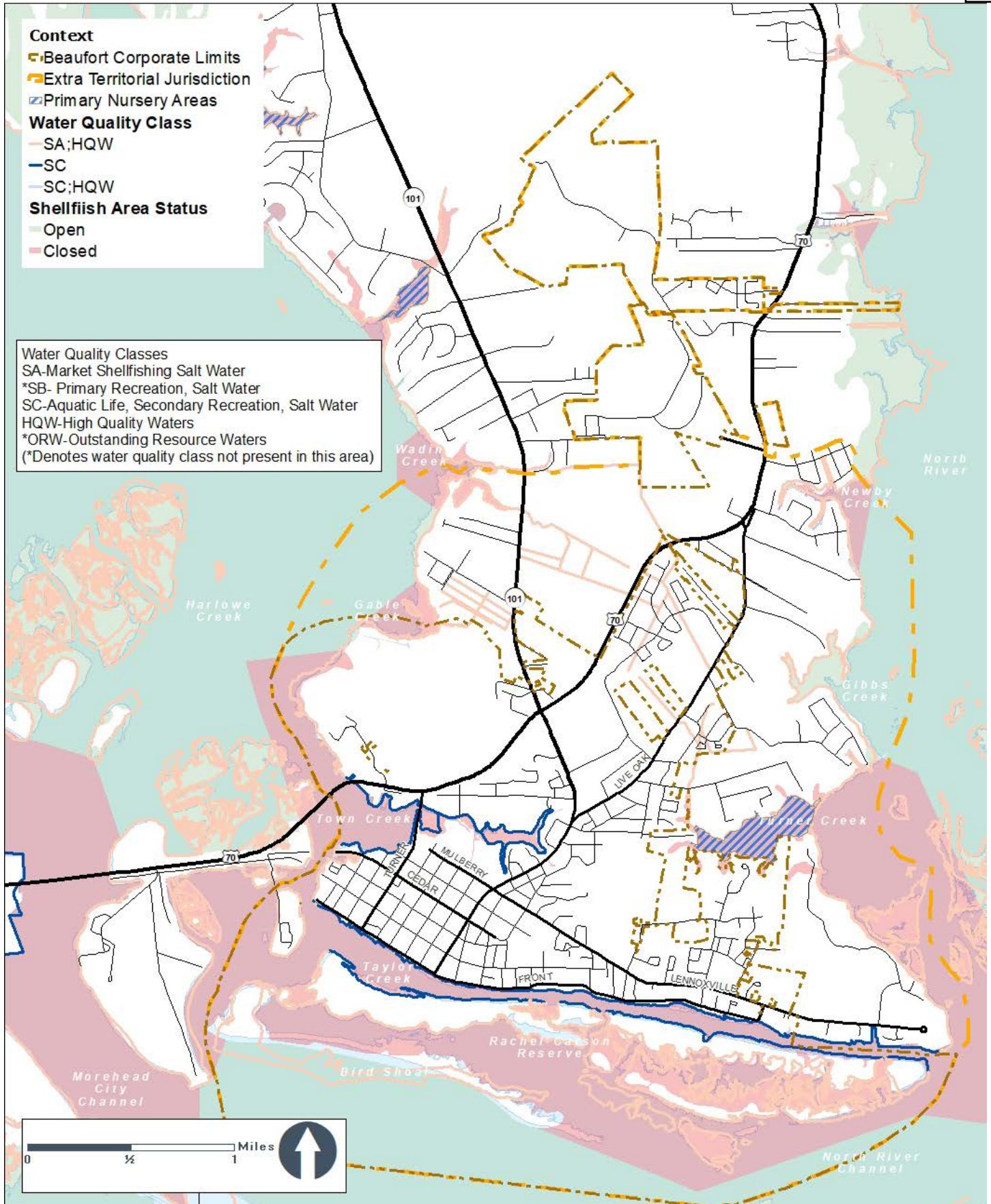
Surface waters in North Carolina are assigned a primary water classification by the North Carolina Division of Water Quality under the authority of the Environmental Management Commission. These classifications and their associated rules are designed to protect water quality, fish and wildlife and are required by the Federal Water Pollution Control Act (Clean Water Act). All surface waters in North Carolina area assigned a primary classification and some include a supplemental classification added by the NC Division of Water Resources (DWR). All waters must at least meet the standards for Class C, meaning the waters are suitable for aquatic life and secondary recreation. SA waters are saltwater bodies that are suitable for shellfish

harvesting and primary recreation. SC water bodies are suitable for aquatic life and secondary recreation. Water bodies surrounding Beaufort are classified as "SA" or "high quality" waters suitable for shellfish and primary nursery areas harvesting and primary recreational activities as well as, "SC" or "outstanding resource" waters for fish habitat and have federal or state significance. For local water quality classifications, view the table on this page titled, "Water Quality Classifications." There is currently a watershed restoration plan to reduce stormwater runoff and improve water quality in Beaufort Watersheds, including Town Creek watershed, Taylor Creek watershed, and Davis Bay watershed.

The NC Division of Water Quality prepared the third edition of the White Oak River Basinwide Water Quality Plan in 2007. The first and second edition to the plan were prepared in 1997 and 2001. Since the 2001 revision of the White Oak River Basinwide Water Quality Plan the use support methods have changed significantly. In the previous plan, surface waters were rated fully supporting (FS), partially supporting (PS), not supporting (NS) and not rated (NR). The 2002 Integrated Water Quality Monitoring and Assessment Report Guidance issued by the Environmental Protection Agency (EPA) requests that states no longer subdivide the Impaired category. In agreement with this guidance, North Carolina no longer subdivides the Impaired category and rates waters as Supporting (S), Impaired (I), Not Rated (NR), or No Data (ND). These ratings refer to whether the classified uses of the water are being met.

Water Quality Classifications	
Water Body Name	Classification
Back Sound	SA:HQW
Davis Bay	SA:HQW
Gable Creek	SA:HQW
Gibbs Creek	SA:HQW
Newby Creek	SA:HQW
Newport River	SA:HQW
North River	SA:HQW
Taylor Creek	SC
Town Creek	SC
Turner Creek	SA:HQW
Wading Creek	SA:HQW

Source: White Oak River Basinwide Water Quality Plan, 2007



Beaufort has high quality salt water resources that benefit from regular "flushing" out from the tides through the inlet.

Summary of Use Support Ratings by Category in Subbasin 03-05-03						
Use Support Rating	Aquatic Life		Recreation		Shellfish Harvesting	
	Freshwater	Saltwater	Freshwater	Saltwater	Freshwater	Saltwater
Monitored Waters						
Supporting	0	5,847.9 ac	11.2 mi	17,764.7 ac	0	19,357.1 ac
Impaired*	0	140.2 ac (2%)	0	8 ac (.04%)	0	5.2 mi (100%)
Not Rated	15.1 mi	0	0	140.2 ac	0	
Total	15.1 mi	5,988.1 ac	11.2 mi	17,912.9 ac	0	5.2 mi
Unmonitored Waters						
Not Rated	0	166.3 ac	0	0.8 mi	0	0
No Data	54.1	5.2 mi	58 mi	5.2 mi	0	0
Total	54.1 mi	5.2 mi	58 mi	5.2 mi	0	0
Totals						
All Waters*	69.2 mi	5.2 mi	69 mi	5.2 mi	0	5.2 mi

Subbasin 03-05-03 is located in the center of Carteret County, extending from the Croatan National Forest to Beaufort and Beaufort Inlet. Subbasin 03-05-04 lies to east and north of the Town of Beaufort in Carteret County. Major water bodies in this subbasin include the North River, Jarrett Bay and Nelson Bay, plus the landward halves of Back Sound and Core Sound. Most of this subbasin is estuarine with freshwater drainage from adjacent land including Open Grounds Farm. The Oak River Basinwide Water Quality Plan did not indicate any public health issues related to non-point source pollution.

North Carolina coastal waters are known for their plentiful shellfish. Shellfish include clams, oysters, and mussels. All shellfish growing areas are surveyed every three years by the NC Marine

Fisheries to assess the bacteriological quality of the water and to determine the hydrographic and meteorological factors that could affect the water quality. This information is then used to classify each shellfish growing area as either approved, conditionally approved, restricted, or prohibited. Approved areas are consistently open to shellfishing, while prohibited areas are permanently closed.

According to NC Marine Fisheries, all tributaries, Taylor Creek, Davis Bay, and the waters surrounding the Rachel Carson Reserve are permanently closed for shellfishing. The waters in the Newport River, North River, and Back Sound are conditionally approved and/or open for shellfishing. Conditionally approved areas are generally open but can be closed after a significant rainfall event. On the map these shellfishing areas are labeled

Summary of Use Support Ratings by Category in Subbasin 03-05-04						
Use Support Rating	Aquatic Life		Recreation		Shellfish Harvesting	
	Freshwater	Saltwater	Freshwater	Saltwater	Freshwater	Saltwater
Monitored Waters						
Supporting	0	2,991.7 ac	0	11,316.7 ac	0	26,053.9 ac
Impaired*	0	6,251.3 ac (68%)	0	0	0	13,374 ac (33.9%)
Total	0	9243 ac	0	11,316.7 ac	0	39,427.9 ac
Unmonitored Waters						
Not Rated	0	234.5 ac	0	0	0	0
No Data	0	30,271.8 ac	0	28,432.6 ac	0	0
Totals						
All Waters*	0	2.9 mi 39,749.3 ac	0	2.9 mi 39,749.3 ac	0	39,427.9 ac

*The noted percent Impaired is the percent of monitored miles/acres only. Source: NC Division of Water Quality

as open and closed with the open areas including the conditionally approved areas.

The biggest threat to the water quality along the Newport River is associated stormwater runoff for this rapidly developing area (Source: Report of Sanitary Survey Area E-4, Newport River Area, May 2015 through March 2020). The most significant threat to the water quality in Taylor Creek Area is nonpoint pollution associated with stormwater and runoff. The area adjacent to the Beaufort Docks is heavily crowded with boats. The large number of private sailboats and live-aboards in the creek increase the potential for fecal coliform contamination from illegal marine head pumping (DEH, Shellfish Sanitation and Recreational Water Quality Section, October 2002). According to

the Sanitary Survey of North River Area, there are some improvements in water quality in portions of this growing area (Source: Report of Sanitary Survey, Area E-6, North River Area, December 2015 though July 2021). Several areas within North River have been reclassified from conditionally approved closed to conditionally approved open as a result from this survey.

Impaired Waters

Impaired waters are waters that only partially support their designated uses. North Carolina must perform a water quality assessment every two years and report results to the EPA; the 303(D) list is a list of waters that exceed water quality criteria and are considered impaired because they exceed water quality criteria. All of the impaired waters

Impaired Water Bodies		
Water Body Name	Classification	Total Acres Impaired
Back Sound	SA:HQW	706.1
Davis Bay	SA:HQW	912.9
Gable Creek	SA:HQW	46.3
Gibbs Creek	SA:HQW	65.4
Newby Creek	SA:HQW	10.4
Newport River	SA:HQW	7,990.5
North River	SA:HQW	6,514.1
Taylor Creek	SC	166.3
Turner Creek	SA:HQW	51.8
Wading Creek	SA:HQW	19.6

Source: North Carolina 303(d) List, 2020

that are within or directly adjacent to Beaufort’s planning jurisdiction are listed in the table on the following page.

Portions of the Newport River, Wading Creek, Gable Creek, in subbasin 03-05-03 and portions of Back Sound, North River, Gibbs Creek, Turner Creek, and Davis Bay in subbasin 03-05-04 remain on the 303(d) list of impaired waters. The impaired use is for shellfish harvesting due to high levels of fecal coliform. These water bodies have been impaired since 2002.

Primary Nursery Areas, Shellfishing Areas, and Associated Waters

Primary nursery areas, as defined by the Marine Fisheries Commission, are those areas in the estuarine system where initial post-larval development takes place. The purpose of primary

nursery areas is to protect the habitat of these areas, especially the bottom structure (sea grasses, oyster rocks, sand and mud) and adjacent wetlands. These areas are typically located in the uppermost sections of a system where populations are uniformly very early juveniles. The North Carolina Division of Marine Fisheries is responsible for preserving, protecting and developing these areas for important finfish and shellfish. Turner Creek is the only primary nursery area within the Beaufort’s planning jurisdiction.

Nursery areas are necessary for the early growth and development of important marine or estuarine fish or crustacean species. These areas need to be maintained, as much as possible, in their natural state, with as little interference from man as much as possible. The North Carolina Marine Fisheries Commission’s rules prohibit the use of gears (trawls, dredges, long haul seines) that can severely impact the habitat regardless of who uses the gear. Shoreline development is also limited by North Carolina Coastal Resources Commission.

Shellfishing areas are open or closed



Beaufort Docks Marina

areas where shellfishing is allowed or prohibited. Shellfish includes clams, oysters, and mussels. Shellfish are filter feeders, and pump water through their gills almost constantly. This pumping action is how shellfish area are able to gather food particles, but this action also allows them to take up any bacteria, viruses, or pollutants that may be present in the water. If shellfish with high concentrations of bacteria or viruses are consumed raw or undercooked, they could cause severe illness to the consumer.

The North Carolina Department of Marine Fisheries assesses the bacteriological factors that affect water quality and then classify shellfish growing areas as either approved, conditionally approved, restricted, or prohibited. Approved areas are consistently open to shellfishing, while prohibited areas such as Taylor Creek, Davis Bay, and the waters surrounding the Rachel Carson Reserve are permanently closed. Conditionally approved waters such as the waters in the Newport River, North River, and the

Marinas and Docks in Beaufort’s Planning Jurisdiction			
Marina	Number of Slips	Pump-Out Facilities	Body of Water
William Smith Seafood	6	No	Taylor Creek
TB Smith Seafood	3	No	Taylor Creek
Beaufort Marina Village Yacht Club/Beaufort Paddle	31	No	Taylor Creek
Pivers Island Marina	11	No	Taylor Creek
Gallants Landing Marina	29	Yes	Taylor Creek
Beaufort Inn Marina	12	No	Taylor Creek
Beaufort Town Docks	97	Yes	Taylor Creek
Taylor Creek Marina	22	No	Taylor Creek
Beaufort Landing Village Marina	44	No	Taylor Creek
Duke Marine Lab Marina	9	No	Taylor Creek
The Boathouse	43	Yes	Taylor Creek
North Carolina Maritime Museum Marina	39	Yes	Town Creek
Town Creek Harbor	19	Yes	Town Creek
Beaufort Yacht Basin	82	Yes	Town Creek
Town Creek Marina	106	Yes	Town Creek
Discovery Diving Marina	35	Yes	Town Creek
Airport Marina	13	No	Town Creek
Homer Smith Docks and Marina	86	Yes	Town Creek

Source: Report of Sanitary Survey area E-5 Taylors Creek area, 2015-2020 and Report of Sanitary Survey area E-4, Newport River area, 2015-2020

Back Sound are generally open but may be closed when the area has significant rainfall. The area will remain closed until water samplings indicate the water quality has returned to acceptable levels. Water pollutants fall into two general categories: point and nonpoint sources. Point sources refers to pollution that enters into surface waters through “any discernible, confined, and discrete conveyance, such as a pipe, ditch, channel, tunnel, conduit, discrete fissure, or container” (US EPA, 2019). Nonpoint source pollution is defined as “any source of water pollution that does not meet the legal definition of “point source” in Section 502 (14) of the Clean Water Act” (US EPA, 2020) Nonpoint pollution can result from a number of activities and land uses.

Stormwater runoff is the one of the biggest threats to water quality and has the potential to carry bacteria from adjacent land into surface waters, which may increase the amount of bacteria consumed by shellfish. Living shorelines and beneficial wetlands help to mitigate the effects from stormwater runoff by filtering pollutants before they enter the adjacent waters. Additionally, the presence of conflicting uses, such as a marinas or a wastewater treatment plant automatically make areas ineligible for shellfishing because of the discharges that are associated with them. See the table listing the marinas in Beaufort on **pg. 83**.

Point sources that exist in Beaufort’s planning jurisdiction include three town owned facilities and Beaufort Fisheries, Inc. All wastewater discharges to surface waters in the State of North Carolina must receive a permit to control water pollution. The National Pollutant



Town of Beaufort Wastewater Treatment Plant



Beaufort Water Tower

Discharge Elimination System (NPDES) program at North Carolina Division of Water Resources is responsible for the issuance of wastewater discharge permits. This process includes determining the quality and quantity of treated wastewater that the receiving stream can assimilate, incorporating input from stream modeling, collaborating with regional office staff, and evaluating discharger location. (NCDEQ, 2020) According to the National Pollutant Discharge Elimination System (NPDES), the Town of Beaufort has four discharge permits in its planning jurisdiction. These include the following:



Fishing boats

- » NC0021831 Beaufort Wastewater Treatment Plant, Taylor Creek
- » NC0072699 Pine Street Water Treatment Plant, Town Creek
- » NC0000728 Menhaden Oil Processing Plant, Taylor Creek
- » NC0072702 Glenda Drive Water Treatment Plant, Turner Creek

While some waters are closed due to water quality testing, others are closed due to the presence of conflicting uses, such as marinas or wastewater treatment facilities. When such uses are present, areas automatically become ineligible for shellfishing. The town’s marinas are located along Taylor Creek and Town Creek. Additionally, bays along the North River and Newport River remain closed for shellfishing.

Flooding and Other Natural Hazards

Beaufort lies in the physiographic province known as the Coastal Plain in North Carolina. The Town has several tidal rivers that drain from it. The Newport River on the west opens into the Beaufort inlet, just south of the Rachel Carson Reserve. The east side of Town is the North River. Elevations in Beaufort range from 4 to 33 feet above sea level.

Floodplains and Flood Zones

The 100-year floodplain is land subject to a one percent or greater chance of flooding in any given year. Whereas, the 500-year floodplain is land subject to a one in five hundred (0.2%) chance of flooding in any given year. In Beaufort, the parcels that are adjacent to North River, Turner Creek, Taylor Creek, Town Creek, and Newport River are the areas within the 100-year floodplain. The parcels within the 500-year floodplain lie adjacent to the 100-year floodplain and run slightly north of Live Oak St., along NC Highway 101 and where Live Oak St. and Highway 70 meet.

The Federal Insurance and Mitigation Administration defines repetitive loss property as “any insured structure with at least two flood insurance losses, each of at least \$1,000, in any rolling 10-year period”. During this 10-year period, Beaufort had 1 repetitive loss property with 12 reported losses at an amount of \$252,477.35.

Currently, more than 30% of the Town’s structures, not including the airport, are within the horizontal boundaries of the 100-year floodplain, also known as the

Federal Emergency Management Agency Special Flood Hazard Area (FEMA SFHA). Beaufort participates in the National Flood Insurance Programs by adopting and enforcing a floodplain management ordinance to reduce risks of future flood damage.

Local Stormwater Flooding Concerns

At the second public meeting, attendees were asked about where they have knowledge of flooding or stormwater back up concerns. These areas were noted in breakout group sessions on slides. Flooding concerns primarily were noted in areas in proximity to Town Creek and Taylor Creek, especially in low-lying areas.

Home Flooding Statistics

- » 30% of flood claims are in low or moderate risk flood areas.
- » There is a 26% chance that a non-elevated home in the floodplain will be damaged during a 30 year mortgage period.

Source: FEMA



Stormwater drainage area

This page intentionally left blank

Flood Zones

Context

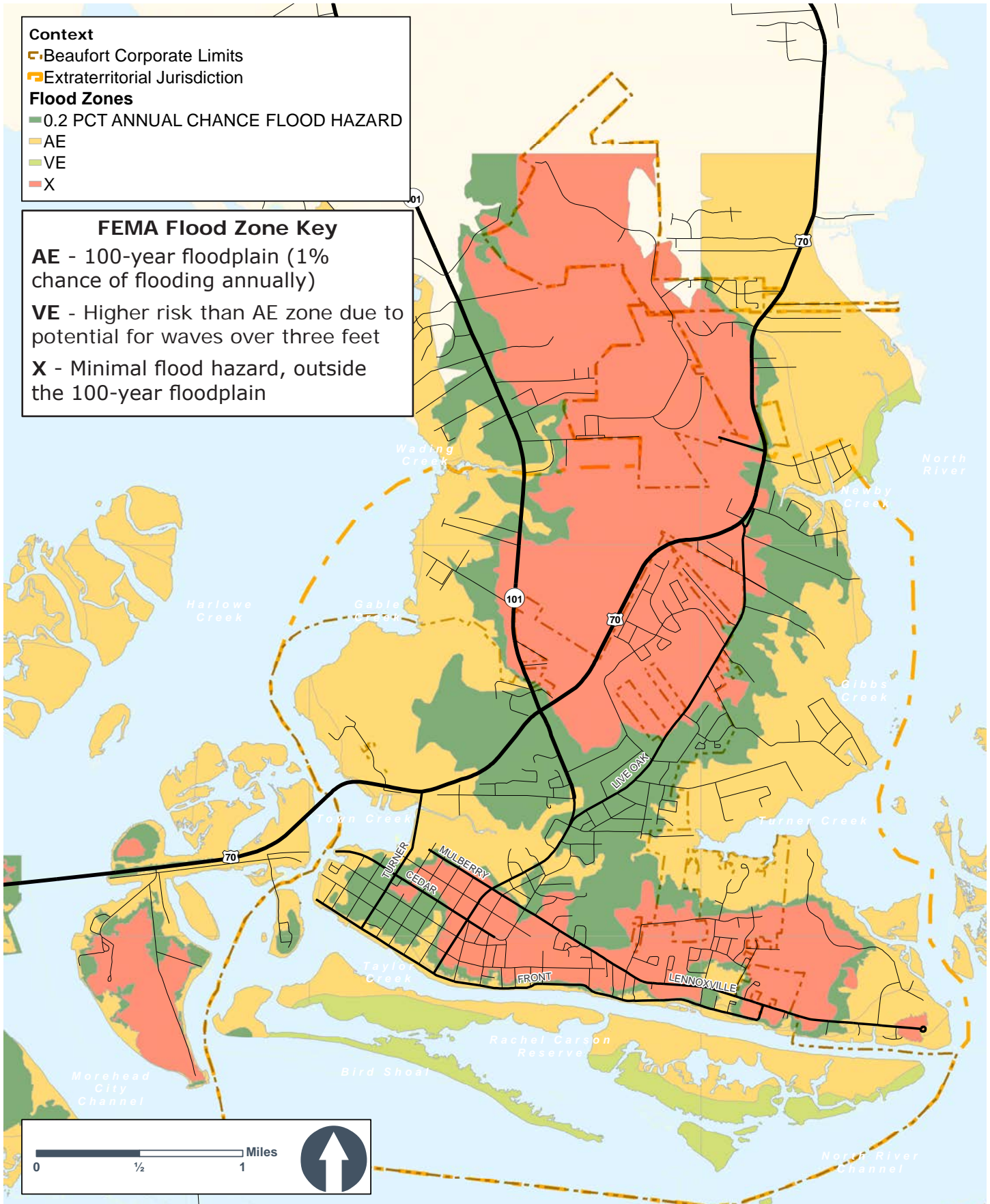
- Beaufort Corporate Limits
- Extraterritorial Jurisdiction

Flood Zones

- 0.2 PCT ANNUAL CHANCE FLOOD HAZARD
- AE
- VE
- X

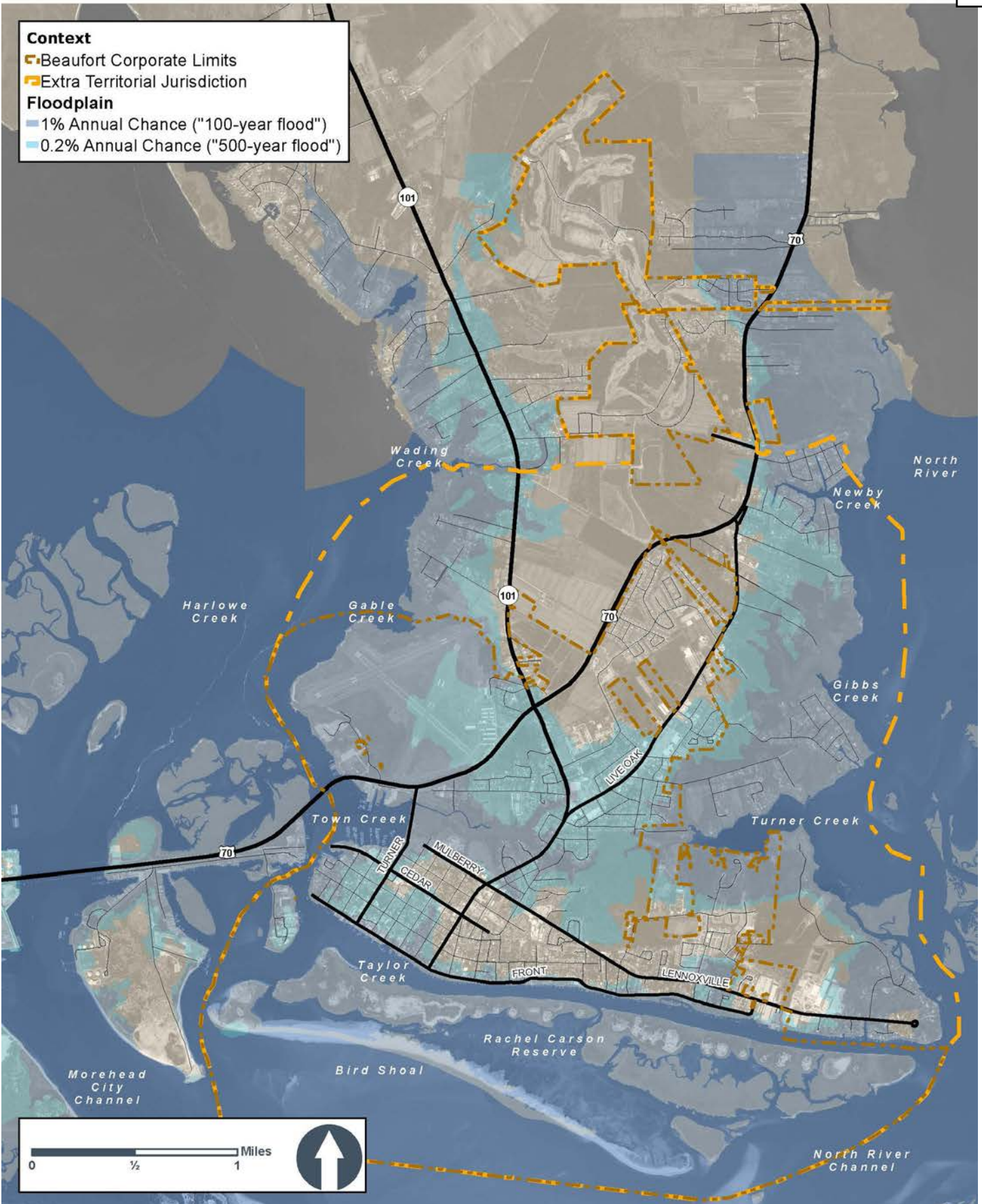
FEMA Flood Zone Key

- AE** - 100-year floodplain (1% chance of flooding annually)
- VE** - Higher risk than AE zone due to potential for waves over three feet
- X** - Minimal flood hazard, outside the 100-year floodplain



The Town's flood zone maps are currently in the process of being updated by FEMA.

Floodplains



Vast areas of the town and study area are in either the 1% or 0.2% annual flood chance floodplains.



Community flood record from Ocracoke. Source: Village Craftsman of Ocracoke Island, NC.

from hurricanes) model, in order to estimate a potential worst-case scenario for coastal storm surge vulnerability related to hurricanes. These areas have been mapped to show the extent of hurricane induced flooding.

Flooding and high winds impact the Town of Beaufort during major storms. The table below describes the impact of from various hurricane categories. A significant majority of the town is vulnerable to inundation during a Category 2 hurricane and nearly the entire town might experience flooding during a Category 3 hurricane. Under the worst-case scenario, a direct hit by a Category 5 hurricane, the entire Beaufort planning jurisdiction is subject to flooding from storm surge. Fortunately, these types of storms are rare because they are destructive to the extent that economies of impacted places take decades to recover, if they ever do.

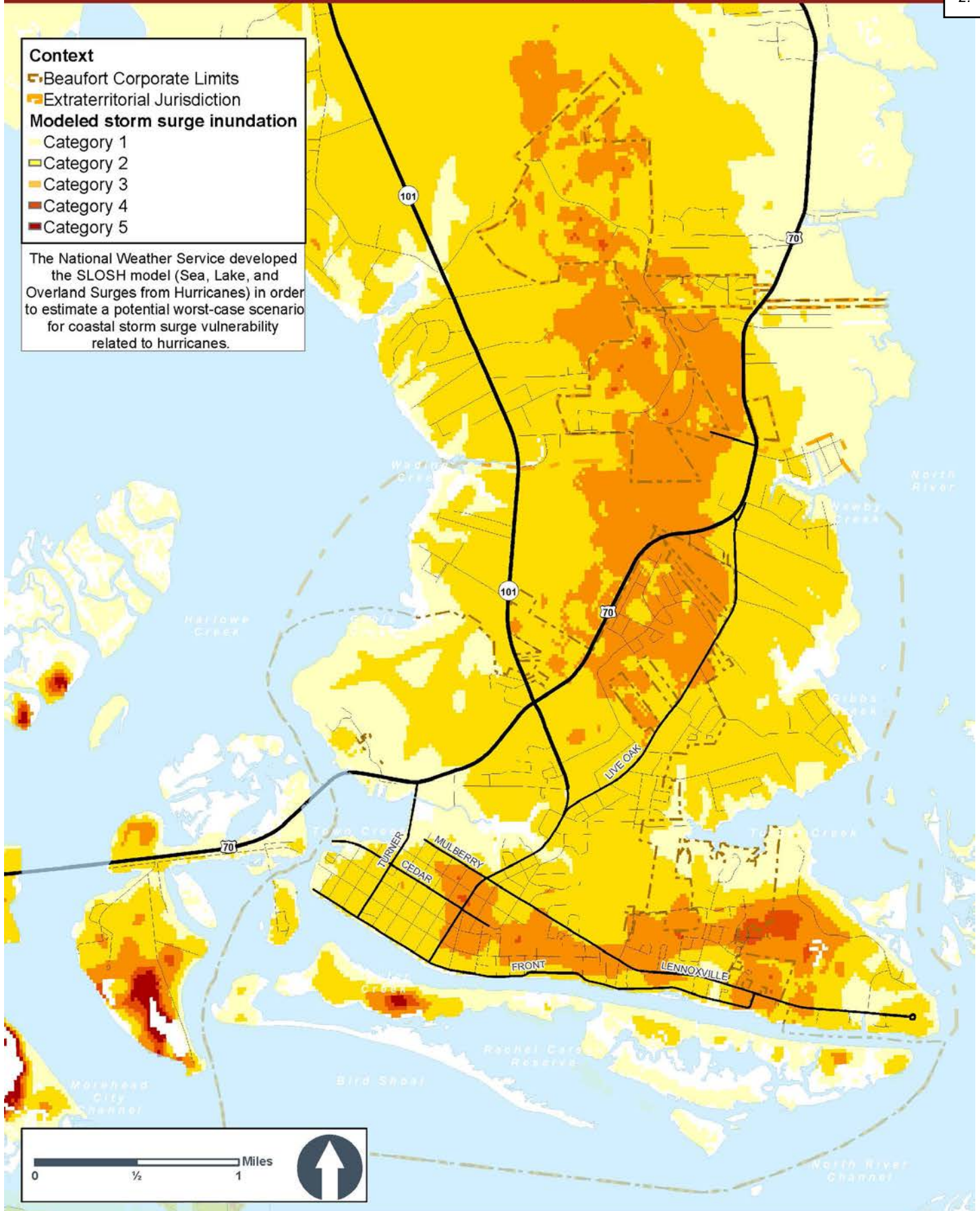
Hazards, Storm Surge, and Flooding

The Town of Beaufort is susceptible to flooding from wind-driven storm surge associated with hurricanes, tropical storms, and nor'easters. Storm surge is water that is pushed toward the shore by the force of winds swirling around the storm. (Pamlico Sound Regional Hazard Mitigation Plan, 2020) Storm surge and heavy rainfall increases the mean water level to heights impacting roads, homes, and other critical infrastructure.

Areas likely to be inundated by storm surge have been modeled by the National Weather Service SLOSH (Sea, Lake, and Overland Surges

Description of Hurricane Categories			
Category	Winds	Storm Surge	Damage Expected
Category 1	74-95 mph	4-5 feet	Minimal Damage
Category 2	96-110 mph	6-8 feet	Moderate Damage
Category 3	111-130 mph	9-12 feet	Extensive Damage
Category 4	131-155 mph	13-18 feet	Extreme Damage
Category 5	155+ mph	18+ feet	Catastrophic Damage

Storm Surge Modeling (SLOSH)



Not surprisingly in a low-lying coastal area, Beaufort is highly vulnerable to storm surge flooding during mid- to high-intensity hurricanes.

Storm Event Intensity and Probability of Occurrence

People frequently talk about storm events as 1-in-100 year storms or 1-in-500 year storms. These concepts are useful for designers and regulators to ensure a community can endure different intensity storm events with less disruption to normal life. However, in these discussions, it is also important to discuss the probability that these events might occur over the lifespan of the structure or facility in question.

As illustrated in the table below, the probability of occurrence of a 1-in-100 year storm in any given year is not particularly alarming; only 1-in-a-hundred chance, or a 1% chance over a one-year period. However, over the lifespan of a typical, 30-year home mortgage, the aggregate chance that a 1-in-100 year storm might occur is actually 26%. For the length of time that many of the historic homes have existed in Beaufort,

the probability that they have lived through higher intensity storms is fairly certain. And in fact, storm records show that these events have occurred and are becoming increasingly common.

Current scientific data informs us that the coast will begin to see higher intensity storms on a more regular basis due to a number of factors related to climate change. In particular, as the atmosphere warms, it is more able to hold moisture, with a roughly 7% increase in moisture holding ability for every 1 degree Celsius increase. This will mean that future storms will be more intense with more precipitation. As discussed further in this document, the impact of future storms will also be exacerbated by other factors related to climate change, such as rising seas, coastal erosion, and more frequent hurricanes. This will especially be more apparent in coastal towns affected by high tides or king tides, which will impede the routing of stormwater to creeks and waterways.

Probability of occurrence of various storm events over spans of time					
	1 year	10 years	30 years	50 years	100 years
1-in-10 year storm (10% annual chance)	10%	65.1%	95.8%	99.5%	99.9%
1-in-100 year storm (1% annual chance)	1.0%	9.6%	26.0%	39.5%	63.4%
1-in-500 year storm (0.2% annual chance)	0.2%	2.0%	5.8%	9.5%	18.1%
1-in-1,000 year storm (0.1% annual chance)	0.1%	1.0%	3.0%	4.9%	9.5%
Significance			Length of a typical mortgage	Within the lifespan of most structures	Within the lifespan of many sturdy structures

Note that the percentages above show the probability of the occurrence of at least one of the specified storms of a particular intensity. More than one storm of a given intensity during a certain time period are certainly possible.

A warmer ocean surface also has the potential to foster stronger storms. The storms of the future will be stronger than those of the present. Stronger winds from these storms may lead to greater debris cleanup and tree maintenance needs.

As a generality, the federal government has determined that properties within the 1% annual flood chance floodplain should purchase flood insurance. This is the bare minimum requirement that the federal government has established to help mitigate flood damages across the nation. This does not prevent communities from doing more to protect their citizens, structures, and operations from disruption due to flooding. It is up to each community to determine their own tolerance for disruption from flooding and storms and do what is in the best interest of their residents and businesses.

Vulnerability and a Changing Climate

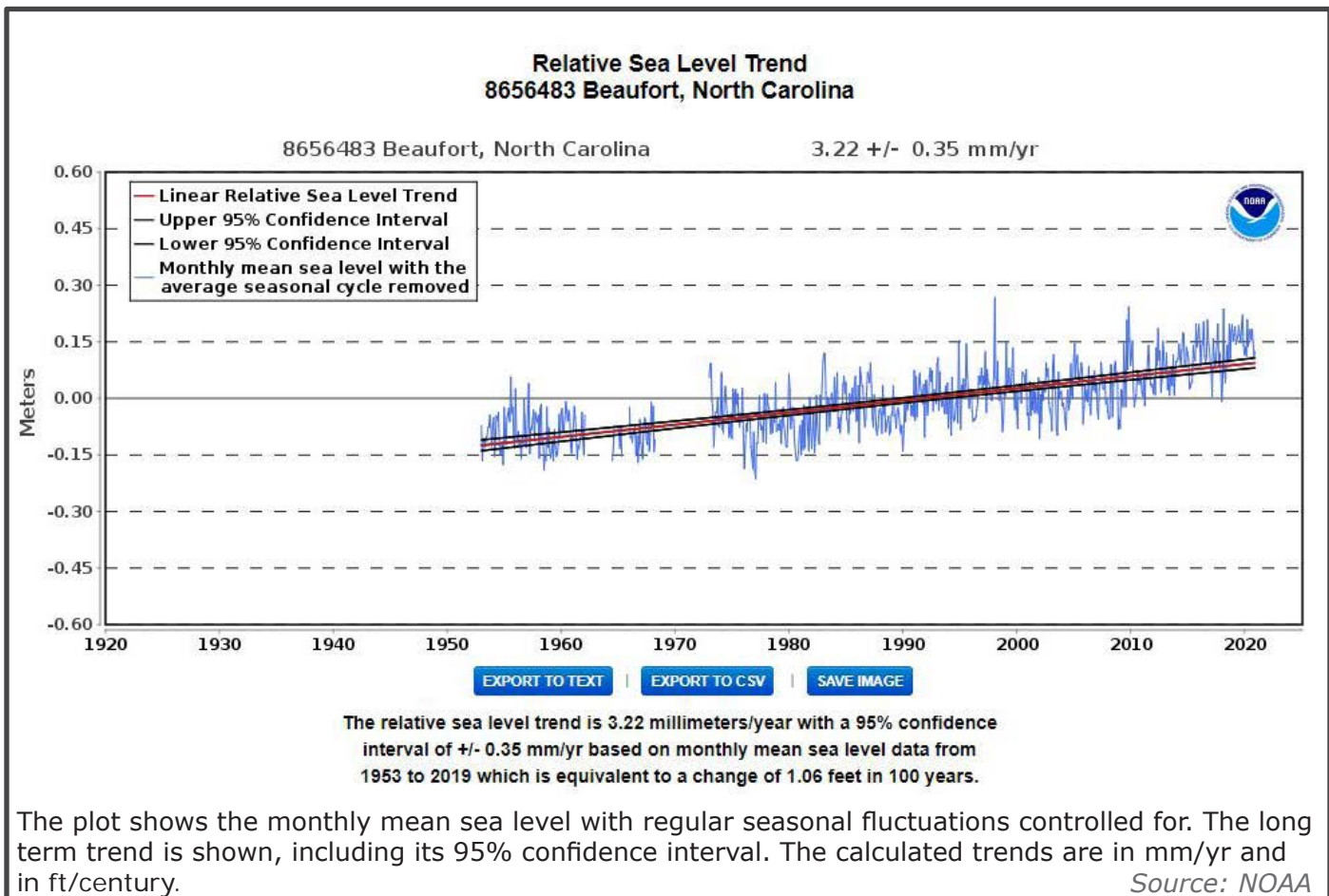
For the measurable past, more than six decades, relative sea level has been rising in the Beaufort area, as recorded at the NOAA tide gauge. Recent evidence also suggests that global greenhouse gas emissions are not being effectively curtailed, which indicates that seas will continue to rise and likely at an increasing rate.

(Source: Intergovernmental Panel on Climate Change. 2018. Special Report, and sealevelrise.org/states/northcarolina).

Rising seas and consequently higher water tables will also impede the ability of septic systems to function, and for stormwater systems to functions with backflow. Saltwater intrusion can also

contaminate public drinking water wells. Underground salt water intrusion or overwash from storm-driven waves into areas where infrastructure exists (pipes, wires, foundations, parking areas, etc.) has the potential to reduce the operational lifespan of those facilities and lead to increased maintenance costs. Concrete, in particular, is vulnerable to salt water corrosion, and infiltration of salt water also can create problems balancing the chemical levels necessary for wastewater treatment.

Flood zones will continue to move upland as seas rise. This may lead to a future condition where many structures are not adequately protected from flooding or do not meet best practices for building code standards.



Although rain events are predicted to be stronger, the weather will also likely be more erratic and irregular, such that drought intensity will also increase. Overall, the climate is expected to be hotter, and possibly also slightly drier, in the year 2100. Severe heat days are predicted to be more common in the future. This will present hazards to people partaking in outdoor activities, both for work or recreation.

Sea Level Rise Projections

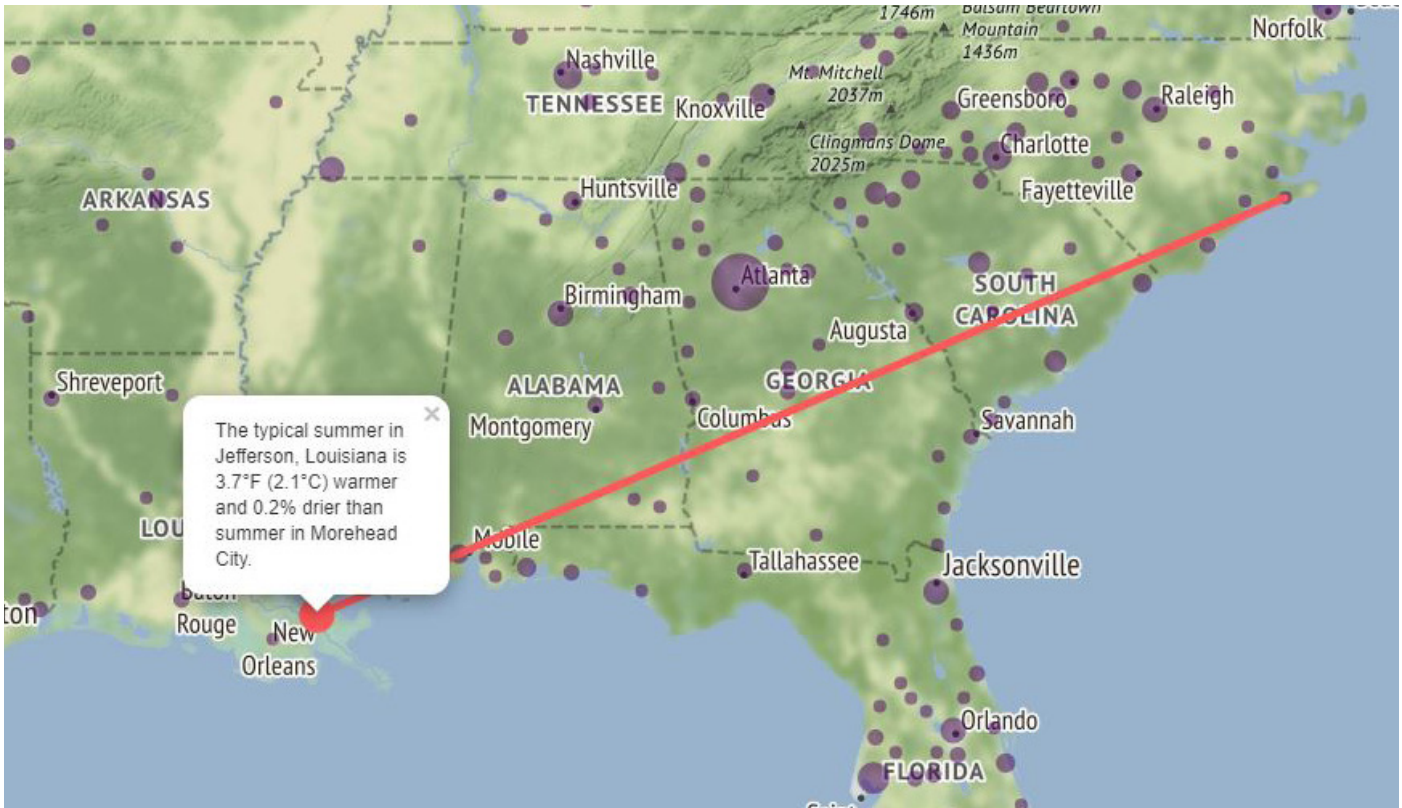
Seas are rising globally and the low-lying areas of North Carolina’s coast are particularly vulnerable. Understanding and preparing for these threats using the best available data and projections can help the community prepare for, accommodate, and mitigate the negative impacts of sea level rise.

Unless mitigating actions are taken, The National Oceanic and Atmospheric Administration (NOAA) projects that sea

level rise will cause chronic inundation of some properties, with major impacts possibly occurring as early as 2060 and certainly by the year 2100. Beaufort is home to more than 150 structures that have seen up to a 300-year lifespan. Many of the contemporary structures being constructed and renovated today have expected lifespans of 50 years and beyond. Major municipal investments - public water wells, wastewater treatment plants, the courthouse, bridges, etc. - should be expected to last in excess of 50 years as well. Thus, even though 2060 and 2100 are beyond the horizon of this plan, these discussions are still relevant to long-range decision-making, especially in a community that has existed for nearly 400 years and hopes to prosper for many more.

NOAA’s 2017 report “Global and Regional Sea Level Rise Scenarios for the United States” was used to understand potential future sea level rise scenarios for Beaufort. This report projects sea level

Major takeaways from the 2020 NC Climate Science Report:		
Very likely that temperatures will continue to increase.		
Likely that precipitation will be heavier.		
Very likely that extreme precipitation events will increase in both frequency and intensity.		
Very likely that there will be an increase in heavy precipitation accompanying hurricanes.		
Likely an increase in severe thunderstorm events.		
Virtually certain that coastal storm surge flooding events will increase.		
Likely that droughts will be more intense.		
Note: When used in this report, these terms have the following meaning.	Term	Probability of occurrence
	<i>Virtually certain</i>	99%-100%
	<i>Very likely</i>	90%-100%
	<i>Likely</i>	66-100%



A recent study that included neighboring Morehead City implies that Beaufort's annual average climate in the year 2100 will generally be hotter and slightly drier.
 Source: Fitzpatrick, Matthew, and Dunn, Robert. "Contemporary climatic analogs for 540 North American urban areas in the late 221st century". *Nature Communications*, February 2019.

rise relative to the baseline year of 2000. Baseline tide gauge data (the Low scenario) indicates approximately another 2 feet of rise above current (2020 sea level) by 2060 and a total of at least 6 feet more by 2100. This scenario does not account for global warming and climate change inputs, but only reflects past tide gauge trends.

Without mitigation, low lying areas in and around the Town will become inundated or subject to regular flooding, especially in the downtown waterfront commercial district.

NOAA tide gauge data
 The rate of sea level rise is increasing.

Average annual sea level rise:
2.61 mm/yr years 1953-2010
3.29 mm/yr years 1953-2020

That's over
8¹/₂ inches
 in the past 68 years.

These rates of sea level rise are the lowest baseline for the future. They do not account for additional, future, climate change induced rise.

Source: NOAA tide gauge #8656483

When considering planning, investment, and land use, it is important to consider many factors: how critical the asset is, how vulnerable it is, how quickly it can be repaired or recovered, how many people will be affected by disruptions in service from the asset, etc. More critical assets should consider more extreme sea level rise scenarios when planning so that they are resilient to a broader range of future climate conditions. However, these projections only show sea level rise. Flood risk from storms, high and king high tides, and storm surge will also be exacerbated by rising seas.

About SLR in Beaufort, NC

Sea level rise in Beaufort, NC is projected to be around 36% greater than the global average.

The *intermediate* scenario predicts an increase of 2.0 feet of SLR by 2060 and the *high* scenario predicts 3.9 feet by 2060.

Based on the *low* scenario, the *least* amount of SLR projected in 2060 is 1.0 feet.

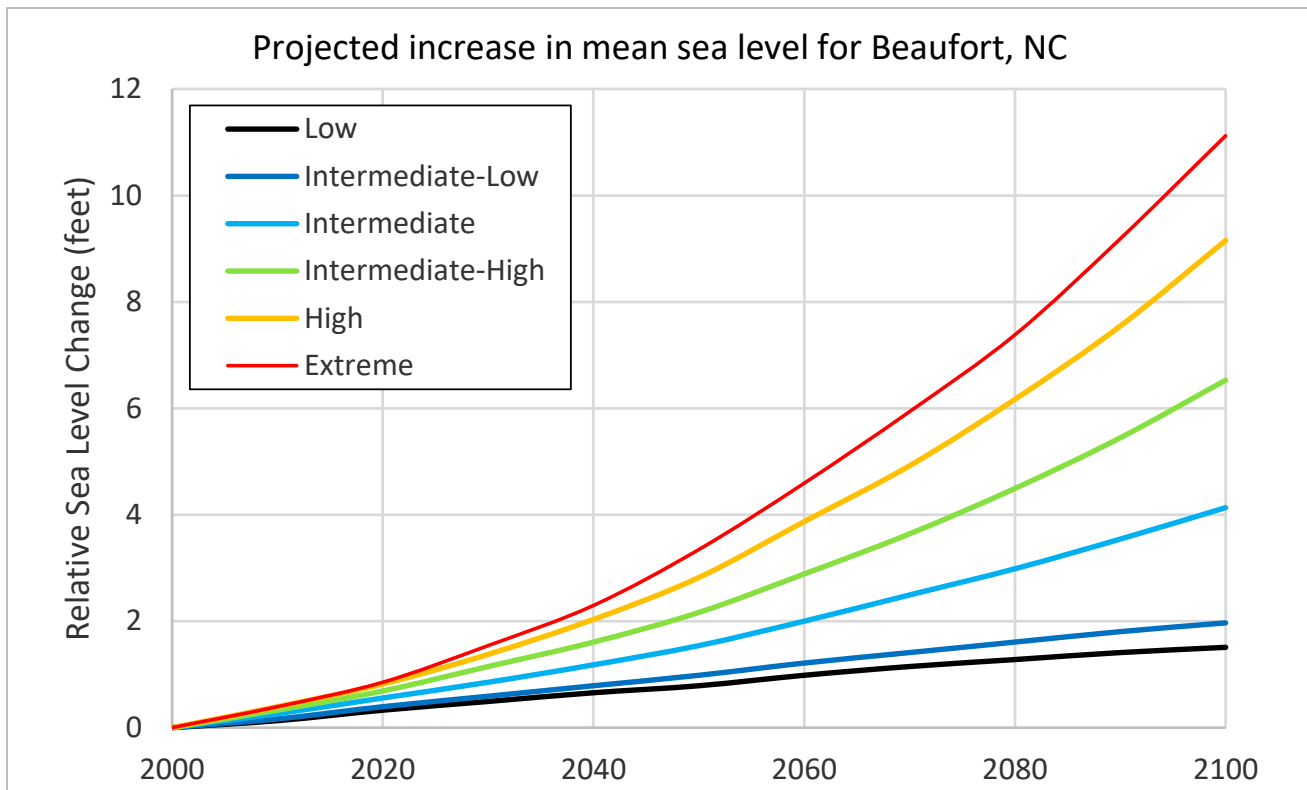


Figure 1: Graph shows relative sea level change scenarios for Beaufort, NC associated with the six different global sea level rise scenarios. The low and extreme scenarios represent the minimum and maximum of plausible future sea level rise. Data source: NOAA Technical Report NOS CO-OPS 083; Site: 2295.

The following notable areas are likely to be inundated either permanently or regularly as seas continue to rise (based on Intermediate scenario):

At **2 feet** of sea level rise:

- » Fields at the airport will be inundated
- » Properties on the southern side of Turner and Town Creeks
- » Front Street at its western terminus and at Gerard Street
- » The coastal wetlands east of US 70 from Olga Road to the North River Bridge

At **3 feet** of sea level rise:

- » Continued inundation of areas listed above, and
- » Significant portions of the Rachel Carson Reserve
- » The neighborhood surrounding the intersection of Lennoxville Road and Lewiston Road
- » Properties on the north side of Turner and Town Creeks
- » Front Street from Orange Street to Seaview Street
- » Points and drainages into Gibbs Creek
- » Farm fields west of US 70 from Neptune Lane northward, likely including the highway as well

At **4 feet** of sea level rise:

- » Continued inundation of areas listed above, and
- » Areas north and east of the Town's wastewater treatment plant as well as the northern portion of Freedom Park
- » Areas along Town Creek, east of Live Oak Street
- » The western end of West Beaufort Road and the areas around the intersection of US 70 and Turner Street, including the County boat ramp
- » The Olga Road neighborhood and properties on Newby Creek
- » The southern ends of many streets in the historic district where they are close to Front Street
- » The neighborhood west of Sunset Lane
- » The western end of Pine Street, including portions of Turner Street
- » Coastal neighborhoods to the north of the airport
- » Significant parts of Piver's Island

(Source: NOAA Sea Level Rise Viewer (<https://coast.noaa.gov/digitalcoast/tools/slr>))

Coastal Flooding

NOAA has also created projections for how much flooding communities can expect in the future, based on the different sea level rise scenarios. Even putting aside major storms and hurricanes, areas that have flooded in the recent past can expect to see the frequency of flooding increase dramatically. Even in the mildest version of the future (the Low scenario), annual high tide flooding will increase more than 10-fold by 2050 and around 100-fold by 2100. Other scenarios paint a more dire picture.

It is not yet known how much flooding private property owners will tolerate before abandoning their properties. Some studies have used a threshold of 26 days per year (“Underwater”, Union of Concerned Scientists, <https://www.ucsusa.org/underwater>). That kind of retreat assumes those property owners are financially capable of abandoning their property. The full, future impact of increased flood frequency on public infrastructure and services provision is not yet known, but it will most certainly increase service disruptions and maintenance of affected infrastructure.

The New Normal

Coastal flooding will become more frequent and occur in more places as sea levels rise.

Minor flooding is a potential public threat and inconvenience. This graph depicts frequencies of *minor* flooding caused by high tides under different sea level change scenarios at the NOAA Beaufort, NC tide gauge. This is a good representation of potential future flooding in the area. Minor flooding begins when water level is at or above 1.8 feet

Probabilities of *moderate* and *major* flooding, which disrupt commerce, damage private and commercial property, and threaten public safety, are also increasing with sea level rise, putting more communities and assets at risk.

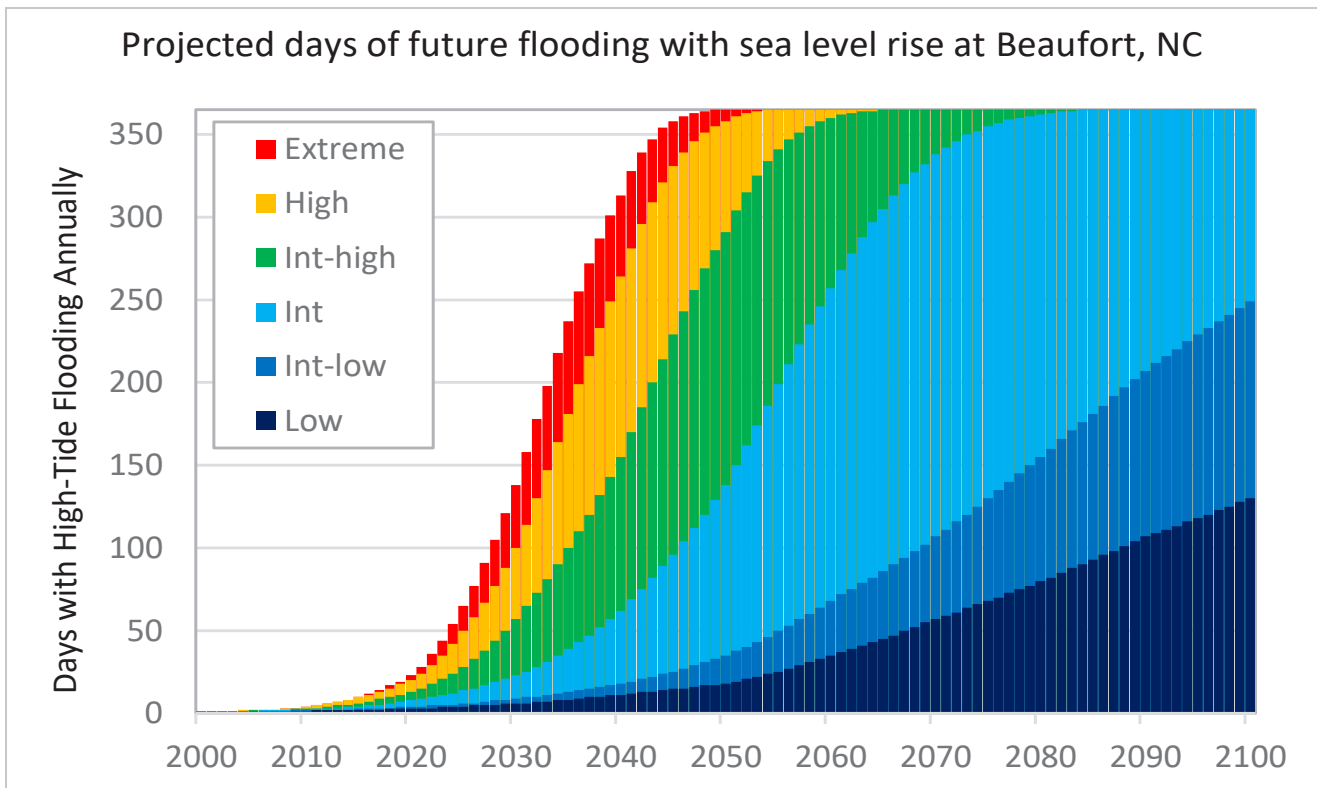


Figure 2: Graph displays the projected future days of minor flooding based on derived levels at Beaufort, NC under different sea-level rise scenarios. Data source: NOAA Technical Report NOS CO-OPS 086.

Additional Resources on Sea Level Rise

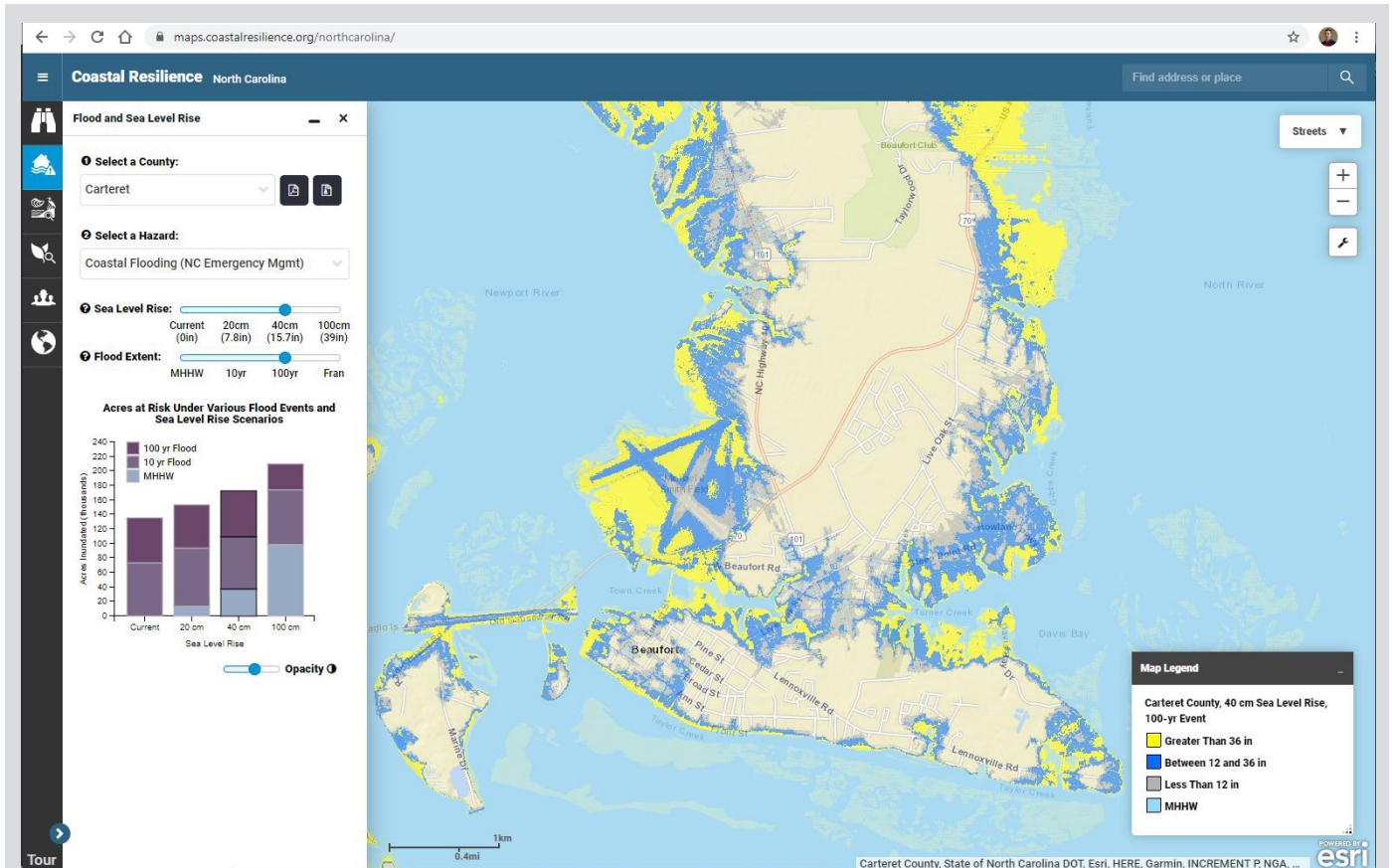
NOAA SLR Viewer – <https://coast.noaa.gov/slr/>

Climate Resilience Toolkit -> Coasts -> SLR -> <https://toolkit.climate.gov/topics/coastal/sea-level-rise>

Climate.gov -> SLR - <https://www.climate.gov/news-features/understanding-climate/climate-change-global-sea-level>

USACE SLR Calculator – <http://www.corpsclimate.us/ccaceslcurves.cfm>

CO-OPS Inundation Dashboard – <http://www.tidesandcurrents.noaa.gov/inundationdb/>



Recent modeling work has attempted to understand what future floodplains might look like under different sea level rise scenarios. This particular study used publicly available data from FEMA, but the findings are not regulatory and do not affect insurance rates or flood damage regulations. In the screenshot above, areas shown in grey, dark blue, or yellow estimate the possible extent of the future 1% annual chance floodplain after 16" (~40cm) of sea level rise. The areas shown in light blue estimate the future sea level and shoreline.

Source: The Nature Conservancy, Coastal Resilience Mapping Tool, 2016, <https://maps.coastalresilience.org/northcarolina/> and North Carolina Sea Level Rise Impact Study, NC Dept. of Public Safety, https://media.coastalresilience.org/NC/North%20Carolina%20Sea%20Level%20Rise%20Impact%20Study_FinalReport_20140627.pdf

Community Facilities

Water Supply & Wastewater Systems

Wastewater Treatment

The sewer infrastructure and wastewater is treated by the Town’s Wastewater Treatment Plant. The sewer collection system is comprised of approximately 25 miles of gravity lines, 28 miles of force mains, 21 pump stations, and approximately 3,330 sewer service connections. The Wastewater Treatment Plant is a permitted 1.5 million gallons per day facility that treats the collected sewage of the town and discharges the treated effluent into the eastern end of Taylor’s Creek, in accordance with state and federal regulations. At this time, there are no plans to upgrade any existing facilities.

As seas rise, steps will need to be taken to ensure the proper function of septic systems on low-lying properties. Elevation modeling can help identify potential problem areas. Wastewater that is not fully treated can pollute local waters, which may lead to health and environmental impacts and/or property value declines. There are no documented chronic overflows, bypasses, or other problems, or areas experiencing chronic wastewater treatment malfunctions.

Public Water Supply, Wellhead Protection Areas, and Drinking Water

There are no public water supply watersheds in Beaufort’s planning jurisdiction.

The public water supply source for the Town of Beaufort comes from four deep wells that draw water from the Castle Hayne - Aquia aquifer that range in

ages from 6 to 42 years old. The Water Division for the Town of Beaufort Public Services Department is responsible for the treatment and distribution of potable water for all its utility customers; it operates two water treatment plants and has a designed permitted flow rate of 1.2 million gallons per day. Two wells are used by Pine Street Water Facility and two wells used by the Glenda Drive Water Facility (*Water Asset Management Plan Project, Rivers & Associations, Inc*). Two wells (#2 and #3) are at or nearing expected service life and will likely need additional maintenance or replacement in the near future.



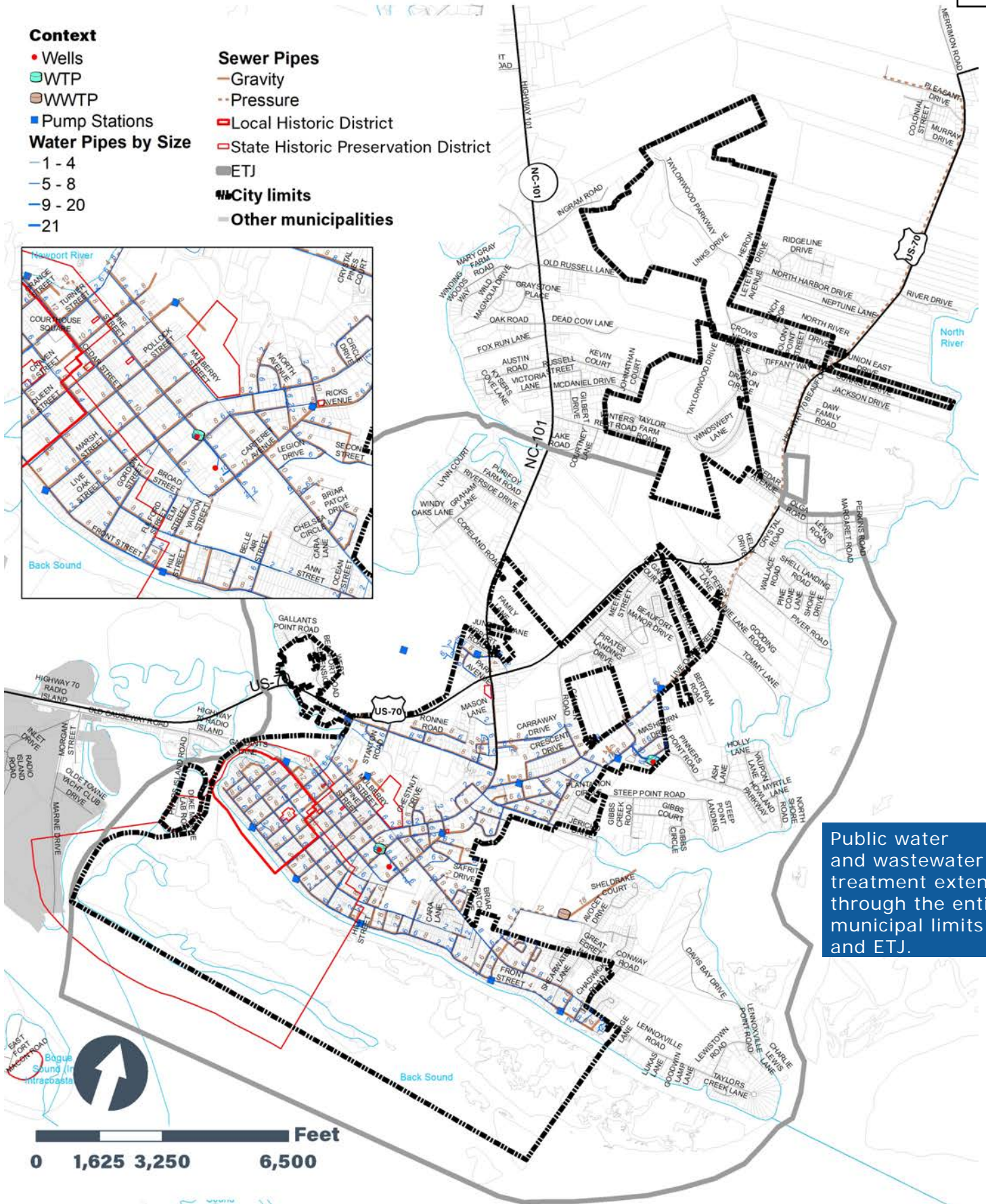
Well and water treatment. Source: Rivers & Associations, Inc

Context

- Wells
- WTP
- WWTP
- Pump Stations
- Water Pipes by Size**
- 1 - 4
- 5 - 8
- 9 - 20
- 21

Sewer Pipes

- Gravity
- Pressure
- Local Historic District
- State Historic Preservation District
- ETJ
- City limits
- Other municipalities



Public water and wastewater treatment extends through the entire municipal limits and ETJ.

Public infrastructure locations.

There are approximately 48 miles of distribution lines ranging from 1"-12" in diameter in the Town. According to the Town's Water Asset Management Plan, 83% of distribution pipes are is less than 50 years of age and 17% is more than 50 years old. Distribution lines include a mix of cast iron, galvanized iron, asbestos cement, ductile iron, and polyvinyl chloride. Most of the cast iron and galvanized distribution lines are located in the historic district and the majority of asbestos cement distribution lines are north of Cedar St. and East of Live Oak St. Some of the town's distribution system have older inoperable valves and pipes that are prone to leakage or are prone to fail. Based on the water asset and inventory analysis, the Town has \$19 million in needed water line replacements. The Town has included the needed utility line replacements in their Capital Improvement Plan.

The water treatment facilities have an adequate supply for existing demands but the Pine Street WTP has a high service pump age (64 years) with space limitations. According to the Town's Water Asset Management Plan, the local water supply has adequate supply for existing demands but #2 and #3 wells are nearing their life expectancy (ages 33/42 years). The construction of a new plant is anticipated within the next 5-10 years. The new water treatment plant will replace the Pine Street Water Treatment Plant and it will be decommissioned.

At this time, there are no plans to extend water service.

Stormwater Systems

The existing stormwater drainage facilities within the Town include a system

of piping, catch basins, drainage ditches, and swales. Stormwater runoff is carried to the Newport River and North River delta estuaries, which are part of the White Oak River Basin. Runoff, especially in the very developed areas that feed Town and Taylor Creeks, can sometimes lead to water quality issues. The Town has been working to incrementally improve water quality through stormwater projects.

Electrical System

There are no electric generating plants located in Beaufort's jurisdiction. The Town's electricity is provided by a Duke electrical substation at Hendrick Street and another is planned for construction on Highway 101 in the near future.

This page intentionally left blank

Transportation Systems

The Town of Beaufort maintains about 20 miles of streets within its corporate limits. Major thoroughfares and other streets outside of the town limits are maintained by the North Carolina Department of Transportation (NCDOT). The state is also responsible for maintaining all bridges in the area. Existing and proposed streets are delineated on the Future Roads and Improvements map.

Proposed Major Highway Improvements

Transportation improvement projects, as determined by NCDOT, are cataloged in the *2020-2029 State Transportation Improvement Program*. This ten year state and federal mandated plan identifies the construction funding for and scheduling of transportation projects throughout the state.

Proposed projects included in the *2020-2029 State Transportation Improvement Program* that are not in progress yet include:

- » R-5962 Rural Project, roundabout Construction on US 70 (Live Oak Street), with a projected cost of \$5.3 million dollars.
- » R-5946 Rural Project, upgrade the intersection on Lennoxville Road, .5 mile length at a projected cost of \$7.8 million dollars.
- » U-6058 Urban Project, construction of one lane roundabout on NC 101 at a projected cost of \$4.1 million dollars.
- » R-5945 NC 101 to State Route 1429 (Olga Road), 2.1 miles in length of access management, at a projected cost of \$56 million dollars.
- » R-4746, 8.9 miles in length of

roadway upgrades on State Route 1429 (Olga Road) to State Route 1350 (Whitehurst Road) at a projected cost of \$19.4 million dollars.

- » W-5802A, State Route 1493 (Live Oak Street) at Campen Road, revise traffic signal, install pedestrian crossing with signal heads, and sidewalk upgrades at a projected cost of \$995,000.
- » AV-5746, a full parallel taxiway at Michael J. Smith Field at a projected cost of \$2.6 million dollars.

Major Streets with Capacity Deficiencies

The *Carteret County Comprehensive Transportation Plan* identified NC 101, US 70, Cedar Street, and Live Oak Street as having capacity deficiencies in 2014. The following streets have projected 2040 traffic volumes that will be near or exceed practical capacities:

- » NC 101
- » US 70
- » Cedar Street
- » Live Oak Street

Traffic Volumes

The heaviest traffic volumes are on the Us 70, Hwy 101, and Live Oak Street. These range from 10,000 - 15,500 average trips per day in 2020.



The recent improvements to US 70, including the new bridge, will be followed with intersection improvements along Live Oak Street (Old Hwy 70).

Air Transportation

Commercial air service to Beaufort is available through Coastal Carolina Regional in New Bern. The Michael J. Smith Field owned and operated by Carteret County-Beaufort Airport Authority in Beaufort offers hangar rentals and ground leases for privately constructed hangars. Taxiway 8-26 is currently under construction.

Discussions in the past have explored the potential for extending the runway to accommodate larger aircraft. Currently that project is not funded in the state's Transportation Improvement Plan. If the runway is extended it will likely also involve a realignment of Hwy 101. If these events occur, it may be necessary to revisit the future land use plan for the area.



Entrance to the airport.



Airport location.

Environmentally Fragile Areas

Wetlands

While '404' of the Federal Clean Water Act regulates all types of wetlands, including coastal wetlands, North Carolina Coastal Area Management Act provides additional protection to coastal wetlands. Coastal wetlands are located adjacent to salt water and brackish water bodies. They are characterized by marsh grasses and rarely contain trees. Coastal wetlands are defined as any salt marsh or other marsh subject to regular or occasional flooding by tides, including wind tides, that reach the marshland areas through natural or artificial watercourses, provided this does not include hurricane or tropical storm tides. Coastal wetlands may include the presence of one or more of the following marsh plant species:

- » Cord Grass (*Spartina alterniflora*)
- » Black Needlerush (*Juncus roemerianus*)
- » Glasswort (*Salicornia spp.*)
- » Salt Grass (*Distichlis spicata*)
- » Sea Lavender (*Limonium spp.*)
- » Bulrush (*Scirpus spp.*)
- » Saw Grass (*Cladium jamaicense*)
- » Cat-tail (*Typha spp.*)
- » Salt Meadow Grass (*Spartina patens*) or
- » Salt Reed Grass (*Spartina cynosuroides*)

Since Beaufort is located on a peninsula, coastal wetlands nearly encompass the Town's boundaries. The shorelines along Taylor Creek, North River, and Newport River and their estuarine waters and

salt marshes comprise the majority of the Areas of Environmental Concern (AECs) in Beaufort's jurisdiction. Uses that are not water dependent shall not be permitted in coastal wetlands, such as restaurants, apartments, hotels, motels, and parking lots. Uses that are water dependent include: utility crossings, fishing piers, docks, wildlife habitat management activities, and agricultural uses.

Non-coastal wetlands include all wetlands that are not classified as coastal wetlands. Non-coastal wetlands are not covered by CAMA regulations unless designated by the Coastal Resource Commission as a natural resource AEC. However, these wetlands are protected by the federal Clean Water Act. The US Army Corps of Engineers is responsible for regulating these 404' wetlands. An Army Corp of Engineers permit may be required prior to disturbing wetlands.

Like coastal wetlands, the precise location of non-coastal wetlands can only be determined through field investigation and analysis. However, the US Fish and Wildlife Service, through its National Wetlands Inventory, has identified the general location of wetlands. The National Wetlands Inventory Map can be found at the US Fish and Wildlife Service website. Non-coastal wetlands are primarily located in the northern portion within Beaufort's corporate limits with their majority lying beyond its corporate limits.

Wetlands are responsible for sheltering one-third of the country's threatened and endangered species, according to the Environmental Protection Agency. Without wetlands, a huge number of waterfowl and shellfish would not exist. These wetlands act as a sponge, soaking



The area has many wetlands, both inland and coastal.

up the water that comes in with the tides and periodically flooding rivers. They also serve as a pollution filter and are beneficial for clean and plentiful drinking water.

The Division of Coastal Management developed a Wetlands Conservation Plan for the North Carolina coastal area which includes a wetlands inventory and a functional assessment (NC-CREWS) that examines the ecological significance of the wetlands. Additionally, the Division of Water Resources (DWR) established Wetland Water Quality Standards that provide some protection of wetlands. Coastal wetlands and non-coastal wetlands are identified on the map to identify their locations for planning purposes as well as a tool for wetland management, protection, and development decisions. The Division of Coastal Management has identified Beaufort as a potential wetlands restoration and enhancement site.

Estuarine Shoreline and Public Trust Areas

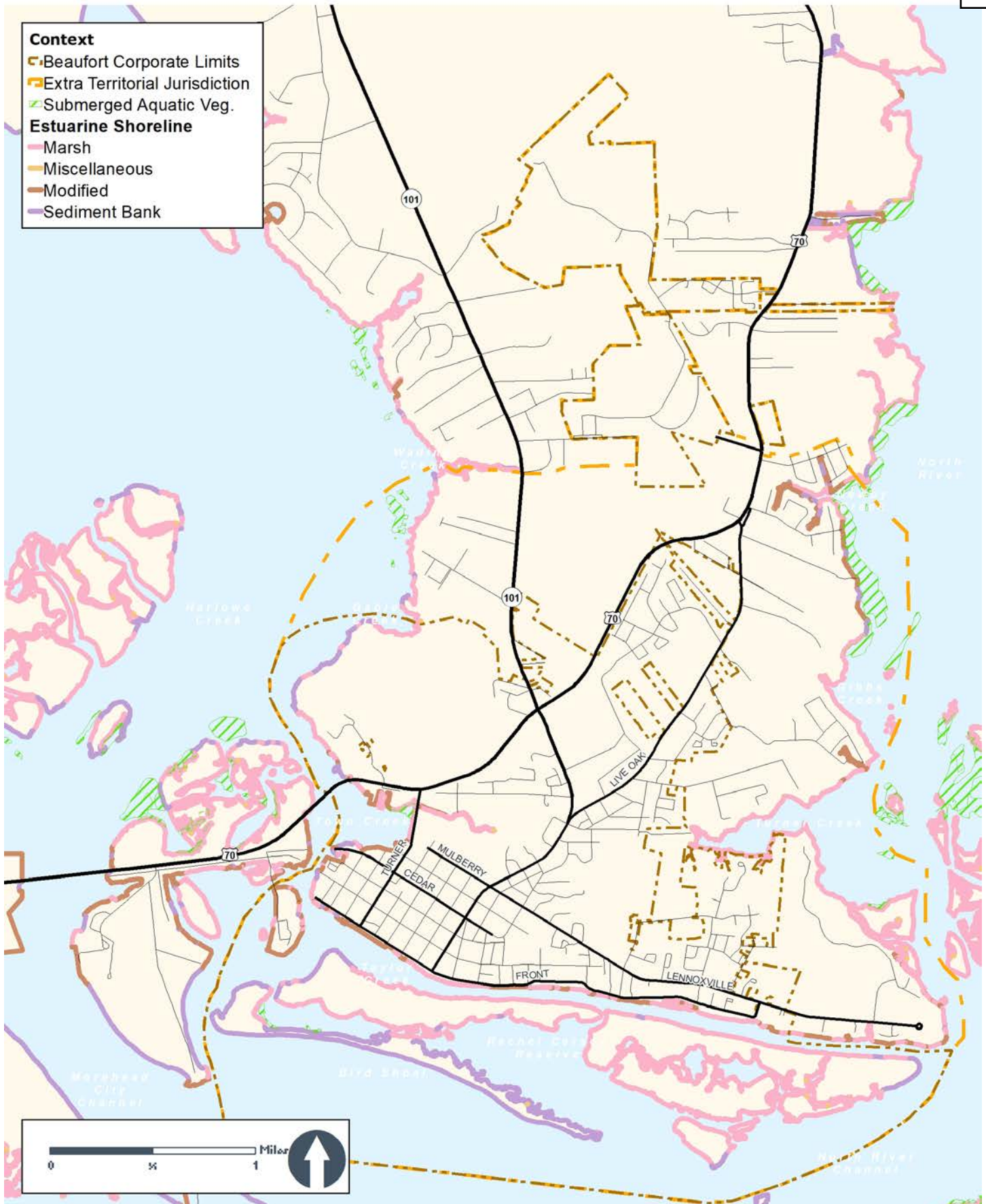
Estuarine shorelines include all lands within 75 feet of the normal high water level of estuarine waters. This includes all lands within 30 feet of the normal high water level of public trust waters located inland of the dividing line between coastal fishing waters and inland fishing waters. Public trust areas are the coastal waters and submerged lands that every North Carolinian has the right to use for activities such as boating, swimming, or fishing. Public trust shorelines are non-ocean shorelines immediately contiguous to public trust areas and extending from the normal high-water level or normal water level along the estuarine waters,

estuaries, sounds, bays, fresh and brackish waters and public areas up to 30 feet inland (15A NCAC 07H 0209). The estuarine and public trust shorelines for Beaufort include: Newport River, North River, and Taylor Creek, and associated water bodies.

Areas of Environmental Concern literally encompass the entire Town. The shorelines of Newport River, North River, and Taylor Creek and their estuarine waters and salt marshes make up the majority of the AECs in Beaufort. The estuarine shoreline considered to be an AEC in the Beaufort area includes all shorelands within 75 feet landward of the mean high-water level, or normal water level of the estuarine waters. All of these areas are subject to stricter regulations controlling development to limit damage to estuarine resources.

Shoreline Modification

The most recent full dataset available, although dated, indicates that the Town of Beaufort has seen an increase in modified shorelines of a little over 5% in just two years. As sea levels continue to rise, additional shorelines will likely be converted in an attempt to prevent localized erosion and prevent loss of structures. Converting natural habitat to modified shoreline lowers quality habitat. Hardened shorelines decrease fishery habitats and biodiversity, structures like bulkheads prevent natural marsh migration and may create seaward erosion (NOAA). Shoreline calculations from two years are shown in the table on **page 113**.



Shoreline around the Town is more modified in more urban areas.

Modified Estuarine Shoreline		
2010	2012	% increase in modified shoreline
27,655 linear feet	29,213 linear feet	+5.6%

Within the Town, there are three broad classifications of Estuarine Shoreline along the estuarine shorelines of Taylor Creek, North River, and Newport River including:

- » Marsh
- » Modified (usually bulkheads or seawalls)
- » Sediment Bank (sediment deposited by floodwaters)

Currently, there are no documented areas experiencing significant shoreline erosion.

Priority Habitat and Species of Concern

-contributed by Kacy Cook, Land Conservation Biologist, NC Wildlife Resources Commission.

NOTE: For a full description of these habitats please refer to the current edition of the NC Natural Heritage Program in the Classification of the Natural Communities of North Carolina. Habitats found only on the Rachel Carson Reserve are not included.

Maritime Forest

The natural dynamic state of this habitat has been all but eradicated across its historic, exclusively coastal range. As such even fragments are important to a variety of declining coastal wildlife species and should be conserved. All forests immediately adjacent to sounds

and the coast are essential to the survival of migrant birds as stop-over areas during migration. The NC Wildlife Action Plan describes the habitat as follows. "Canopies are dominated by live oak, sand laurel oak, and loblolly pine. Understories are typified by shrubby woody growth, vines are important and common and the herb layer is sparse (Schafale and Weakley 1990). Sites that have been recently logged often are dominated by loblolly pine, and storm disturbance produces canopy gaps. These communities apparently burned historically at irregular intervals and understories have become denser, although natural fire was probably less frequent than in mainland forests (Schafale and Weakley 1990)." Maritime forest types differ in their degree of canopy height, open grassy area, soil hydrology (wetland and upland types), and salt tolerance. They occur naturally occur on the landward side of dunes or estuary marshes, the second plant community in succession, between the dune system or marsh and pine and wetland forests. This habitat includes all types of maritime forests as described by



Marsh boardwalk in a maritime forest. Source: C. Damgen.

Environmentally Fragile Areas



The Reserve and other coastal habitats demonstrate high environmental value.

the NC Natural Heritage Program in the Classification of the Natural Communities of North Carolina. Canopies of maritime forests can be dominated by live oak, sand laurel oak, loblolly pine, beech, American holly or hickory. The understory is often dominated by dense shrubs and vines. Any forests or shrublands along the coast or islands meeting this description will be considered maritime forest. Painted buntings are currently documented in Beaufort and in NC are found almost exclusively in and near maritime shrub and forest habitats. They do not occur usually more than five miles from the coast in NC for this reason and their population abundance has declined by over 75 percent in the last fifty years due to habitat loss. These birds rely on these habitats and the plant species found in them to find sufficient food. They can use other nearby natural areas and even backyards that have native maritime shrub / forest plant species, however this leads to traveling much farther to find sufficient resources, which subjects them to more threats.

Conservation Measures

Identify any areas of this habitat during the rezoning and development application process. At least offer an incentive, such as a density bonus, for developers to conserve these habitats, even fragments. It is optimal to avoid all impacts to this habitat. If development impacts will occur, the NCWRC recommends setting aside at least five acres as natural open space to conserve some habitat for painted buntings and other priority species. Any opportunities to acquire for conservation and / or encourage restoration of this habitat are highly recommended. To offer food sources and nesting areas for



*Painted bunting.
Source: NPS.*



*Bald eagle.
Source: NCWRC.*

painted buntings, throughout Beaufort encourage planting of dense maritime shrub and tree species including live oak and wax myrtle as well as plantings of native coastal grasses and sedges. Discourage outdoor and feral cats as these are a significant source of wildlife mortality.

Estuarine Communities

Beaufort lies along the shores of the Albemarle-Pamlico Estuary and is in the White Oak River Basin. The estuarine habitats in and around Beaufort include salt marsh, brackish marsh, salt flat, sand flat, mud flats, algal mats, salt scrub, estuarine island communities, submerged aquatic vegetation and the sound. Estuarine communities provide important habitat for high priority wildlife Species of Greatest Conservation Need during some stage of their life cycle such as the following that are currently found in and around Beaufort: salt marsh sparrow, piping plover, Wilson’s plover, American oystercatcher, black skimmer, gull-billed tern, bald eagle, sea turtles, and diamond-backed terrapins. Areas of marsh that remain above the highest tide water level are essential for nesting diamondback terrapins and rail (bird) species so that their eggs are not drowned. Estuarine islands can be either natural or created by dredged material. These sites are particularly important for nesting terns, skimmers, pelicans, wading birds, and American oystercatchers. Dredged material islands are not only usually devoid of mammalian predators, but usually have the added advantage of being high enough in elevation that ground nesting birds do not lose their nests during high tides.

The NC Wildlife Action Plan (2015)

describes these priority habitats as follows. “Marsh habitats usually develop on the mainland side of the barrier islands after sand is deposited during storm events. They also develop on the mainland side of the sounds and in the lower reaches of our rivers as sea level rise, salt intrusion, or storms kill forested



Black skimmer.
Source: Andrea Westmoreland.



American Oystercatcher.
Source: NCWRC.

or shrub-scrub habitats. Salt marsh communities are often strongly dominated by saltmarsh cordgrass, while brackish marsh is dominated by black needlerush (*Schafale and Weakley 1990*). Vegetation may include salt meadow cordgrass, glasswort, saw grass, marsh elder, and wax myrtle, as determined by the salinity level of the water. Sand flats and mud flats are often created and maintained near inlets as flood tide or ebb tide deltas. These are very dynamic systems and can appear and disappear with each storm event, although most persist for 10-20 years at a time barring major dredging activities. Salt flats and algal mats are either found as shoals within

the sounds or on very low stretches of the barrier beaches. These sites are particularly important for foraging shorebirds. Salt marsh and brackish marsh habitats are important habitat year round for a variety of rails, bitterns, wading birds and marsh sparrows, several of which are species of conservation concern according to Partners in Flight (*Hunter et al. 2000, Pashley et al. 2000, Rich et al. 2004 and Johns 2004*).

Submerged aquatic vegetation is the main food source for the West Indian Manatee found in the water around Beaufort. It also houses and offers critical forage for sea turtles, coastal birds, and



*Black necked stilt.
Source: NCWRC.*

of course all life in the sound, especially for bay scallops, shrimp, hard clams, blue crabs, sea trout, gag grouper, and flounder.

Conservation Measures

These habitats have been impacted so much to date and are highly threatened by sea level rise that it is recommended to avoid all impacts such as unnatural sedimentation, hardened structures, and docks, and to allow migration of the dynamic habitats further inland or northward. Allowing estuarine community migration will vastly increase protection of property from sea level rise and storms. Without these habitats to act as barriers to wave action, property will be lost. It is essential for the survival of coastal wildlife to reduce disturbance from people, require dogs to be on leash, and provide detailed signage. Protection of water quality is also essential and can be accomplished by retrofitting and using Low Impact Development techniques to treat stormwater, and reducing use of outboard motors, especially in shallow areas. Outboard motors are a primary source of mortality for manatees and Submerged Aquatic Vegetation.

References:

- Möller, I., Kudella, M., Rupprecht, F., Spencer, T., Paul, M., van, W. B. K., Wolters, G., et al. (2014). Wave attenuation over coastal salt marshes under storm surge conditions. *Nature Geoscience*, 7 727-731. <https://doi.org/10.1038/ngeo2251>
- North Carolina Natural Heritage Program (Schafale, M.). 2012. Guide to the Classification of the Natural Communities of North Carolina (4th Approximation). <https://www.ncnhp.org/publications/natural-heritage-program-publications>
- North Carolina Wildlife Resources Commission. 2015. North Carolina

Wildlife Action Plan. Raleigh, NC.

- Schafale MP, Weakley AS. 1990. Classification of the natural communities of North Carolina, third approximation. Raleigh (NC): NC Department of Environment and Natural Resources, Natural Heritage Program. http://portal.ncdenr.org/c/document_library/get_file?uuid=e4d28c3d-6f-4b83-8b8b-8c0c1afdea8d&groupId=61587.

Please Note: These comments are intended to assist developers and decision makers to proactively minimize adverse impacts to wildlife resources. Although following these measures may help development projects meet requirements of applicable environmental permits, these comments are not regulatory in nature, and do not represent all measures needed to meet requirements of environmental permits, where required for development. These comments may also not address all concerns of the NCWRC regarding this plan.

Parks and Open Space

Public Water Access and Overlook Locations

Currently there are six public water access sites located within Beaufort’s jurisdiction. These include:

- » Topsail Marine Park at S. Orange Street
- » Curtis Perry Park at the eastern end of Front Street (overlook and water access)
- » Derwoods Landing at W. Broad Street
- » Fisherman’s Park at S. Gordon Street
- » Grayden Paul Park at the intersection of Pollock Street with Front Street just east of the downtown area
- » West Beaufort at W. Beaufort Rd.

Parks

The Town of Beaufort operates nine park facilities used for recreational and tourism purposes. These include Curtis Perry Park, Fisherman’s Park, Grayden Paul Park, John Newton Park, Lynn Eury Park, Randolph Johnson Memorial Park, and Topsail Marine Park. The Town also operates basketball and tennis courts at the intersections of Cedar, Carteret, and Hedrick Streets.

Additional recreational facility improvements are planned for Cedar Street Park, a passive park at the site of former Gallant’s Channel drawbridge landing area begun in early 2022 once the property is secured from NCDOT. The Cedar Street Park is funded through a capital project fund established by a

\$2-million grant from a private foundation. Town Staff will apply for additional grants to supplement existing funding for construction of additional park elements for Cedar Street Park (*Town of Beaufort*).

Greenways and Trails

The East Coast Greenway is a walking and biking route that stretches 3,000 miles from Maine to Florida. It runs along NC 101, 3rd Street, Carteret Avenue, Cedar Street, Fulford Street, Front Street, Turner Street, and exits Beaufort on Arendell Street.

The Town has pursued the implementation of its Bicycle and Pedestrian Plan (2018) by dedicating two cents of the property tax levy toward road resurfacing, and committing additional property tax revenues to service the debt on \$6 million in loans for street improvements. In 2020, a 15-year loan was procured to fund \$3.8 million in street and pedestrian improvements, contracts were awarded, and work began. This includes resurfacing of 3.2 centerline miles in length and 3.4 miles of new sidewalk construction.



One of the Town’s waterfront parks.

Rachel Carson Reserve

The Rachel Carson Estuarine Research Reserve is part of the North Carolina National Estuarine Reserve system, which is a collection of coastal regions that have been preserved and protected to safeguard the wide variety of wildlife that these regions support. It is the most significant natural heritage area within Beaufort. The Rachel Carson Reserve includes a collection of islands, salt marshes, and surrounding water, and encompasses a total area of 2,315 acres. The complex of islands includes Carrot Island, Town Marsh, Middle Marsh, Bird Shoal, and Horse Island, and the entire site was completely acquired by the North Carolina National Estuarine Research Reserve system in 1989.

The reserve is situated close to Downtown Beaufort directly across Taylor’s Creek, and is in between the mouths of the Newport and North Rivers, with the Back Sound serving as its southern watery border. As a result of this geography, the estuaries and islands that comprise the reserve are heavily affected by river, tide, and inlet dynamics, with some areas becoming water-logged and soggy with every incoming or outgoing tide.

The result of this unique system of water flowing to and surrounding the Rachel Carson Reserve is a mix of fresh and salt waters that in turn allows a wide variety of marine life to thrive. Juvenile fish and invertebrates can be found in the marshes and just offshore, while the local mammals can include everything from gray foxes and otters to the famed wild horses.

An array of habitats can be found within the reserve as well, which includes



Wild horses of Rachel Carson Reserve

tidal flats, salt marshes, ocean beach, sand dunes, shrub thickets, submerged aquatic vegetation, and maritime forest. As a result, countless birds, mammals, reptiles, and fish species carve out a home on the desolate islands and can be admired by virtually any visitor who can make the trek to the isolated series of islands (*Town of Beaufort*).

Shackleford Banks

Shackleford Banks is located outside of Beaufort’s jurisdiction but serves as a barrier island which helps protect the coastal community from extreme weather. The Shackleford Banks is an 8-mile long barrier island system located south of Beaufort and Harkers Island, having lost length with the widening of Beaufort Inlet. The Banks are part of three components of the fifty-six mile long Cape Lookout National Seashore.

The island is undeveloped and serves as a popular tourist attraction. A number of ferry services depart from Downtown Beaufort to Shackleford Banks.

Barrier islands like this are beneficial because they absorb wave energy before hitting the mainland. This generally means smaller storm surge and less flooding. Barrier islands are disappearing at an alarming rate, these barrier islands not only provide beneficial habitat for the ecosystem but help protect the mainland. They serve as ecosystems for fish, plants, animals, help improve water quality, and improve local economies, all while protecting communities (NC DEQ & NOAA).



Rachel Carson Reserve

Historic, Cultural, & Scenic Areas

North Carolina’s third oldest town, Beaufort is rich in maritime culture and history. Originally a fishing village and port of safety dating from the late 1600’s, Beaufort is encompassed by Bahamian and West Indian style homes and public buildings *(Beaufort Historical Association)*.

Archaeological Resources

Significant coastal archaeological resources include, site number 31CR314 the underwater archaeological site of Queen Anne’s Revenge, former slave ship La Concorde captured by Blackbeard and abandoned at sea in 1718 and rediscovered almost 300 years later by Intersal in 1996 by magnetometer surveys and diver assessments. Artifacts from the ship are at the North Carolina Maritime Museum located in downtown Beaufort. The Rachel Carson Reserve is listed with the boundary of the National Register of Historic Places due to its aesthetic character and potential for archaeological resources.



Historic Site marker

Historic District and Individual National Register Listings

The Beaufort Historic District consists of 18th and 19th century architectural styles, including Greek Revival, Gothic Revival, and Queen Anne influenced buildings. There are roughly 16 contributing buildings in the Beaufort Historic District that are listed on the National Register of Historic Places. In addition to the Beaufort Historic District, the following structures are listed on the National Register of Historic Places. Some noteworthy structures are:

- » Carteret County Home, NC 101
- » Duncan House, 105 Front St
- » Gibbs House, 903 Front Street
- » Jacob Henry House, 229 Front Street
- » Old Burying Ground, Ann Street

The Duncan House is individually listed on the National Register and has statewide significance.

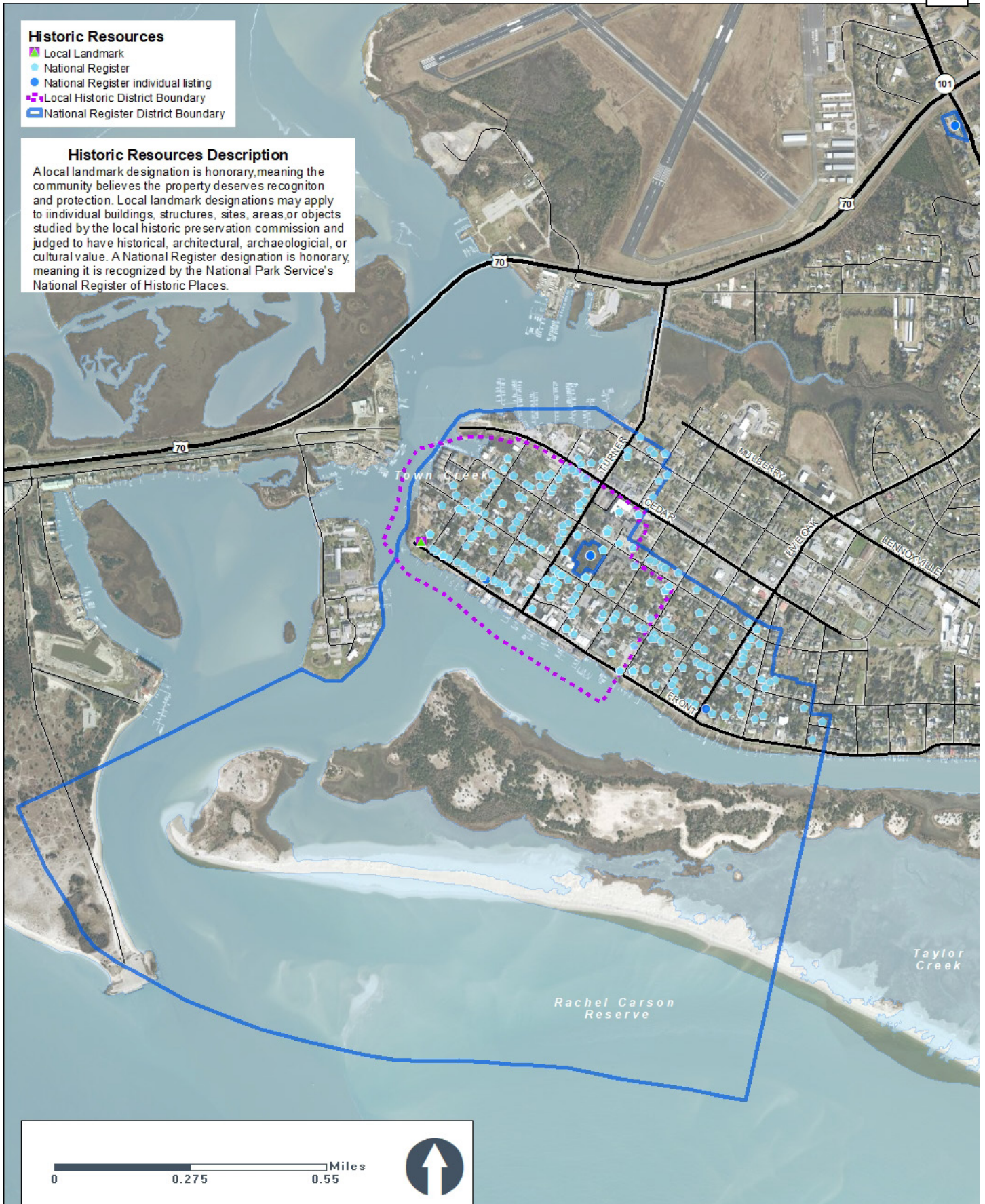
Within the National Register District boundaries is the Local Historic District which is under the purview and protection of the Beaufort Historic Preservation Commission. The Beaufort Historic Preservation Commission is composed of seven Beaufort residents and has adopted standards to promote, enhance, and preserve the historic and architectural character of the local historic district. These boundaries can be viewed on the historic resources map.

(Sources: Report from John P. Wood, SHPO, Beaufort Historical Association, United States Department of the Interior National Park Service, National Register of Historic Places-Nomination Form for Beaufort Historic District, North Carolina Department of Cultural Resources, and NC Underwater Archaeology Branch).

- Historic Resources**
- Local Landmark
 - National Register
 - National Register individual listing
 - Local Historic District Boundary
 - National Register District Boundary

Historic Resources Description

A local landmark designation is honorary, meaning the community believes the property deserves recognition and protection. Local landmark designations may apply to individual buildings, structures, sites, areas, or objects studied by the local historic preservation commission and judged to have historical, architectural, archaeological, or cultural value. A National Register designation is honorary, meaning it is recognized by the National Park Service's National Register of Historic Places.



The National Register District and individually National Register properties are outlined in blue on the map.

Existing Land Use & Development

Existing Land Use Designations

The Existing Land Use Map assigns a color designation to each property within Beaufort’s ETJ. These designations were assigned based on a staff survey of existing land use descriptions, use codes, planned developments, and existing structures, which was then cross checked by the Town staff. These designations are described here.

Agricultural

Agricultural lands include properties that are currently in use for crop or timber farming. This is one of the smaller portions of the land use for the Town of Beaufort at over **2%** of the area.

Vacant

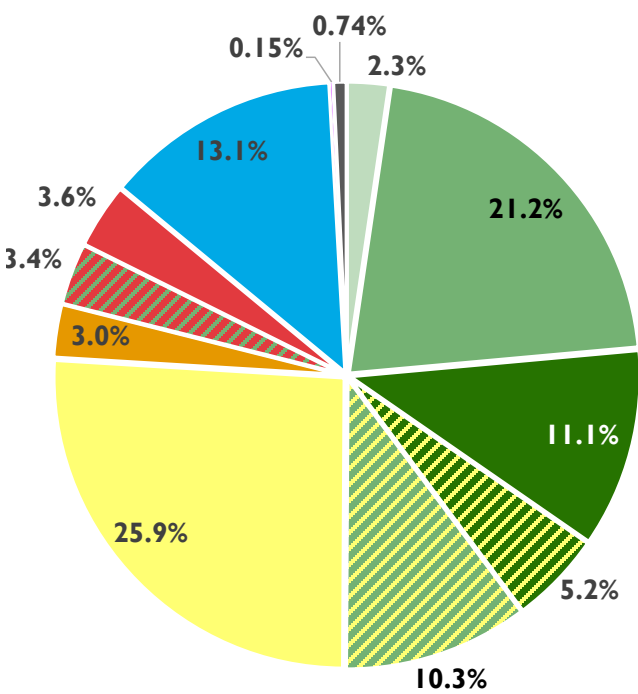
Vacant include properties that previously had a structure that has since been demolished, are cleared fields, or are predominately forested land that is neither government owned nor described as marshland. This makes up the largest land area of Beaufort at **36%** of the total acreage within the ETJ.

Parks, Open Space, and Conservation

This includes described cemeteries, marshlands, islands in and surrounding the Reserve, local parks and recreational sites open to the public, and government owned parcels with conservation descriptions. This is about **17%** of the total acreage.

Golf Course

This designation consists of the golf course within Beaufort’s ETJ limits. This was separated out from open space and conservation lands due to the association with detached residential development. The golf course takes up a little over **5%** of the Town area.



- Agricultural
- Vacant
- Parks, Open Space, and Conservation
- Golf Course
- Pending Residential
- Detached Residential
- Attached Residential
- Probable Development
- Commercial, Office, Service, Mixed Use
- Institutional, Government
- Industrial
- Utilities



Pending Residential

These currently vacant or already subdivided parcels are future occupied residential areas. Designated future expansion areas of existing neighborhoods and subsequent phases of new communities are included in this designation. Pending residential areas make up about **10%** of the Town's existing land use.



Detached Residential

Detached residential includes all residential parcels wherein homes are detached, freestanding structures. This includes mobile homes, manufactured housing, and traditionally constructed single-family homes with no shared walls. Townhomes with no shared walls are included in this category. This makes no distinction between renter or owner-occupied homes. This category also includes the neighborhood specific open and park spaces that would typically not be available for public use. This is the second most prevalent land use with **25%** of Beaufort's land area being used for detached residential housing.



Attached Residential

Attached residential is defined here as all structures designed for living occupancy that house two or more units that are separated one or more shared walls. This includes multifamily structures and parcels with use descriptions such as apartment buildings, townhomes with shared walls, condominiums, duplex, triplex, and quadplex structures. This makes no distinction between renter or owner-occupied homes.

This category also includes the neighborhood specific open and park spaces that would typically not be available for public use. This occupies **3%** of the ETJ acreage.



Probable Development

This designation represents properties that are currently in flux. These are parcels that have a high likelihood of redeveloping or developing from vacant into non-residential uses or mixed uses. This could be new commercial and/or employment centers or businesses. This represents about **3.4%** of the Town area.



Commercial, Office, Service, Mixed Use

Commercial land use designation was applied to any property where commerce such as service, retail, sales, or office work is the primary use. This includes hotels, stores, medical offices, marinas, boat slips, and small office buildings. This is less than **4%** of the total acreage.



Institutional, Government

Institutional and Government land uses were defined to include government offices, churches and other places of worship, public or private schools, civic institutions, and public facilities. This also includes the local airport, local research facilities, town owned parks, and town owned utility access sites.

Government owned property that is not used for residential housing, agriculture, or conservation of natural environment was not included within this designation. Around **13%** of the total acreage falls under this category.

Industrial

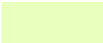












Industrial designation includes all properties where industrial manufacturing or processing occurs. This does not include the former Atlantic Veneer property.

Utilities

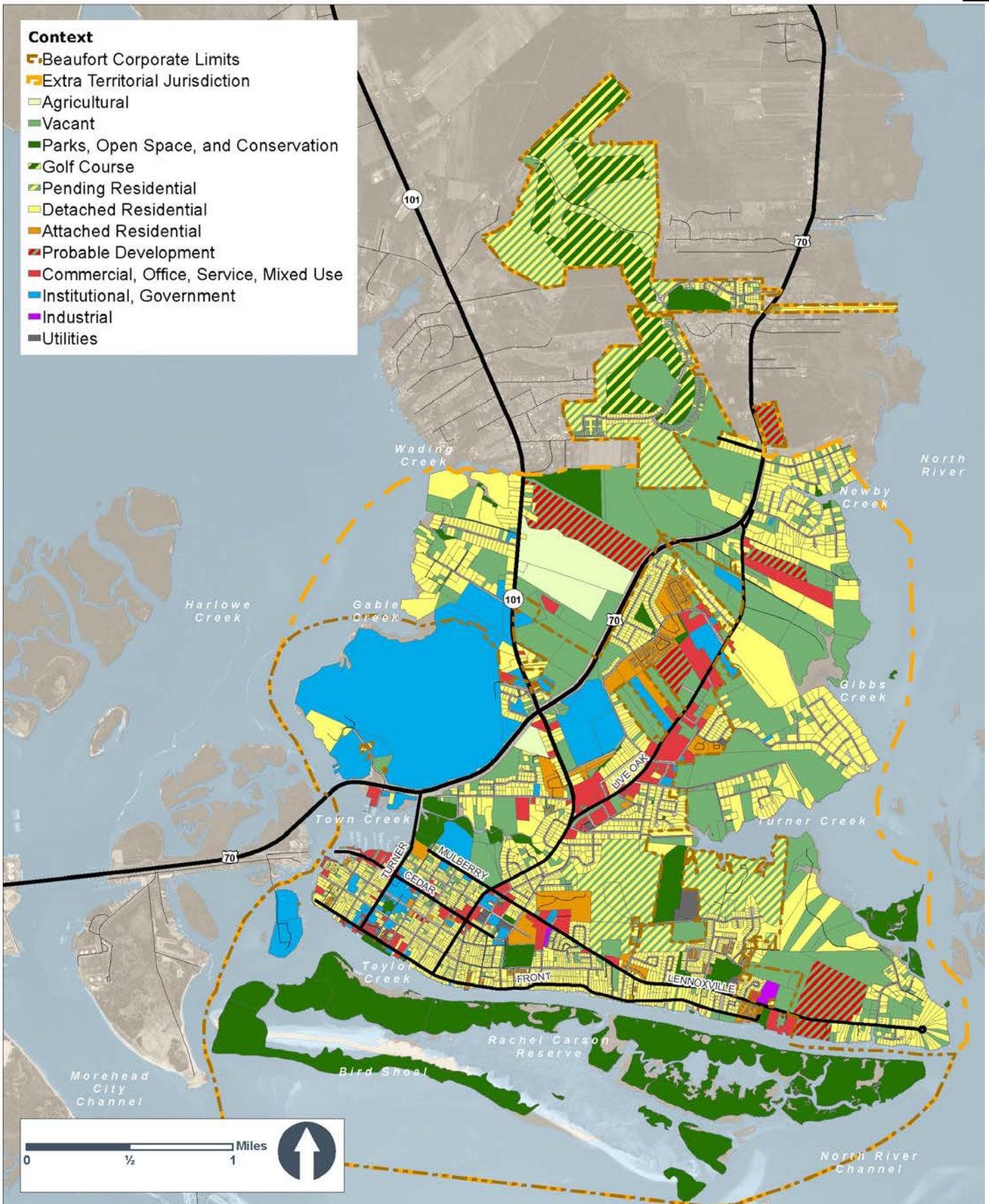
This designation applies to the major utility sites that serve the Town of Beaufort. This includes the Wastewater Treatment plant, properties owned by utility companies, properties with significant utility structures like substations and water towers. This makes up less than *one percent* of the total acreage.

Impact of Transportation Facilities on Land Use

The existing land use pattern in the Beaufort area has been heavily influenced by the location of major roadways. Commercial development has been traditionally clustered along US 70 Business which was Live Oak Road and Cedar Street. The completion of the US 70 Bypass directed traffic around the north side of town and may influence the location of future commercial and land use changes along the previous route of US 70. In addition maritime travel has influenced the land uses in downtown Beaufort throughout its history. This continues today in that the location of docks and marinas near deeper water on Taylor Creek and Town Creek are near concentrations and areas of demand for commercial development.

Land Use by Percent of Total Acreage		Acres	%
	Agricultural	103.52	2.32%
	Vacant	946.62	21.2%
	Parks, Open Space, and Conservation	493.65	11.1%
	Golf Course	230.26	5.2%
	Pending Residential	458.50	10.3%
	Detached Residential	1,153.66	25.9%
	Attached Residential	132.03	3.0%
	Probable Development	152.70	3.4%
	Commercial, Office, Service, Mixed Use	162.31	3.6%
	Institutional, Government	584.66	13.1%
	Industrial	6.71	0.2%
	Utilities	32.88	0.7%
	Total	4,457.50	100%

Existing Land Use Map



Due to the nature of pending, anticipated, and approved developments, existing land use in the Town is in a state of flux.



5

Community Values, Vision, and Goals

Community Vision

Based on what the project team heard during public engagement, the Beaufort community has many values. Beaufort residents value the Town’s character while focusing on improvement of existing infrastructure, preservation of the natural and built environment, managing growth, and housing affordability. Beaufort residents also feel

that economic growth, more recreational opportunities, equity and inclusion, tourism, public health, and controlling short term rentals are important.

The eight goals in the following pages exemplify the values and standards the community would like to prioritize during the duration of this plan.

Community Goals

Purpose:

The Beaufort CAMA Land Use Plan is a comprehensive planning document that establishes a high-level vision, goals and objectives for the community. It serves as a long-range policy tool to guide Town decisions regarding environmental concerns, housing, land use, recreation, town services, transportation, and economic development.

The adoption of this plan will fulfill the requirement of the Coastal Area Management Act and implement the new requirements of North Carolina General Statute 160D-501, which requires any North Carolina community to have an adopted "comprehensive plan" in order to apply zoning regulations.

The plan is based on community feedback and captures a vision of the Town created by its residents, boards and staff. When Town staff and appointed or elected boards are making development and budget decisions, they will analyze how those decisions will or will not support the vision, goals and policies in this plan.

Over time, this planning document is meant to be implemented incrementally through actions of the Town, its partners, members of non-profit organizations and private businesses/landowners. The plan is also meant to be regularly analyzed to account for new development, future conditions, as well as changes in conditions or market trends.

How to Use This Section:

This section is organized by goals which were formed through the community engagement process of this plan and reflect the desired community outcomes. These goals reflect desired outcomes as a result of implementing this plan. Within each goal, objectives, policies, and actions are enumerated that will guide the Town toward achieving the goals for the lifespan of this plan.

This section can be read as follows:

GOAL # — A desired outcome to be achieved over the lifespan of this plan.

Objective #.# — More specific than goals, these are measurable outcomes of different elements that contribute toward a goal.

Policy #.#.# — A principle or guideline that will be used for making a variety of local decisions designed to accomplish the goals and objectives. These policies guide the Board of Commissioners, Planning Board, and town staff.

Action #.#.#.# — Specific actions and activities to implement and advance the plan's policies.

Regarding the Coastal Area Management Act

The Coastal Resources Commission (CRC) outlines five Land Use Plan Management Topics that must be addressed in a Coastal Area Management Act (CAMA) land use plan. They include: Public Access, Land Use Compatibility, Infrastructure Carrying Capacity, Natural Hazard Areas, and Water Quality.

A CAMA-compliant comprehensive land use plan must address these management topics to ensure that plans support the goals of the CRC. Each required management topic includes a Management Goal and a Planning Objective, which are specified in the North Carolina State Statutes governing land use planning in coastal communities, followed by recommendations for future action. Some recommendations may align with more than one management topic.

A CAMA land use plan also affords the opportunity for a community to address areas or issues of local concern, which may be asset-based, programmatic, regulatory, geographic, or otherwise. These issues were identified during the plan development process and are included herein. The issues do not

necessarily align with the exact CAMA management topic structure, but are still locally important. These recommendations are not required to have associated timelines for completion or implementation, although in some cases timelines may be provided. Not all of the recommendations contain specific action items, but that should not be perceived as any less a call to action. In addition, not all of the recommendations outlined herein are immediately ripe for implementation, and (as with the Future Land Use Map) local discretion and Town leadership will determine priorities and timelines. Policies that are not able to be implemented in the short-term will guide future development decisions, so that future development will bring the reality of the Town closer to its vision.

GOALS

The eight goals of the plan area shown below and detailed with each of their own objectives, policies, and actions throughout the rest of Chapter 5.



**Goal 1:
Environmental
Protection**



**Goal 2:
Resiliency**



**Goal 3:
Housing**



**Goal 4:
Infrastructure**



**Goal 5:
Economic
Development**



**Goal 6:
Transportation**



**Goal 7:
Town
Character**



**Goal 8:
Diversity and
Inclusion**



GOAL 1: Environmental Protection

Protect, preserve, and restore our shorelines, sensitive habitats, and waterways.

Introduction

Beaufort’s past, present, and future have all benefited from the area’s rich natural resources. As the Town continues to grow, pollution, tourism, and recreation threaten the waterways, forests, and wetlands. Of these, the Rachel Carson Reserve is of great importance. The Town should work with Reserve stewards to continue to protect this pristine land. The public should be educated on how their individual actions affect the natural environment, and how they can protect it by making smart decisions around recreation and plastic use. Recommendations also endorse partnerships, because just as the residents of Beaufort are not the only beneficiaries of its resources, they are not the only stewards either, and partnerships can help multiply conservation efforts.

Objective 1.1: Protect and improve water quality in the creeks, wetlands, and waterways in and around Beaufort.

Success in this objective can be measured by a reduction in the shellfish closure areas and number of swimming advisories issued for the waterways.

Policy 1.1.1: Reduce and address non-point source pollution.

Action 1.1.1.1: Enhance standards for implementation of Low Impact Development (LID), green infrastructure, and water quality measures in sites. Explore and utilize LID strategies and on-site storage for stormwater management. For high intensity areas, like downtown, a regional stormwater approach should be considered. Tie requirements to impervious surface percentages in sites, in which larger percentages of impervious surface must provide increased amounts of stormwater management and green infrastructure.

Action 1.1.1.2: Implement Watershed Restoration Plan actions. (<https://www.beaufortnc.org/publicworks/page/beaufort-watershed-restoration-plan>)

Action 1.1.1.3: Work with local researchers to continually monitor water quality in creeks and North River.

Action 1.1.1.4: Outreach initiative focused on minimized use and release of residential pollutants such as fertilizers, pesticides, herbicides, soaps, paints, oils, etc.



Marsh boardwalk in a maritime forest. Source: C. Damgen.

Low-Impact Development and Green Infrastructure

Low-impact development and green infrastructure are environmentally-sensitive approaches to managing development stormwater runoff, and shoreline stabilization. Examples include: rain gardens, stormwater bioretention cells, living shorelines, green roofs, rain barrels, stormwater planters, permeable pavement, disconnected impervious surfaces, stormwater bumpouts, and grassed swales.

Action 1.1.1.5: Encourage reduction of impervious surface cover and increased use of permeable surfaces in new development and reconstruction or redevelopment. Consider expanding impervious surface restrictions and regulation to all zoning districts.

Action 1.1.1.6: Retrofit streets and other publicly-owned areas with new or improved stormwater control measures, in particular those that improve water quality.

Policy 1.1.2: Protect and improve the health of vulnerable natural environments such as maritime forests and coastal marshes.

Action 1.1.2.1: Actively document marsh and maritime forest areas and

loss. Identify restorable areas of each type.

Action 1.1.2.2: Identify areas for wetland/habitat restoration, partnering with local agencies, like NC Coastal Federation.

Action 1.1.2.3: Identify areas of terrestrial habitat that are irreplaceable or otherwise significant and to preserve those areas, possibly through partnerships with other agencies.

Action 1.1.2.4: Give enhanced priority to mature forests, and particularly maritime forests, in subdivision and site plan review when meeting preserved open space area requirements.

Action 1.1.2.5: Consider ordinance updates to prioritize protection of existing stands of mature maritime forest as land is developed.



Horses at Rachel Carson Reserve

Pine Knoll Shores: Tree Preservation and Protection

The Town of Pine Knoll Shores has a tree preservation ordinance that prohibits subdivision of land that has been timbered or clear-cut for 3 years.

There are also standards requiring landscape plans and tree plantings that help maintain a lush urban tree canopy.

This includes standards for preservation of heritage or specimen trees.

Action 1.1.2.6: Clearly identify areas where shoreline armoring will and will not be permitted, and where structures will have to relocate as shorelines erode. See **Objective 2.4** on page 141 for details.

Action 1.1.2.7: Encourage landowners to utilize living shorelines where appropriate.

Action 1.1.2.8: Enhance development standards to reduce environmental impacts (e.g., tree preservation ordinance).

Objective 1.2: Preserve, maintain, and enhance Rachel Carson Reserve (RCR).

Policy 1.2.1: Partner with NC DEQ and/or the RCR Local Advisory Committee to continue efforts to protect and enhance the Reserve, especially its habitat quality and storm mitigation features.

Action 1.2.1.1: Town administrative and/or planning staff should maintain an active presence on the RCR Local Advisory Committee.

Action 1.2.1.2: Participate in habitat resilience planning and restoration implementation and enhancement projects.

Policy 1.2.2: Educate the public about the ecological and storm protection benefits of the Reserve.

Policy 1.2.3: Continue to work with the RCR on addressing abandoned and derelict vessels to protect sensitive habitats.

- These vessels often damage large areas of shoreline when they are removed without using best management practices. This is most notable along areas of Taylor’s Creek.

Objective 1.3: Minimize the impacts of tourism and active recreation on the natural environment.

- These natural environments include protected lands as well as undeveloped coastline, marshes, wooded areas, waterways and more.

Tourism Impacts

Tourism is a large part of Beaufort’s economy; it generates a large amount of wealth and provides growth in the job sector through heritage tourism, ecotourism, and more. Along with the positive impacts, there are also negative impacts to take into consideration.

Tourism also can lead to environmental damage, including soil erosion, increased pollution, natural habitat loss, and negative impacts on protected species.

The promotion of ecotourism and heritage tourism draws in tourists that respect protected lands while providing additional funding to the area.

Policy 1.3.1: Mitigate the negative impacts of water and recreation access points in sensitive environmental areas.

Action 1.3.1.1: Educate tourists on their impacts by partnering with

realtor's and technical agencies to provide training (e.g., Coastal Training Program).

Policy 1.3.2: Partner with local watersports businesses to direct recreation away from sensitive environments.

Action 1.3.2.1: Provide educational materials for businesses on areas for recreation away from sensitive environmental areas.

Policy 1.3.3: Investigate the carrying capacity of local natural resources with regard to ecotourism and visitation.

Objective 1.4: Track shoreline and habitat change to minimize loss and inform potential habitat protection or restoration interventions.

Policy 1.4.1: Create an educational program to inform the public about the public rights to the estuarine habitat and public benefits (property values (even in-land), fisheries value, quality-of-life, etc.) and take a firm stance on not perpetuating further shoreline habitat degradation.

Action 1.4.1.1: Partner with local agencies, such as the Rachel Carson Reserve, to increase the effectiveness of these efforts.

- Based on those findings, evaluate policy options to address shoreline and habitat degradation.

Policy 1.4.2: Map shoreline habitat using best available science and designate where certain types of erosion control measures are likely to optimize protective benefits.

Action 1.4.2.1: Clearly designate where the least impactful intervention is needed and/or allowable including:

- First option: Natural shorelines

only (natural processes: erosion control prohibited, managed retreat of structures)

- Second option: Living shorelines (moderately impactful: marsh building, off-shore oyster beds, plantings, etc.), and
- Last option: Hardened shorelines (most impactful and habitat destructive: Bulkheads, seawalls, rip rap, hardened shorelines, sills, etc.) should be utilized in only the most urban settings.

Action 1.4.2.2: Identify shoreline areas that are not of high or irreplaceable community value and communicate to those property owners that starting 10 years from adoption of this plan, repair or replacement of erosion control structures that are not living shorelines will be discouraged in favor of replacement with living shorelines.

- This will help begin restoring shoreline habitat that has been damaged by man-made erosion control structures (such as seawalls or bulkheads) and allow natural habitat to re-establish itself and enhance quality of life. It will likely also mean that some structures will need to be relocated to avoid coastal erosion.

Policy 1.4.3: Hardened shorelines should be utilized in only the most urban and/or high energy settings.

Action 1.4.3.1: Develop an Estuarine Shoreline Management Plan identifying areas most appropriate for hardened shorelines.

Action 1.4.3.2: Update relevant ordinances to include standards on shoreline stabilization.

North Carolina Coastal Federation Coastal Cleanups

The NC Coastal Federation seeks to involve the community in collecting marine debris to protect local wildlife and salt marshes. These cleanups are made possible through the help of local volunteers who want to protect the local wildlife, salt marshes, marine life, and waterways.



*North Carolina Coastal Federation Coastal Cleanups
Source: NC Coastal Federation*

Charleston Area Plastic Ban

Coastal communities around Charleston, South Carolina have adopted their own ordinances to address the presence of plastics on their beaches. Communities have prohibited the presence of single-use plastics at their beaches, while other have banned them completely from distribution. Beaufort can phase its restrictions, starting with plastic bags and expanding as the population adapts to restrictions.

Action 1.5.1.2: Encourage voluntary certification program for businesses to generate less waste (e.g., NC Green Travel, Ocean Friendly Establishments).

Action 1.5.1.3: Provide waste reduction toolkits for businesses and households.

Action 1.5.1.4: Prohibit the sale of single use plastics in the Town.

- This would specifically include single use drink containers, straws, plastic utensils, and grocery bags.
- Food containers in grocery stores would be exempted.

Action 1.5.1.5: Recruit volunteer groups to install and manage bins for recycling.

Action 1.5.1.6: Equip water fountains with water bottle refill stations which can encourage adoption of reusable water bottles.

Objective 1.5: Manage litter and water-related debris.

Policy 1.5.1: Enforce anti-littering ordinances and promote education on the impacts of trash on the natural environment.

Action 1.5.1.1: Increase signage in and around outdoor recreation areas that describe the problems caused by litter.

Did you know?

Nearly **164,000** pounds of debris, primarily associated with storm-damaged shoreline infrastructure, was removed from the Rachel Carson Reserve and along Taylor's Creek in 2020-21.

Source: Paula Gilikin, project manager for USDA-NRCS grant to remove storm debris from Brunswick north through Carteret Counties

Policy 1.5.2: Implement recommendations and steps from the North Carolina Marine Debris Action Plan.

- Launch a stewardship and signage program to engage neighborhoods, property owners, businesses, visitors, and institutions around debris prevention and cleanup.

Policy 1.5.3: Coordinate enhanced standards with neighboring municipalities and the County to further reduce potential litter and debris.

Policy 1.5.4: Continue to work on addressing and removing abandoned and derelict vessels in a timely fashion.

Policy 1.5.5: Conduct town-sponsored cleanup events, possibly in partnership with other agencies, such as the RCR, NC Coastal Federation, and/or dedicate maintenance staff to maritime cleanup.

Policy 1.5.6: Implement enhanced construction standards for docks and sea walls so that they have less chance of becoming marine debris after major storms.

Policy 1.5.7: Coordinate enhanced standards with neighboring municipalities and the County to further reduce potential debris.



North Carolina Marine Debris Action Plan
January 2020

North Carolina Marine Debris Action Plan
The [North Carolina Marine Debris Action Plan](#) was completed in 2020 and the Town of Beaufort participated in the planning process. The full list of action items can be found in Appendix D of the Action Plan.

Objective 1.6: Explore the potential to conserve working lands (agriculture, silviculture, ranch lands, etc.) through partnership with other agencies, such as land trusts or land conservancies, especially lands north of town on the North River and west of US 70.

- These conservation areas might also be opportunities for additional outdoor recreation spaces or water access and could help with storm buffering and mitigation of climate change impacts.



GOAL 2: Resiliency

Increase resiliency to natural hazards and climate change impacts for natural and built areas.

Introduction

In addition to protecting the natural environment, Beaufort must be proactive to protect its assets and people from the increasingly intense impacts of climate change. FEMA’s National Risk Index puts Beaufort at a “Relatively Moderate” to “Relatively High” risk for coastal flooding. Storms are intensifying, bringing heavier winds, rain, and surges. Sunny day flooding from wind-driven and King Tide events are becoming more frequent. Sea level rise and erosion also pose increasing threats. Employing ideas in the Future Land Use Map and character areas is a good start, but resilience will also be built by the many smaller decisions made during individual capital and real estate development projects. Employing incremental strategies as construction happens, and directing that construction away from the most vulnerable areas, is a good foundation for building resiliency. Resiliency policies are also embedded throughout other areas of these recommendations, including in Goals 4 and 8.

Objective 2.1: Reduce vulnerability by utilizing guidance from the Future Land Use Map (FLUM) to focus growth and public infrastructure investments away from flood-prone areas toward higher ground (see Non-Intensification Zone on page 196).

Policy 2.1.1: Keep zoning densities lower in vulnerable areas, using the Non-Intensification Zone, floodplains, and best available sea level rise projections as guidance.

Policy 2.1.2: Direct vulnerable land uses, including hospitals, age-restricted housing, group homes, and schools away from vulnerable areas and/or provide support to ensure they can sustain and recover more quickly from storms.

Defining Coastal Resilience

Coastal resilience in a community means that all members and systems within it can better withstand major events and long-term stressors in a way that helps meet larger community goals. Hazards include coastal and climate hazards such as, hurricanes, sea level rise, storm surge, tidal “sunny day” flooding, and erosion.

Policy 2.1.3: Relocate or place sensitive community infrastructure (critical public services and facilities, etc.) outside of vulnerable areas.

Policy 2.1.4: The Town’s Board of Commissioners should consider downzoning undeveloped, unvested properties in the Non-Intensification Zone in order to communicate that these areas are not intended to accommodate high intensity development.

Objective 2.2: Adapt to rising seas.

Policy 2.2.1: Manage retreat and contraction of public infrastructure and services away from high vulnerability areas.

Policy 2.2.2: Use current, best available sea level rise projections and environmental vulnerability knowledge when making public infrastructure investment decisions.

Policy 2.2.3: Direct public and private investment and capital improvement projects away from vulnerable areas and ensure any public investment in these areas is capable of surviving anticipated future conditions. See also Mitigation in the Non-Intensification Zone (NIZ) on page 200.

Policy 2.2.4: Mitigate tidal and storm surge flooding through structural improvements that prepare infrastructure for long-term resistance to environmental threats.

Action 2.2.4.1: Identify and map priority areas, such as at key locations along Front Street or Town Creek.

IIBHS Fortified Home Criteria

The Insurance Institute for Business & Home Safety created an above-code voluntary program called FORTIFIED Home, which contractors can be certified in. This program is designed to help individuals build, re-roof, or retrofit homes to protect against severe weather, and offers a commercial property program as well.

The FORTIFIED roof requirements include specific material and installation methods for stronger edges, sealed roof decks, better attachment, and impact-resistant shingles in hail-prone areas. Homeowners receive discounts based on the level of IIBHS methods that are implemented.

Florida Building Code

The State of Florida has the highest chance of hurricane landfall and is often on the receiving end of around 40% of all US hurricanes in a typical year. Communities in Florida have a vested interest in ensuring construction standards are adapted to modern hurricanes, particularly with the frequency and intensity of storms increasing due to climate change.

As such, the Florida Building Code has been regularly updated every three years since 2001, with the 7th edition being released in 2020. It is widely recognized as having some of the most stringent standards in storm resilient building construction (for both new builds and retrofits) in the country, while still based on the International Building Code (IBC) that is used in the US. Many states reference FBC standards or developed their own requirements using the FBC as a framework.

The Town of Beaufort could utilize this resource when making updates to local construction standards.

Action 2.2.4.2: Identify vulnerable roads, water, sewer, and stormwater pipes, electric facilities, and other public infrastructure and elevate/armor against rising seas.

Objective 2.3: Protect against future storm damage.

Policy 2.3.1: Increase storm-safe construction standards, utilizing the most up-to-date code language by industry leaders, such as the Florida Building Code or the IBHS FORTIFIED Home criteria.

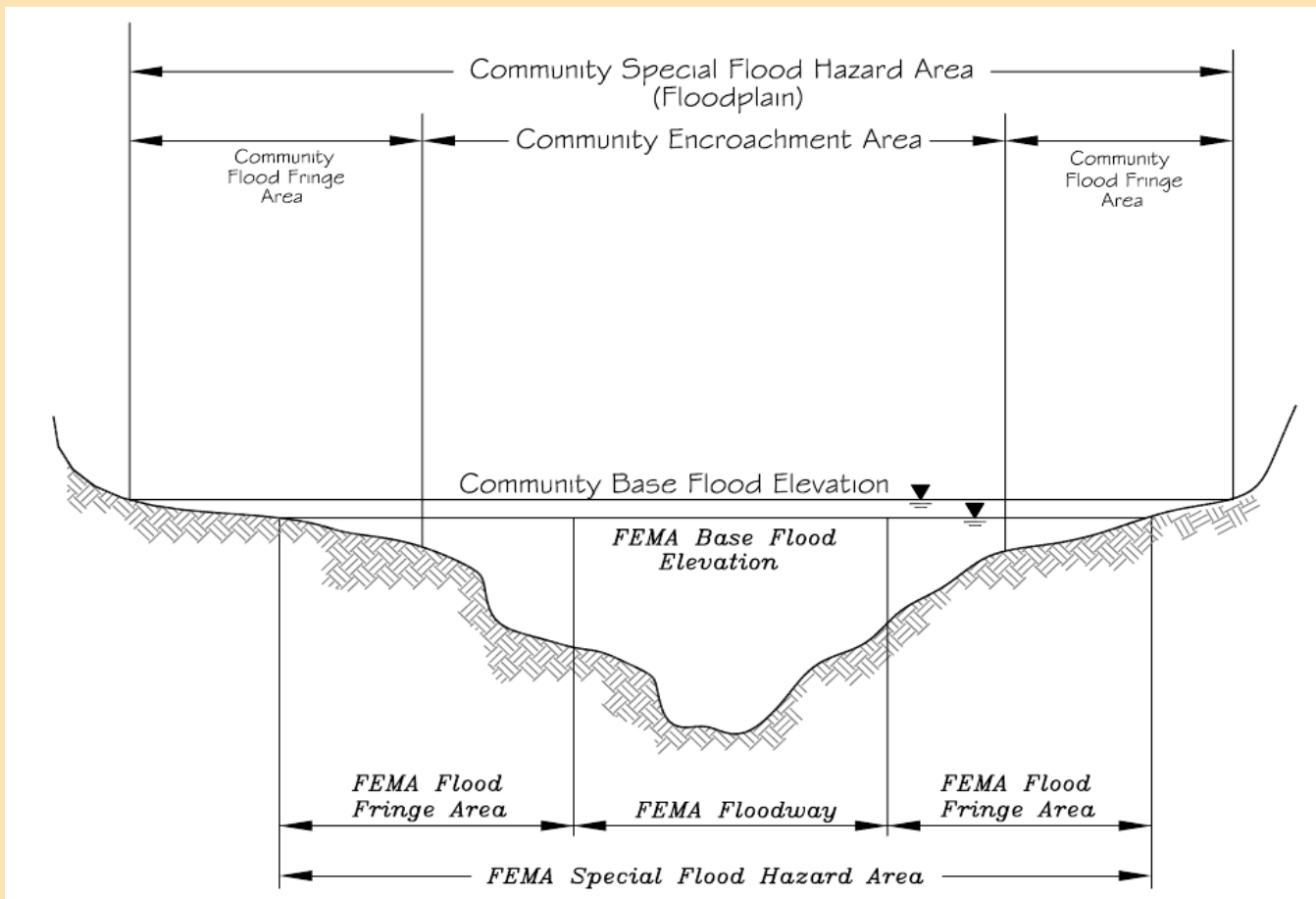
Action 2.3.1.1: Launch a town-led retrofitting campaign that encourages residents to brace their homes against storms.

Additional Elevation Requirements

Elevating beyond National Flood Insurance Program (NFIP) standards is an increasingly common regulation to prevent damage from high flood waters. According to FEMA, over 20% of flood claims are outside of flood zones. An additional elevation requirement beyond the Base Flood Elevation (the minimum finished floor elevation of a structure) accounts for unpredictable flood conditions and help protect structures. The State of North Carolina recommends a 2-foot freeboard requirement, while Beaufort currently requires 1 foot. Other coastal Carolina communities are currently debating higher freeboard standards. These additional requirements also result in lower flood insurance rates for the communities that adopt them, through FEMA's Community Rating System, of which the Town is an active participant. In addition, the National Park Service released guidelines on flood adaptation for rehabilitating historic properties in Spring 2021 that could serve as a guide in the historic districts.

Charlotte's Community Floodplain

Charlotte goes beyond FEMA SFHA floodplain requirements. They require new construction or any substantial improvements to place the lowest floor level at one or two feet above the 1% annual chance flood level (i.e. 1 to 2 foot freeboard required). It bases regulation on future land use conditions, which are divided into different areas bases on water's ability to soak into the ground.



Action 2.3.1.2: Explore funding opportunities to increase residential fortification and elevation of structures.

Action 2.3.1.3: Increase the flood-proofing and freeboard requirement in 100- and 500-year floodplain (aka 1% annual chance and 0.2% annual chance, respectively).

- Extend structure elevation requirements outside of the special flood hazard area (aka 1% annual flood chance area).
- Residential structures, 1- and 2-family structures:
 - One option would be to require single family and duplex structures within the 1% and 0.2% annual chance floodplains to be elevated at least 4 feet above the elevation of the 100-year floodplain.
 - Properties elsewhere in the town could also be required to be elevated to this level or at least 1 foot above adjacent grade at the time of construction or reconstruction.
- Nonresidential and multi-family structures
 - Nonresidential structures would be required to either elevate or floodproof the ground floor. New structures should be graded at least 1 foot above adjacent grade.
 - Existing nonresidential structures within the 0.2% annual chance floodplain should be required to floodproof their ground floors within 10 years of adoption of the comprehensive plan.
- Extend these types of enhanced building standards to docks and marine infrastructure, which are often damaged in storms and can end up littering the coastline. This will also help protect the RCR from marine debris.



*Living shoreline in North Carolina
Source: NOAA*

Policy 2.3.2: Establish a localized program to rapidly clean up debris from destroyed structures that are in highly vulnerable areas.

- 85% of debris generated by recent storms was found to be associated with shoreline infrastructure according to a [study conducted by NCCF](#).

Objective 2.4: Adapt to shoreline erosion.

Policy 2.4.1: Increase armoring of vulnerable, immovable areas that have high or irreplaceable community value (i.e. – key roads or evacuation routes, historic downtown).

Policy 2.4.2: Establish a prohibition on hardening shorelines in all locations other than immovable areas that have high or irreplaceable community value. This may involve relocating or removing public infrastructure from these locations.

Policy 2.4.3: Refine standards for when shoreline armoring or coastal erosion control structures should be removed, restricted, or allowed to rebuild.

Policy 2.4.4: Develop and adopt a shoreline management plan.

Policy 2.4.5: Optimize the potential efficacy of natural shoreline stabilization methods through using the best available science such as the Living Shorelines Application and partnerships with local scientists and coastal protection organizations.

Objective 2.5: Expand emergency preparedness efforts.

Policy 2.5.1: Develop an annual education and outreach program for residents and property owners that includes sea level rise, storms, shoreline erosion, evacuation procedures, and preparedness materials.

Objective 2.6: Coordinate fast, equitable disaster recovery.

Policy 2.6.1: Examine and update policy standards surrounding resiliency.

Policy 2.6.2: Examine infrastructure and services redundancy measures and incorporate new technologies as necessary.

Policy 2.6.3: Incorporate methods of targeting vulnerable communities into Town emergency preparedness efforts.

Objective 2.7: Continue to refine stormwater modeling and understanding of Town-specific flooding and environmental conditions.

Implementing Policy 2.4.2

Example code language might look something like this:

- Shoreline-adjacent structures (homes, businesses, utilities, etc.) that are damaged beyond 50% of structure value should be required to remove any shoreline armoring and allowed to rebuild the primary structure in a way that is more sustainable and resilient to coastal storms, rising seas, and erosion.
- At the time a shoreline-adjacent structure is damaged beyond 50% of its value, the Town should decide if public facilities (utility taps, streets, etc.) will be deconstructed and removed as well.



Natural shorelines converted to rock vetments to combat erosion.

Policy 2.7.1: Continue to refine this plan and other stormwater or natural hazard planning through additional analysis and public engagement. Consideration should be given to the natural hazard mitigation value of ecosystems as well as the economic impacts of the natural environment and real estate development. The planning process could combine complex spatial analysis and engineering studies, contributions from technical experts, and field assessments. Such studies could examine both policy and project

strategies to reduce flooding impacts from new development as well as how to leverage ecosystems and natural processes for mitigation of flood risk. Beaufort has frequent nuisance flooding when otherwise routine summer storms occur during high tide, so frequent storm events as well as the 1% storm should be considered.

Initial investigation might include a high-resolution rain-on-grid model to simulate hydrology on a LiDAR-based surface and dimensional modeling to

evaluate flood hydraulics. These tools allow the visualization of flooding depths, velocities, and flow paths. Associated analyses could quantify the number of residents potentially cut off from hospitals, pharmacies and grocery stores to help prioritize actions that expedite flood recovery. Such analyses, especially if they inform future development patterns, should consider a range of potential future rainfall, tidal stages, and sea level rise scenarios as well as planned future infrastructure improvements.

After the Buyout

As Beaufort plans in the time of climate change, the Town will likely consider buyouts as a tool. Buyouts of vulnerable properties in flood-prone areas, primarily through state and local government-run programs, are an increasingly utilized method of land use planning for vulnerable properties. Buyouts happen either after a property has been significantly damaged in an event or preemptively as part of strategic resilience planning. Funding sources are varied, but the question of what to do with the properties after the completed buyout is universal. Often, a stipulation of the buyout is that the property will remain open space in perpetuity, but that does not mean the property cannot be used.

Several questions must be answered in order to have successful property acquisitions, including future use and maintenance. Zoning restrictions on buyout properties can help clarify their status to the community. Once purchased, cities must at the very minimum maintain the properties, which means incurring those costs. Some towns have implemented creative strategies to address both issues. Some places partner with land conservancies or management trusts to maintain the properties, or have even made agreements with local citizens who mow in exchange for a reasonable use of the property. Others have started community gardens on the land. Or these properties may simply be left alone as natural habitats, though neighbors are not always pleased about this option. Whatever option is chosen, it is important to have a plan for these properties, be strategic about which ones are bought, and to use buying out property as part of a larger resilience strategy.

Source: Mach et al. Science Advances, October 2019. Rosenstiel School of Marine and Atmospheric Science, www.rsmas.miami.edu



Case Study: Bulkheads May Not Be As Cheap or Effective As Nature-Based Coastal Protections

Despite homeowners' perception that bulkheads (i.e. seawalls) are the most durable and effective method of preventing coastal erosion, research shows them to be costly financially and environmentally, and they do not perform like living shorelines do. Compared to residents with revetments and natural shorelines, property owners with bulkheads reported double the price to repair hurricane damage to their property and four times the cost for annual shoreline maintenance. Ninety-three percent of evident post-hurricane shoreline damage was attributable to bulkheads or bulkhead hybrids and a higher proportion of surveyed homeowners with bulkheads reported having property damage from hurricanes. Regardless, shoreline hardening increased by 3.5% from 2011 to 2016 along 39 km (over 24 miles) of the Outer Banks. These results suggest that despite continued use bulkheads are not meeting waterfront property-owner expectations and that nature-based coastal protection schemes may be able to more effectively align with homeowner needs.

Source: Carter S. Smith^a, Rachel K. Gittman^b, Isabelle P. Neylan^a, Steven B. Scyphers^b, Joseph P. Morton^c, F. Joel Fodrie^a, Jonathan H. Grabowski^b, Charles H. Peterson^a. "Hurricane damage along natural and hardened estuarine shorelines: Using homeowner experiences to promote nature-based coastal protection". *Marine Policy* 81, (2017), 350-358. <https://doi.org/10.1016/j.marpol.2017.04.013>
^a Institute of Marine Sciences, University of North Carolina at Chapel Hill, Morehead City, NC 28557, United States
^b Marine Science Center, Northeastern University, Nahant, MA 01908, United States
^c Duke Marine Laboratory, Duke University, Beaufort, NC 28516, United States



Bulkhead. Photo: N.C. Division of Coastal Management

	Benefits	Costs
Bulkheads	<ul style="list-style-type: none"> Quicker permitting process Better in higher wave energy locations Smaller footprint 	<ul style="list-style-type: none"> Negative impacts to natural habitats, food webs Increased erosion of shoreline at the base and ends of the structure Expensive to maintain
Marsh Sills	<ul style="list-style-type: none"> Surface water storage, habitat protection, preservation of natural ecosystems Perform better in storm events Better in lower wave energy locations 	<ul style="list-style-type: none"> Larger footprint Less public education about benefits

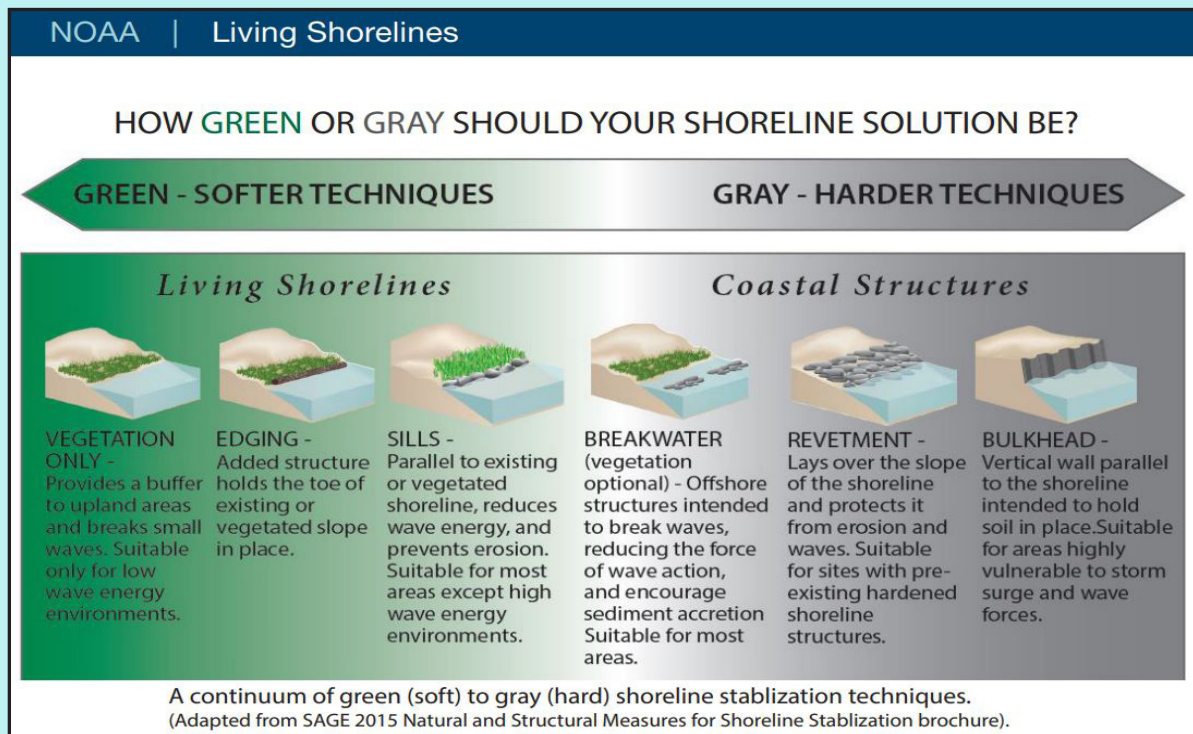
Living Shorelines Versus Hardened Shorelines

As the pressure rises to make shorelines resilient, the debate of living shorelines versus more typical methods such as bulkheads arises. As discussed elsewhere, Beaufort’s natural shorelines are increasingly becoming hardened through the use of bulkheads or similar structures. Meanwhile, marsh sill and similar living shorelines are a less common but more beneficial shoreline stabilization techniques, as they are more cost-effective, provide habitats, and have been shown to outperform bulkheads during storm events. Hardened shorelines protect less efficiently, at the cost of habitat loss and potential to increase erosion on neighboring properties.

Bulkheads work by halting shoreline erosion at a fixed point through a vertical wall-like structure. Vegetated structures or living shorelines such as marsh sills mimic natural shorelines. They help disperse wave energy and collect sediment and water to prevent erosion, all while creating a habitat that has many of the functions as a natural shoreline.

Unfortunately, current regulations and permitting processes do not encourage living shorelines, and in some ways favor hardened structures. For example, permitting processes for bulkheads are as quick as one to two days, and can often be done on-site. Fortunately, North Carolina recently adopted a streamlined permitting process for living shorelines that makes permitting them as quick as it is for bulkheads. This is an important step in encouraging the use of living shorelines rather than bulkheads.

This graphic shows the spectrum of stabilization options. Projects on the left side of this continuum represent more “natural”, “green”, and “living” shoreline stabilization techniques, and projects on the right represent “gray” and “harder” shoreline stabilization techniques. Often the least intrusive intervention is most desirable. Note that these interventions are only necessary when there is a need to protect against natural shoreline movements threatened by development that encroaches on the water.





GOAL 3: Housing

Encourage a diverse and affordable housing stock that serves the needs of residents.

Introduction

Community engagement, coupled with demographic and housing data, indicated that home prices in Beaufort are rising at a rate that threatens its existing residents. While the Town does not have direct control over home prices, as they are a product of the market, the Town can adopt practices and land use policies that affect home prices by introducing more housing stock, increasing housing diversity, and being proactive as short-term vacation rentals become more popular. Recommendations also take aim at neighborhood character, which is addressed in further detail in Goal 7.

Objective 3.1: Encourage efforts to make housing more diverse and affordable.

Policy 3.1.1: Create a Town Affordable Housing assessment and/or plan.

Policy 3.1.2: Increase options for workforce housing.

Action 3.1.2.1: Allow a diversity of home types such as Accessory Dwelling Units (ADUs), small-scale townhomes (up to 4 dwellings in a structure), and

house-scaled multi-family units (up to four dwellings in a structure) as context sensitive development or redevelopment.

Action 3.1.2.2: Encourage or require multiple housing types within a single development.

Action 3.1.2.3: Adopt standards for small-scale, context appropriate, vertical mixed use (aka "live/work") in appropriate locations. Cedar Street is a good example of the type of neighborhood diversity that is desired.



Multifamily housing, such as this project in a historic neighborhood in Raleigh, can easily blend in with single-family neighborhoods, adding valuable density without altering character.

Short Term Rental (STR) Regulation

Public feedback indicated a desire to maintain the character of Beaufort, both in terms of its built environment and its community. The transition of homes to dedicated STRs is in conflict with both this desire and the desire for lower housing costs.

Despite limits on municipalities' regulatory power set by the State of North Carolina, there are still several regulation options for STRs that local governments can consider. These options differ in implementation effort, cost to municipalities, and likely effectiveness. Options are described below. They have been organized into tiers, with Tier 1 being the easiest to implement, though likely less effective, to Tier 3 being the most involved to implement, but offering the most control. A full explanation of STR regulation is located in the Appendix.

Tier 1

- Creating a city-maintained STR registry that landlords opt in to.
- Tracking nuisance complaints and referencing them with known STRs.
- Providing better education and resources for landlords and STR tenants.

Tier 2

- Using a third-party service to track STRs and nuisance complaints.

Tier 3

- Using zoning ordinances to regulate STRs. This can include:
 - Defining STRs as a distinct use.
 - Implementing rental minimum lengths of stay.
 - Restricting zoning districts in which STRs can locate as a permitted use.
- Can also be used to dictate requirements related to parking, buffers, fire code, and density.

Policy 3.1.3: Consider a local public/private partnership to build and operate affordable housing.

Policy 3.1.4: Explore potential regional partnerships for creating affordable housing.

Objective 3.2: Regulate short term rentals so that housing is preserved for local occupation. (See Short Term Rental (STR) Regulation callout box)

Policy 3.2.1: In single family neighborhoods not near tourist attractions:

- Define short-term rentals in the Town's development ordinances as whole-home rentals for less than a one month period.
- Restrict short term rentals in R-20 and possibly R-8 districts.
- Allow short term rental of up to two bedrooms where the operator resides on-site (i.e. – similar to bed-n-breakfast).

Objective 3.3: Respect existing neighborhood fabric and encourage infill that fits its context.

It is possible to encourage context sensitive yet more dense infill housing and development/ redevelopment of substandard, undeveloped, or underutilized sites.

Policy 3.3.1: Consider specific by-right policies to allow for higher density infill in existing neighborhoods, while respecting the existing context, such as building setbacks, driveway widths, and building height.

Action 3.3.1.1: Identify barriers to infill development within town development codes and ordinances, and make updates.

Preserving Neighborhood Character through Design

The State of North Carolina limits how municipalities can regulate residential architecture. Elements such as style, material, and windows cannot be dictated by local law. However, the larger elements that define neighborhood character, such as setback and building height, can be regulated for residential units. The image below shows a street where the front of the houses are all the same distance from the street, meaning the setback is consistent. Having consistent setbacks is a primary means of guiding neighborhood character, both for new developments and when constructing infill in older existing neighborhoods.

Historic overlays (see **Preservation Options on page 163** in Goal 7) are exempt from these regulations, which is an option the historic neighborhoods can explore if they choose.



Objective 3.4: Increase walkability in neighborhoods.

Policy 3.4.1: Adjust subdivision and/or zoning district standards to reflect the block lengths consistent with the future land use character areas. Block lengths 750 feet or shorter are preferred.

Policy 3.4.2: Set standards for requiring greenway connections in new development (see recommendations in GOAL 7: Town Character on page 160).



Affordable Housing Case Study: Dare County

Municipalities' best weapon for keeping home prices down is adopting land use and zoning codes that encourage housing stock and infill. To actually build homes for families with lower incomes requires significant capital and is most easily done with a partnership. Currently, Dare County is planning to work with partners to build affordable housing on County-owned sites, thanks for efforts from UNC Chapel Hill's Development Finance Initiative, which helped the County find partners. Any such efforts around Beaufort would likely require similar partnerships and process.

This page intentionally left blank



GOAL 4: Infrastructure & Public Utilities

Ensure infrastructure and public facilities keep up with increasing demand and changing environmental conditions.

Introduction

Public services and infrastructure such as stormwater management, water treatment, streets, and parks are town services residents use most, serving the most everyday needs and which are barely noticeable when things are working correctly. As Beaufort's population grows, the demand for these public services will also grow. Additionally, the capacity of the infrastructure will also be consumed, thereby necessitating upgrades to keep pace with demand. Lastly, climate change will particularly impact and put stress on the stormwater management system. Fortunately, Beaufort has recently conducted water, wastewater, and stormwater assessments to help address these issues and this goal.

Objective 4.1: Foster a safe, connected street network where roads are in good condition and accommodate typical users.

Policy 4.1.1: Introduce traffic calming measures downtown.

Policy 4.1.2: Maintain an updated street condition survey to prioritize street maintenance and resurfacing.

Policy 4.1.3: Improve sidewalks connectivity, accessibility, and condition.

- See **GOAL 5: Economic Development** for more recommendations on this topic.

Policy 4.1.4: Continue coordination with NCDOT on priority street improvement projects and funding.

Objective 4.2: Increase stormwater management and resiliency methods.

Policy 4.2.1: Continue to implement recommendations from the 2019 Stormwater Capital Improvement Plan (CIP).

Policy 4.2.2: Assess stormwater facilities' resiliency to coastal and climate hazards and identify needed upgrades.

Action 4.2.2.1: Identify and codify priority for low-lying areas such as Front Street.

Action 4.2.2.2: Implement Watershed Restoration Plan.

Policy 4.2.3: Continue to manage and expand existing stormwater infrastructure, including the potential for regional stormwater management for built-out, troubled or vulnerable areas.

Policy 4.2.4: See Action 1.1.1.5 on page 133.

Policy 4.2.5: See Action 1.1.1.1 on page 132.

Facilities and Components and Associated Climate Change Projections

In addition to the regular lifecycle of town infrastructure, climate change will also impact the lifespan of certain capital improvements. The table below provides examples of how to select climate change projections for specific facilities and components, to aid with long-term replacement planning.

Source: *Climate Resiliency Design Guidelines - Version 3.0, NYC Mayor’s Office of Recovery and Resiliency, 2019.*

Timeframe	Examples of building, infrastructure, landscape, and components grouped by typical useful life	
Present to 2039	<i>Temporary or rapidly replaced components and finishings</i>	<ul style="list-style-type: none"> • Interim and deployable flood protection measures • Asphalt pavements, pavers, and other ROW finishings • Green infrastructure • Street furniture • Temporary building structures • Storage facilities • Developing technology components (eg. tele-communications equipment, batteries, fuel cells, etc.)
2040 to 2069	<i>Facility improvements, and components on a regular replacements cycle</i>	<ul style="list-style-type: none"> • Electrical, HVAC, and mechanical components • Most buildings retrofits (substantial improvements) • Concrete paving • Infrastructural mechanical components (eg. compressors, lifts, pumps) • Outdoor recreational facilities • At-site energy equipment (e.g. fuel tanks, conduit, emergency generators) • Stormwater detention systems
2070 to 2099	<i>Long-lived buildings and infrastructure</i>	<ul style="list-style-type: none"> • Most buildings • Piers, wharfs, and bulkheads • Plazas • Retaining walls • Culverts • On-site energy generation plants
2100 and Beyond	<i>Assets that cannot be relocated</i>	<ul style="list-style-type: none"> • Major infrastructure (e.g. tunnels, bridges, wastewater treatment plants) • Monumental buildings • Road reconstruction • Below grade sewer infrastructure (e.g. sewers, catch basins, outfalls)

Objective 4.3: Continue to support the Public Utilities and Engineering Departments in providing adequate drinking water and sewer treatment capacity to support appropriate levels of growth.

Policy 4.3.1: Upgrade facilities according to leadership direction and established departmental policies and standards.

Policy 4.3.2: Plan to increase capacity as needed to accommodate desired levels of growth. Conduct a preliminary GIS-based analysis to estimate the amount of water and sewer capacity that could be added to the utility system based on existing zoning

Policy 4.3.3: and utilization of land. Thereafter, update this assessment to reflect new rezoning and development requests and approvals while also using it when deciding on land use change and development requests.

Policy 4.3.4: When upgrading facilities, relocate, elevate, or armor against projected future hazardous conditions or storm events.

Policy 4.3.5: Continue to monitor sewer system inflow and infiltration and mitigate and/or plan accordingly.

Objective 4.4: Evaluate parks and recreation needs and facilities and establish a level-of-service standards for parks.

Policy 4.4.1: Identify priority acquisition and/or facilities development based on current and future needs and pursue those projects.

Objective 4.5: Continue to provide adequate, responsive public emergency services, including police, fire, and EMS.

Objective 4.6: Re-envision parking areas (especially large surface lots) so that they reduce stormwater runoff and pollution and instead function to retain and filter stormwater.

Policy 4.6.1: Consider how much area of town (especially downtown and commercial areas) should be devoted to parking areas and the implications for community and environment. This may also involve re-evaluation of public and private parking standards and resources or encouraging the use of pervious pavement in parking lots.



Randolph Johnson Memorial Park is rocking!

This page intentionally left blank



GOAL 5: Economic Development

Embrace and leverage our unique economic assets and opportunities.

Introduction

Beaufort's history and historic downtown are huge economic assets to the Town and should continue to be supported. However, a diverse economy will better help the Town in the long run. While the policies below support local businesses in the downtown area, they also address other elements of Beaufort's economy. Stakeholder and community feedback expressed the desire for more jobs outside the tourism sector, that pay living wages and are not susceptible to interruptions such as a down tourism season. By addressing the airport and workforce development, this plan recognizes that there is more to Beaufort's long-term economy than just Front Street.

Objective 5.1: Identify and promote Beaufort's historical, cultural, and artistic assets to develop a sustainable economy that supports a high quality of life for year-round residents.

Policy 5.1.1: Partner with Carteret County and the Chamber of Commerce to conduct a formal economic evaluation of assets, opportunities, obstacles, and competitive positioning, with particular focus on ecotourism, arts and crafts (especially environmentally inspired and sustainably sourced

arts), maritime industry, remote work, airport, port-related, etc.

Objective 5.2: Continue to support existing small businesses and encourage new local businesses.

Policy 5.2.1: Promote events that help to increase commerce for local businesses.

Policy 5.2.2: Research and update ordinances that might inhibit local business growth or expansion.



*The arts community is an economic contributor.
Photo: Beaufort Hotel*

Objective 5.3: Explore economic development opportunities that create non-tourism jobs.

Policy 5.3.1: Target businesses that employ workers year-round at living wages.

Objective 5.4: Continue to support the Michael J. Smith Airfield as an asset to Beaufort’s economy.

Objective 5.5: Support workforce training programs and/or encourage education through incentive policies.

Policy 5.5.1: Coordinate with similar local and regional initiatives to expand program visibility and participation.

Objective 5.6: Explore opportunities for increasing high-speed internet and broadband service. This will likely involve a regional planning effort in coordination with neighboring jurisdictions.

Objective 5.7: Preserve spaces for commercial, retail, service, and nonresidential businesses while also being responsive to the strong demand for conversion of these properties to residential use.

Case Study

Beaufort is not alone among coastal towns experiencing significant residential development pressure that has transformed some commercial properties to residential uses. From a current resident’s perspective, this can create negative outcomes. The Town of Manteo has countered this, in part, through use of a zoning district that requires commercial/nonresidential space on the ground floor, but allows residential above. Although sometimes unpopular among residentially-specialized developers who would rather not incorporate commercial components, this can be a strategy to maintain commercial space while also creating residential supply.



Local businesses on Front Street exemplify the type of economic development the community indicated they would like to see.



GOAL 6: Transportation

Support a multi-modal transportation system that is convenient, safe, and accessible, especially for non-automobile (walking, biking, etc.) transportation.

Introduction

Beaufort benefits from a walkable downtown, but getting to downtown, and between neighborhoods and other commercial areas, can be a challenge for cyclists and pedestrians. Traffic speeds, frequent driveways along roads, and a general lack of facilities for these users inhibits the non-motorized travel of even those who are most willing to do so. As improvements are made, facilities should be planned to be safe and accessible to every user by meeting ADA standards. Boat travel is also factored into these policies, and should be made accessible as well.

Objective 6.1: Increase multi-modal connections between destinations and neighborhoods.

Policy 6.1.1: Create new connections and opportunities for future connections.

Action 6.1.1.1: Create and improve connections to parking facilities, hotels, commercial areas, employment centers, parks, the waterfront, and water transport destinations.

Action 6.1.1.2: Connect Town greenways to nearby networks and implement state greenway network recommendations.

Action 6.1.1.3: Ensure safe pedestrian facilities along all of Front Street.

Objective 6.2: Enhance cycle and pedestrian facilities to meet current design standards.

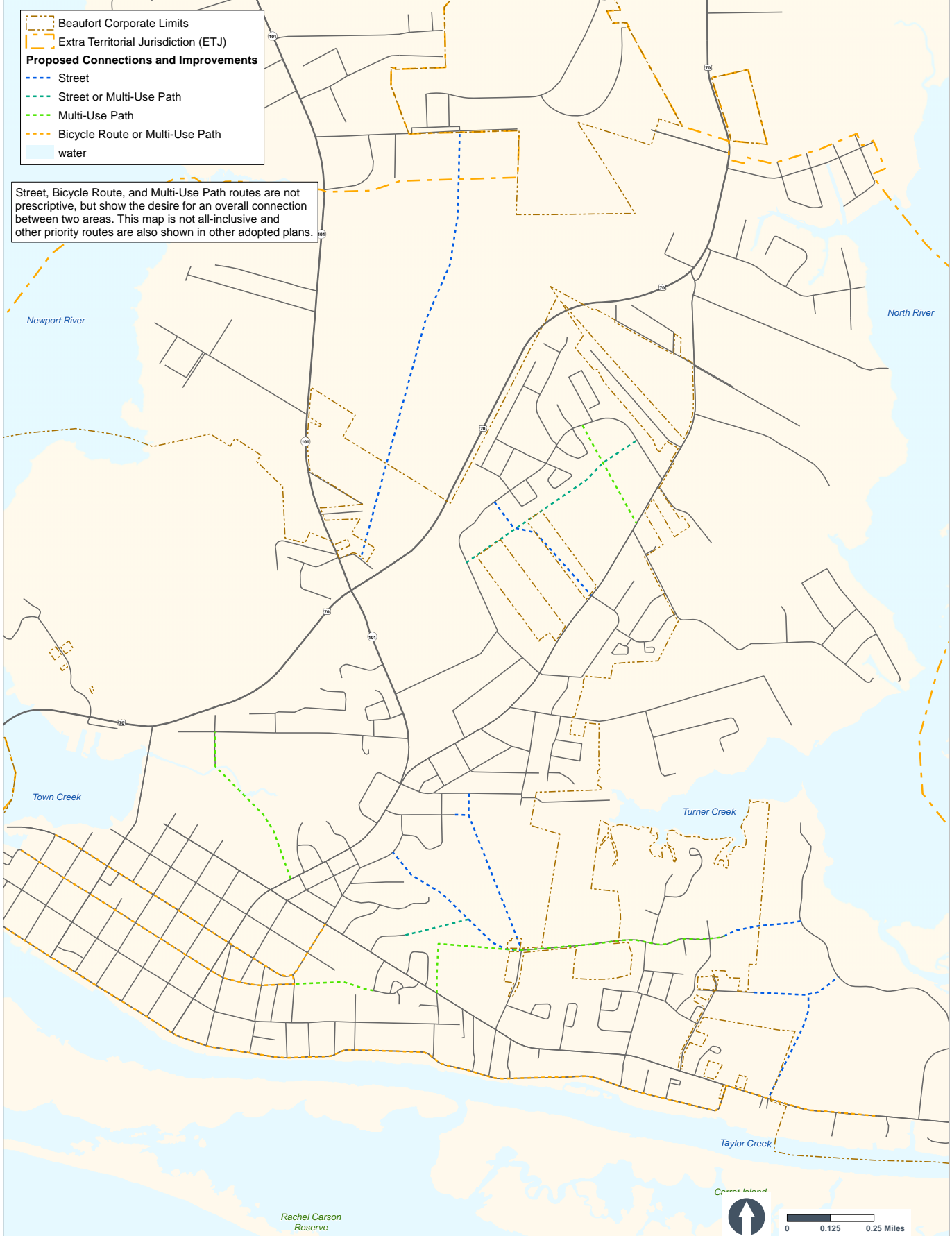
Policy 6.2.1: Implement Bike/ Pedestrian Plan improvements where possible.

Policy 6.2.2: Install pedestrian crosswalks and signals at major intersections.



Enhanced Crosswalk

Proposed Connections



Future transportation connections will be necessary.

Objective 6.3: Increase safe cycling facilities and designate primary routes throughout Town.

Policy 6.3.1: Follow latest NCDOT standards in bike facility design (WalkBikeNC Plan, see Design Toolbox).

Policy 6.3.2: Focus on facilities that improve safety and comfort for users of all ages and abilities.

Objective 6.4: Utilize Universal Design principles to expand accessibility.

Policy 6.4.1: Upgrade existing sidewalks, crosswalks, town parking lots, and town indoor facilities to meet ADA standards.

Policy 6.4.2: Require new facilities to meet or exceed ADA standards and apply Universal Design when able.

Policy 6.4.3: Use the ADA transition plan as guidance.

Objective 6.5: Implement active parking management solutions downtown.

Universal Design
 Defined originally as “the design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.” Universal Design, when applied to the built realm, describes a place without ramps, outdoor lifts, or costly additions and alterations. Universal Design should be a forethought in master planning and site design, and when done well, no accessible route is needed.

Policy 6.5.1: Optimally utilize existing parking by encouraging satellite or shared parking.

Policy 6.5.2: Encourage parking turnover using techniques such as time limits for spots in desirable areas.

Objective 6.6: Improve and maintain maritime facilities, safety, and services as a means of transportation.

Policy 6.6.1: Complete the Harbor Management Plan and upgrade Town-owned docks and infrastructure as needed.



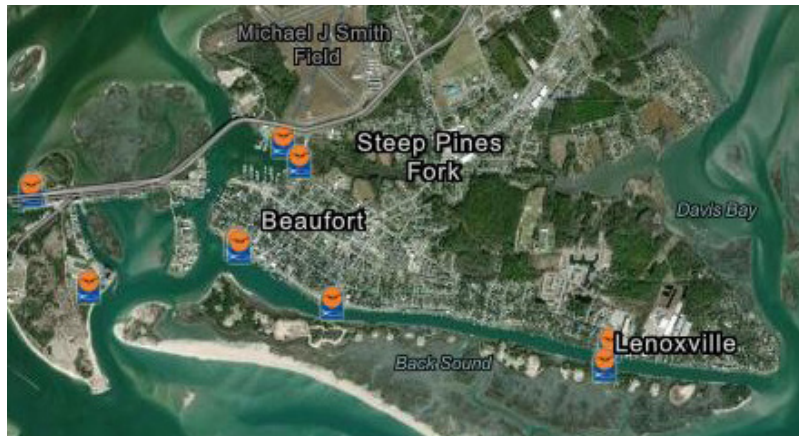
This rendering from the 2018 Cedar Street Small Area Plan shows the potential of existing streets to accommodate automobiles, cyclists, and pedestrians.

Policy 6.6.2: Connect multi-modal transportation network to marinas and ferry dock.

Action 6.6.2.1: Work with local ferry services to plan for increasing use.

Policy 6.6.3: Increase launch locations for non-motorized vessels.

Policy 6.6.4: Expand convenient kayak storage areas.



Current public, CAMA waterfront access points.

Tying into the State Trails Network

The NCDOT is currently in the process of creating a state trails plan to connect all 100 counties and major destinations with a separated cycling- and hiking-dedicated trail facility. At the time of writing, the plan has not yet been adopted, but a draft of the network is shown below. Being a part of this state recreational network has the potential to enhance the quality of life and recreational tourism opportunities for residents and visitors. The East Coast Greenway was incorporated into the system, providing a route to connect pedestrian and bicycle traffic from Beaufort to other parts of the County.



DRAFT Great Trails State Network

- Proposed Shared Use Path
- Draft Alternate Route
- Existing Shared Use Path
- Gap
- Ferry
- Potential Spine Network

State & National Trails

- East Coast Greenway



GOAL 7: Town Character

Protect our unique character by enhancing and maintaining our natural resources, recreational opportunities, historic downtown, and cultural resources.

Introduction

Beaufort realizes that its unique character is a fundamental part of its DNA, and contributes to its dynamic community feel for year-round residents as well as being a draw for tourists. The Town’s character is an intangible entity, but residents know that the existing neighborhoods, architectural character, downtown, and access to natural resources are important building blocks of this character. By studying, defining, and pledging to maintain aspects of the existing character, Beaufort will protect its character into the future.

Objective 7.1: Preserve the character of Beaufort’s built environment.

Policy 7.1.1: Update town ordinances to include design standards that help ensure new development fits its context.

Policy 7.1.2: Identify and inventory character-defining building stock in existing character areas such as the Live Oak Street and Cedar Street corridors.

- Action 7.1.2.1:** Create a list of contributing building features that the town can incorporate into ordinances.
- Examples include setbacks, parking location, materials, transparency, roofline, and massing standards from building design inventory.
 - Incorporate guidance from the Future Land Use Character Areas.

Action 7.1.2.2: Support policies that allow the Cedar Street area to evolve into an arts district.

Objective 7.2: Continue to support downtown as a cultural, economic, and community asset.

Policy 7.2.1: Continue to offer public events and activities downtown and expand offerings to make events more inclusive and accessible.

Policy 7.2.2: Enhance connections between natural and recreational assets and downtown Beaufort for non- motorized users.

Action 7.2.2.1: Identify areas where cycle and pedestrian access between these points is lacking or unsafe and implement upgrades.

Policy 7.2.3: Expand public art opportunities downtown.

Objective 7.3: Preserve Historic Beaufort.

Policy 7.3.1: Continue local-level protections of historic assets and districts.

Action 7.3.1.1: Consider national register and/or local historic preservation boundaries expansions to increase community character.

Action 7.3.1.2: Address historic properties in resiliency planning. Historic properties are among the community assets that should specifically be considered and integrated into resiliency planning.

Action 7.3.1.3: Educate the public about how to access public funding sources to upgrade eligible (usually nonresidential) historic properties.

Action 7.3.1.4: Consider the benefits from additional preservation planning expertise. This could be through hiring a dedicated preservation planner, or perhaps through partnering with other organizations (regional planning organizations, tourism bureau, private consulting firms, etc.) to leverage the expertise of a preservation planner as needed.

Objective 7.4: Protect existing neighborhoods and Beaufort’s small-town charm.

Policy 7.4.1: Implement recommendations from the 2018 Small Area Plan.

Policy 7.4.2: Within the national register boundary, update land development and subdivision ordinances to require archaeological and historic surveys prior to approval of work.

Policy 7.4.3: Protect the Town’s residential character through the regulation of Short-Term Rentals.

If the Town pursues the more stringent policy options defined in **GOAL 3: Housing on page 146** regulations of short-term rentals can:

Action 7.4.3.1: Codify standards that address parking, noise, trash, etc.

Action 7.4.3.2: Require that STRs meet their parking requirements with off-street spaces.

Policy 7.4.4: Evaluate existing zoning of undeveloped properties and ensure that it matches with available sewer and public services capacity and the community tolerance for growth.

North Carolina State Historic Preservation Office

Grants are available to Certified Local Governments through the North Carolina State Historic Preservation Office.



Historic signage

Objective 7.5: Increase parks and recreation access to increase the level of service for all residents.

Policy 7.5.1: Identify areas under-served by parks (more than 1/2 miles from a park) and incorporate solutions into future park planning.

Policy 7.5.2: During subdivision and land development review, explore opportunities to co-locate conservation areas and recreation areas.

Policy 7.5.3: Balance active and passive recreation opportunities, including areas for pet recreation (dog parks).

Policy 7.5.4: Continue implementation of the Bicycle/Pedestrian Plan, including the creation of multi-use paths (aka greenways) around town (see **Proposed Connections on page 157**).

Policy 7.5.5: Establish a goal to incrementally increase the percentage of existing and new residential structures within 1/2-mile of a greenway/bicycle route or park or trail access point.

Action 7.5.5.1: Identify current percentage of existing homes within 1/2 mile of access points.

Action 7.5.5.2: Determine where potential connections are most needed and where they can be created.

Policy 7.5.6: Maintain and expand recreational facilities and programming.

Action 7.5.6.1: Consider creating a dedicated parks position at the Town.

Action 7.5.6.2: Expand programming for senior and the under-18 demographic.

Objective 7.6: Increase public water and natural resources access while balancing the need for preservation.

Policy 7.6.1: Update the Town Waterfront Access Plan to improve, identify, and pursue existing and additional public access points and amenities.

Policy 7.6.2: Secure street terminations with signage, maintenance, parking areas, simple amenities (ex - benches), and clear demarcation of boundaries.

Policy 7.6.3: Where possible, reclaim street ends that have been encroached upon.

Policy 7.6.4: Pursue extension of existing dead-end streets to provide additional access points and create interconnection opportunities.

Objective 7.7: Minimize light pollution.

Policy 7.7.1: Update Town lighting ordinances to include International Dark Sky standards for all lighting.



The town should strive to increase and maintain public water access points

Policy 7.7.2: Update residential lighting standards to limit light level at property lines in all residential districts and to encourage the use of motion-activated lighting, where appropriate.

Objective 7.8: Continue to beautify Beaufort.

Policy 7.8.1: Implement recommendations from the Beaufort Entry Master Plan

Action 7.8.1.1: Incorporate necessary work identified in the Beaufort Entry Master Plan into the Town’s CIP.

Importance of Historic Preservation

An important part of what gives a town or city character and a sense of community is its history. One way to acknowledge this history is by preserving historic buildings and structures that tell the story of how a city has progressed and grown overtime. These structures create a sense of place and connection to the past.

There are economic advantages to preserving old buildings; new businesses such as bookstores, ethnic restaurants, antique stores, neighborhood pubs, food halls, and small start-ups thrive in old buildings. Often buildings built prior to World War II are made of higher quality materials, replacing these structures with similar rare hardwoods is impractical and unaffordable. These buildings were built to last 100+ years where newer construction buildings typically last 30-40 years. When historic districts are stabilized property values increase. Old buildings also attract people and encourage heritage tourism, as can be seen in Historic Beaufort. The following preservation options would help Beaufort reach its goals.

Preservation Options

Neighborhood Conservation Overlay District - A local ordinance intended to preserve appearance by regulating lot size, building setbacks, height, and frontage.

Local Historic Preservation District - A local ordinance that more strictly regulates local historic character. This option requires oversight from town staff and/or a local historic commission. This protection is currently employed in Beaufort.

Shop-Front Overlay District - An overlay district intended to create an active commercial street.

Pedestrian Scale Overlay District - Establishes standards in a commercial or mixed-use district that support pedestrian scaled activity.



GOAL 8: Diversity & Inclusion

Celebrate, recognize, and amplify the voices of our diverse community.

Introduction

Beaufort will continue to expand its efforts to be racially, socially, and economically diverse. It recognizes the need for community participation from every group, and that natural disasters have a disproportionate impact on vulnerable communities. The Town will involve all community members in public engagement processes, and ensure that resources are distributed equitably.

Objective 8.1: Increase public participation from minority groups.

Policy 8.1.1: Set targets for representation on citizen boards and volunteering where minority representation is at least consistent with the Town’s demographics.

Action 8.1.1.1: Track demographic information on participants involved in town public engagement events. Aim to have participation that matches town’s demographics.

Action 8.1.1.2: Incorporate new public engagement strategies such as community group outreach, neighborhood meetings or pop-ups, and translation services to increase participation among minority groups.

Objective 8.2: Incorporate equitable hiring practices for Town staff positions.

Objective 8.3: Address flooding and slow storm recovery in vulnerable communities.

Policy 8.3.1: Consider a Community Recovery and Development Plan that includes specific recommendations for vulnerable communities. See the [Community Recovery Management Toolkit provided by FEMA](#) for more information and case studies.

Policy 8.3.2: Implement a program that provides recovery resources to low-income residents.

Action 8.3.2.1: Partner with the North Carolina Housing Coalition to address localized affordable housing issues.

Policy 8.3.3: Prioritize stormwater infrastructure improvements where it will directly impact vulnerable communities. Some types of infrastructure investments can be

According to the 2020 U.S. Census, approximately **20%** of Beaufort’s population is non-white, Hispanic, or minority.

more cost-effective and contextually appropriate than others, like expansion of natural areas or permeable green infrastructure.

Objective 8.4: Celebrate local and regional Black and minority history and historical contributions to Beaufort and the region.

Policy 8.4.1: Provide educational signage at historical sites that illustrates the historical contributions, struggles, and victories of Black and minority residents.

Policy 8.4.2: Encourage National Register nominations to tell the story of underrepresented communities.

Objective 8.5: Support community organizations that represent economically, socially, and racially diverse groups.

Policy 8.5.1: Create and maintain an updated list of community

organizations that represent these groups and include them on sunshine list email communications.

Action 8.5.1.1: Identify and address barriers that prevent these groups from receiving Town communications.

Action 8.5.1.2: Prioritize outreach to these groups during public engagement processes.

Policy 8.5.2: Provide Town support for these groups when they host public events.

Objective 8.6: Equitably distribute town funds, projects, and investments.

Policy 8.6.1: Track public investments to ensure they are equitably distributed in the community.

Policy 8.6.2: Establish an equity standard for projects using town funding.

Case Study: City of Creedmoor

The City of Creedmoor established the Creedmoor Diversity, Equity, and Inclusion Commission to advance the principals of diversity, inclusion, and equity within the municipal and extraterritorial jurisdiction of Creedmoor. The responsibility of the commission is to make recommendations to the City Manager and the Creedmoor Board of Commissioners on how the City of Creedmoor can better inclusively serve its citizens. Initial commission actions have involved the development of policies to be used in hiring decisions in an attempt to encourage the employment of qualified *people regardless of race*.

Mission Statement:

To create an environment where all people can find representation and solidarity in community policies, programs, and initiatives. We envision a community where diversity, equity and inclusion are:

- Recognized as shared values and incorporated into event programming, resource allocation, and the development of all policies and practices.
- Tools for recruitment, retention, and support for diversity in all city endeavors.
- Pillars for collaboration with community leadership to address local interests and needs.

Beaufort's African American History

Beaufort, North Carolina is rich in African American history, but little research has been completed on the subject. In the 18th century, the Town's black population consisted entirely of slaves; they may have played a large role in the development of the Town. However, there is no written history and as a result most likely they will remain anonymous.

After the 19th century, five out of 122 free blacks had become property owners. Occupations for free blacks ranged from house-carpenter, shoemaker, fisherman, farmer, and musician. After the siege of Fort Macon, Beaufort had become a safe haven for freedmen or refuge slaves; a refugee camp was established at the north side of town. The area north of Cedar Street was developed as a camp or "tent city, earning that area the nickname of "Union Town".

Union Town was bounded by Broad Street and Cedar Street on the south, Turner at the west, Town Creek or Mulberry Street at the north, and Live Oak Street at the east. The neighborhood consisted of homes, churches, stores, fraternal lodges, and their own schools.

The late 19th century brought job opportunities for blacks in the mullet fishery and later in the menhaden factories. This enabled the black population to rebuild and improve their Reconstruction-era neighborhood. Economic opportunities continued to grow throughout the 20th century.

The late 20th century brought more change to Beaufort's African American community; Abe Thurman was appointed Town Commissioner in 1992 and Charles MacDonald as Chief of Police.

Today the African American population makes up 21% of the population in Beaufort, with majority of the African Americans living in the area north of Cedar Street. This community has been surveyed and may meet the criteria for being listed on the National Register of Historic Places.

Source: *Beaufort NC's African-American History website by Peter B. Sandbeck and Mary Warshaw*



Black fishermen 1907

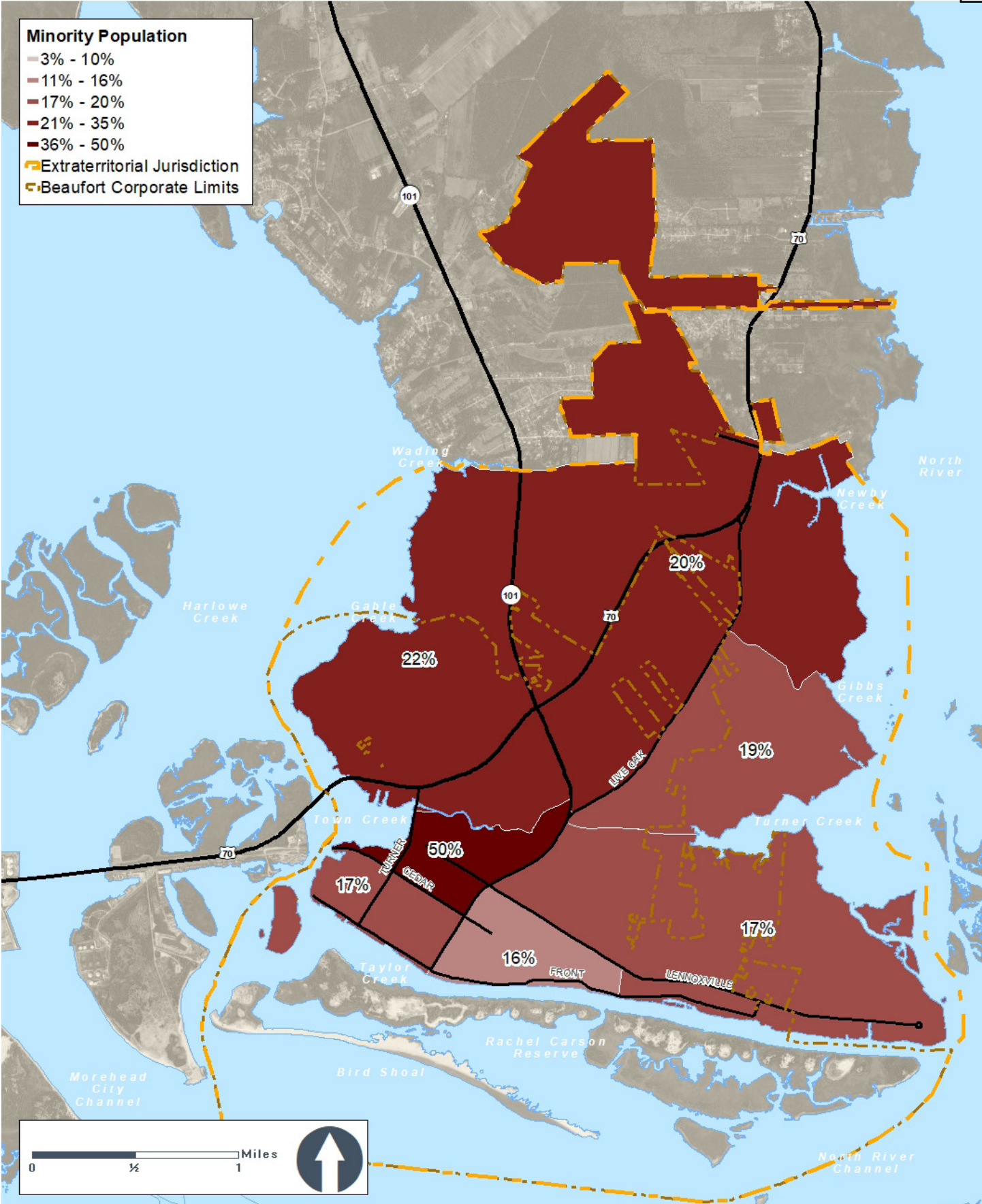
Source: *Beaufort's NC African-American History website*



Abe Thurman, Beaufort's First Black Commissioner.

Source: *R.A. Fountain*

Minority Population



Minority population is not evenly distributed, as shown in this 2010 U.S. Census dataset.



FREE DAILY BOAT PARKING WELCOME!

- For non-motorized vessels only
- Please keep vessels within roped area
 - 24-hour time limit
- All dinghies, please use designated dinghy dock
- All other motorized vessels, please use Beaufort Town Docks

Vessels remaining longer than 24-hours will be removed. To retrieve, call Town Hall 252 728 2141 M-F, 8 am - 5 pm.

BEAUFORT
NORTH CAROLINA

ISLAND EXPRESS FERRY SERVICE

6

Future Land Use and Character Areas

The Future Land Use Map (FLUM) and character areas represent the community's vision for the future and are one of the factors that guide decision makers and town staff in future rezoning, land use, or permit issuance decisions. A FLUM is also valuable for communicating public investment priorities (including possible future extensions of public facilities and services) and the community's vision to private sector investors. The FLUM is descriptive and not prescriptive. It identifies the predominant land use types and character intended for different parts of the study area, but as conditions evolve,

other recommendations may be more relevant.

The FLUM will help guide the transition from present day to the desired future state. It is not advisable to immediately rezone properties to reflect the FLUM, but rather to evaluate each rezoning request individually based on a variety of factors, including the request's individual merits, surrounding context, presence (or absence) of adequate public facilities, potential financial impact (or burden) of the project, vested rights, environmental impact, timing, etc.

The character areas should also be used

to further refine the land use vernacular and preserve and enhance the local character. These character areas also provide direction for updates to the Town’s land development regulations to help make the community vision a reality.

Living “on the Water”

An especially important consideration in Beaufort is the relationship of the use or structure to the water and environment. Some uses are water- dependent (marinas, commercial fishing operations, etc.) and must be located in these vulnerable areas. In this case, “vulnerable” refers not only to the impact on the natural environment, but also the natural hazards vulnerability that the use or structure might encounter due to storm surge and other water-related hazards. Other uses are not water- dependent, such as general commercial operations, or residential units, and should not be located or allowed in areas where they will have a negative impact on the natural environment. This negative impact can occur both in present day (use of fertilizers leading to nutrient pollution of local water bodies, increased stormwater runoff because of increased impervious surfaces, etc.) or in the future (loss of natural shoreline as sea level rises and erosion prompts owners to convert natural shoreline to altered shoreline which reduces natural habitat, decreases water quality, prevents coastal marshland migration, etc.).

Even elevating a structure “out of” any regulatory floodplain can still have a long-term negative impact on the natural environment, especially if natural shoreline is converted to an artificial shoreline to prevent erosion

from undermining structures. In these instances, a better approach might be to prohibit the location of non-water dependent uses in areas that will likely experience these conditions. Many dwellings in Beaufort are already located in these areas and developers will confirm that the premium lots are right on the water. A community conversation is needed about the role of the public sector in encouraging development in these locations (through the extension of public services, primarily sewer service, into these higher risk or higher maintenance areas) as well as options for accommodating individual profit and development, but perhaps with a greater weight given to community values and long-term considerations.

Some uses, such as wastewater treatment plants or sewer lift stations, are caught between competing priorities. Placing these facilities in low-lying areas is advisable from the perspective of operations, since water flows to the lowest point. However, these low-lying areas are also more prone to flooding and will become increasingly vulnerable as seas continue to rise and storms become more severe. When a wastewater treatment plant or sewer lift station is affected by flooding, it can have significant and severe impacts on the environment and human health. The placement and/or expansion of these uses and structures should be carefully considered in order to ensure operational and financial viability over the lifespan of the infrastructure balanced against current and future environmental vulnerabilities.

Avoiding Preemptive Zoning

The temptation often exists to preemptively up-zone all property fronting a highway or major road to widely allow commercial uses. The argument is usually that this highly-visible and accessible property is suited to commercial use and that by speculatively up-zoning property, it will generate new development and investment, and possibly even diversify the economy or balance of land uses. The reality is that speculative up-zoning does not create quality places and developers and business owners will pursue rezoning to suit market needs when necessary.

Is preemptive up-zoning ever advisable? In extremely limited instances – for example, perhaps for a specific, economic development catalyst project or other government-sponsored catalyst site that involves major public investment.

What are the effects of preemptive up-zoning? Preemptive up-zoning often creates traffic congestion and degrades quality of life rather than generating lasting wealth. Strip commercial zoning creates sprawling, low-quality commercial development that is in excess of market demand and thus does not attract high-value tenants. It results in a congested, automobile-dependent area that never achieves the commercial density or mass necessary to build a place the community will value. The excess of commercially zoned land also depresses the overall price of that land, leading to reduced revenue from land sales per acre.


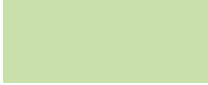











Is there a better solution? Towns should only up-zone properties abutting existing commercial development in areas where the appropriate conditions exist. The necessary conditions include but are not limited to:

- A supportive street network with maximum block length standards (to disperse traffic);
- Shared driveways that serve multiple businesses (to reduce traffic congestion);
- Cross access that connects adjacent businesses;
- Sufficient sewer service;
- Quality design standards;
- Pedestrian facilities;
- Fire suppression infrastructure;
- Public spaces; and
- Proximity to customers.

Future Land Use Map and Character Areas

The following pages provide an overview of Future Land Use Character Areas. While typical and potential uses are described, these lists are not exhaustive or prohibitive. For instance, some uses may be appropriate in many (or all) future land use character areas. These might include uses such as government maintenance buildings and small utility substations (electric, natural gas, sewer lift stations, water towers, etc.). However, some uses should be carefully considered so that they do not unintentionally create a demand for development in inappropriate areas. For instance, institutional uses such as churches, primary and secondary schools, or clinics might be appropriate in most residential areas, but if located in rural areas would invite inappropriate additional development. The size of operations is also a consideration. For example, a small church might be appropriate in a rural context, but a mega church may not. It is up to the governing boards at the time of the application to decide what will most accurately promote the goals established in this plan.

Please note that are areas with a blue and yellow hash pattern. This indicates areas where both the Employment Center character or Suburban Residential character would be deemed appropriate, so long as the type of development meets the needs of the City of Beaufort.

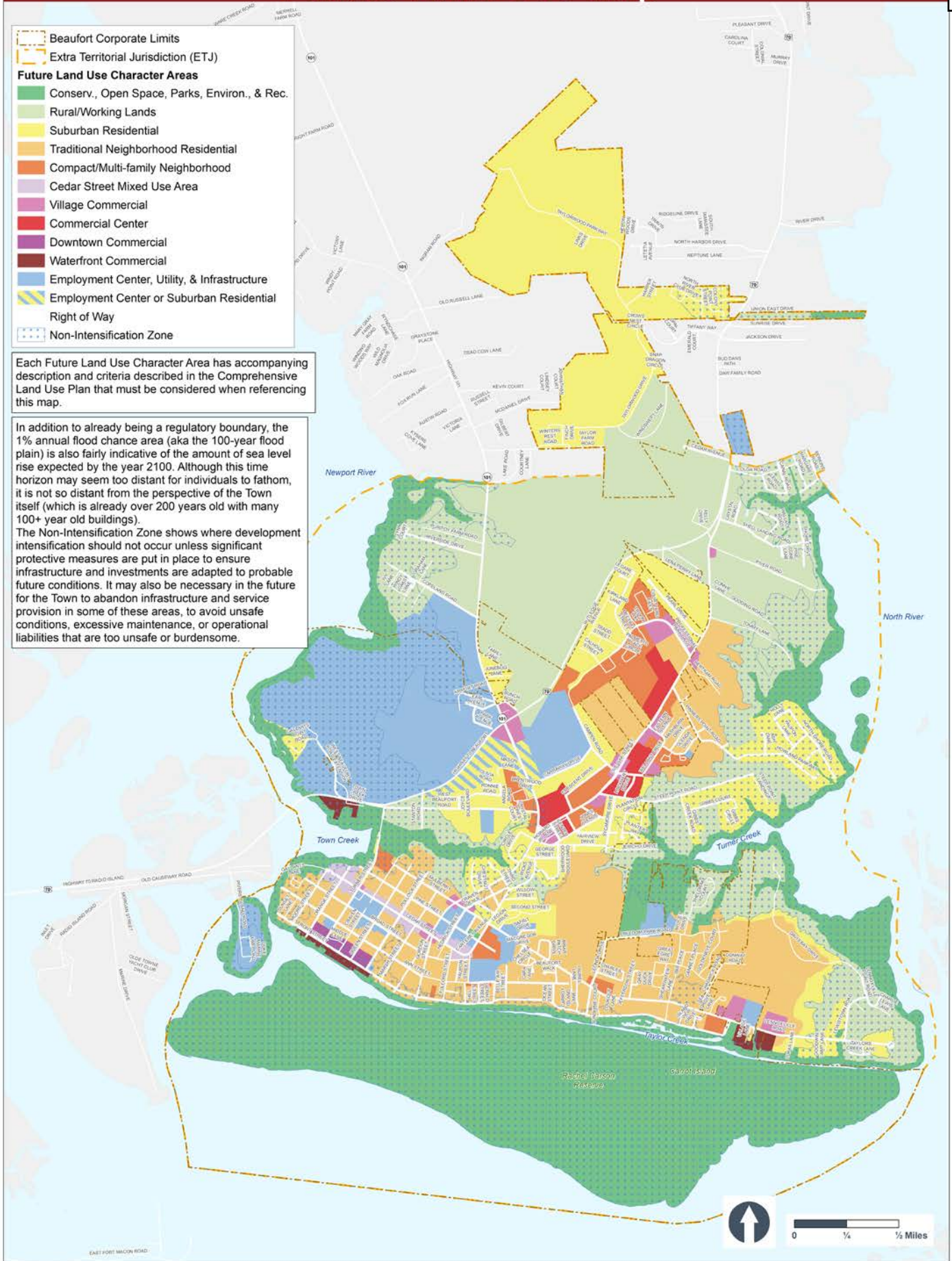
-  Conservation, Open Space, Parks, Environmental, and Recreation
-  Rural / Working Lands
-  Suburban Residential
-  Traditional Neighborhood Residential
-  Compact/Multi-Family Neighborhood
-  Cedar Street Mixed Use Area
-  Village Commercial
-  Commercial Center
-  Downtown Commercial
-  Waterfront Commercial
-  Employment Center, Utility, & Infrastructure
-  Employment Center OR Suburban Residential
-  Non-Intensification Zone

Future Land Use Map

-  Beaufort Corporate Limits
-  Extra Territorial Jurisdiction (ETJ)
- Future Land Use Character Areas**
-  Conserv., Open Space, Parks, Environ., & Rec.
-  Rural/Working Lands
-  Suburban Residential
-  Traditional Neighborhood Residential
-  Compact/Multi-family Neighborhood
-  Cedar Street Mixed Use Area
-  Village Commercial
-  Commercial Center
-  Downtown Commercial
-  Waterfront Commercial
-  Employment Center, Utility, & Infrastructure
-  Employment Center or Suburban Residential
-  Right of Way
-  Non-Intensification Zone

Each Future Land Use Character Area has accompanying description and criteria described in the Comprehensive Land Use Plan that must be considered when referencing this map.

In addition to already being a regulatory boundary, the 1% annual flood chance area (aka the 100-year flood plain) is also fairly indicative of the amount of sea level rise expected by the year 2100. Although this time horizon may seem too distant for individuals to fathom, it is not so distant from the perspective of the Town itself (which is already over 200 years old with many 100+ year old buildings).
 The Non-Intensification Zone shows where development intensification should not occur unless significant protective measures are put in place to ensure infrastructure and investments are adapted to probable future conditions. It may also be necessary in the future for the Town to abandon infrastructure and service provision in some of these areas, to avoid unsafe conditions, excessive maintenance, or operational liabilities that are too unsafe or burdensome.



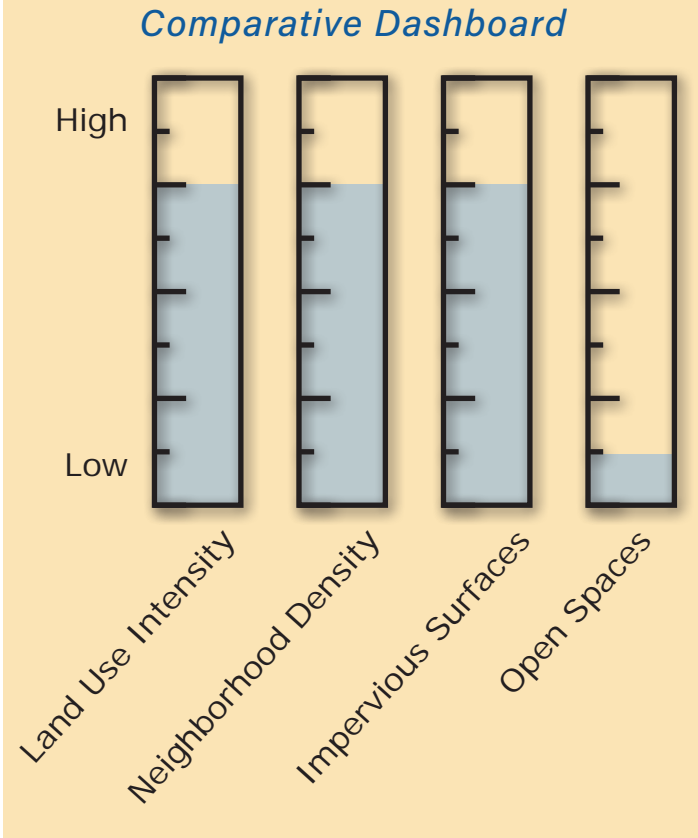
Traditional Neighborhood Residential

General Description:

These neighborhoods are walkable with structures situated close to each other. The residential areas exemplify the character found in the historic district and closer to downtown. Lots are typically smaller and closely packed with residential densities generally around 3 to 5 dwelling units per acre, although some areas may approach 7 dwelling units per acre. The historic development pattern prioritizes people and accommodates cars. Off-street parking is often to the side or around back, with homes pulled up close enough to the street to allow neighbors to engage with people on the sidewalk.

Streets and Circulation:

Streets are typically low volume and prioritize pedestrians, with sidewalks on both sides and street trees whenever possible. Connectivity is high because blocks are generally 500' or less. On-street parking is either formal or informal, depending on context. Low speed limits allow bicycles to share the travel lanes.



EXAMPLE USES:

Typical Uses:

Primarily single family detached residential, with a mix of other highly compatible residential uses scattered throughout, including duplexes, accessory dwellings, garage apartments, and occasionally even larger homes that have been converted to discrete multi-family structures or even small bed-n-breakfast businesses.

Traditional Neighborhood Residential

Other Concerns:

In the historic district, these neighborhoods have significant restrictions that preserve their quaint appearance and character. Although there may not be full support to extend all of these requirements to other areas, it may be possible to extract some of the more defining characteristics (buildings close to the street, parking in the rear, street trees, narrow streets, etc.) and bring those design elements to other neighborhoods.

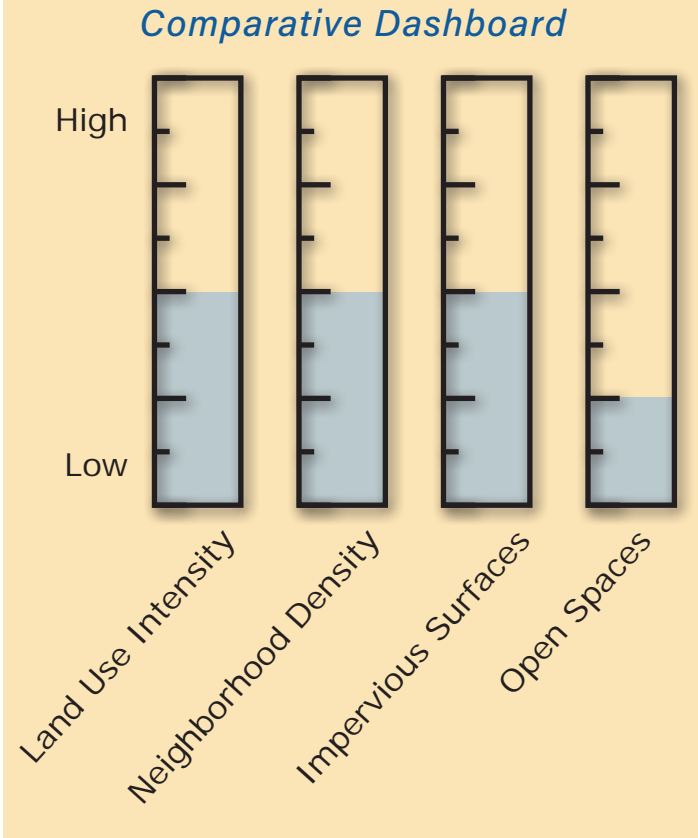


Examples of the traditional neighborhood development style.

Suburban Residential

General Description:

These neighborhoods typically have larger lots or shared open spaces and common areas with a lower overall residential density than in the Traditional Neighborhood. The neighborhoods are still walkable from house to house, but most households probably depend primarily on automobiles for daily trips. Off-street parking is typical of a suburban residential neighborhood and various configurations exist. Residential densities typically range from around 1-3 dwellings per acre, although some developments will exceed that either in localized areas (especially if there are shared open spaces, amenities, or common areas) or overall. In neighborhoods with larger lots, open space is generally on private lots rather than communal.



Streets and Circulation:

These neighborhoods have medium levels of connectivity with low volume, low speed routes. Effort should be made to increase connectivity except in instances where it would excessively harm environmentally sensitive areas. Block lengths should not exceed 650' on a side unless absolutely unavoidable. Pedestrian facilities should be provided on at least one side of every street. Bicycles can share lanes on low volume streets, but on arterials dedicated (and preferably separated) facilities should be provided.

EXAMPLE USES:

Typical Uses

Primarily single family detached residential, with an occasional mix of other highly compatible residential uses scattered throughout, including duplexes, accessory dwellings, and garage apartments. Sometimes, but more rarely, there may also be duplex neighborhoods.

Uses if Context Appropriate

- » Institutional uses (churches, schools, hospital, government, etc)
- » Accessory dwellings
- » House-scale multi-family residential, patio homes, or small townhome developments - very occasionally.

Suburban Residential

Other Concerns:

Extending public facilities (water, sewer, etc.) to these areas may place an increased strain on maintenance budgets since the lower densities and lower taxable value per linear foot of public facilities may not cover the costs of maintenance. This land use type consumes land a greater rate and with fewer homes than the other residential future land use character areas.

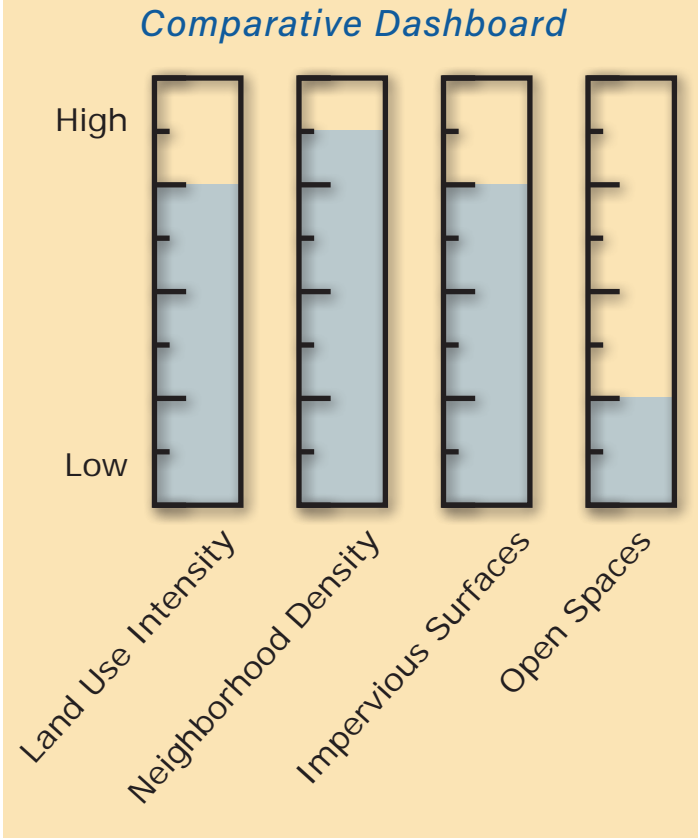


Examples of Suburban Residential.

Compact/Multi-Family Neighborhood

General Description:

These higher density areas are appropriate for multi-family residential dwellings such as apartments, condominiums, townhomes, duplexes or other attached residential. Densities should be higher than all other residential districts and as such will require less land to accommodate more households. Where waterfront adjacent, buildings are likely to be oriented to the water with their backs turned to the street. In all other locations, structures should be pulled up to and oriented to the street (e.g. – individual entrances for ground floor units, stoops or porches, living areas located on the street side of the unit, etc.) with parking in the rear or internal to the development and not visible from the street. Balconies, porches, and decks should also be provided to encourage interaction with neighbors. When these higher density neighborhoods are designed in this way, it enhances public safety by providing a sense of “eyes on the street” while also encouraging the sense of community that residents value so much. These neighborhoods should also have adequate pedestrian facilities and convenient access to public, semi-public, or private open spaces and recreational facilities. Location adjacent to commercial centers is a win-win because



EXAMPLE USES:

Typical Uses:

Primarily higher density (relatively speaking) attached residential uses (apartments, condominiums, townhomes, patio homes, etc.) with duplexes also appropriate as long as they can be provided at high enough densities to be context appropriate. Single family residential and other low density uses should be discouraged as it does not create the density of households to support adjacent commercial areas.

If Context Appropriate:

- » Institutional uses (churches, primary or secondary schools, hospital, government buildings, etc.)
- » Hotels
- » House-scale multi-family residential and duplexes, if higher density
- » Low-intensity neighborhoods serving commercial uses on the corners of higher activity intersections

Compact / Multi-Family Neighborhood



Examples of Compact/Multi-Family Neighborhoods.

it promotes walkability and creates easy access for businesses to the customers that support them. Public sewer is a requirement, but long extensions to distant properties should be avoided unless higher density uses are specifically desired, planned for, and immediately anticipated to fill in the stretch between activity nodes.

Streets and Circulation:

Streets are typically low volume and prioritize pedestrians through the provision of wider sidewalks on both sides. Street trees soften the streetscape and further enhance pedestrian comfort. Street trees may be in tree grates where sidewalks are paved up to the curb – occurs when adjacent to on-street parking. Because of the high density of pedestrians and proximity to commercial centers, connectivity should be high, utilizing a grid network which very rarely has blocks longer than 500'-600' on a side. On-street parking should be formalized (striping, landscaped tree islands every so often, etc.) and will typically serve visitors. Bicycles should have dedicated facilities but may share the vehicular travel lanes where speed limits and traffic volumes are low enough to accommodate them safely. Eventually, some of these areas may incorporate transit service. In the interim, it is important to consider centralized school bus stop locations.

Other Concerns:

In Beaufort, these higher density areas are often limited by density caps as well as minimum parking requirements and restrictions on structure height. Parking decks are typically not viable in the current market. These density-limiting factors reduce the potential for these areas to provide their maximum value in terms of maximizing public infrastructure investments (water, sewer, sidewalks, etc.), and being a potentially more affordable option for residents (less density means higher cost per dwelling because land costs are fixed). Clustering these higher density land uses directly adjacent to commercial nodes and public parks can maximize walkability and livability.

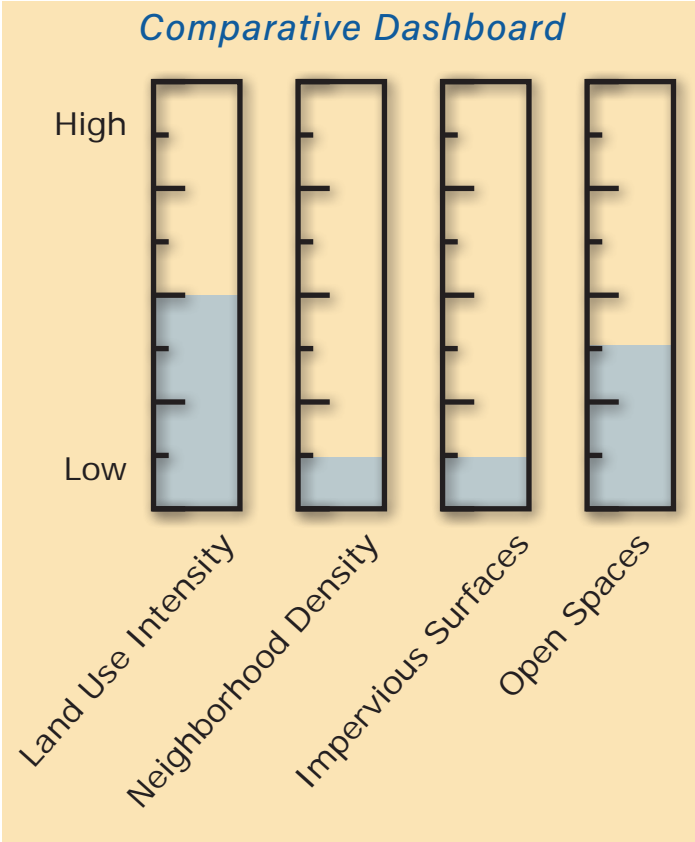
Rural/Working Lands

General Description:

Traditional Rural/Working lands (agriculture, silviculture, ranching and livestock, old farm fields, and homestead farms) predominate this character area. It also includes areas that are vacant or used for hunting or other non-residential, non-urban uses. These areas are generally not served by sewer service, although some suburban areas may be already. Due to typically poor septic infiltration potential for local soils, they are undesirable for residential or other types of development. If homes are present, they are often on very large lots or have been carved out of a larger tract of farmland. On-site septic treatment is one limiting factor to residential density, although the Town may also choose to restrict it further in the interest of maintaining rural character and/or maximizing use of public services (water, police, fire, emergency services, etc.).

This character area may also overlap with the Non-Intensification Zone in more urban or suburban contexts within Town. This indicates that although these areas may already have or be entitled for development, development denser than what is currently vested should be avoided and any public infrastructure in these areas should be minimized as it will be susceptible to coastal and climate hazards.

This character area encompasses the majority of the land between Hwy 101 and the new Hwy 70. It may be possible to serve this area effectively with sewer and it is generally some of the higher ground within the Town's jurisdiction. If sewer



EXAMPLE USES

Typical Uses:

Primarily silviculture, ranching and livestock, old farm fields, and other agricultural uses and supportive structures. Occasionally homestead farms or isolated large-lot single family detached residential. Schools, hospitals, and other

residential attractors should be discouraged and instead focused towards the Town, where services exist.

If Context Appropriate:

- » Small footprint institutional uses (churches, government buildings, etc.)

Rural/Working Lands

connections can be extended into these farmlands and development occurs, it should only be with an appropriate network of collector streets that will tie together the two main highways.

Streets and Circulation:

Streets in these areas are typically not curb-and-gutter (aka "ditch section"). There is typically not enough pedestrian activity to justify sidewalks, although if densities approach those of the Suburban Residential future land use character area, then they should be required in a similar amount. Blocks should not exceed twice the maximum length of the Traditional Neighborhood Residential character area. This is especially relevant when connecting to existing streets which are or will be thoroughfares or collectors of any sort, including residential collectors. The appropriate block length will allow these neighborhoods to evolve, redevelop, and become denser as the Town grows. So, while this connectivity may seem excessive in the present, it will preserve the ability for a more appropriate future condition to occur which is otherwise lost if block lengths are too long or streets too curvilinear. As always, streets should be on a grid and new neighborhoods should stub out to adjacent properties unless it would have an extremely negative impact on the environment.

Other Concerns:

Extension of public facilities (especially sewer service) to these areas for a single, remote development is generally not cost effective for service providers and can also create the incentive for further sprawl to develop along the extended public facilities. It can create a hodgepodge of development that is not conducive to focused activity centers. Significant consideration should be given to potential impacts before a decision of this type is made. If lower density residential development is allowed in these areas, it is important to ensure that appropriate street connections are made so that as public facilities are extended and the appropriate connectivity exists to serve higher density redevelopment and infill development as these places evolve. Where these areas overlap with the Non-Intensification Zone or other areas prone to inundation as seas rise, public infrastructure should not be extended.

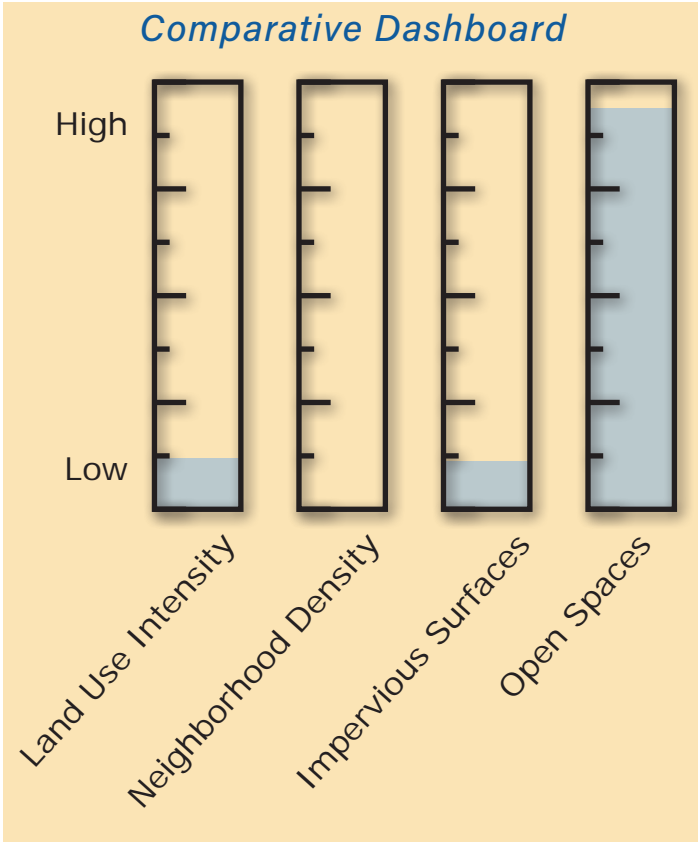


Examples of Rural/Working Lands.

Conservation / Open Space / Parks / Environmental / Recreation

General Description:

Floodplains, wetlands, and sensitive environmental areas (shoreline, coastal marshes, etc.) are important to the identity and natural character of the community. In fact, the natural environment is probably one of the top three reasons that people treasure Beaufort so much. These natural spaces also provide vital community support services, such as floodwater storage, air purification, wildlife habitat and nurseries, passive recreation, storm protection, and others. This character area contains several types of typically “undevelopable” areas, in the traditional sense, as well as other areas where traditional development should not occur or where development should be low-impact, community oriented, and/or recreation-oriented. Great care should be taken to ensure development in these areas does not degrade the natural environment and that public investment does not encourage development of these areas. At some



EXAMPLE USES:

Typical Uses:

Traditional parks, such as sports fields, playgrounds, public water access points, or recreation facilities, may be appropriate in some locations. Open space may include passive parks, wildlife viewing areas, natural area access, or low-impact walking or bicycling trails. Environmental areas are those sensitive, natural areas that should not be developed in the traditional sense, and if they must be, then development should have as little impact on these sensitive areas as is absolutely

necessary. This includes regulatory floodplains, shorelines, and coastal marshes and wetlands, where the highest and best use may be the accommodation of floodwaters and/or natural habitat.

If Context Appropriate:

- » Water dependent uses (marinas, boat launches, public water access, docks, boat houses, piers or jetties, fishing operations, ferries, etc.)
- » Public restrooms or public pavilions
- » Interpretive center

Conservation / Open Space / Parks / Environmental / Recreation

point in the future, conversations may also be needed about the potential costs and consequences of armoring or retraction of public services from areas that are environmentally vulnerable, especially if those areas are projected to be even more vulnerable as time passes.

Streets and Circulation:

Public streets should be very limited in these areas. Driveways, if unavoidable, should appropriately handle stormwater so that it does not degrade the environment. Pedestrian and cyclist movement is typically by trails or sidewalks.

Other Concerns:

The natural environment has been clearly identified by the community as one of their most valued assets. Any efforts to protect or enhance it, especially efforts that restore water quality or natural habitat, will no doubt be embraced. Ultimately, the economy of Beaufort rests on people wanting to live in a beautiful place. The natural environment, built environment, and people of the community make it beautiful.



Rachel Carson Reserve

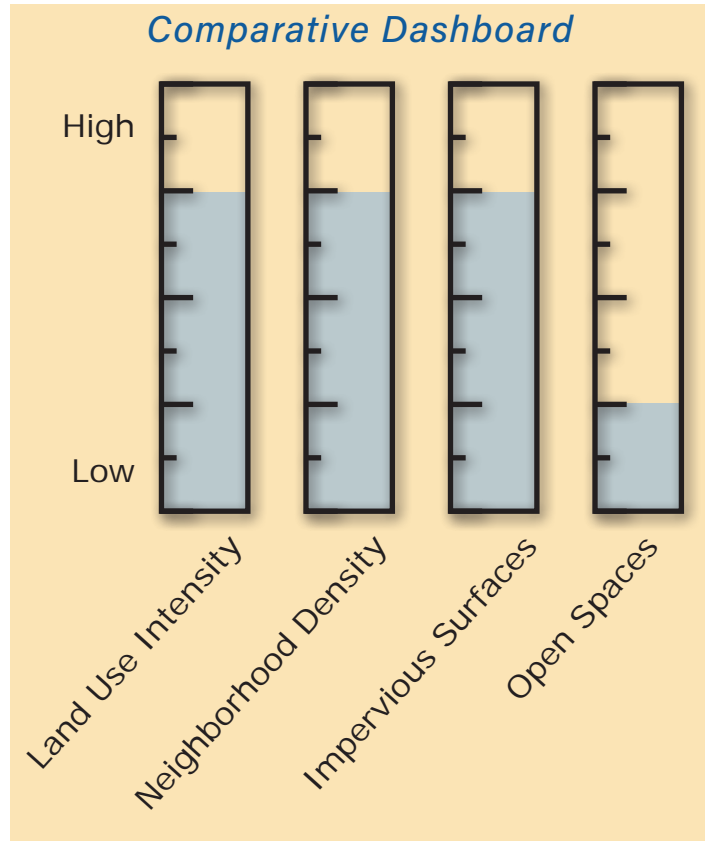
Cedar Street Mixed-Use Area

General Description:

These areas have a mix of non-residential and residential uses that serve the existing neighborhood and the greater area. These sites are occupied by single-family attached dwellings, duplexes, apartments, lofts, condominiums, and commercial uses such as retail, office, business services, and personal services. Density is medium-to-high, similar to traditional neighborhoods near the downtown area. The area is walkable and good for cycling, with a few neighborhood-oriented businesses. Structures should front the street to enhance public safety by having “eyes on the street” while parking should be located in the rear to promote walking and biking. Public water and sewer services are necessary.

Streets and Circulation:

Streets are typically low volume and prioritize pedestrians through the provision of sidewalks on both sides. Street trees soften the streetscape and further enhance pedestrian comfort. Connectivity is high because of the grid network which very



EXAMPLE USES:

Typical Uses:

Medium- to high-density residential dwelling units such as single-family homes, duplexes, apartments, townhomes, condominiums, and neighborhood serving commercial, retail, services (e.g. – brew pub, restaurant, small stores). Pedestrian oriented commercial uses such as cafés, boutique shops, hardware stores, flower shops,

and personal care businesses. Vertical mixed use, including upper-story residences or offices, are appropriate.

If Context Appropriate:

- » Neighborhood-serving, small-scale commercial uses
- » Accessory dwellings
- » House-scale multi-family residential
- » Small hotels or bed-n-breakfasts

Cedar Street Mixed-Use Area

rarely has blocks longer than 500' on a side. On-street parking serves both visitors and residents. Bicycles will have dedicated facilities but may share the vehicular travel lanes where speed limits and traffic volumes are low enough to accommodate them safely. It is important to prepare the area for potential future transit.

Other Concerns:

Vertically integrating residential uses with commercial uses can maximize walkability and livability. Nearby public parks and access to the water provide outdoor recreational opportunities. It is possible that in the future, Cedar Street becomes a second downtown hub similar to Front Street.



Examples of Cedar Street Mixed-Use Areas.

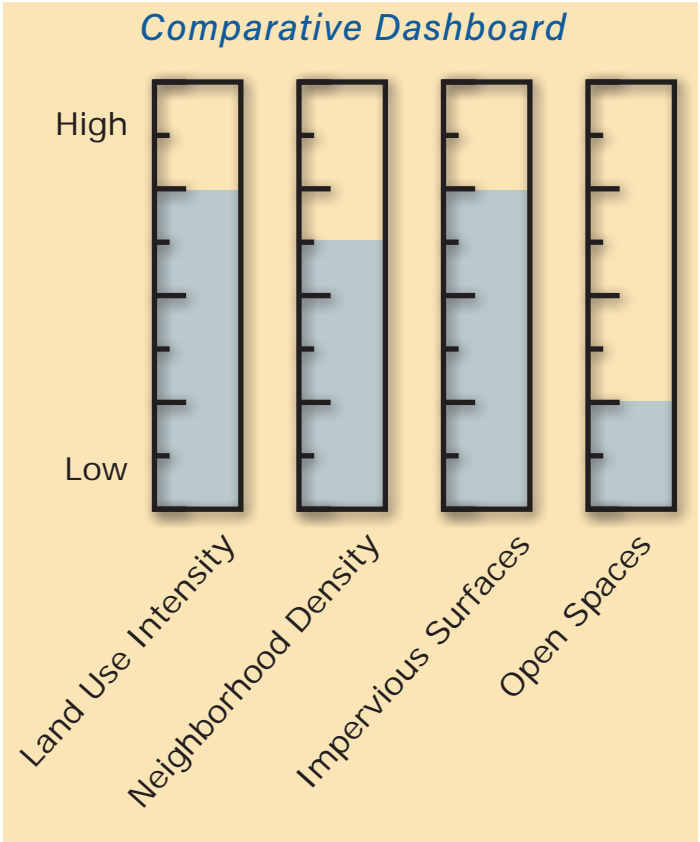
Village Commercial

General Description:

These areas have small-scale non-residential uses that serve the neighborhood and sometimes even a greater region. Often it may only be three or four corners of an intersection or one large, multi-tenant compound, but sometimes larger geographic stretches may also be appropriate. Sites, structures, and streets are human-scaled. Buildings may be setback from the street, particularly if it is a previously residential structure that has been converted for a commercial use. It may also be appropriate to have buildings pulled up to the street, with parking in the rear, especially at busy intersections or in particularly active nodes.

Streets and Circulation:

Streets should have good pedestrian facilities to support walking from businesses-to-business or from home-to-business. Pedestrians are prioritized, but automobiles are accommodated, and



EXAMPLE USES:

Typical Uses:

Smaller footprint, lower intensity, neighborhood serving commercial, retail, services, or offices. Pedestrian-serving uses (boutique shops or fitness studios, personal care, arts) are more appropriate than automobile-oriented uses (vehicle or machinery repair, rental and service, commercial nurseries or lumber yards, fast food restaurants, drive-thru banks, etc.). Upper story dwellings (aka "live/work") are also appropriate.

If Context Appropriate:

- » Institutional uses (churches, schools, hospital, government buildings, etc.).
- » On parcels directly adjacent to this area, multi-family residential may be appropriate, potentially providing customers for local businesses.
- » Higher density residential development, whether as detached or low-impact attached residential is usually appropriate within a ¼ mile walking distance of these areas.

Village Commercial

might even have a transit stop nearby. Accommodating a mix of transportation options is important to being accessible to customers. Blocks should rarely, if ever, exceed 500 feet on a side so that they are walkable and might even be able to one day evolve into a condition similar to Downtown Commercial.

Other Concerns:

Depending on context, some of these places may evolve into higher activity Downtown Commercial areas some day in the distant future, and future infrastructure projects should support that.

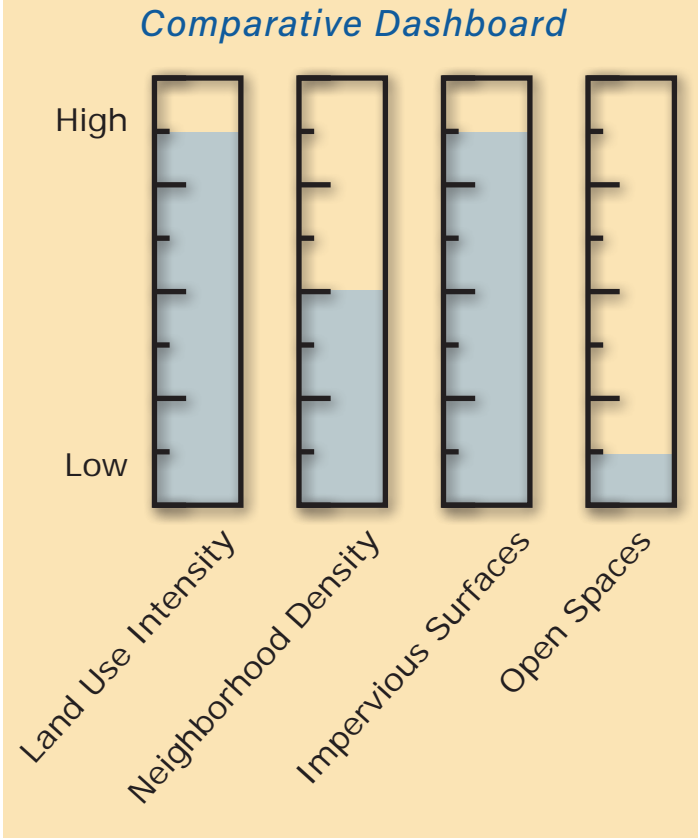


Examples of Village Commercial

Commercial Center

General Description:

These areas have large-scale non-residential uses that serve the entire community and larger region. These sites are often occupied or anchored by a large tenant (“big box”) and the development may span the entire block. Often it is a multi-tenant development with outparcels and large swaths of shared parking, but it can have other, more pedestrian-friendly configurations, as well. Buildings are generally set back from the public street and often front on individual or shared parking lots. Some developments may have buildings pulled up to the street, with parking in the rear, especially at busy intersections or in particularly active nodes that are accessible by nearby residents via walking. However, these places are typically automobile-oriented, generate large volumes of traffic, and are not particularly walkable.



EXAMPLE USES:

Typical Uses:

Large footprint, higher intensity, regional commercial, retail, services, or offices, including less pedestrian friendly uses such as vehicle and machinery repair, sales, and rental, lumber yards, commercial nurseries, fast food restaurants, etc. Hotels are also appropriate. Automobile-dependent businesses predominate.

If Context Appropriate:

- Institutional uses (churches, primary or secondary schools, hospital,

government buildings, etc.), provided they do not detract from the overall commercial nature of an area.

- On parcels directly adjacent to this character area, multi-family residential is often appropriate, particularly if it is walkable to nearby businesses. Higher density residential development, whether as detached or attached residential, is usually appropriate within a ¼ mile network walking distance of these areas.
- Upper story dwellings (aka “live/work”) may be appropriate in extremely limited instances.

Commercial Center

Streets and Circulation:

Streets should be (or have easy access to) higher volume streets or highways. Business frontages should have pedestrian connections to each other and to the surrounding sidewalk network, even if walking is not as convenient because of the longer distances. Automobiles are usually prioritized, but pedestrians should not be forgotten. If developments use extensive private drives or have adjacent parking areas, cross-access (automobile and pedestrian) should be required to adjacent non-residential or multi-family residential uses, in order to reduce traffic congestion on the main roads. Due to the high attraction of these centers, there might even be a transit stop nearby one day. Blocks should not exceed 700' feet on a side. If they do, the site may need to be redesigned to accommodate the public street network. Landscaping and proper stormwater management are key to ensuring attractive parking areas that do not contribute to excessive runoff.

Other Concerns:

Maintaining connectivity through these developments and to surrounding and adjacent neighborhoods and parcels is important. Allowing these developments to connect only to the main thoroughfare will contribute to additional traffic congestion as neighboring developments will have to travel the major thoroughfare to enter through the front, instead of having access from the sides and/or rear of the parcel. The connectivity, longevity, and public utility of the public street network must be a top consideration during the development process. Commercial areas are developed and redeveloped, but the right-of-way network established at the subdivision or site plan stage of development defines the built environment into the foreseeable future and beyond.

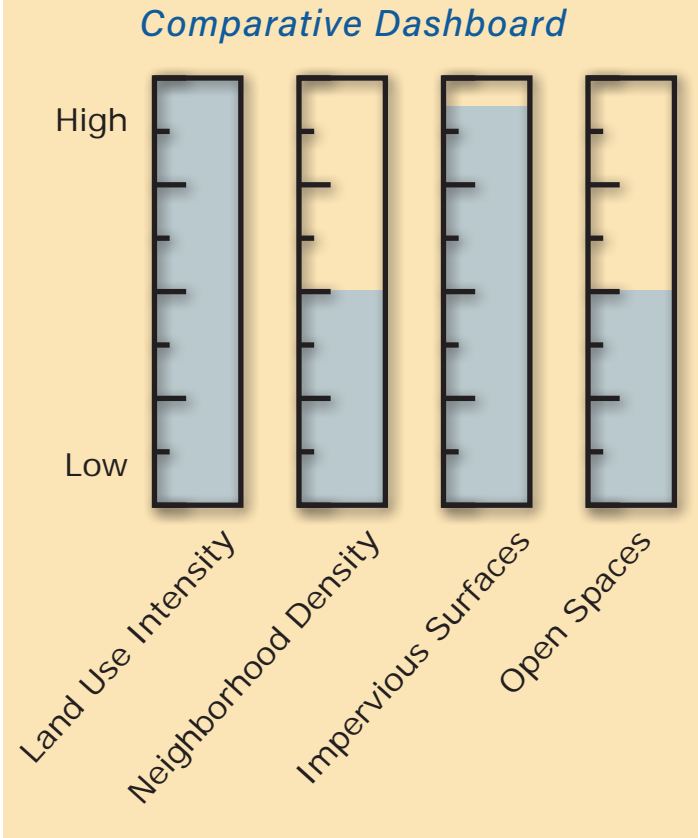


Examples of Commercial Centers

Downtown Commercial

General Description:

This area is characterized by walkable, active streets with high activity in the day and night. It is the social hub of the Town and is a major attraction, not only for its historic development character and beautiful streets, but also for the activity and pleasant, pedestrians-first environment. Comfortable outdoor public spaces, dining, and shopping abound. Shops are primarily small footprint, boutique, local operations. The tightly packed businesses maximize public infrastructure and services and likely generate more taxable value per linear foot of infrastructure than any other location in Town. The buildings are pulled close to the sidewalks and directly interact with the public right-of-way. Parking is at a premium and is located primarily in formalized on-street spaces or in shared or public lots in the rear yard or on separate parcels nearby.



EXAMPLE USES:

Typical Uses:

Active storefront uses (retail, restaurants, shopping, etc.) are a must, but it's not uncommon to have other commercial, office, service, or even residential uses on upper floors. Accessory uses that cater to the public (instructional classes, etc.) are appropriate, too. Anything that encourages visitation, activity, relaxation, dining, and/or recreational shopping is encouraged. Drive-thru facilities (banks, drive-thru restaurant, etc.) or low-activity uses that do not cater to the general public (churches, schools, offices, etc.) or are by appointment only (dentists, architects, hair salon, etc.) and are rarely, if

ever, appropriate on ground floors.

If Context Appropriate:

- » On parcels directly adjacent to this character area, multi-family residential may be appropriate, particularly if it is likely to support adjacent businesses.
- » Higher density residential development, such as detached or low-impact attached residential is usually appropriate within a ¼ mile walking distance of these areas.
- » Any development in or near this district should consider historic character and development requirements.

Downtown Commercial

Streets and Circulation:

Streets have exceptional pedestrian facilities to support walking from business-to-business or from residence-to-business. Pedestrians and cyclists are prioritized, but automobiles are accommodated. Landscaping and street furniture (benches, trash cans, etc.) should be prevalent. Parking is primarily in formalized, on-street spaces. Blocks should rarely exceed 500 feet on a side but more often are closer to 400' or 450'. Alleys may be necessary for services and operations, and utilities (especially overhead utilities) should be placed here if possible, so that they do not interfere with the public experience.

Other Concerns:

Although this character area currently focuses on (and is named for) the downtown, it may be appropriate in the future to extend it to other, select, and geographically limited locations within Town that have similar characteristics and/or where this type of character is desired. If this occurs, it will be essential to ensure that these areas are both allowed and required to create a development character and experience that mimics the original downtown. Caution should be taken when designating these areas because the Town can only support so much of this high-intensity district. If there is too much supply of this type of character area it can lead to a decentralization of supply that creates disinvestment in the existing downtown. Any expansion of this character area should be directly adjacent to the existing downtown.



Examples of Downtown Commercial

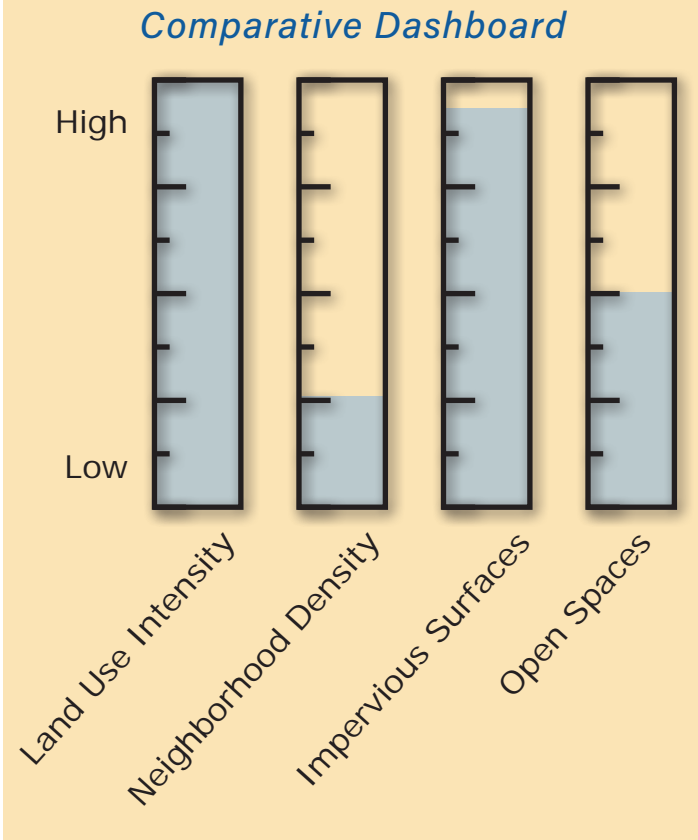
Waterfront Commercial

General Description:

This character area is similar to Downtown Commercial, with other water-dependent, nonresidential areas which exhibit the distinct historical character of the downtown. The uses and structures in this character area are usually water-dependent but are always water-oriented and are typically accessible by boat. The shoreline has nearly been converted from a natural condition to a hardened, engineered condition (bulkheads, seawalls, riprap, docks, piers, etc.), but efforts should be made to increase habitat and ecological function if possible. The public should have visual and physical access to the entire waterfront.

Streets and Circulation:

Since the shoreline and waterways are public resources, public and pedestrian access along the entire waterfront should be prioritized. Streets could be extended through to the water and used as street end CAMA access points with signage.



EXAMPLE USES:

Typical Uses:

Public boat docks and boat ramps, marinas, waterfront restaurants, commercial fishing operations, public parks and boardwalks, public water access, boat manufacturing and public boat houses, boat rentals, ferry docks and water-based ecotourism.

If Context Appropriate:

- » Water-dependent institutional uses (fire, police, or U.S. Coast Guard operations, etc.)
- » Hotels, in a very limited capacity and such that hotels are not built next to each other where possible
- » Upper story residential

Waterfront Commercial

Other Concerns:

The conversion of shoreline from natural to artificial should be avoided due to the negative impacts associated with loss of habitat and the vital ecosystem services they provide. Some of these uses and structures are located in environmentally vulnerable areas that will become further challenged as seas rise. Careful consideration should be given to which places should be armored in place and which should retreat or retract. Public infrastructure investments in these areas will likely also carry greater maintenance costs and could potentially have cascading impacts that affect overall operations. For instance, saltwater intrusion can contaminate drinking water wells, deteriorate water supply pipes and concrete sewer pipes, and can also negatively impact operations at the wastewater treatment plant.



Examples of Waterfront Commercial.

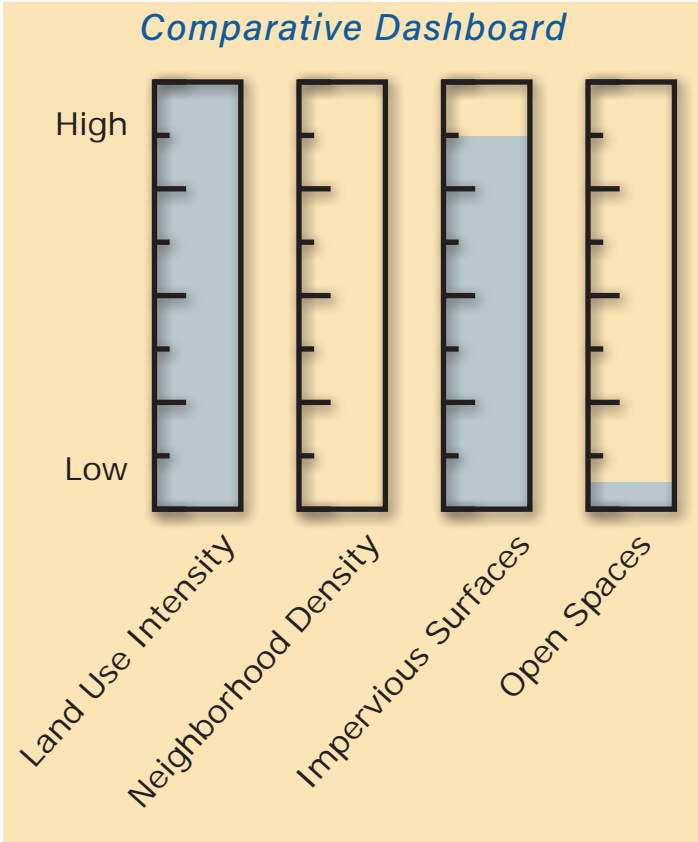
Employment Center / Utility / Infrastructure

General Description:

These employment-supporting land uses provide jobs and centers for economic growth. In many other Towns, these types of uses are heavily screened or separated from different uses, but in Beaufort they are typically pre-existing and/or are already closely located to neighboring structures. These areas should not be allowed to develop for lower intensity uses to infiltrate, since this type of land usually already has the unique combination of factors needed to support these higher intensity uses, and the value to the community of these larger employment-generating uses is significant.

Streets and Circulation:

Because these uses have requirements that are often specific to the occupant, care should be taken at development to



EXAMPLE USES:

Typical Uses:

Offices, manufacturing, fabrication, and industrial uses, lumber yards or high intensity contractor’s offices, breweries and distilleries, transportation, logistics, and warehousing. Industrial-supportive commercial uses, such as wholesale operations. Larger institutional uses, such as hospitals or technical colleges involving industrial uses, but excluding non-intensive uses such as churches and primary and secondary schools.

If Context Appropriate:

- » Institutional operations (government maintenance buildings, etc.), provided they

do not detract from the overall commercial nature of an area.

- » Some outside industrial operations may be permissible, depending on location and the extent of external impacts. Otherwise, indoor operations are preferable.
- » Lay-down yards and outdoor storage of heavy equipment or materials.
- » Storage of hazardous materials should only occur outside of areas susceptible to flooding. Best practices would exclude more than just areas in the 100-year floodplain to ensure the risk of environmental pollution is tightly managed.

Employment Center / Utility/Infrastructure

maintain efficient traffic flow and cross access, while also respecting occupant needs. Automobiles and freight are prioritized over pedestrians, although pedestrian linkages may still be necessary in some locations. Streets are designed to accommodate larger vehicles and delivery trucks. Typically, blocks should not need to exceed 500' to 600', but in some locations (such as the old Atlantic Veneer campus) these areas have grown through the years with much larger block sizes.

Other Concerns:

With the ever-present high demand for residential properties in coastal communities, it is difficult to argue against old industrial or manufacturing properties converting to residential neighborhoods. This is especially difficult if buildings are vacant and there is limited demand for manufacturing business space. However, it is important to realize that once these industrially-suited areas are lost they will likely never return. This may be tolerable and/or even appropriate, based on the specific situation, but it is a consideration to be discussed, especially given some community members' desire to diversify the employment base of the community away from a heavy reliance on tourism. If these properties are lost and demand for those uses still exists, it is likely new sites will be developed elsewhere, potentially not in Town limits.



Examples of Employment Center/Utility/Infrastructure

Non-Intensification Zone

General Description

Beaufort is closely intertwined with the sea, shoreline, and estuaries that surround it. As sea level rise continues, the Town becomes increasingly vulnerable to natural disasters, property damage, and population displacement. The community understands the need to balance these needs of the present against the uncertainties and risks of an uncertain climate future. The Non-Intensification Zone recognizes this vulnerability and seeks to minimize the threats to the health and safety of current and future residents and the Town itself.

The 1% annual flood chance area (the 100-year floodplain) is already a regulatory boundary. In addition, this boundary is a decent approximation for the amount of sea level rise possible by the year 2100. Although this timeframe may seem too distant for individual property owners to fathom, it is not so distant from the perspective of the Town itself (which is already over 200 years old with some structures even older than that). Infrastructure and structures built over 100 years ago are still operational and the Town must plan for a future that will be different from the present and past.

EXAMPLE USES:

Typical Uses:

Single family detached residential of low densities (i.e. – without public utilities) and other lower intensity uses (parks, open space, hunting stands, docks and fishing areas, day-use areas, flood absorption, etc.) should be the only uses allowed in the Non-Intensification Zone, with the exception of existing nonconformities. As uses in these areas are ceased or abandoned, public utilities should be disconnected and any re-use of that property should occur as described above. New development should only occur with the explicit acknowledgment that these properties will not be allowed to install bulkheads and that any structures placed in these areas will need to be designed such that they can be abandoned or relocated, in order to allow the natural shoreline to migrate as seas rise. In general, public infrastructure should not be expanded or extended further. In areas that are already

intensely developed and are deemed essential to the identity of the Town, such as the Downtown Commercial and Waterfront Commercial areas, it may be appropriate to continue to maintain existing public infrastructure so long as measures are taken to protect such infrastructure against probable future conditions. This may involve elevation of roadways, pipes, and floodproofing of infrastructure.

The Town’s development regulations clarify when and how the building and rebuilding of seawalls and other structures may occur. *Low density and low intensity are to be defined in the Town’s UDO.

If Context Appropriate:

- » Water-dependent uses, but only if public infrastructure is adequately protected and/or any additional maintenance burden or liability is covered by the private landowner or deemed to be in the public’s best interest.

Non-Intensification Zone

The fundamental role of the Town is to protect public health, safety, and welfare by minimizing these negative externalities. As development in the Town continues to intensify, there must be accounting for the associated negative impacts, including, but not limited to, loss of the natural environment and vulnerability of the built environment, homes, and lives to storms and sea level rise.

The Non-intensification Zone describes an area where future development should be limited and public infrastructure should not continue to be intensified unless significant protective measures are put in place to ensure infrastructure and investments are adapted to probable future conditions. The purpose of the Non-Intensification Zones is to protect the residents' safety and quality of life, the community's fiscal well-being, and environmental quality through the recognition of the changing climate and the community's unique vulnerability to it.

Other Concerns:

As sea levels rise and coastal and climate hazards intensify, the floodplains will expand into areas of Town that are not now currently subject to the requirements of the FEMA Special Flood Hazard Area (aka 1% annual flood chance, or 1-in-100 year storm). The Non-Intensification Zone as currently proposed does not raise the bar too high, in terms of protection (or even retraction) of public infrastructure from high-risk, high-maintenance areas, but it is a step forward. The Special Flood Hazard Area is not the highest level of protection against flooding, it is the minimum required by the federal government. Other communities around the world take flood risk much more seriously than the United States. For instance, the Netherlands designs for the 1-in-4,000 year storm. However, as the frequency and severity of storms have



Example of a Non-Intensification Zone.

increased, some communities in the United States are beginning to take flood risk more seriously. After recent flooding during a hurricane in Texas, the Galveston area is considering up to 22-foot high gates over the entrance to the bay, coupled with up to 17-foot tall levees to protect against future extreme storm surge events. Similarly, the Town could decide to be more proactive in their resilience to flooding and storms by choosing a higher

Non-Intensification Zone

benchmark for the Non-Intensification Zone (e.g. the 0.2% annual flood chance area) and/or could implement higher flood protection standards, even expanding those requirements to areas beyond the Special Flood Hazard Area.

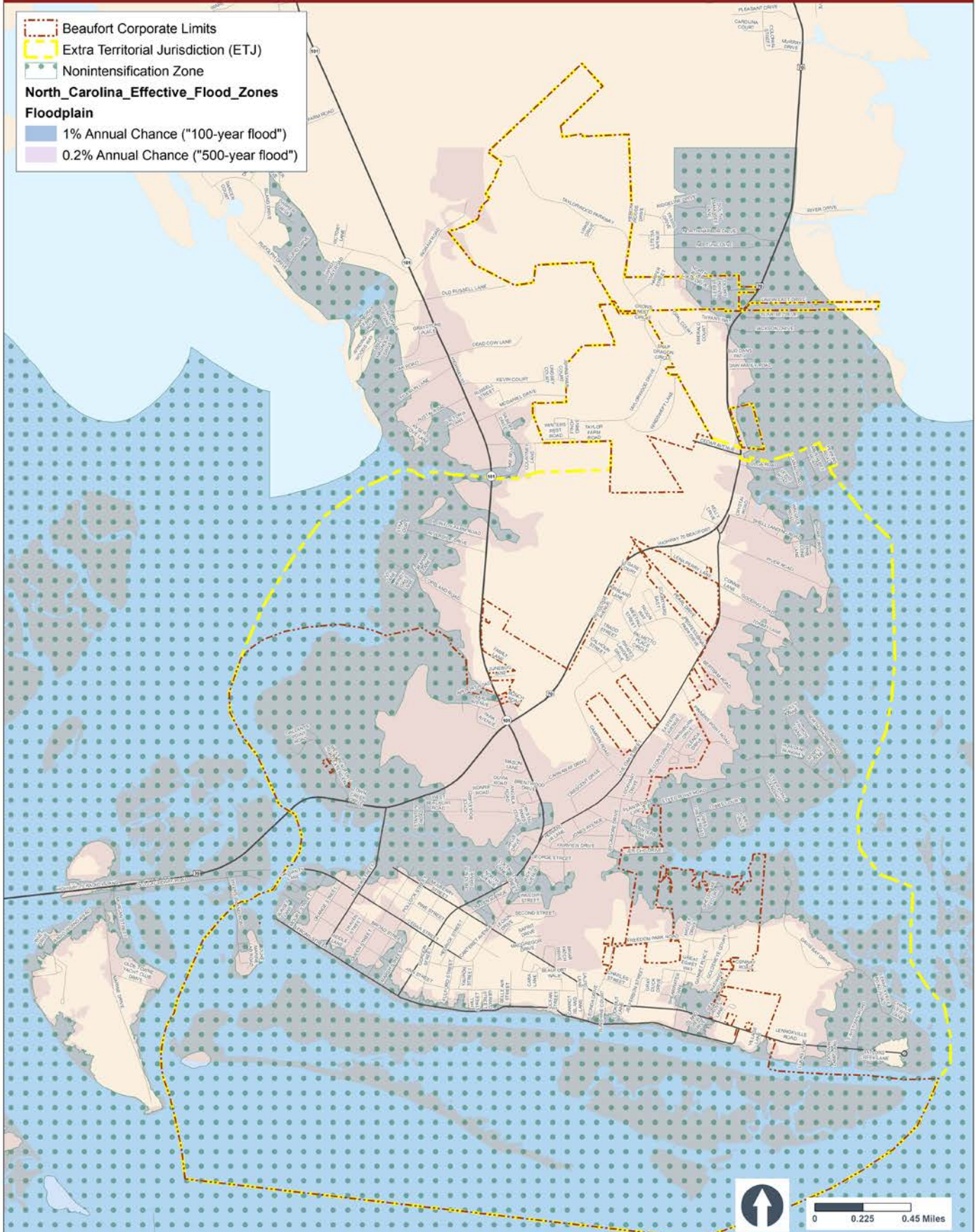
The financial cost of floodproofing all of the Town’s infrastructure is likely beyond the capabilities of the Town without significant outside investment, and outside investment is unlikely to occur in areas that are of high flood risk. It may also be necessary or prudent in the future for the Town to abandon public infrastructure and service provision in some of areas, to avoid unsafe conditions or maintenance liabilities that are insurmountable. This type of decision will have significant impacts on private investments as well as public financial interests. However, as private and public entities (Moody’s, FEMA, etc.) continue to better understand and communicate the financial risks associated with sea level rise and future climate conditions, communities that take measurable actions to minimize their liabilities will surely be viewed more favorably than if they had not.

Precedents for using comprehensive plans and zoning to redirect growth to lower vulnerability areas and/or establish enhanced flood protection requirements outside of the Special Flood Hazard Area can be found in places such as Norfolk, Charlotte, Boston, Miami, and Charleston. Even towns on the northern Outer Banks have explored requiring higher than bare minimum structure elevation in order to become more storm resilient. See also **Mitigation in the Non-Intensification Zone (NIZ) on page 200.**



Rachel Carson Reserve.

Non Intensification Zone



The Non-Intensification Zone is a response to natural hazards associated with climate change and coastal storms and protection of the unique coastal environment.

Mitigation in the Non-Intensification Zone (NIZ)

The purpose and intent of the NIZ is described above. When construction or reconstruction must occur in the NIZ, it is required to provide mitigation strategies that will preclude flooding, stormwater, and rising tide hazards.

In this context "construction" means permitting for new projects and that a triggering event, perhaps 50% of project value, will be required for permitting "reconstruction". Town staff may need to research and develop additional guidance or ordinance to address this.

At the minimum, the following mitigation methods should be considered, although all Federal, State, County, or Town methods would apply:

- » **Sea walls and bulkheads** - To allow construction or reconstruction of the Town Docks, stores, or other approved projects.
- » **Letter of Map Revision (LOMR)** - Removal of property from a Special Flood Hazard Area on the National Flood Insurance Program (NFIP) map, by fill or otherwise.
- » **Sealed utilities** - Required for extension of public utilities into the NIZ.
- » **Flood proofing** - This helps reduce structure damage during flood events and is advisable even in areas not within the NIZ, depending on the community's level of risk and exposure tolerance.
- » **Privately installed utilities** - This is a good strategy for allowing low density private development within the NIZ but will also likely lead to increased community

impact during and after storm events in terms of additional risk to first responders, debris or water pollution, and cleanup. Care must be taken to ensure adequate design and maintenance of these facilities as they will also pose a threat to environmental and public health if they are compromised.

- » **Freeboard** - require structure elevation that anticipates future conditions.
- » **Other elevations** - Raising all construction and surface infrastructure.
- » **Bio-retention** (although often ineffective due to limited soil depths).
- » **Clustering** - Particularly in the instance of a very large tract with the development clustered on that portion not within the NIZ, this could be a very effective strategy.
- » **Conservation** - Via easement, fee simple, or otherwise.
- » **Buffers** - Additional development setbacks from coastal high-risk areas.
- » **On-Site stormwater collection** - Principally to prevent runoff, but also to assist with storm surge, high tide flooding, or sea level rise.
- » **Urban Waterfront redevelopment CAMA exemptions** - The urban waterfront CAMA designation acknowledges the current development pattern in historic waterfront towns. This area and designation is important to the Town.

This page intentionally left blank



7

CAMA Topics and Policies

CAMA Land Use Management Topics and Policies

The Coastal Resources Commission (CRC) outlines five Land Use Plan Management Topics that must be addressed in a Coastal Area Management Act (CAMA) land use plan, including Public Access, Land Use Compatibility, Infrastructure Carrying Capacity, Natural Hazard Areas, and Water Quality. A CAMA-compliant land use plan must address these management topics to ensure that plans

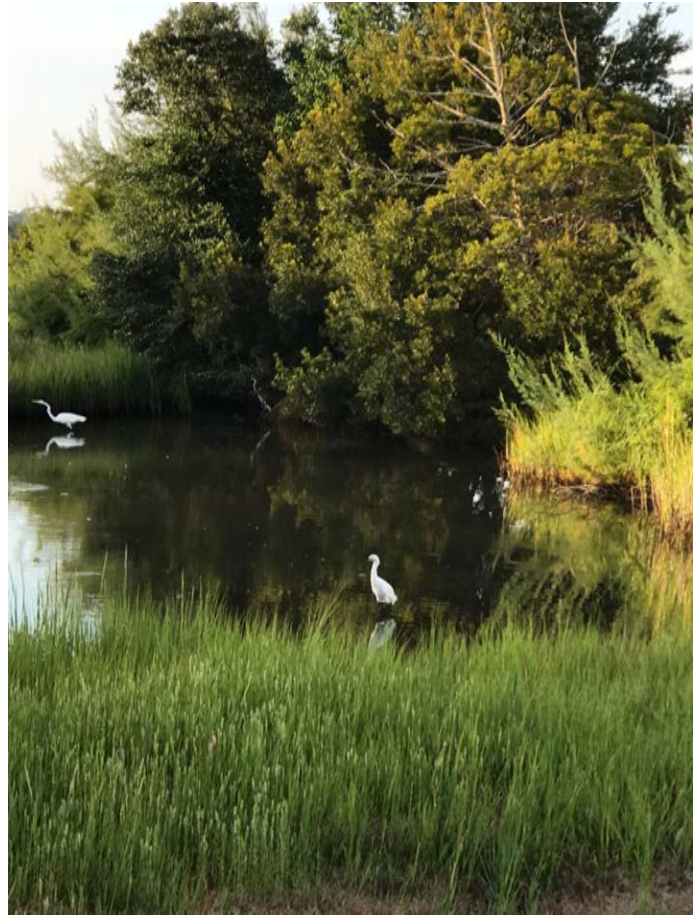
support the goals of the CRC. Each CAMA-required management topic includes a Management Goal and a Planning Objective, which are specified in the state statutes governing land use planning in coastal communities, followed by recommendations for future action. Some recommendations may align with more than one management topic.

Key CAMA-related Issues

The Coastal Area Management Act (CAMA) is particularly concerned with five land use topics. Additional description of issues related to those topic areas is provided below. For the full description of these topic areas and their CAMA-related objectives, please see the full description from state statutes (15A NCAC 07B. 0702).

Public Access

In Beaufort, the public has access to public trust waters in several different capacities (visual access, fishing access, physical access, and equipment access like boat launches). As in most coastal towns, there are limited opportunities for residents and visitors that are not coastal property owners to access public trust waters. Most direct, physical access to the coast and water, through docks, shoreline access, and private boat launches, are exclusive to private residences, rental properties, and select neighborhoods, although several light and heavy craft public access points do exist. For those unfamiliar with the Town, public access points can be difficult to locate. In addition, development, tourism, and population growth have all increased the need for more public access points. While these issues present challenges, the community recognizes the value of public trust water access, and many support increased options. Possibly the best example of



Coastal wetlands (Photo: Andrea Correll)



Grazing horse at the Rachel Carson Reserve

a public private partnership in providing public access to public waters is the town docks where a combination of physical, vessel, and visual access is shared with adjacent commercial uses where the water view can be enjoyed while dining, walking, or shopping. The boardwalk and docks are a signature Beaufort experience.

Land Use Compatibility

Limitations

The Town’s location between three watersheds; Town Creek, Taylor Creek, and Davis Bay; has limited the development potential of the area geographically. Legacy development within wetlands and regulatory (i.e. - 100-year, or 1% annual chance) floodplains has resulted in legacy land use conflicts. Development has also increased impervious surface area, with associated negative impacts from stormwater runoff and flooding. Incompatible coastal development has resulted in the loss of natural buffer areas, exacerbating flooding and runoff issues. This is a common issue among historic working waterfront communities that were developed prior to the enactment of coastal environmental protection legislation. Often properties that were developed near the water have also experienced erosion and subsequently hardened their shorelines to protect built infrastructure. This has resulted in incremental loss of natural (unmodified) shoreline and marsh habitat over the years.

Flood Risk

As of November 2020, Beaufort had 2,425 developed parcels and 767 undeveloped parcels of land. Of the developed parcels, 48.8% (1,183 parcels)

were developed prior to February 14, 1975, when Carteret County adopted its initial Flood Insurance Rate Map (FIRM) (Pamlico Sound Regional Hazard Mitigation Plan, 2020). Because they were developed prior to these minimum standards, these older parcels may carry a higher level of risk during natural hazards and are potentially more susceptible to inundation than areas developed subsequently. There have, however, been subsequent FIRM updates over the years as flood zones have changed. This inborn flood hazard is typical of towns that developed prior to widespread flood prevention regulations.

Existing Land Uses

See analysis in **Existing Land Use & Development on page 124.**

Infrastructure Carrying Capacity

Water Treatment Plants

Beaufort’s two water treatment plants have adequate capacity for existing demand (1.872 MGD permitted capacity each, max use 0.91 MGD in 2020, per local water supply plan); however, there are some challenges. Some equipment is nearing or exceeding its expected service life and there are space limitations at the Hedrick Street location. The Town’s wells are functioning at adequate levels for current demand, but two of them are approaching their expected service lives. For more information, see the NC DEQ Local Water Supply Plan (<https://www.ncwater.org/WUDC/>). See **Projected Utility Needs on page 207.**

Wastewater Treatment Plant

The permitted capacity of the wastewater treatment plant is 1.5000 million gallons per day (MGD). Per a December 2020

staff report, the wastewater treatment plant has a current average daily flow of 0.7868 MGD. The obligated flow for future developments 0.2759 MGD. When accounting for both current and future utilization, there is approximately 29% unallocated capacity remaining. (See **Projected Water Needs (MGD)* on page 207** for details.)

Natural Hazard Areas

Rachel Carson Reserve

The islands of the Rachel Carson Reserve shield Beaufort from the waters of the Atlantic Ocean. The pristine estuarine waters formed between mouths of the Newport and North Rivers, across from Taylors Creek, also harbor aquatic flora and fauna in an array of coastal habitats including tidal flats, salt marshes, ocean beach, soft bottom, shell bottom, dredge spoil areas, sand dunes, shrub thicket, submerged aquatic vegetation, and maritime forests.

Inundation overwash during storms, exacerbated by rising sea level, has become a more recently significant issue at the Reserve. In recent years, major storm events have caused water to breach the dunes, redepositing silt and sediment. This has resulted in the gradual shift of the islands towards the mainland.

Water Quality

The three main watersheds in Beaufort; Davis Bay, Taylor Creek, and Town Creek; drain into Newport River and North River which contain High Quality Waters (HQW). Stormwater runoff is a major concern in Beaufort. It is the primary source of the pollutants and bacteria threatening the water quality of the delicate environment.

Davis Bay (Turner Creek and Gibbs Creek)

Davis Bay encompasses Turner Creek and Gibbs Creek. It is designated primarily as a Class SA waters, supporting direct contact recreation and commercial shell-fishing. This is the last remaining shellfish harvesting area in the Town. Over the past two decades, significant logging activity has occurred in the greater watershed, changing the landscape and the runoff patterns.

Taylor Creek

Taylor Creek watershed is predominantly classified as Class SC waters. This classification recommends limited activities involving skin contact with the water, but does not restrict some other activities such as fishing and boating. Shellfishing is prohibited along the length of the entire main channel. The waterfront has a number of residences with bulkheads, hardening the shoreline and contributing to a loss of natural vegetative coverage. Taylor Creek is a major local waterway and is frequently crossed to access the Rachel Carson Reserve or other regionally-significant destinations, such as the Shackleford Banks.

Town Creek

Town Creek runs along Beaufort’s western border. It is classified as Class SC waters. Prior to the 1970s, excess amounts of poorly treated sewage were discharged into the water. Despite a reduction in discharge, over the past several years, increased stormwater runoff has diminished water quality and transported impairments downstream. The side of town is also bordered by the Intracoastal Waterway.

Beaufort Watershed Boundaries



Watershed Boundaries

Projected Utility Needs

	2020	2025	2030	2035	2038	2040	2045	2050
Peak Population Estimate	10,200	11,025	11,980	12,941	12,215	13,983	14,347	14,697
Projected Water Needs (MGD)*	0.5304	0.5733	0.6229	0.6729	0.6352	0.7271	0.7460	0.7643
Water Capacity (MGD)	1.8445	1.8445	1.8445	1.8445	1.8445	1.8445	1.8445	1.8445
Projected Wastewater Needs (MGD)+	0.6120	0.6615	0.7188	0.7764	0.7329	0.8390	0.8608	0.8818
Wastewater Capacity (MGD)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

* = Based on 52/gallons/person/day per ratios used in Local Water Supply Plan 2020
 + = Based on estimated maximum of 60 gallons/person/day per 15A NCAC 02T .0114

Land Use Management Topics for CRC Review Purposes

This Comprehensive & CAMA Land Use Plan addresses issues of local and state (via the CAMA-related component) concern. These may be asset-based, programmatic, regulatory, geographic, or otherwise. All locally identified goals, policies, objectives, and actions (see **Chapter 1: Community Values, Vision, and Goals** on page 121) do not necessarily directly align with the CAMA land use management topic structure, but are locally important nonetheless.

CAMA-required recommendations are designated as either a Implementation item (which requires an associated timeline) or as a Policy. Local discretion and leadership will determine priorities and timelines. Policies that are not able to be implemented immediately will guide future development decisions on the Town level, so that all future development will bring the reality closer to the vision. While the Future Land Use Map and goals, policies, objectives, and actions herein are intended to provide guidance during land use decisions, the issuance of CAMA and development permits will be based on adopted standards in the Town’s Code of Ordinances and the CRC’s permitting rules that implement the Coastal Area Management Act.

In the following pages, policies and implementation steps (as required by CAMA) are identified by the following, with relevant CAMA Topics and implementation year(s) indicated:

(P) - policy

(I) - implementation step

Where no entry is provided, the topic is not considered relevant to the CAMA Land Use Management Topics. Only CAMA policies have the association to the relevant CAMA Land Use Management Topic show, as the implementation steps are covered by that policy. The table that follows lists the CAMA-related items (identified by CAMA and in the table as “policies” and “implementation” items) that are a subset of the Town’s overall policies, objectives, and actions (from **Chapter 5**). The Town’s policies, objectives, and actions in this table are numbered the same as in **Chapter 5**, and are crosswalked to the appropriate CAMA land use management topic to which they apply.

The following definitions come from the CAMA statutes (15 NCAC 07B .0702 (d)(2)) and are required to meet the standards of a CAMA-compliant land use plan. This plan must specify relevant policies and implementation items (from the overall plan policies, objectives, and actions) that relate to these land use management topics.

Goals for: Land Use Compatibility (LUC)

Management Goal: Ensure that development and use of resources or preservation of land balance protection of natural resources and fragile areas with economic development, and avoids risks to public health, safety, and welfare.

Planning Objectives: The plan shall include policies that characterize future land use development patterns and establish mitigation concepts to minimize conflicts.

Goals for: Public Access (PA)

Management Goal: Maximize access to the beaches and the public trust waters of the coastal region.

Planning Objectives: The plan shall include policies that address access needs and opportunities, with strategies to develop public access and provisions for all segments of the community, including persons with disabilities. Oceanfront communities shall establish access policies for beach areas targeted for nourishment.

Goals for: Infrastructure Carrying Capacity (ICC)

Management Goal: Ensure that public infrastructure systems are sized, located, and managed so the quality and productivity of areas of environmental concern (AECs) and other fragile areas are protected or restored.

Planning Objectives: The plan shall include policies that establish service criteria and ensure improvements minimize impacts to AECs and other fragile areas.

Goals for: Natural Hazard Areas (NHA)

Management Goal: Conserve and maintain the barrier dune system, beaches, flood plains, and other coastal features for their natural storm protection functions and their natural resources giving recognition to public health, safety, and welfare issues.

Planning Objectives: The plan shall include policies that establish mitigation and adaptation concepts and criteria for development and redevelopment, including public facilities, and that minimize threats to life, property, and natural resources resulting from erosion, high winds, storm surge, flooding, or other natural hazards.

Goals for: Water Quality (WQ)

Management Goal: Maintain, protect, and where possible enhance water quality in coastal wetlands, oceans, and estuaries.

Planning Objectives: The plan shall include policies that establish strategies and practices to prevent or control non-point source pollution and maintain or improve water quality.

Item	Applicable CAMA Land Use Management Topic					CAMA Policy or Implementation	Time Frame (Fiscal Year)
	LUC	PA	ICC	NHA	WQ		
Goal 1: Environmental Protection							
1.1.1: Reduce and address non-point source pollution.				X	X	P	Ongoing
1.1.1.1: Enhance standards for implementation of Low Impact Development (LID), green infrastructure, and water quality measures in sites. Explore and utilize LID strategies and on-site storage for stormwater management. For high intensity areas, like downtown, a regional stormwater approach should be considered. Tie requirements to impervious surface percentages in sites, in which larger percentages of impervious surface must provide increased amounts of stormwater management and green infrastructure.					X	I	Ongoing
1.1.1.2: Implement Watershed Restoration Plan actions.					X	I	Ongoing
1.1.1.3: Work with local researchers to continually monitor water quality in creeks and North River.					X	I	Ongoing
1.1.1.4: Outreach initiative focused on minimized use and release of residential pollutants.					X	I	2023-24
1.1.1.5: Encourage reduction of impervious surface cover and increased use of permeable surfaces in new development and reconstruction or redevelopment. Consider expanding impervious surface restrictions and regulation to all zoning districts.					X	I	Ongoing
1.1.1.6: Retrofit streets and other publicly-owned areas with new or improved stormwater control measures, in particular those that improve water quality.			X		X	I	2023-Ongoing
1.1.2: Protect and improve the health of vulnerable natural environments such as maritime forests and coastal marshes.	X			X	X	P	Ongoing
1.1.2.1: Actively document marsh and maritime forest areas and loss. Identify restorable areas of each type.				X		I	2027-28
1.1.2.2: Identify areas for wetland/habitat restoration, partnering with local agencies, like NC Coastal Federation.				X		I	Ongoing

Item	Applicable CAMA Land Use Management Topic					CAMA Policy or Implementation	Time Frame (Fiscal Year)
	LUC	PA	ICC	NHA	WQ		
1.1.2.3: Identify areas of terrestrial habitat that are irreplaceable or otherwise significant and to preserve those areas, possibly through partnerships with other agencies.				X		I	Ongoing
1.1.2.4: Give enhanced priority to mature forests, and maritime forests in particular, in subdivision and site plan review when meeting preserved open space area requirements.	X			X	X	I	Ongoing
1.1.2.5: Consider ordinance updates to prioritize protection of existing stands of mature maritime forest as land is developed.				X		I	2022-23
1.1.2.6: Clearly identify areas where shoreline armoring will and will not be permitted, and where structures will have to relocate as shorelines erode.				X		I	2030-31
1.1.2.7: Encourage landowners to utilize living shorelines where appropriate.				X	X	I	Ongoing
1.1.2.8: Enhance development standards to reduce environmental impacts (e.g., tree preservation ordinance).	X					I	2022-23
1.2.1: Partner with NC DEQ and/or the RCR Local Advisory Committee to continue efforts to protect and enhance the Reserve, especially its habitat quality and storm mitigation features.				X		P	Ongoing
1.2.1.1: Town administrative and/or planning staff should maintain an active presence on the RCR Local Advisory Committee.				X	X	I	Ongoing
1.2.1.2: Participate in habitat resilience planning and restoration implementation and enhancement projects.	X			X		I	Ongoing
1.2.2: Educate the public about the ecological and storm protection benefits of the Reserve.				X		P	Ongoing
1.2.3: Continue to work with the RCR on addressing abandoned and derelict vessels to protect sensitive habitats.				X		P	Ongoing
1.3.1: Mitigate the negative impacts of water and recreation access points in sensitive environmental areas.		X		X		P	Ongoing
1.3.1.1: Educate tourists on their impacts by partnering with realtor's and technical agencies to provide training (e.g., Coastal Training Program).					X	I	2025-26

Item	Applicable CAMA Land Use Management Topic					CAMA Policy or Implementation	Time Frame (Fiscal Year)
	LUC	PA	ICC	NHA	WQ		
1.3.2: Partner with local watersports businesses to direct recreation away from sensitive environments.				X		P	2025-26
1.3.2.1: Provide educational materials for businesses on areas for recreation away from sensitive environmental areas.					X	I	2027-28
1.3.3: Investigate the carrying capacity of local natural resources with regard to ecotourism and visitation.				X		P	2024-25
1.4.1: Create an educational program to inform the public about the public rights to the estuarine habitat and public benefits (property values (even in-land), fisheries value, quality-of-life, etc.) and take a firm stance on not perpetuating further shoreline habitat degradation.				X	X	P	2028-29
1.4.1.1: Partner with local agencies, such as the Rachel Carson Reserve, to increase the effectiveness of these efforts.					X	I	Ongoing
1.4.2: Map shoreline habitat and using best available local science, designate where certain types of erosion control measures are likely to optimize protective benefits.				X		P	2024-25
1.4.2.1: Clearly designate where the least impactful intervention is needed and/or allowable.	X				X	I	2029-30
1.4.3: Hardened shorelines should be utilized in only the most urban and/or high energy settings.				X		P	Ongoing
1.4.3.1: Develop an Estuarine Shoreline Management Plan identifying areas most appropriate for hardened shorelines.				X		I	2026-27
1.4.3.2: Update relevant ordinances to include standards on shoreline stabilization.	X			X		I	2024-25
1.5.2: Implement recommendations and steps from the North Carolina Marine Debris Action Plan.				X		P	Ongoing
1.5.4: Continue to work on addressing and removing abandoned and derelict vessels in a timely fashion.				X		P	Ongoing
1.5.6: Implement enhanced construction standards for docks and sea walls so that they have less chance of becoming marine debris after major storms.				X		P	2026-27

Item	Applicable CAMA Land Use Management Topic					CAMA Policy or Implementation	Time Frame (Fiscal Year)
	LUC	PA	ICC	NHA	WQ		
Goal 2: Resiliency							
2.1.1: Keep zoning densities lower in vulnerable areas, using the Non-Intensification Zone, floodplains, and best available sea level rise projections as guidance.	X				X	P	Ongoing
2.1.2: Direct vulnerable land uses, including hospitals, age-restricted housing, group homes, and schools away from vulnerable areas and/or provide support to ensure they can sustain and recover more quickly from storms.	X			X		P	Ongoing
2.1.3: Relocate and site sensitive community infrastructure (critical public services and facilities, etc.) outside of vulnerable areas.			X			P	Ongoing
2.1.4: Consider downzoning undeveloped, unvested properties in the Non-Intensification Zone in order to communicate that these areas are not intended to accommodate high intensity development.	X					P	Ongoing
2.2.1: Manage retreat and contraction of public infrastructure and services away from high vulnerability areas.	X			X		P	Ongoing
2.2.2: Use current, best available sea level rise projections and environmental vulnerability knowledge when making public infrastructure investment decisions.			X			P	Ongoing
2.2.3: Direct public and private investment and capital improvement projects away from vulnerable areas and ensure any public investment in these areas is capable of surviving anticipated future conditions. See also Mitigation in the Non-Intensification Zone (NIZ) on page 200.				X		P	Ongoing
2.2.4: Mitigate tidal and storm surge flooding through structural improvements that prepare infrastructure for long-term resistance to environmental threats.			X	X		P	2024-25
2.2.4.1: Identify and map priority areas, such as at key locations along Front Street or Town Creek.	X			X		I	2023-24

Item	Applicable CAMA Land Use Management Topic					CAMA Policy or Implementation	Time Frame (Fiscal Year)
	LUC	PA	ICC	NHA	WQ		
2.2.4.2: Identify vulnerable roads, water, sewer, and stormwater pipes, electric facilities, and other public infrastructure and elevate/armor against rising seas.			X		X	I	Ongoing
2.3.1: Increase storm-safe construction standards, utilizing the most up-to-date code language by industry leaders, such as the Florida Building Code or the IBHS FORTIFIED Home criteria.	X					P	2028-29
2.3.1.1: Launch a town-led retrofitting campaign that encourages residents to brace their homes against storms.	X					I	2024-25
2.3.1.3: Increase the flood-proofing and freeboard requirement in 100- and 500-year floodplain (aka 1% annual chance and 0.2% annual chance, respectively).	X					I	2022-23
2.4.2: Establish a prohibition on hardening shorelines in all locations other than immovable areas that have high or irreplaceable community value. This may involve relocating or removing public infrastructure from these locations.				X		P	Ongoing
2.4.3: Refine standards for when shoreline armoring or coastal erosion control structures should be removed, restricted, or allowed to rebuild.				X		P	2025-26
2.4.4: Develop and adopt a shoreline management plan.				X		P	2028-29
2.6.2: Examine infrastructure and services redundancy measures and incorporate new technologies as necessary.			X			P	Ongoing
Goal 4: Infrastructure & Public Utilities							
4.2.1: Continue to implement recommendations from the 2019 Stormwater CIP.			X			P	Ongoing
4.2.2: Assess stormwater facilities' resiliency to coastal and climate hazards and identify needed upgrades.			X		X	P	Ongoing
4.2.2.1: Identify and codify priority for low-lying areas such as Front Street.	X					I	Ongoing
4.2.2.2: Implement Watershed Restoration Plan.		X			X	I	Ongoing

Item	Applicable CAMA Land Use Management Topic					CAMA Policy or Implementation	Time Frame (Fiscal Year)
	LUC	PA	ICC	NHA	WQ		
4.2.3: Continue to manage and expand existing stormwater infrastructure, including the potential for regional stormwater management for built-out, troubled or vulnerable areas.	X		X		X	P	Ongoing
4.2.4: Evaluate and update impervious surface standards.			X		X	P	2022-23
4.3.1: Upgrade facilities according to leadership direction and established departmental policies and standards.			X			P	Ongoing
4.3.2: Plan to increase capacity as needed to accommodate desired levels of growth. Conduct a preliminary GIS-based analysis to estimate the amount of water and sewer capacity that could be added to the utility system based on existing zoning and utilization of land. Update this assessment with new rezoning and development requests and approvals and consider it when deciding on new land use and development requests.			X			P	Ongoing
4.3.3: When upgrading facilities, relocate, elevate, or armor against projected future hazardous conditions or storm events.			X		X	P	Ongoing
4.3.4: Continue to monitor sewer system inflow and infiltration and mitigate and/or plan accordingly.						P	Ongoing
4.6.1: Adopt stricter impervious surface standards.			X		X	P	2024-45
Goal 6: Transportation							
6.6.3: Increase launch locations for non-motorized vessels.		X				P	Ongoing
Goal 7: Town Character							
7.6.1: Update the Town Waterfront Access Plan to improve, identify, and pursue existing and additional public access points and amenities.		X		X		P	2028-29
7.6.3: Pursue extension of existing dead-end streets to provide additional access points and create interconnection opportunities.		X				P	Ongoing



Appendix

Appendix A: Population Projection Methods..... 218
Appendix B: Affordable Housing Primer222
Appendix C: Short Term Rental Primer228
Appendix D: Rachel Carson Reserve Resilience.....230
Appendix E: CAMA Land Use Plan Matrix250

Appendix A: Population Projection Methods

Seasonal Population Estimate

Beaufort, like other coastal North Carolina communities, experiences large seasonal surges in population. Seasonal population in Beaufort is driven by hotels and other lodgings, the short-term rental market, and seasonal occupants and second homeowners who classify their primary residence elsewhere. Data was gathered from short-term rental databases and combined with information about known lodging in Beaufort. Day-travelers are not accounted for in these calculations and may be significant, especially for popular festivals and events. By combining the number of year-round residents with the average peak seasonal population estimate described in greater detail below yields a peak seasonal population estimate of 8,794 for the Town of Beaufort.

Population Type	Definition	2019 Estimate (Town Limits)
Peak Seasonal Population	Permanent plus visitor population. This is an approximation of the planning area’s population on a “typical” peak day during the high season.	8,794
Permanent Population	Persons who usually reside in the planning area.	4,343
Peak Visitor Population	Persons who are temporarily residing in the planning area, such as tourists and vacationers, but who normally reside in another location. This estimate does not include day-trippers.	4,451

The 2019 American Community Survey housing data provides detailed insight into the housing stock in Beaufort. This includes the distribution of homes by bedroom count. These counts were used to calculate counts in parts A and B.

Total Overnight Visitors in the Peak Month (Town Limits)		
	Low Estimate	High Estimate
A. Short-Term Rentals & Seasonally Occupied Units	1870	2879
B. Guests of Year-Round Residents	532	1596
C. Other Lodging (ex. hotels, inns, marina slips)	1013	
Total	3415	5488
Average – Peak Seasonal Visitor Population	4451	

Short-Term Rentals & Seasonally Occupied Units

Data on the overall number of short-term rentals is difficult to ascertain. The most current data from the 2019 American Community Survey Estimates indicates there are 497 vacant housing units for seasonal or recreational use. For comparison, AirDNA data, a website that provides data insight into local AirBNB and VRBO use, pulled in January 2021 indicates 154 active rentals, though this only accounts for listings active on Airbnb and VRBO, not the whole short-term rental market or seasonally occupied second homes. AirDNA data also indicates that July is the peak month for short-term rentals, a 94% occupancy rate. “Whole house rentals” are classified as 90% of the rental market. This information is corroborated based on conversations relating to the short-term rental market in the area. The following assumptions are made:

- The 497 housing units in Beaufort are used for visitors.
- The short-term rentals reflect the general housing stock within Beaufort (based on the number of bedrooms and unit distribution).
- Peak occupancy rate for units used is 94%. (AirDNA)
- July is assumed to be the peak month which correlates with AirDNA data and Carteret County occupancy tax data.

A. Short-Term Rental & Seasonal Occupants (Town Limits)

To develop the seasonal population that corresponds to the short-term rental (STR) occupants, a low and high estimate of STR users was found based on bedrooms for each type of housing unit. These estimates for total capacity were found using ranges from 1-14 persons per housing unit. These were assigned based on the number of bedrooms per unit. This resulted in a total potential housing capacity (Row A), then the numbers were adjusted for the portion of housing units that are estimated to be secondary and rental units (17%) at 94% peak occupancy (Row B). This multiplier was derived by using the aforementioned 2019 American Community Survey Estimates figure of 497 for vacant housing units available for seasonal or recreational use in conjunction with the total number of housing units in Beaufort (i.e. 497 units ÷ 2926 units = 0.17. 0.17*0.94=.1598).

Short-Term Rental & Seasonal Occupants (Town Limits)						
Number of Bedrooms	Peak Occupancy Rate	Housing Unit Distribution (j)	Housing Units	Persons/Unit (Low & High Estimates)	Low Occupancy Estimate	High Occupancy Estimate
Studio	94%	2.5%	73	1 & 1.9	73	139
1 bedroom		9.3%	272	1.9 & 2.8	517	762
2 bedrooms		38.1%	1115	2.8 & 4.7	3122	5241
3 bedrooms		37.9%	1108	4.7 & 7.5	5208	8310
4 bedrooms		10.5%	306	7.5 & 9.4	2295	2876
5 or more bedrooms		1.8%	52	9.4 & 13.2	489	686
A. Total Potential Capacity			2926	X	11703	18014
B. Total assuming 17% recreation usage at 94% peak occupancy (0.1598)			468		1870	2879

j) American Community Survey 2019 data on unit distribution in Beaufort

B. Guests of Year-Round Residents (Town Limits)

Another factor that contributes to the seasonal population in the peak months are overnight guests of the permanent population. Assumptions to calculate this group:

- 25% of the households in Beaufort would host guests on a typical summer weekend. (Precedent for this statistic: 2009 Dare County Land Use Plan)
- Most homes would host between 1 and 3 guests. This is based on 76% of the housing stock having 2-3 bedrooms (see table in Section A) with an average permanent household size of only 1.8 residents (2019 5-year ACS estimates). This infers that there should be one to two bedrooms available for guests.

A low estimate of 1 guest per permanently occupied housing unit and a high estimate of 3 guests per unit is used to estimate peak seasonal guests.

Estimated Guests of Year-Round Beaufort Residents in the Peak Month (Town Limits)		
Permanently occupied housing units	2126	
	Low Estimate	High Estimate
	1 per Unit	3 per Unit
25% of units hosting guests	532	
Guests of Year-Round Residents	532	1596

C. Traditional Lodging (Town Limits)

Traditional lodging options in Beaufort are consistent of several inns, hotels, transient marina slips, and a campground that allows RVs. Based on available data, there are approximately 247 hotel rooms in Beaufort, where each room hosts a variable number of people based on beds.

- To account for varying number of beds per hotel room, an average of three people per night per hotel room was assumed, to account for an even split between 2- and 4-person hotel rooms. Per the 2006 Beaufort land use plan, there are 179 transient marina slips as well in town, housing an average of 2 people each.
- Like AirBNB, lodging options also have a 94% occupancy rate in peak months.

Using these numbers, the total amount of people found in “Other Lodging” is estimated as follows:

Other Lodging Occupants			
	Rooms/Slips	Average Occupants	Total Capacity
Hotels	247	3	720
Marina Slips	179	2	358
Total Capacity			1078
94% Occupancy			1013

Source: crytalcoastnc.org, 2006 CAMA plan (for marina slips)

D. Peak Population Projections (Town Limits)

Any increase in seasonal population in the future will be largely tied to the residential development market and overall housing economy. There are some large housing developments currently permitted in Beaufort, which are accounted for in the adjusted base population used for this estimate. If historical trends continue, rental and secondary housing will represent an increasing share of the total housing stock.

Beaufort Peak Population Projection (Permanent and Visitors)							
2019	2020	2025	2030	2035	2040	2045	2050
8,794	8,832	9,574	10,424	11,274	12,398	12,702	13,006

E. Peak Population Projection Methods (Town Limits)

The permanent population for 2019 is estimated at 4,343 within the municipal limits and 5,839 including those within the extraterritorial jurisdiction (2019 ACS 5-year estimates, ESRI). The annual growth rate for permanent residents was 0.9% from 2010 to 2020 within the municipal limits, which shows that while the permanent population is growing, it is not growing very quickly.

Permanent population projections were done by projecting these historical growth rates thirty years into the future. However, extrapolating population growth based on historical growth and government projections does not tell the whole story for Beaufort’s population. The town has permitted two very large residential developments that together will bring almost 800 homes to town, which is roughly equal to the number of homes than were built in Beaufort between 2000 and 2019.

To account for the impact of these developments, an average was added to the population estimate in the new developments based on known quantities:

- 40 New homes per year (based on 2018-2020 average) (Town of Beaufort)
- 1.8 person average household size (2019 ACS 5-year estimates)
- 75% of homes are permanently occupied (2019 ACS 5-year estimates)

Adding this additional population to the average permanent projected population gave the new based permanent population shown in the table above.

Appendix B: Affordable Housing Primer



Intro

Affordable housing is a complex subject, both in terms of its causes and means of addressing it, especially in local governments. As the Southeast continues to attract more and more full-time residents, affordable housing is discussed in almost every community. Local governments in North Carolina are limited in their means of addressing housing affordability, primarily because of limits on how land use, private property rights, home design and prices may be regulated. These regulatory and market related barriers often mean that popular solutions from other states are not necessarily available in North Carolina.

A one-size-fits all method is not a practical approach to address affordable housing concerns and should be tailored to the housing market conditions of an area. Below are some potential means of addressing housing affordability, and how they may be applied in North Carolina. This is by no means an exhaustive list of remedies. This document explores options for local governments to increase the proportion of affordable housing and/or workforce housing in communities.

Terminology

“Affordable housing” has become a blanket term used when discussing how to best combat rising housing cost, however, it is beneficial to distinguish locally between different types. It has its roots in the public subsidized housing terminology. Typically, public subsidized housing has eligibility requirements for income. However, “affordable housing” has been co-opted by the larger discussion of housing cost and now is often used interchangeably with “attainable housing”, which is a broader concept.

Below are some common terms used when referring to affordable housing:

“**Area Median Income (AMI)**” the midpoint of the income distribution for a specific geographic area, as defined by the U.S. Department of Housing and Urban Development (HUD) using data from the U.S. Census Bureau. This statistic is used by HUD for purposes of determining the eligibility of applicants for certain federal housing programs.

“**Affordable housing**” is housing that costs no more than 30% of a household’s income, including utilities.¹

- Affordable housing can be income-restricted, meaning it is specifically developed as affordable housing and is only available to households that meet specific income limits. (see section Income-Restricted Housing Tools)
- Affordable housing can also be market rate, meaning it is affordable based on market price and is not restricted based on household income. These housing units are susceptible to market fluctuations and may increase in price, rendering them unaffordable.

“**Workforce housing**” is housing affordable to households earning between 60% and 120% of the AMI.² Workforce housing is generally thought to be for middle-income workers which includes professions

¹ “HUD Archives: Glossary of Terms to Affordable Housing.” HUD. Accessed April 21, 2021. <https://archives.hud.gov/local/nv/goodstories/2006-04-06glos.cfm>.

² “What Exactly is Workforce Housing and Why is it so Important”, University of North Carolina, School of Government, 07/12/2018. <https://ced.sog.unc.edu/what-exactly-is-workforce-housing-and-why-is-it-important/>.

such as police officers, firefighters, teachers, health care workers, retail clerks, and the like.³ Households that need workforce housing may not always qualify for subsidized housing.

“Attainable housing” consists of unsubsidized, market-rate housing developments that meet the needs of those with incomes between 80% and 120% of the AMI.⁴

Maintenance of Affordability

Income-restricted affordable housing can be preserved long-term in different ways depending on ownership structure:

- Ownership: Deed restrictions that limit any subsequent sales of the home to income-eligible borrowers at an affordable price. The resale restrictions are attached to the property’s deed and may be enforced for decades. Limiting the sale price of a home can limit the ability of the seller to build wealth because home value appreciation is limited.
- Rentals: Rental housing restricted to households meeting certain income eligibility requirements. These units can be owned by local governments, non-governmental organizations, or by private owners. Owners may receive a subsidy payment from the state or a federal tax credit for keeping the rent at lower than market rate.
 - The Low-income Housing Tax Credit, or LIHTC, is a federal income tax credit for companies that invest in affordable rental housing that meets specific program guidelines. LIHTC properties account for the majority of affordable housing in the United States today.⁵

Policy Options for Encouraging Affordable Housing

Inclusionary Zoning

Inclusionary zoning policies are written into local ordinances and require developers to provide a certain number or percentage of affordable units in housing projects. Permits and development approvals are contingent upon the incorporation of affordable housing. It results in income-restricted affordable housing. There are three general categories of inclusionary zoning in North Carolina: voluntary, conditional, and mandatory. They are loosely classified based on the zoning mechanism employed and the compulsory nature of their inclusionary requirements.

The positive aspects of inclusionary zoning include the production of affordable housing at little cost to local government, the creation of income-integrated communities, and the lessening of sprawl. Negative

³ Matthew J. Parlow, *Whither Workforce Housing?*, 40 FORDHAM URB. L.J. 1645 (2013). Available at: <https://ir.lawnet.fordham.edu/ulj/vol40/iss5/9>.

⁴ Drucker, Adam, Lorry Lynn, and Kelly Mangold. “Attainable Housing: Challenges, Perceptions, and Solutions.” Web log. *Real Estate Advisors* (blog). Accessed April 21, 2021. <https://www.rclco.com/publication/attainable-housing-challenges-perceptions-and-solutions/>.

⁵ “An Intro to the Low-Income Housing Tax Credit.” Congressional Research Service, January 26, 2021.

aspects of inclusionary zoning may include shifting the cost of providing affordable housing, segmenting the upwardly mobile poor, and inducing growth.⁶

Inclusionary zoning is a legal gray area in North Carolina, being neither expressly allowed nor forbidden by state statutes. Challengers argue that inclusionary zoning is a form of rent control, a practice illegal in North Carolina. The answer remains unclear as this argument has yet to be tested in North Carolina courts. Inclusionary zoning has been attempted by Towns like Chapel Hill and Davidson and met with varied reception. Some residents and scholars have been critical of the Towns’ policies and questioned the programs’ efficacy.

Rent Control

Rent control laws are local legislation that limits the maximum rent that can be charged for a unit. These limits create affordable housing that is not income-restricted. As described above, inclusionary zoning is sometimes conflated with rent control but can be a tool used on its own. However, North Carolina state statute [G.S. 42-14.1](#) expressly prohibits rent control. Additionally, rent control has been known to have negative long-term effects on affordable housing supply.⁷

Conditional Zoning

Conditional zoning can serve as the mechanism for encouraging the development of affordable housing in places where inclusionary zoning is not being used. Developers can voluntarily provide affordable housing units, generally in exchange for a regulatory incentive (see below). Due to its voluntary nature, this type of program is usually considered the safest—politically and legally—for a local government to enact, but also cannot guarantee income-restricted affordable housing. The down side to this method is that it can be a difficult condition for a local government to enforce due to the private nature of the condition(s).

Regulatory Incentives

Regulatory incentives can be used to encourage the building of income-restricted affordable housing either explicitly or through conditional zoning processes. In places where incentives are explicitly written into local development ordinances, developers receive these benefits when they supply a certain amount of affordable housing units. These incentives help to offset the cost to the developers of providing the affordable units.

Density Bonuses

A very common way of incentivizing developers to build affordable units is by offering density bonuses, which allow developers to build more housing units than would otherwise be allowed in the zoning district. This often involves taller buildings to accommodate the extra housing units.

⁶ HUD

⁷ Block, Walter. “Rent Control.” The Library of Economics and Liberty. Accessed April 21, 2021. <https://www.econlib.org/library/Enc/RentControl.html>.

Procedural Incentives

Municipalities can offer development review and construction incentives to projects that incorporate affordable housing. These include expedited development review and approval, fee reductions, and fee waivers.

Zoning Modification Incentives

Local governments can offer modified zoning requirements for projects that include affordable housing. These can include increased building height bonuses or reductions in parking, design standards, and square footage requirements.

Direct Intervention Measures

In addition to enacting ordinances to bring about affordable housing, municipalities can take other measures to directly increase affordable housing supply, particularly income-restricted affordable housing.

Community Land Trust

Local governments can consider land acquisition or establishing a community land trust to preserve sites for affordable housing. These programs typically require significant financial and staffing commitments.

Funding

The largest obstacle to direct intervention measures is often funding. Local governments can enact small tax increases, leverage bonds, or establish fees which are collected and put directly toward affordable housing efforts.

Impact Fees

Some cities around the country have imposed impact fees, which are upfront charges for infrastructure related to new development, and earmarked those funds for increasing the supply of affordable housing. The State of North Carolina does not explicitly authorize impact fees for affordable housing, so local governments wishing to do so may need to seek special legislation from the General Assembly if they wish to implement affordable housing impact fees.

Grants

For local governments meeting the requirements, the US Department of Housing and Urban Development provides annual grants for improving housing for low-income residents through the Community Development Block Grant (CDBG) Entitlement Program.

Public-Private-Partnerships

Another way a local government can directly increase the supply of below market rate housing is to enter into direct partnership with developers to subsidize the development of affordable housing units.

Additional Considerations

Many factors affect housing costs. Major influences include location, local economy, land and building costs, housing type, and market trends. To some extent, housing costs are very basically a result of supply and demand. Where there is more demand, prices will rise, and increasing supply can help lower

demand. Conversely, local policies or conditions that restrict housing supply or housing density contribute to higher housing costs.

Short Term Rentals

The explosion in popularity of the short-term rental market (ex – AirBNB, VRBO, HomeAway, etc.) has a direct effect on housing supply. As more housing units are converted to vacation rental properties, they are not available as primary residences. In communities that are popular tourist destinations, a higher proportion of homes are being used as short-term rentals, which can lower local housing supply for residents.

Land Costs

As demand for land in certain desirable locations increases, such as in cities or along the coast, the price of new housing rises as well.

Additional Resources

- Summary of Inclusionary Zoning as it relates to North Carolina Law - <https://canons.sog.unc.edu/a-primer-on-inclusionary-zoning/>
- Missing Middle Housing - <https://missingmiddlehousing.com/>
A website addressing Missing Middle Housing, or house-scale residential building types with multiple units that can be used to increase housing unit density and housing type diversity.
- Center for Neighborhood Technology Housing & Transportation Index - <https://htaindex.cnt.org/about/>
Index that rates affordability of places based on combined expense of housing and transportation.

Appendix C: Short Term Rental Primer

Often short-term rentals are zoned residential and developed to residential standards, but function as small hotels or other accommodation business. While short-term rentals (STRs) are not a new concept, new technologies such as AirBNB and VRBO have given rise to a new era of short-term rentals. They are increasingly popular and have the potential to be strong economic engines for tourism revenue. However, they also have the potential to diminish the character of established neighborhoods and come with zoning, nuisance, and fire safety concerns, among others.

This new era of STR popularity brings questions about regulation. Homeowners in residential areas who have experienced their communities change and nuisances grow cry for more regulation, while landlords and those benefitting from STRs disagree, with local governments caught in the middle. The state of North Carolina limits more than other states do the ways that local governments can regulate STRs. The following case studies illustrate ways that this has manifested throughout the state in Raleigh, Asheville, Wilmington, and Charlotte.

ASHEVILLE

Asheville’s STR approach is arguably the most successful in the state so far. The City has utilized zoning law and language to classify whole-home rentals for under 30 days as a separate zoning use, which is only allowed in one zoning district. The City also maintains a database of known STRs as they appear on rental websites via a third-party service. It should be noted that though the City’s STR ordinance still stands at this time, it has been challenged in court.

RALEIGH

The city updated its STR laws in January 2020, allowing whole-home rentals but requiring that owners pay for an annual permit from the City. The update to the Vacation Rental Act in July 2020, which outlawed required permits, renders this illegal and unenforceable according to some. In September 2020, it was announced that Raleigh would be one of 15 pilot cities for an AirBNB program call City Portal, a platform for governments and tourism organizations that provides exclusive data about the rental market, information about local regulations and enforcement resources.



CHARLOTTE

The City of Charlotte requires owners that meet certain “disorder risk” thresholds to register their rentals with the city. This threshold is determined by looking at quarterly police reports. The City also encourages all rental property owners to register, but does not require it.

WILMINGTON

A 2019 local ordinance mandated that owner of whole-home rentals but register with the city and limited whole-home rentals to 2% of the housing stock, with a lottery to determine which homeowners were allowed to continue their rentals. The ordinance also stated that whole-home rentals were subject to a 400-foot separation requirement. Following a lawsuit by city homeowners, a Superior Court judge ruled these requirements were “void and unenforceable” per the state Vacation Rental Act. Wilmington is currently working on updating the ordinance.

NORTH CAROLINA STR REGULATIONS

North Carolina has unique strict laws regarding how local governments can regulate short-term rentals. As such, many solutions found in other states are not applicable to the state, increasing the challenge of regulations STRs. The state regulates STRs through the Vacation Rental Act, and updated it in 2020 with new limitations. The most salient points from the act are:

- » Requiring rentals to register is unlawful
- » Local governments cannot levy a tax or fee on residential rental property that is not levied against other commercial and residential properties

It is widely argued that the Vacation Rental Act leaves room for regulating STRs via local zoning, which is similar to Asheville’s strategy.



North Carolina’s mountains and beaches make it a hotspot for short-term vacation rentals.

REGULATION OPTIONS

Taking into account the current limitations set by the State of North Carolina, there are still several regulation options for local governments. These options differ in implementation effort, cost to the towns, and likely, effectivity. They have been organized into tiers, with Tier 1 being the easiest to implement, though likely less effective, to Tier 3 being the most involved to implement, but most effective.

TIER 1

- » Creating a city-maintained STR registry that landlords opt in to.
- » Tracking nuisance complaints and referencing them with known STRs.
- » Providing better education and resources for landlords.

TIER 2

- » Using a third-party service to track STRs and nuisance complaints.

TIER 3

- » Using zoning ordinances to regulate STRs. This can include:
 - Reclassifying zoning uses for STRs.
 - Implementing rental minimum lengths of stay.
 - Restricting zoning districts in which STRs can locate.
 - Can also be used to dictate requirements related to qualities such as parking, fire code, and density.

Appendix D: Rachel Carson Reserve Resilience

This information was provided to the Steering Committee to help expand awareness of the adjacent ecological resources and planning efforts for the Reserve.

A briefing on the concurrent resiliency planning at the Rachel Carson Reserve.

A brief on
Rachel Carson Reserve Habitat Resilience
for the Town of Beaufort’s comprehensive plan steering committee

The [Rachel Carson Reserve](#) functions as a nature preserve, outdoor laboratory and classroom, and protective storm barrier for the Town of Beaufort. As environmental and human conditions change, it is important to understand where, why, and how habitats of the Rachel Carson Reserve have been or may be affected. These answers will help guide future actions that will support local environmental and social resilience.

Assessing Vulnerability

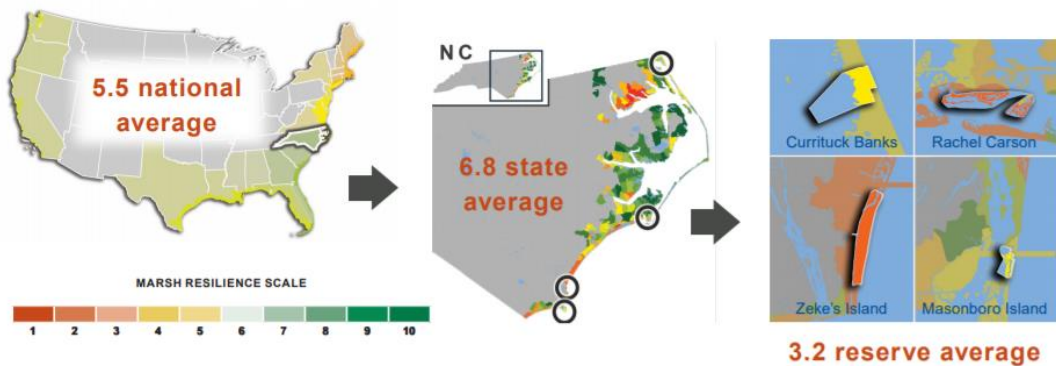
An understanding of the Reserve’s habitats and their vulnerability to coastal flooding and severe weather is an important first step in planning for future impacts. Vulnerability assessment project examples are found, below.

Marsh Vulnerability on a Site and Regional Scale

The [Climate Change Vulnerability Assessment Tool for Coastal Habitats](#) decision support tool revealed that marsh at the Rachel Carson Reserve shares a “high or very high” vulnerability with other Reserve site marshes in NC, except for the Reserve site at Currituck Banks which is “moderately vulnerable.” The process also revealed that the main part of the site (Town Marsh, Carrot Island) is less vulnerable than Middle Marsh (separated from the rest of the site by the North River Channel). [More details.](#)



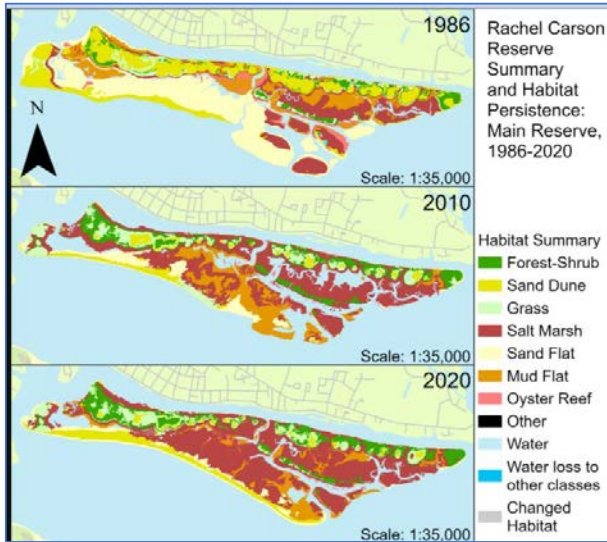
Marsh Vulnerability on a Landscape Scale



Marsh at the Rachel Carson Reserve is less resilient than marshes nationwide (average score 5.5), at the state-level (average score of 6.8) and is among the least resilient of the State’s 4 federal Reserve sites (score less than 3.2). [More details.](#)

Analyzing Habitat & Shoreline Change

Understanding how habitats have changed and why is key to understanding how they will respond to future conditions such as sea level rise. At the Rachel Carson Reserve, dredging projects and inlet width strongly influence habitat change.

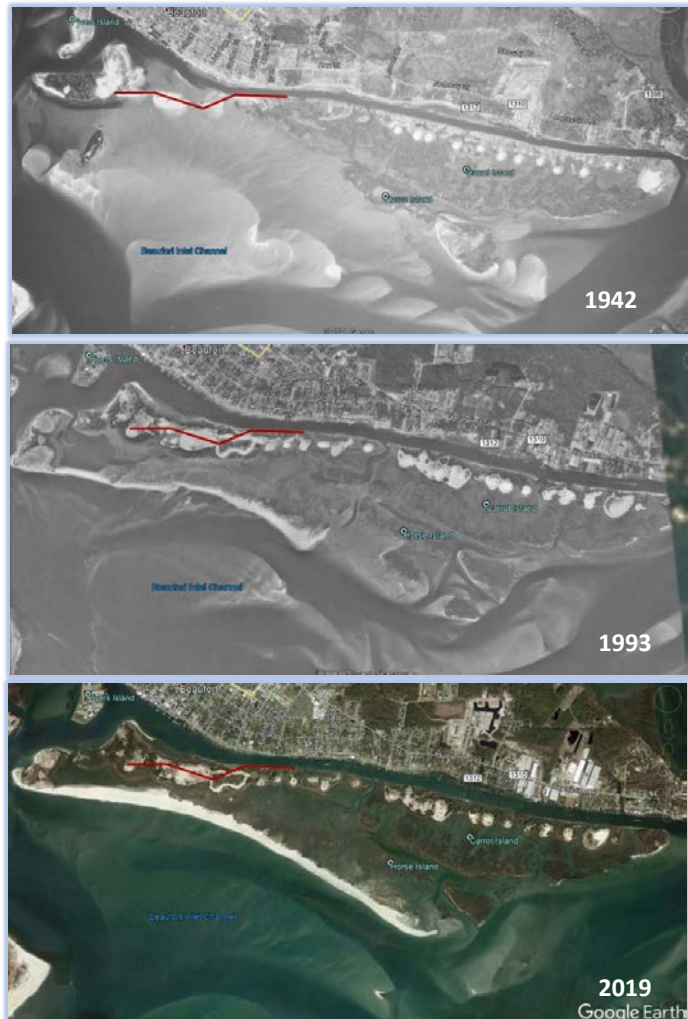


[Click this image to download an enlarged version.](#)

Planning for the Future

In 2020, the Division of Coastal Management received funds from the National Fish and Wildlife Foundation to support a community resilience program and to **develop a habitat resilience plan for the Rachel Carson Reserve.**

Development of the habitat resilience plan is based on a knowledge base of vulnerability assessments, various analyses, published studies, and consultation with a team of experts, including staff from the Town of Beaufort. The plan will include strategies that help support the resilience of habitats at the Reserve, habitats that are important to protecting the Town’s waterfront.



Top to bottom: 1942 (notice the rock bulkhead in red that was installed ~1915 to connect Town Marsh and Carrot Island), 1993, and 2019.

Access the Rachel Carson Reserve Habitat Resilience Plan Knowledge Base

Rachel Carson Reserve contact information: paula.gillikin@ncdenr.gov

This page intentionally left blank

Appendix E: Endangered Species within Carteret County

Taxonomic Group	Scientific Name	Common Name	Status		Habitat Comment
			State	Federal	
Amphibian	<i>Ambystoma mabeei</i>	Mabee's Salamander	T	none	shallow ephemeral wetlands, such as Carolina bays, vernal pools, and sinkholes
Amphibian	<i>Anaxyrus quercicus</i>	Oak Toad	SR	none	pine flatwoods and savannas, pine sandhills where near water
Amphibian	<i>Hemidactylium scutatum</i>	Four-toed Salamander	SC	none	pools, bogs, and other wetlands in hardwood forests
Amphibian	<i>Pseudacris brimleyi</i>	Brimleys Chorus Frog	W5	none	swamps, marshes, and other wetlands
Amphibian	<i>Pseudacris nigrita</i>	Southern Chorus Frog	SC	none	ditches, Carolina bays, and other temporary shallow pools and ponds
Amphibian	<i>Rana capito</i>	Carolina Gopher Frog	E	none	breeds in temporary fish-free pools; forages in sandy woods, especially pine-oak sandhills
Animal Assemblage	<i>Waterbird Colony</i>	Waterbird Colony		none	null
Bird	<i>Ammodramus savannarum</i>	Grasshopper Sparrow	W1,W5	none	pastures and other grasslands [breeding season only]
Bird	<i>Ammospiza caudacuta</i>	Saltmarsh Sparrow	SR	none	tidal marshes [wintering sites]
Bird	<i>Anhinga anhinga</i>	Anhinga	W2	none	wooded lakes or ponds, or open swamps (for nesting) [breeding evidence only]
Bird	<i>Botaurus lentiginosus</i>	American Bittern	SR	none	fresh or brackish marshes [breeding evidence only]
Bird	<i>Calidris canutus rufa</i>	Red Knot - rufa subspecies	T	T	beaches and sand flats [wintering sites]
Bird	<i>Charadrius melodus melodus</i>	Piping Plover - Atlantic Coast subspecies	T	T	ocean beaches and island-end flats [breeding evidence only]
Bird	<i>Charadrius wilsonia</i>	Wilson's Plover	SC	none	beaches, island-end flats, estuarine islands [breeding evidence only]

Taxonomic Group	Scientific Name	Common Name	Status		Habitat Comment
			State	Federal	
Bird	<i>Circus hudsonius</i>	Northern Harrier	SR	none	extensive brackish marshes (for nesting) [breeding evidence only]
Bird	<i>Coccyzus erythrophthalmus</i>	Black-billed Cuckoo	SR	none	deciduous forests, mainly at higher elevations [breeding evidence only]
Bird	<i>Dryobates borealis</i>	Red-cockaded Woodpecker	E	E	mature open pine forests, mainly in longleaf pine [breeding evidence only]
Bird	<i>Egretta caerulea</i>	Little Blue Heron	SC	none	forests or thickets on maritime islands, rarely in swamps or at ponds [breeding evidence only]
Bird	<i>Egretta thula</i>	Snowy Egret	SC	none	forests or thickets on maritime islands, rarely in swamps or at ponds [breeding evidence only]
Bird	<i>Egretta tricolor</i>	Tricolored Heron	SC	none	forests or thickets on maritime islands [breeding evidence only]
Bird	<i>Eudocimus albus</i>	White Ibis	W2	none	forests or thickets on maritime islands, rarely at ponds [breeding evidence only]
Bird	<i>Gallinula galeata</i>	Common Gallinule	W2	none	freshwater ponds and impoundments with much emergent vegetation [breeding evidence only]
Bird	<i>Gelochelidon nilotica</i>	Gull-billed Tern	T	none	sand flats on maritime islands [breeding evidence only]
Bird	<i>Haematopus palliatus</i>	American Oystercatcher	SC	none	estuaries, oyster beds, mudflats [breeding evidence only]
Bird	<i>Haliaeetus leucocephalus</i>	Bald Eagle	T	BGPA	mature forests near large bodies of water (nesting); rivers, lakes, and sounds (foraging) [breeding evidence only]
Bird	<i>Helmitheros vermivorum pop. 1</i>	Worm-eating Warbler - Coastal Plain Population	W5	none	nonriverine wet hardwoods, pocosins [breeding evidence only]
Bird	<i>Himantopus mexicanus</i>	Black-necked Stilt	SR	none	fresh or brackish ponds and impoundments [breeding evidence only]
Bird	<i>Ixobrychus exilis</i>	Least Bittern	SC	none	fresh or brackish marshes [breeding evidence only]
Bird	<i>Laterallus jamaicensis</i>	Black Rail	T	T	brackish marshes, rarely fresh marshes [breeding evidence only]
Bird	<i>Nycticorax nycticorax</i>	Black-crowned Night-Heron	W1	none	maritime thickets or forests, almost always on small islands [nesting sites only]
Bird	<i>Passerina ciris</i>	Painted Bunting	SC	none	maritime shrub thickets and forest edges [breeding evidence only]
Bird	<i>Pelecanus occidentalis</i>	Brown Pelican	SR	none	maritime islands [breeding evidence only]

Taxonomic Group	Scientific Name	Common Name	Status		Habitat Comment
			State	Federal	
Bird	<i>Peucaea aestivalis</i>	Bachman's Sparrow	SC	none	open longleaf pine forests, old fields [breeding evidence only]
Bird	<i>Phalacrocorax auritus</i>	Double-crested Cormorant	SR	none	lakes with scattered trees, coastal sand bars (nesting) [breeding evidence only]
Bird	<i>Plegadis falcinellus</i>	Glossy Ibis	SC	none	forests or thickets on maritime islands [breeding evidence only]
Bird	<i>Podilymbus podiceps</i>	Pied-billed Grebe	W2	none	fresh to slightly brackish ponds and impoundments, usually with fringing vegetation [breeding evidence only]
Bird	<i>Rallus elegans</i>	King Rail	W1,W3	none	fresh to slightly brackish marshes [breeding evidence only]
Bird	<i>Rallus limicola</i>	Virginia Rail	W3	none	brackish to nearly fresh marshes near coast [breeding season only]
Bird	<i>Rynchops niger</i>	Black Skimmer	SC	none	sand flats on maritime islands [breeding evidence only]
Bird	<i>Setophaga virens waynei</i>	Wayne's Black-throated Green Warbler	E	none	nonriverine wetland forests, especially where white cedar or cypress are mixed with hardwoods [breeding evidence only]
Bird	<i>Spiza americana</i>	Dickcissel	SR	none	fallow fields and pastures with tall forbs [breeding evidence for consistent year-to-year sites only]
Bird	<i>Sterna forsteri</i>	Forster's Tern	W2	none	salt or brackish marshes, nesting on wrack material or matted grasses [breeding sites only]
Bird	<i>Sterna hirundo</i>	Common Tern	E	none	sand flats on maritime islands [breeding evidence only]
Bird	<i>Sternula antillarum</i>	Least Tern	SC	none	beaches, sand flats, open dunes, gravel rooftops [breeding evidence only]
Butterfly	<i>Amblyscirtes carolina</i>	Carolina Roadside-Skipper	W2	none	moist woods (mainly hardwoods) near cane; host plant -- cane (Arundinaria)
Butterfly	<i>Amblyscirtes reversa</i>	Reversed Roadside-Skipper	SR	none	flatwoods, savannas, pocosin borders, near cane; host plant -- cane (Arundinaria)
Butterfly	<i>Atrytone arogos arogos</i>	Eastern Arogos Skipper	SR	none	savannas, open pinewoods, and other relatively undisturbed grasslands; host plants -- grasses, mainly pinebarrens sandreed (Calamovilfa brevipilis)
Butterfly	<i>Atrytonopsis quinteri</i>	Crystal Skipper	SR	none	dunes and sandy flats; host plant -- seaside little bluestem (Schizachyrium littorale) (endemic to North Carolina)

Taxonomic Group	Scientific Name	Common Name	Status		Habitat Comment
			State	Federal	
Butterfly	<i>Calephelis virginiensis</i>	Little Metalmark	SR	none	savannas and pine flatwoods; host plants -- vanilla-plant (<i>Trilisa odoratissima</i>), thistles (<i>Cirsium</i>)
Butterfly	<i>Cecropterus confusus</i> (syn. <i>Thorybes confusus</i>)	Confused Cloudywing	W3	none	dry woodland borders and openings, brushy fields; host plants -- legumes
Butterfly	<i>Heraclides cresphontes</i>	Eastern Giant Swallowtail	SR	none	primarily coastal in maritime forests or thickets; also in foothills and mountains near hoptree; host plants -- prickly-ash (<i>Zanthoxylum</i>), hoptree (<i>Ptelea</i>)
Butterfly	<i>Neonympha areolatus</i>	Georgia Satyr	SR	none	savannas, wet powerline clearings, other damp grassy places; host plants -- sedges
Butterfly	<i>Phyciodes phaon</i>	Phaon Crescent	W5	none	open, often dry areas, mainly on barrier islands; host plants -- fogfruit (<i>Lippia</i>)
Butterfly	<i>Pyrgus albescens</i>	White Checkered-Skipper	W3	none	dry, open habitats, often where sandy, in the southern parts of the state; host plants -- mallows (<i>Sida</i>)
Butterfly	<i>Satyrrium favonius ontario</i>	Northern Oak Hairstreak	SR	none	oak-dominated woods, usually in dry sites; host plants -- oaks (<i>Quercus</i>)
Butterfly	<i>Satyrrium kingi</i>	King's Hairstreak	W2	none	forests, often moist, usually near sweetleaf; host plant -- sweetleaf (<i>Symplocos tinctoria</i>)
Dragonfly or Damselfly	<i>Lestes vidua</i>	Carolina Spreadwing	W2	none	ponds and pools
Dragonfly or Damselfly	<i>Macrodiplax balteata</i>	Marl Pennant	W3	none	ponds and lakes near the coast, usually brackish or near marl
Freshwater Fish	<i>Acipenser oxyrinchus oxyrinchus</i>	Atlantic Sturgeon	E	E	coastal waters, estuaries, large rivers
Freshwater Fish	<i>Enneacanthus obesus</i>	Banded Sunfish	SR	none	most Atlantic drainages
Freshwater Fish	<i>Fundulus confluentus</i>	Marsh Killifish	W2	none	fresh to brackish waters along coast
Freshwater Fish	<i>Fundulus luciae</i>	Spotfin Killifish	W2	none	ponds and pools along coast
Grasshopper or Katydid	<i>Melanoplus decorus</i>	Decorated Spur-throat Grasshopper	SR	none	savannas, flatwoods, low pocosins (endemic to North Carolina)
Grasshopper or Katydid	<i>Mermiria bivittata</i>	Two-striped Mermiria	SR	none	dune grasslands and other grassy areas in or near coastal forests
Grasshopper or Katydid	<i>Mermiria picta</i>	Lively Mermiria	W3	none	longleaf pine savannas and flatwoods
Lichen	<i>Cladina evansii</i> (syn. <i>Cladonia evansii</i>)	Powder-puff Lichen	W7	none	sandhills (primarily near the coast) usually associated with <i>Quercus geminata</i>

Taxonomic Group	Scientific Name	Common Name	Status		Habitat Comment
			State	Federal	
Lichen	<i>Phaeographis oricola</i>	Carolina Beach Drops	W7	none	tidal hardwood forest, maritime forests
Lichen	<i>Teloschistes flavicans</i>	Sunrise Lichen	SR-P	none	on branches of trees and shrubs or on the ground in open areas, especially near the coast
Lichen	<i>Xyleborus nigricans</i>	Black Caps	W7	none	on gymnosperm logs in swamp forests
Liverwort	<i>Lejeunea bermudiana</i>	A Liverwort	SR-P	none	on marl outcrops or on decaying logs in blackwater swamps, or tree bases in swamps
Liverwort	<i>Plagiochila raddiana</i>	A Liverwort	SR-P	none	on bark or moist rock in swamps and mountain gorges
Mammal	<i>Lasiurus seminolus</i>	Seminole Bat	W2	none	forages over open areas, often over water (summer); mainly in southern half of the state
Mammal	<i>Myotis septentrionalis</i>	Northern Long-eared Bat	T	E	roosts in hollow trees and buildings (warmer months), in caves and mines (winter); mainly in the mountains
Mammal	<i>Perimyotis subflavus</i>	Tricolored Bat	E	PE	roosts in clumps of leaves (mainly in summer), caves, rock crevices, and other dark and sheltered places
Mammal	<i>Trichechus manatus</i>	West Indian Manatee	T	T	warm waters of estuaries and river mouths
Moss	<i>Campylopus carolinae</i>	Savanna Campylopus	SR-T	none	Obscure in xeric sandy soils or compact tufts of other mosses
Moss	<i>Sphagnum fitzgeraldii</i>	Fitzgerald's Peatmoss	W1	none	pocosins and savannas
Moss	<i>Tortula plinthobia</i>	A Chain-teeth Moss	SR-O	none	calcareous rocks, concrete or mortared walls
Moth	<i>Agrotis buchholzi</i>	Buchholz's Dart Moth	SR	none	flatwoods with pyxie-moss (<i>Pyxidanthera</i>) (endemic to North Carolina)
Moth	<i>Anicla lubricans</i>	Slippery Dart	W3	none	savannas and flatwoods
Moth	<i>Argyrostromis quadrifilaris</i>	Four-lined Chocolate Moth	SR	none	pocosins and flatwoods
Moth	<i>Cabera quadrifasciaria</i>	Four-lined Cabera Moth	W3	none	unknown habitats
Moth	<i>Callosamia securifera</i>	Sweetbay Silkmoth	W3	none	pocosins and other wetlands with sweetbay
Moth	<i>Caripeta aretaria</i>	Southern Pine Looper	W3	none	pine forests
Moth	<i>Cerma cora</i>	Owl-eyed Bird-dropping Moth	SR	none	levee forests with hawthorn
Moth	<i>Dargida rubripennis</i>	Pink Streak	SR	none	beach grasslands and sandy fields
Moth	<i>Datana ranaeiceps</i>	Post-burn Datana Moth	SR	none	recently burned flatwoods and sandhills

Taxonomic Group	Scientific Name	Common Name	Status		Habitat Comment
			State	Federal	
Moth	<i>Doryodes bistrialis</i> (syn. <i>Doryodes sp. 1</i>)	Wiregrass Doryodes	W3	none	savannas, flatwoods, and sandhills
Moth	<i>Exyra fax</i>	Epauletted Pitcher-plant Moth	SR	none	wetlands with purple pitcher-plants
Moth	<i>Exyra ridingsii</i>	a Pitcher-plant Moth	SR	none	wetlands with yellow pitcher-plants
Moth	<i>Franclemontia interrogans</i>	Franclemont's Cane Moth	SR	none	canebrakes
Moth	<i>Gondysia similis</i>	Gordonia Darkwing	W3	none	pocosins and bay forests
Moth	<i>Hemipachnobia subporphyrea</i>	Venus Flytrap Cutworm Moth	SR	none	savannas with Venus flytraps (endemic to North Carolina)
Moth	<i>Idaea ostentaria</i>	Showy Wave	SR	none	sandhills
Moth	<i>Lithophane lemmeri</i>	Lemmer's Pinion	W3	none	cedar glades and Atlantic white cedar forests
Moth	<i>Litoprosopus futilis</i>	Palmetto Borer	W3	none	palmettos
Moth	<i>Nemoria outina</i>	an Emerald Moth	W3	none	no habitat information
Moth	<i>Neoplynes eudora</i>	a Wasp Moth	W3	none	unknown
Moth	<i>Orgyia detrita</i>	a tussock moth	W3	none	hardwood forests
Moth	<i>Photedes enervata</i>	a Borer Moth	W3	none	tidal marshes
Moth	<i>Schinia siren</i>	Alluring Schinia Moth	W3	none	open hardwood forests
Moth	<i>Schinia sordidus</i>	Sordid Flower Moth	W3	none	savannas
Moth	<i>Spilosoma dubia</i>	Dubious Tiger Moth	W3	none	acidic wetlands
Moth	<i>Xestia youngii</i>	Young's Dart Moth	W3	none	peatlands
Moth	<i>Zale declarans</i>	Dixie Zale	SR	none	maritime forests with live oak
Natural Community	Bay Forest			none	null
Natural Community	Brackish Marsh (Needlerush Subtype)			none	null
Natural Community	Brackish Marsh (Salt Meadow Cordgrass Subtype)			none	null
Natural Community	Brackish Marsh (Smooth Cordgrass Subtype)			none	null
Natural Community	Coastal Fringe Evergreen Forest (Typic Subtype)			none	null
Natural Community	Coastal Plain Depression Swamp (Mixed Subtype)			none	null
Natural Community	Coastal Plain Depression Swamp (Pocosin Subtype)			none	null

Taxonomic Group	Scientific Name	Common Name	Status		Habitat Comment
			State	Federal	
Natural Community	Coastal Plain Semipermanent Impoundment (Cypress-Gum Subtype)		none		null
Natural Community	Coastal Plain Semipermanent Impoundment (Open Water Subtype)		none		null
Natural Community	Coastal Plain Semipermanent Impoundment (Typic Marsh Subtype)		none		null
Natural Community	Coastal Plain Small Stream Swamp		none		null
Natural Community	Cypress--Gum Swamp (Blackwater Subtype)		none		null
Natural Community	Dry-Mesic Oak--Hickory Forest (Coastal Plain Subtype)		none		null
Natural Community	Dune Grass (Bluestem Subtype)		none		null
Natural Community	Dune Grass (Southern Subtype)		none		null
Natural Community	Estuarine Beach Forest		none		null
Natural Community	Estuarine Fringe Pine Forest (Loblolly Pine Subtype)		none		null
Natural Community	Estuarine Fringe Pine Forest (Pond Pine Subtype)		none		null
Natural Community	High Pocosin (Evergreen Subtype)		none		null
Natural Community	Interdune Marsh		none		null
Natural Community	Interdune Pond		none		null
Natural Community	Low Pocosin (Titi Subtype)		none		null
Natural Community	Maritime Dry Grassland (Typic Subtype)		none		null
Natural Community	Maritime Evergreen Forest (Mid Atlantic Subtype)		none		null
Natural Community	Maritime Shrub (Stunted Tree Subtype)		none		null
Natural Community	Maritime Shrub (Wax-Myrtle Subtype)		none		null
Natural Community	Maritime Shrub Swamp (Dogwood Subtype)		none		null
Natural Community	Maritime Swamp Forest (Typic Subtype)		none		null
Natural Community	Maritime Wet Grassland (Southern Hairgrass Subtype)		none		null
Natural Community	Marsh Hammock		none		null
Natural Community	Mesic Mixed Hardwood Forest (Coastal Plain Subtype)		none		null

Taxonomic Group	Scientific Name	Common Name	Status		Habitat Comment
			State	Federal	
Natural Community	Mesic Pine Savanna (Coastal Plain Subtype)		none		null
Natural Community	Nonriverine Wet Hardwood Forest (Oak Flat Subtype)		none		null
Natural Community	Pine/Scrub Oak Sandhill (Blackjack Subtype)		none		null
Natural Community	Pine/Scrub Oak Sandhill (Coastal Fringe Subtype)		none		null
Natural Community	Pine/Scrub Oak Sandhill (Mixed Oak Subtype)		none		null
Natural Community	Pocosin Opening (Sedge-Fern Subtype)		none		null
Natural Community	Pond Pine Woodland (Typic Subtype)		none		null
Natural Community	Salt Flat		none		null
Natural Community	Salt Marsh (Carolinian Subtype)		none		null
Natural Community	Salt Shrub (High Subtype)		none		null
Natural Community	Salt Shrub (Low Subtype)		none		null
Natural Community	Sand Flat		none		null
Natural Community	Small Depression Drawdown Meadow (Boggy Pool Subtype)		none		null
Natural Community	Small Depression Drawdown Meadow (Typic Subtype)		none		null
Natural Community	Small Depression Pocosin (Typic Subtype)		none		null
Natural Community	Small Depression Pond (Open Lily Pond Subtype)		none		null
Natural Community	Small Depression Pond (Typic Marsh Subtype)		none		null
Natural Community	Small Depression Shrub Border		none		null
Natural Community	Tidal Freshwater Marsh (Cattail Subtype)		none		null
Natural Community	Tidal Freshwater Marsh (Giant Cordgrass Subtype)		none		null
Natural Community	Tidal Freshwater Marsh (Mixed Freshwater Subtype)		none		null
Natural Community	Tidal Freshwater Marsh (Sawgrass Subtype)		none		null
Natural Community	Tidal Freshwater Marsh (Shrub Subtype)		none		null
Natural Community	Tidal Freshwater Marsh (Threesquare Subtype)		none		null

Taxonomic Group	Scientific Name	Common Name	Status		Habitat Comment
			State	Federal	
Natural Community	Tidal Swamp (Cypress--Gum Subtype)			none	null
Natural Community	Upper Beach (Southern Subtype)			none	null
Natural Community	Vernal Pool (Typic Subtype)			none	null
Natural Community	Wet Loamy Pine Savanna			none	null
Natural Community	Wet Pine Flatwoods (Sand Myrtle Subtype)			none	null
Natural Community	Wet Pine Flatwoods (Typic Subtype)			none	null
Natural Community	Wet Sandy Pine Savanna (Typic Subtype)			none	null
Natural Community	Xeric Sandhill Scrub (Coastal Fringe Subtype)			none	null
Natural Community	Xeric Sandhill Scrub (Typic Subtype)			none	null
Reptile	<i>Alligator mississippiensis</i>	American Alligator	T	T(S/A)	fresh to slightly brackish lakes, ponds, rivers, and marshes
Reptile	<i>Caretta caretta</i>	Loggerhead Seaturtle	T	T	nests on beaches; forages in ocean and sounds [breeding evidence only]
Reptile	<i>Cemophora coccinea</i>	Scarlet Snake	W1,W5	none	sandhills, sandy woods, and other dry woods
Reptile	<i>Chelonia mydas</i>	Green Seaturtle	T	T	nests on beaches; forages in ocean and sounds [breeding evidence only]
Reptile	<i>Clemmys guttata</i>	Spotted Turtle	W1	none	shallow water of pools, marshes, wet pastures and other smaller wetlands
Reptile	<i>Crotalus adamanteus</i>	Eastern Diamond-back Rattlesnake	E	none	pine flatwoods, savannas, pine-oak sandhills
Reptile	<i>Crotalus horridus</i>	Timber Rattlesnake	SC	none	wetland forests in the Coastal Plain; rocky, upland forests elsewhere
Reptile	<i>Deirochelys reticularia reticularia</i>	Eastern Chicken Turtle	SC	none	quiet waters of ponds, ditches, and sluggish streams
Reptile	<i>Dermochelys coriacea</i>	Leatherback Seaturtle	E	E	nests on beaches; forages in oceans, rarely in sounds [breeding evidence only]
Reptile	<i>Farancia erythrogramma</i>	Rainbow Snake	SR	none	swamps, lakes, rivers, and other sluggish water
Reptile	<i>Lampropeltis getula sticticeps</i>	Outer Banks Kingsnake	SC	none	maritime forests, thickets, and grasslands on the Outer Banks (endemic to North Carolina)
Reptile	<i>Lepidochelys kempii</i>	Kemp's Ridley Seaturtle	E	E	nests on beaches, forages in ocean and sounds [breeding evidence only]

Taxonomic Group	Scientific Name	Common Name	Status		Habitat Comment
			State	Federal	
Vascular Plant	<i>Calamovilfa brevipilis</i>	Pinebarren Sandreed	W1	none	savannas, sandhill seeps
Vascular Plant	<i>Calopogon multiflorus</i>	Many-flower Grass-pink	E	none	savannas
Vascular Plant	<i>Carex calcifugens</i>	Calcium-fleeing Sedge	SC-V	none	mesic deciduous forests and maritime woodlands
Vascular Plant	<i>Carex chapmanii</i>	Chapman's Sedge	W1	none	moist bottomlands and slopes, perhaps associated with marl
Vascular Plant	<i>Carex hyalinolepis</i>	Shoreline Sedge	W1	none	marshes
Vascular Plant	<i>Carex mitchelliana</i>	Mitchell's Sedge	W1	none	swampy woodlands and forests
Vascular Plant	<i>Carex oligocarpa</i>	Rich-woods Sedge	T	none	rich woods, mostly over calcareous or mafic rocks
Vascular Plant	<i>Chenopodium berlandieri</i> var. <i>macrocalycium</i>	Large-calyx Goosefoot	W7	none	Coastal sands, beaches
Vascular Plant	<i>Cirsium lecontei</i>	Leconte's Thistle	SC-V	none	savannas
Vascular Plant	<i>Cleistesiopsis bifaria</i>	Small Spreading Pogonia	W1	none	savannas, dry meadows
Vascular Plant	<i>Cleistesiopsis divaricata</i>	Spreading Pogonia	W7	none	pine savannas
Vascular Plant	<i>Clematis catesbyana</i>	Coastal Virgin's-bower	SR-P	none	dunes, edges of maritime forests, or over dolomite
Vascular Plant	<i>Coreopsis palustris</i>	Beadle's Coreopsis	SR-P	none	swamp forests and swamp edges
Vascular Plant	<i>Crocanthemum carolinianum</i>	Carolina Sunrose	E	none	sandhills, pinelands, dry savannas
Vascular Plant	<i>Crocanthemum corymbosum</i>	Pinebarren Sunrose	T	none	maritime forests
Vascular Plant	<i>Crocanthemum georgianum</i>	Georgia Sunrose	E	none	maritime forests
Vascular Plant	<i>Cyperus tetragonus</i>	Four-angled Flatsedge	SC-V	none	maritime forests and barrier island grasslands
Vascular Plant	<i>Dichantheium caeruleum</i>	Blue Witch Grass	T	none	Marshes, swamps, wet pinelands, maritime grasslands, damp sandy soil.
Vascular Plant	<i>Dichantheium cryptanthum</i>	Hidden-flowered Witchgrass	SR-T	none	wet streamhead pocosin openings, including utility clearings
Vascular Plant	<i>Dichantheium neuranthum</i>	Nerved Witch Grass	SR-D	none	Maritime wet grasslands, Piedmont barrens
Vascular Plant	<i>Dichantheium oligoanthum</i> var. <i>scribnerianum</i>	Scribner's Witch Grass	W7	none	calcareous, coastal-fringe forests and dry, thin woods on basic soils
Vascular Plant	<i>Dichantheium spretum</i>	Eaton's Witch Grass	E	none	wet sands and peats of bogs, savannas, meadows, and shores

Taxonomic Group	Scientific Name	Common Name	Status		Habitat Comment
			State	Federal	
Vascular Plant	<i>Dichantherium webberianum</i> (syn. <i>Panicum webberianum</i>)	Webber's Witch Grass	W1	none	moist pine savannas and flatwoods
Vascular Plant	<i>Dionaea muscipula</i>	Venus Flytrap	T	none	savannas, seepage bogs, pocosin edges
Vascular Plant	<i>Dryopteris ludoviciana</i>	Southern Woodfern	W1	none	acid swamps
Vascular Plant	<i>Eleocharis cellulosa</i>	Gulfcoast Spikerush	T	none	interdune ponds, brackish marshes & tidal freshwater marshes
Vascular Plant	<i>Eleocharis equisetoides</i>	Horsetail Spikerush	W1	none	limesink ponds, lakes, borrow pits, ditches
Vascular Plant	<i>Eleocharis parvula</i>	Little-spike Spikerush	T	none	brackish and fresh marshes
Vascular Plant	<i>Eleocharis robbinsii</i>	Robbins' Spikerush	SC-V	none	limesink ponds, clay-based Carolina bays, peat-burn lakes, millponds, beaver ponds, artificial lakes
Vascular Plant	<i>Eleocharis rostellata</i>	Beaked Spikerush	SR-O	none	brackish marshes
Vascular Plant	<i>Eleocharis vivipara</i>	Viviparous Spikerush	T	none	bogs and pools
Vascular Plant	<i>Elymus halophilus</i>	Terrell Grass	SR-P	none	brackish marshes, maritime forests and hammocks
Vascular Plant	<i>Euphorbia bombensis</i>	Southern Seaside Spurge	SR-T	none	seabeaches
Vascular Plant	<i>Gaylussacia bigeloviana</i>	Northern Dwarf Huckleberry	W7	none	pocosins
Vascular Plant	<i>Habenaria repens</i>	Water-spider Orchid	W1	none	in stagnant, blackwater pools and impoundments
Vascular Plant	<i>Hibiscus aculeatus</i>	Comfortroot	T	none	bay forests, sand ridges, and roadsides
Vascular Plant	<i>Hypericum fasciculatum</i>	Peelbark St. John's-wort	E	none	beaver ponds, low pinelands, pools
Vascular Plant	<i>Hypoxis juncea</i>	Fringed Yellow Stargrass	SR-P	none	savannas
Vascular Plant	<i>Ilex cassine</i>	Dahoon	W1	none	blackwater swamps and pocosins
Vascular Plant	<i>Ipomoea brasiliensis</i> (syn. <i>Ipomoea pes-caprae</i> ssp. <i>brasiliensis</i>)	Railroad Vine	W4	none	ocean beaches
Vascular Plant	<i>Ipomoea imperati</i>	Beach Morning-glory	SC-V	none	sea beaches and foredunes
Vascular Plant	<i>Iresine rhizomatosa</i>	Rootstock Bloodleaf	W1	none	low wet places, interdune swales, damp woods, edges of brackish marshes

Taxonomic Group	Scientific Name	Common Name	Status		Habitat Comment
			State	Federal	
Vascular Plant	<i>Isotria verticillata</i>	Large Whorled Pogonia	W1	none	forests
Vascular Plant	<i>Leucospora multifida</i>	Cliff Conobea	W4	none	sandy margins of ponds and wetlands
Vascular Plant	<i>Litsea aestivalis</i>	Pondspice	SC-V	none	limesink ponds, other pools
Vascular Plant	<i>Ludwigia alata</i>	Winged Seedbox	SR-P	none	interdune ponds, marshes
Vascular Plant	<i>Ludwigia lanceolata</i>	Lanceleaf Seedbox	E	none	interdune ponds, open wet areas
Vascular Plant	<i>Ludwigia linifolia</i>	Flaxleaf Seedbox	T	none	limesink ponds
Vascular Plant	<i>Ludwigia maritima</i>	Seaside Seedbox	W7	none	savannas, dunes, and ditches
Vascular Plant	<i>Lysimachia asperulifolia</i>	Rough-leaf Loosestrife	E	E	pocosin/savanna ecotones, pocosins
Vascular Plant	<i>Lysimachia loomisii</i>	Loomis's Loosestrife	W1	none	savannas and pocosins
Vascular Plant	<i>Magnolia grandiflora</i>	Southern Magnolia	W1	none	mainland forests with maritime influence on the southeastern coast of North Carolina; introduced elsewhere
Vascular Plant	<i>Malaxis spicata</i>	Florida Adder's-mouth	SC-V	none	maritime swamp forests, calcareous but mucky outer coastal plain swamps
Vascular Plant	<i>Myriophyllum laxum</i>	Loose Water-milfoil	E	none	limesink ponds, waters of natural lakes
Vascular Plant	<i>Oplismenus setarius</i>	Shortleaf Basket Grass	SR-P	none	maritime forests, bottomlands
Vascular Plant	<i>Panicum tenerum</i>	Southeastern Panic Grass	W1	none	wet savannas, sandhill seeps, limesink ponds
Vascular Plant	<i>Parietaria praetermissa</i>	Large-seed Pellitory	SR-P	none	shell middens, disturbed sites, maritime forests
Vascular Plant	<i>Paspalum praecox</i>	Early Crown Grass	W1	none	limesink ponds and savannas
Vascular Plant	<i>Paspalum vaginatum</i>	Seashore Crown Grass	SR-P	none	brackish marshes, low wet places
Vascular Plant	<i>Peltandra sagittifolia</i>	Spoonflower	SR-P	none	pocosins, other wet, peaty sites
Vascular Plant	<i>Persea borbonia</i>	Upland Red Bay	W7	none	sandy upland soils in maritime forests
Vascular Plant	<i>Persicaria densiflora</i> (syn. <i>Persicaria glabra</i>)	Dense-flower Smartweed	W1	none	Swamp forests
Vascular Plant	<i>Phytolacca rigida</i> (syn. <i>Phytolacca americana</i> var. <i>rigida</i>)	Maritime Pokeweed	W1	none	dunes, edges of brackish or salt marshes

Taxonomic Group	Scientific Name	Common Name	Status		Habitat Comment
			State	Federal	
Vascular Plant	<i>Pinguicula pumila</i>	Small Butterwort	T	none	savannas
Vascular Plant	<i>Platanthera blephariglottis</i>	Small White-fringed Orchid	W7	none	bogs or depressions
Vascular Plant	<i>Polygala hookeri</i>	Hooker's Milkwort	SC-V	none	savannas
Vascular Plant	<i>Polygonum glaucum</i>	Seabeach Knotweed	E	none	ocean and sound beaches
Vascular Plant	<i>Ponthieva racemosa</i>	Shadow-witch	T	none	blackwater forests and swamps, especially over marl
Vascular Plant	<i>Potamogeton foliosus</i> var. <i>foliosus</i> (syn. <i>Potamogeton foliosus</i> , <i>Potamogeton foliosus</i> ssp. <i>foliosus</i>)	Leafy Pondweed	W1	none	lakes, streams, and ponds
Vascular Plant	<i>Rhexia cubensis</i>	West Indies Meadow-beauty	W1	none	limesink ponds
Vascular Plant	<i>Rhynchospora galeana</i>	Short-bristled Beaksedge	SR-P	none	savannas
Vascular Plant	<i>Rhynchospora harperi</i>	Harper's Beaksedge	SC-V	none	limesink ponds and cypress savannas
Vascular Plant	<i>Rhynchospora inundata</i>	Narrowfruit Beaksedge	W1	none	limesink ponds, clay-based Carolina bays
Vascular Plant	<i>Rhynchospora macra</i>	Southern White Beaksedge	T	none	sandhill seeps, blackwater impoundments, streamhead pocosins
Vascular Plant	<i>Rhynchospora microcarpa</i>	Southern Beaksedge	T	none	maritime wet grasslands, limesink ponds, swamp forests
Vascular Plant	<i>Rhynchospora nitens</i>	Shortbeak Beaksedge	W1	none	savannas, limesinks, other wet open places
Vascular Plant	<i>Rhynchospora odorata</i>	Fragrant Beaksedge	SC-V	none	maritime wet grasslands
Vascular Plant	<i>Rhynchospora oligantha</i>	Feather-bristle Beaksedge	W1	none	savannas, seepage bogs
Vascular Plant	<i>Rhynchospora pallida</i>	Pale Beaksedge	W1	none	savannas, sandhill seeps, and pocosins
Vascular Plant	<i>Rhynchospora pinetorum</i>	Small's Beaksedge	SR-T	none	wet savannas, maritime wet grasslands
Vascular Plant	<i>Rhynchospora pleiantha</i>	Coastal Beaksedge	T	none	limesink ponds
Vascular Plant	<i>Rhynchospora scirpoides</i>	Long-beak Beaksedge	W1	none	beaver ponds, limesink ponds, wet savannas
Vascular Plant	<i>Rhynchospora wrightiana</i>	Wright's Beaksedge	W1	none	savannas
Vascular Plant	<i>Sabatia dodecandra</i>	Large Marsh Pink	W1	none	tidal, brackish, and freshwater marshes
Vascular Plant	<i>Sageretia minutiflora</i>	Small-flowered Buckthorn	T	none	shell middens

Taxonomic Group	Scientific Name	Common Name	Status		Habitat Comment
			State	Federal	
Vascular Plant	<i>Sagittaria chapmanii</i>	Chapman's Arrowhead	E	none	limesink ponds
Vascular Plant	<i>Sagittaria engelmanniana</i>	Engelmann's Arrowhead	W1	none	mostly blackwater streams and bogs
Vascular Plant	<i>Schizachyrium littorale</i>	Seaside Little Bluestem	W1	none	coastal dunes and maritime dry grasslands
Vascular Plant	<i>Schoenoplectus americanus</i>	Olney Threesquare	W7	none	tidal marshes
Vascular Plant	<i>Schoenoplectus etuberculatus</i>	Canby's Bulrush	SR-P	none	blackwater creeks
Vascular Plant	<i>Scirpus lineatus</i>	Drooping Bulrush	T	none	low rich woods over marl
Vascular Plant	<i>Scirpus pendulus</i>	Rufous Bulrush	SR-O	none	wet places over mafic rocks
Vascular Plant	<i>Scleria baldwinii</i>	Baldwin's Nutrush	T	none	wet savannas
Vascular Plant	<i>Scleria georgiana</i>	Georgia Nutrush	W1	none	savannas
Vascular Plant	<i>Scleria verticillata</i>	Savanna Nutrush	SR-P	none	calcareous wet savannas, maritime wet grasslands influenced by shell deposits
Vascular Plant	<i>Sesuvium maritimum</i>	Slender Sea-purslane	E	none	seabeaches, marshes
Vascular Plant	<i>Sesuvium portulacastrum</i>	Shoreline Sea-purslane	E	none	seabeaches
Vascular Plant	<i>Solanum pseudogracile</i>	Graceful Nightshade	SR-T	none	dunes
Vascular Plant	<i>Solidago gracillima</i>	Graceful Goldenrod	W1	none	savannas, boggy sites, peaty places
Vascular Plant	<i>Solidago pulchra</i>	Carolina Goldenrod	W1	none	savannas
Vascular Plant	<i>Solidago verna</i>	Spring-flowering Goldenrod	T	none	mesic to moist pinelands, pocosin ecotones
Vascular Plant	<i>Spergularia marina</i>	Saltmarsh Sandspurrey	W7	none	salt marshes and tidal flats
Vascular Plant	<i>Spiranthes eatonii</i>	Eaton's Ladies'-tresses	SR-P	none	pine savannas and pine-oak sandhills
Vascular Plant	<i>Spiranthes laciniata</i>	Lace-lip Ladies'-tresses	SC-V	none	moist wet habitats
Vascular Plant	<i>Spiranthes longilabris</i>	Giant Spiral Orchid	E	none	savannas
Vascular Plant	<i>Stylisma pickeringii</i> var. <i>pickeringii</i>	Pickering's Dawnflower	SC-V	none	sandhills
Vascular Plant	<i>Syngonanthus flavidulus</i>	Yellow Hatpins	W1	none	ditches, pocosin ecotones, savannas

Taxonomic Group	Scientific Name	Common Name	Status		Habitat Comment
			State	Federal	
Vascular Plant	<i>Thalictrum macrostylum</i>	Small-leaved Meadowrue	SC-V	none	bogs and wet woods
Vascular Plant	<i>Trichostema nesophilum</i>	Dune Bluecurls	SC-V	none	dunes, openings in maritime forest and scrub
Vascular Plant	<i>Triphora trianthophoros var. trianthophoros</i>	Three Birds Orchid	W1	none	humid forests and swamps
Vascular Plant	<i>Utricularia olivacea</i>	Dwarf Bladderwort	T	none	limesink ponds, beaver ponds
Vascular Plant	<i>Xyris brevifolia</i>	Shortleaf Yellow-eyed-grass	W1	none	savannas, other low wet areas
Vascular Plant	<i>Xyris flabelliformis</i>	Savanna Yellow-eyed-grass	W1	none	savannas, streamhead pocosins
Vascular Plant	<i>Xyris floridana</i>	Florida Yellow-eyed-grass	SC-V	none	savannas
Vascular Plant	<i>Xyris iridifolia</i>	Iris-leaf Yellow-eyed-grass	W7	none	limesink ponds, pineland pools, marshes
Vascular Plant	<i>Xyris scabrifolia</i>	Harper's Yellow-eyed-grass	SC-V	none	sandhill seeps and bogs
Vascular Plant	<i>Xyris smalliana</i>	Small's Yellow-eyed-grass	W1	none	pineland pools, limesink ponds, shores
Vascular Plant	<i>Xyris stricta</i>	Pineland Yellow-eyed-grass	E	none	savannas
Vascular Plant	<i>Yucca aloifolia</i>	Aloe Yucca	W1	none	dunes
Vascular Plant	<i>Yucca gloriosa</i>	Moundlily Yucca	SR-P	none	dunes
Vascular Plant	<i>Zizania aquatica var. aquatica</i>	Indian Wild Rice	W7	none	freshwater marshes

Appendix F: CAMA Land Use Plan Matrix

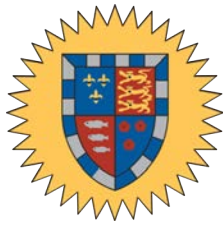
Matrix for Land Use Plan Elements – 15A NCAC 7B .0702	Policy and/or Page Reference(s)
Organization of the Plan	
<ul style="list-style-type: none"> Matrix that shows the location of the required elements as set forth in this Rule 	pg. 250
Community Concerns and Aspirations	
<ul style="list-style-type: none"> Description of the dominant growth-related conditions that influence land use, development, water quality and other environmental concerns in the planning area 	pg. 13–33, 204
Description of the land use and development topics most important to the future of the planning area, including:	
<ul style="list-style-type: none"> Public Access 	pg. 204
<ul style="list-style-type: none"> Land Use Compatibility 	pg. 205
<ul style="list-style-type: none"> Infrastructure Carrying Capacity 	pg. 205
<ul style="list-style-type: none"> Natural Hazard Areas 	pg. 206
<ul style="list-style-type: none"> Water Quality 	pg. 206
Community Vision	
<ul style="list-style-type: none"> Description of the general physical appearance and form that represents the local government’s plan for the future. It shall include objectives to be achieved by the plan and identify changes that may be needed to achieve the planning vision. 	Community Values, Vision, and Goals on page 129 Future Land Use and Character Areas on page 169
Existing and Emerging Conditions	
Population, Housing and Economy	
Discussion of the following data and trends:	
<ul style="list-style-type: none"> Permanent population growth trends using data from the two most decennial Censuses 	pg. 36
<ul style="list-style-type: none"> Current permanent and seasonal population estimates 	pg. 36–39
<ul style="list-style-type: none"> Key population characteristics including age and income 	pg. 40–51
<ul style="list-style-type: none"> Thirty-year projections of permanent and seasonal population in five-year increments 	pg. 36–39

Matrix for Land Use Plan Elements – 15A NCAC 7B .0702	Policy and/or Page Reference(s)
<ul style="list-style-type: none"> Estimate of current housing stock, including permanent and seasonal units, tenure, and types of units (single-family, multifamily, and manufactured) 	pg. 41–43, 51
<ul style="list-style-type: none"> Description of employment by major sectors and community economic activity 	pg. 40–41, 49–50
Natural Systems	
Description of natural features in the planning jurisdiction to include:	
<ul style="list-style-type: none"> Areas of Environmental Concern (AECs) as set forth in Subchapter 15A NCAC 07H 	pg. 69–72, 109–111, 116–117
<ul style="list-style-type: none"> Soil characteristics, including limitations for septic tanks, erodibility, and other factors related to development 	pg. 74–77
<ul style="list-style-type: none"> Environmental Management Commission (EMC) water quality classifications and related use support designations 	pg. 78–82
<ul style="list-style-type: none"> Division of Marine Fisheries (DMF) shellfish growing areas and water quality conditions 	pg. 79–85
<ul style="list-style-type: none"> Flood and other natural hazard areas 	pg. 86–101
<ul style="list-style-type: none"> Storm surge areas 	pg. 90–91
<ul style="list-style-type: none"> Non-coastal wetlands, including forested wetlands, shrub-scrub wetlands and freshwater marshes 	pg. 109–110
<ul style="list-style-type: none"> Water supply watersheds or wellhead protection areas 	pg. 102
<ul style="list-style-type: none"> Primary nursery areas 	pg. 82–85
<ul style="list-style-type: none"> Environmentally fragile areas, such as wetlands, natural heritage areas, areas containing endangered species, prime wildlife habitats, or maritime forests 	pg. 109–117, 234–249
<ul style="list-style-type: none"> Additional natural features or conditions identified by the local government 	pg. 73, 92–99, 111–112
Environmental Conditions	
Discussion of environmental conditions within the planning jurisdiction to include an assessment of the following conditions and features:	
<ul style="list-style-type: none"> Status and changes of surface water quality; including: 	
<ul style="list-style-type: none"> - Impaired streams from the most recent Division of Water Resources (DWR) Basin Planning Branch Reports 	pg. 81–82
<ul style="list-style-type: none"> - Clean Water Act 303 (d) List 	pg. 81–82
<ul style="list-style-type: none"> - Other comparable data 	pg. 78–82
<ul style="list-style-type: none"> Current situation and trends on permanent and temporary closures of shellfishing waters as determined by the Report of Sanitary Survey by the Shellfish Sanitation and Recreational Water Quality Section of the DMF 	pg. 79, 82–85
<ul style="list-style-type: none"> Areas experiencing chronic wastewater treatment malfunctions 	pg. 205–207
<ul style="list-style-type: none"> Areas with water quality or public health problems related to non-point source pollution 	pg. 82–85
<ul style="list-style-type: none"> Areas subject to recurrent flooding, storm surges and high winds 	pg. 90–93
<ul style="list-style-type: none"> Areas experiencing significant shoreline erosion as evidenced by the presence of threatened structures or public facilities 	pg. 111–112
<ul style="list-style-type: none"> Environmentally fragile areas (as defined in Part (c)(2)(A)(ix) of this Rule) or areas where resources functions are impacted as a result of development 	pg. 109–118
<ul style="list-style-type: none"> Natural resource areas that are being impacted or lost as a result of incompatible development. These may include, but are not limited to the following: coastal wetlands, protected open space, and agricultural land. 	pg. 204

Matrix for Land Use Plan Elements – 15A NCAC 7B .0702	Policy and/or Page Reference(s)	
Existing Land Use and Development		
MAP of existing land use patterns	pg. 127	
<ul style="list-style-type: none"> Description of the existing land use patterns 	pg. 13–14, 124–126	
<ul style="list-style-type: none"> Estimates of the land area allocated to each land use category 	pg. 124–126	
<ul style="list-style-type: none"> Characteristics of each land use category 	pg. 124–126	
MAP of historic, cultural, and scenic areas designated by a state or federal agency or by the local government	pg. 123	
<ul style="list-style-type: none"> Descriptions of the historic, cultural and scenic areas 	pg. 122	
Community Facilities		
Evaluation of existing and planned capacity, location and adequacy of community facilities to include:		
MAP of existing and planned public and private water supply service areas	pg. 103	
<ul style="list-style-type: none"> Description of existing public and private water supply systems to include: 		
<ul style="list-style-type: none"> - Existing condition 	pg. 205	
<ul style="list-style-type: none"> - Existing capacity 	pg. 205	
<ul style="list-style-type: none"> - Documented overflows, bypasses or other problems that may degrade water quality or constitute a threat to public health as documented by the DWR 	n/a	
<ul style="list-style-type: none"> - Future water supply needs based on population projections 	pg. 207	
MAP of existing and planned public and private wastewater service areas	pg. 103	
<ul style="list-style-type: none"> Description of existing public and private wastewater systems to include: 		
<ul style="list-style-type: none"> - Existing condition 	pg. 205–206	
<ul style="list-style-type: none"> - Existing capacity 	pg. 205–206	
<ul style="list-style-type: none"> - Documented overflows, bypasses or other problems that may degrade water quality or constitute a threat to public health as documented by the DWR 	pg. 102	
<ul style="list-style-type: none"> - Future wastewater system needs based on population projections 	pg. 207	
MAP of existing and planned multimodal transportation systems and port and airport facilities	pg. 107	
<ul style="list-style-type: none"> Description of any highway segments deemed by the NC Department of Transportation (NCDOT) as having unacceptable service as documented in the most recent NCDOT Transportation and/or Thoroughfare Plan 	pg. 106	
<ul style="list-style-type: none"> Description of highway facilities on the current thoroughfare plan or current transportation improvement plan 	pg. 106	
<ul style="list-style-type: none"> Description of the impact of existing transportation facilities on land use patterns 	pg. 126	
<ul style="list-style-type: none"> Description of the existing public stormwater management system 	pg. 17–18	
<ul style="list-style-type: none"> Identification of existing drainage problems and water quality issues related to point-source discharges of stormwater runoff 	pg. 200, 81–82, 86	
Future Land Use	Future Land Use Map	pg. 173
Policies		
<ul style="list-style-type: none"> Policies that exceed the use standards and permitting requirements found in Subchapter 7H, State Guidelines for Areas of Environmental Concern 	None	None

Matrix for Land Use Plan Elements – 15A NCAC 7B .0702	Policy and/or Page Reference(s)	
Policies that address the Coastal Resources Commission’s (CRC’s) management topics:		
Public Access Management Goal:		
<i>Maximize public access to the beaches and the public trust waters of the coastal region.</i>		
The planning objectives for public access are local government plan policies that:		
<ul style="list-style-type: none"> Address access needs and opportunities 	1.2.1, 1.3.1, 6.6.3, 7.6.1,	pg. 134, 159, 162
<ul style="list-style-type: none"> Identify strategies to develop public access 	1.3.1, 6.6.3, 7.6.1, 7.6.3, 7.6.1	pg. 134, 159, 162
<ul style="list-style-type: none"> Address provisions for all segments of the community, including persons with disabilities 	6.4.1, 6.4.2, 6.4.3	pg. 156
<ul style="list-style-type: none"> For oceanfront communities, establish access policies for beach areas targeted for nourishment 	n/a	n/a
Land Use Compatibility Management Goal:		
<i>Ensure that development and use of resources or preservation of land balance protection of natural resources and fragile areas with economic development, and avoids risks to public health, safety, and welfare.</i>		
The planning objectives for land use compatibility are local government plan policies that:		
<ul style="list-style-type: none"> Characterize future land use and development patterns 	1.1.2, 2.1.1, 2.1.2, 2.1.4, 2.2.1, 2.3.1, 4.2.3	pg. 133, 138–139, 150
<ul style="list-style-type: none"> Establish mitigation criteria and concepts to minimize conflicts 	1.1.2, 2.1.1, 2.1.2, 2.1.3, 2.1.4, 2.3.1, 4.2.3	pg. 133, 138–139, 150
Infrastructure Carrying Capacity Management Goal:		
<i>Ensure that public infrastructure systems are sized, located, and managed so the quality and productivity of AECs and other fragile areas are protected or restored.</i>		
The planning objectives for infrastructure carrying capacity are local government plan policies that:		
<ul style="list-style-type: none"> Establish service criteria 	2.2.2, 4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.3.1, 4.3.2, 4.3.3	pg. 139, 150, 152
<ul style="list-style-type: none"> Ensure improvements minimize impacts to AECs and other fragile areas 	2.1.3, 2.1.4, 4.2.2, 4.3.1, 4.3.4, 4.6.1	pg. 138, 150, 152
Natural Hazard Areas Management Goal:		
<i>Conserve and maintain barrier dunes, beaches, floodplains, and other coastal features for their natural storm protection functions and their natural resources giving recognition to public health, safety, and welfare issues.</i>		
The planning objectives for natural hazard areas are local government plan policies that:		
<ul style="list-style-type: none"> Establish mitigation and adaptation concepts and criteria for development and redevelopment, including public facilities 	1.1.1, 1.1.2, 1.4.3, 2.2.1, 2.2.3, 2.4.2, 7.6.1	pg. 132–133, 138–139, 141, 162
<ul style="list-style-type: none"> Minimize threats to life, property and natural resources resulting from erosion, high winds, storm surge, flooding, or other natural hazards 	1.2.1, 2.1.3, 2.2.1, 2.2.3, 2.2.4, 2.4.3, 2.4.4, 7.6.1	pg. 132, 138–139, 142, 162

Matrix for Land Use Plan Elements – 15A NCAC 7B .0702	Policy and/or Page Reference(s)	
<p>Water Quality Management Goal:</p> <p><i>Maintain, protect and where possible enhance water quality in all coastal wetlands, rivers, streams, and estuaries.</i></p>		
<p>The planning objectives for water quality are local government plan policies that:</p>		
<ul style="list-style-type: none"> Establish strategies and practices to prevent or control nonpoint source pollution 	<p>1.1.1, 1.1.2, 4.2.2, 4.2.4, 4.6.1</p>	<p>pg. 132–133, 150, 152</p>
<ul style="list-style-type: none"> Establish strategies and practices to maintain or improve water quality 	<p>1.1.1, 1.1.2, 2.1.1, 4.2.4, 4.6.1</p>	<p>pg. 132–133, 138, 150, 152</p>
<p>Future Land Use Map</p>		
<p>MAP of future land uses that depicts the policies for growth and development and the desired future patterns of land use and development with consideration given to natural system constraints and infrastructure</p>	<p>pg. 173</p>	
<ul style="list-style-type: none"> Descriptions of land uses and development associated with the future land use map designations 	<p>pg. 172–200</p>	
<p>Tools for Managing Development</p>		
<ul style="list-style-type: none"> Description of the role of plan policies, including the future land use map, in local decisions regarding land use and development 	<p>pg. 169</p>	
<ul style="list-style-type: none"> Description of the community’s development management program, including local ordinances, codes, and other plans and policies 	<p>pg. 53–67, 163, 203</p>	
<p>Action Plan and Implementation Schedule</p>		
<ul style="list-style-type: none"> Description of actions that will be taken by the local government to implement policies that meet the CRC’s management topic goals and objectives, specifying fiscal year(s) in which each action is anticipated to start and finish 	<p>pg. 210–215</p>	
<ul style="list-style-type: none"> Identification of specific steps the local government plans to take to implement the policies, including adoption and amendment of local ordinances, other plans, and special projects 	<p>pg. 203–215</p>	



TOWN of
BEAUFORT
NORTH CAROLINA



ROY COOPER
Governor
ELIZABETH S. BISER
Secretary
BRAXTON DAVIS
Director



August 28, 2023

TRANSMITTED VIA EMAIL

Kyle Garner, AICP
Town of Beaufort Planning Director
k.garner@beaufortnc.org

RE: Town of Beaufort – Comprehensive and CAMA Land Use Plan

Kyle,

The following attached comments were received by the Division of Coastal Management as a result of the State Review of the Town of Beaufort – Comprehensive and CAMA Land Use Plan.

1. Klaus Albertin, Water Resources Engineer, NC Department of Environmental Quality Division of Water Resources
2. Renee Gledhill-Earley, Environmental Review Coordinator, NC Division of Cultural Resources
3. Maria Dunn, Coastal Coordinator, NC Wildlife Resources Commission
4. Becca Eversole, Senior Transportation Planner, Eastern Carolina Council and Director, Down East Rural Planning Organization

Please note that these comments are advisory only. These changes are not required to meet the completeness review.

DCM staff will be glad to meet with you at your convenience to discuss these comments. If you have any questions or concerns related to these comments, please do not hesitate to contact me at rachel.love-adrick@deq.nc.gov.

Sincerely,



From: [Albertin, Klaus P](#)
To: [Love-Adrick, Rachel A](#)
Cc: [Peele, Linwood](#)
Subject: Beaufort Comprehensive & CAMA Land Use Plan Review - Water Supply Planning
Date: Monday, July 31, 2023 11:24:43 AM

Rachel,

The plan looks well written but I did have a few minor comments.

- P 37. The report says, “As evidenced by the chart, the population projections were in line with the State’s water supply projections.” This and later text suggest that the State developed the population projection in the Local Water supply Plan. This is incorrect. The LWSP numbers are developed by the system and reported to the State.
- P 67. Similar comment to one above. The systems develop the plans so they are the ones predicting needs.
- The 2006 CAMA plan discusses water supply projects and indicates that water supply is good through 2026 and that a new treatment facility might be built. Was the plant built? The report might include a paragraph about it in the Infrastructure Carrying Capacity section.
- Based on data in the LWSP, Beaufort seems to be in good shape as far as water supply goes. They don’t discuss it until page 205 in the Infrastructure Carrying Capacity section. They might consider stating it in a few other places since it shows good planning.

Hopefully the Town considers using this plan when they do their next LWSP update and has to update their population numbers. They are actually much closer to their LWSP projections than many plans I see but since the consultant spent the time on the projections, the LWSP should be consistent with it (assuming the Town agrees with the numbers).

Take care,
Klaus

Klaus Albertin (He/him/his)

Water Resources Engineer, Certified Floodplain Manager
Chair, North Carolina Drought Management Advisory Council
Division of Water Resources
North Carolina Department of Environmental Quality

Phone 919-707-9035

Email klaus.albertin@deq.nc.gov

512 N. Salisbury Street
1611 Mail Service Center
Raleigh, NC 27697

Email correspondence to and from this address may be subject to the North Carolina Public Records Law and may be disclosed to third parties by an authorized state official.



**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary D. Reid Wilson

Office of Archives and History
Deputy Secretary, Darin J. Waters, Ph.D.

August 9, 2023

MEMORANDUM

TO: Rachel Love-Adrick Rachel.love-adrick@deq.nc.gov
Division of Coastal Management
NC Department of Environmental Quality

FROM: Ramona M. Bartos, Deputy State Historic Preservation Officer
Rise for Ramona M. Bartos

SUBJECT: Town of Beaufort Comprehensive and CAMA Land Use Plan, Carteret County, ER 23-1700

Thank you for the opportunity to review the Town of Beaufort's Comprehensive and CAMA Land Use Plan (LUP). Having done so, we offer the following comments.

The LUP adequately covers the presence of important archaeological resources and historic properties within its jurisdiction, noting especially the influence of the National Register of Historic Places district and individual buildings that provide much to the town's character and economy. That the town is exploring the expansion of its current historic districts and evaluation of new historic areas for National Register listing is commendable. The plan also emphasizes the need to look to these resources as guides for future development to maintain the town's sense of place/community while highlighting the challenges of gentrification, affordability, and walkability that accrue from a town dependent on seasonal tourism versus year-round.

We are particularly heartened by the thought given to the challenges facing the Town due to climate change and sea level rise which threaten its natural and historic resources that are so tightly woven together in Beaufort. That the Town will encourage the use of living shorelines and elevations to deal these very real threats makes good economic and environmental sense.

While layout and presentation are not items that we normally address, we note that both are very well done with the use of maps being especially helpful.

These comments are made in accord with G.S. 121-12(a) and Executive Order XVI. If you have questions regarding them, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@dncr.nc.gov. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Kyle Garner, Beaufort HPC k.garner@beaufortnc.gov

Love-Adrick, Rachel A

From: Dunn, Maria T.
Sent: Wednesday, August 23, 2023 3:44 PM
To: Love-Adrick, Rachel A
Subject: RE: Town of Beaufort Land Use Plan - Review period July 26 to August 25

Hi Rachel.

I have reviewed the plan and have no comments for the bullets listed below.

The document is thorough and does well to present circumstances as well as upcoming needs and threats. The NCWRC is encouraged by the references to important environmental resources within the area and the need to protect those resources as well as the need to adapt for uncontrollable environmental changes.

Thank you for the opportunity to review and provide comment. Please don't hesitate to call or email if there is anything additional.

Maria

Maria T. Dunn
 Coastal Coordinator

NC Wildlife Resources Commission
 943 Washington Sq. Mall
 Washington, NC 27889
 252-495-5554

www.ncwildlife.org

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

From: Love-Adrick, Rachel A <rachel.love-adrick@deq.nc.gov>
Sent: Wednesday, July 26, 2023 2:30 PM
To: Ackerman, Anjie <anjie.ackerman@deq.nc.gov>; Deaton, Anne <anne.deaton@deq.nc.gov>; EVERSOLE, BECCA <beversole@eccog.org>; bill.pickens@ncagr.gov; croatan@fs.fed.us; 'Hardee, Dewitt'; diane.j.williams@ncdenr.gov; elden.j.gatwood@usace.army.mil; 'Mcmillan, Ian'; jeff.rheubottom@ncdenr.gov; Evans, Jennifer A <jenniferevans@ncdot.gov>; jennifer.l.owens@usace.army.mil; Johnson, Jimmy <jimmy.johnson@deq.nc.gov>; 'Hester, Joey'; Crew, John (NCEM) <John.Crew@ncdps.gov>; kbordeaux@eccog.org; Richards, K <krichards@mideastcom.org>; Wing, Leigh M <lmwing@ncdot.gov>; Culpepper, Linda <Linda.Culpepper@deq.nc.gov>; Peele, Linwood <linwood.peele@deq.nc.gov>; Dunn, Maria T. <maria.dunn@ncwildlife.org>; Buchanan, Misty <misty.buchanan@dncr.nc.gov>; Deamer, Nora <nora.deamer@deq.nc.gov>; ptysinger@capefearcog.org; pharris@ncdot.gov; Hunter, Robert P <phunter@ncdot.gov>; Gledhill-earley, Renee <renee.gledhill-earley@dncr.nc.gov>; Jenkins, Shannon <shannon.jenkins@deq.nc.gov>; Walton, Tim <tim.walton@doa.nc.gov>; Wunderly, Valerie <valerie.wunderly@deq.nc.gov>; Argabright, Van <vargabright@ncdot.gov>; Sandi.Watkins (Sandi.Watkins@moreheadcitync.org) <Sandi.Watkins@moreheadcitync.org>; Hartman; Gregg <gregg.hartman@carteretcountync.gov>
Cc: Kyle Garner - Town of Beaufort (k.garner@beaufortnc.org) <k.garner@beaufortnc.org>; Clark, Todd <t.clark@beaufortnc.org>; Miller, Tancred <tancred.miller@deq.nc.gov>
Subject: Town of Beaufort Land Use Plan - Review period July 26 to August 25

Hello everyone,

Love-Adrick, Rachel A

From: Becca Eversole <beversole@eccog.org>
Sent: Monday, August 21, 2023 11:34 AM
To: Love-Adrick, Rachel A
Subject: [External] RE: Town of Beaufort Land Use Plan - Review period July 26 to August 25

CAUTION: External email. Do not click links or open attachments unless verified. Report suspicious emails with the Report Message button located on your Outlook menu bar on the Home tab.

Rachel,

I have no additional comments for the land use plan.

Thanks,

Becca Eversole (she/her)

Senior Transportation Planner, Eastern Carolina Council
Director, Down East Rural Planning Organization



233 Middle Street, Suite 300
P.O. Box 1717
New Bern, NC 28563

Cell: (252) 229-4332 (preferred)
Office: (252) 638-3185 ext 3031
beversole@eccog.org
<http://www.eccog.org/derpo>



ECC is a quasi-governmental planning organization serving Carteret, Craven, Duplin, Greene, Jones, Lenoir, Onslow, Pamlico, and Wayne Counties.

DISCLAIMER: Pursuant to the Freedom of Information-Privacy Acts (FOIPA) and North Carolina General Statutes Chapter 132, Public Records, this electronic mail message and any attachments hereto, as well as any electronic mail message(s) sent in response to it may be considered public record and as such subject to request and review by anyone at any time.

From: Love-Adrick, Rachel A <rachel.love-adrick@deq.nc.gov>
Sent: Wednesday, July 26, 2023 2:30 PM
To: Ackerman, Anjie <anjie.ackerman@deq.nc.gov>; Deaton, Anne <anne.deaton@deq.nc.gov>; Becca Eversole <beversole@eccog.org>; bill.pickens@ncagr.gov; croatan@fs.fed.us; 'Hardee, Dewitt' <IMCEAEX-_o=ExchangeLabs_ou=Exchange+20Administrative+20Group+20+28FYDIBOHF23SPDLT+29_cn=Recipients_cn=65063605a9a84af68d3b3d1eae7181e3-hardde@namprd09.prod.outlook.com>; diane.j.williams@ncdenr.gov; elden.j.gatwood@usace.army.mil; 'Mcmillan, Ian' <IMCEAEX-_o=ExchangeLabs_ou=Exchange+20Administrative+20Group+20+28FYDIBOHF23SPDLT+29_cn=Recipients_cn=e056487d0ffe4072b3cc8b519e9c733c-ijmcmillan1@namprd09.prod.outlook.com>; jeff.rheubottom@ncdenr.gov; Evans, Jennifer



**RESOLUTION OF THE TOWN OF BEAUFORT BOARD OF COMMISSIONERS
AUTHORIZING ADOPTION OF A NEW COMPREHENSIVE & CAMA LAND USE PLAN
RESOLUTION NO. 23-_____**

WHEREAS the Town of Beaufort desires to adopt a new Comprehensive & CAMA Land Use Plan, and

WHEREAS the Town of Beaufort conducted a duly advertised public hearing on the Comprehensive & CAMA Land Use Plan at the Regular Meeting of the Board of Commissioners on October 9, 2023; and

WHEREAS, at the Regular Meeting on October 9, 2023, the Board of Commissioners of the Town of Beaufort, North Carolina found the new Comprehensive & CAMA Land Use Plan to be consistent with the Town of Beaufort desired vision for the future and approved to adopt the new plan; and

WHEREAS the locally adopted plan will be submitted as required by State law to the District Planner for the Division of Coastal Management under the North Carolina Department of Environmental Quality and forwarded to the Division Director who will then decide on certification of the plan.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Town of Beaufort, North Carolina, that the Comprehensive & CAMA Land Use Plan be adopted; and

BE IT FURTHER RESOLVED that the Town Manager of the Town of Beaufort is hereby authorized to submit the adopted Comprehensive & CAMA Land Use Plan to the State for certification as described above.

Adopted this 9th day of October 2023.

Sharon E. Harker, Mayor

Elizabeth Lewis, Town Clerk