



Waterfront Advisory Committee

Meeting Minutes – Planning Conference Room, 1st Floor

June 1, 2026

I. CALL TO ORDER

5:00 PM

Mr. Oliver, Chair.

Members in attendance - Ben Coppage, Scott Marshall, Joseph Oliver, David Russell, Josh Scallate, Josh Schott, Mike Sutton.

Absent - David Bartholomew, Bill Suter.

II. PLEDGE OF ALLEGIANCE

Mr. Oliver, Chair.

III. MEETING AGENDA APPROVAL

Motion to approve was made by Councilman Scallate and seconded by Mr. Sutton.

All were in favor, motion carried.

IV. MINUTES

A. May 4, 2026.

Motion to approve was made by Mr. Russell and seconded by Councilman Scallate.

Mr. Sutton abstained from the vote as he was not present for the meeting.

Minutes approved as presented.

V. DISCUSSIONS

1. Report on cost estimates for options to address Waterfront Park issues.

Bill Barna with McSweeney Engineers and Duncan O'Quinn with O'Quinn Marine Construction were in attendance to answer the Committee's questions and address their concerns. Mr. Barna presented and went over 4 options. Estimated costs for the various options ranged from \$66,482,075.00 to \$121,440,000.00.

Their formal recommendation to the Committee was Option 2. Rebuild the Relieving Platform at a higher elevation. He stated this option provides the highest level of certainty with regards to performance, durability, and design life.

Mr. Barna spoke about the Estimated Benefit - Cost Ratio as it relates to elevation. He went over a few recommendations which included incorporating adaptive capacity to 9 feet into the design. All increments up to 9 feet are economically justified.

Some of the topics discussed were about what elevation height should be used, and whether or not the city should ask for a Request for Proposals on just a design, or should this be a design/build approach.

Mr. O'Quinn feels a design/build is the way forward and the platform should be built up to 9 feet.

Assistant City Manager, Eric Claussen, stated the challenges with a design/build concept is it excludes some funding sources.

Staff will move forward with a Resolution to bring forward to Council that the Committee is supportive of Option 2 which would preserve as much as possible the characteristics of the existing platform by occupying the same footprint, while using current technology and stronger materials for the supporting piles. This option raises the height of the promenade to address tide level concerns.

A copy of the presentation is attached to these minutes.

2. Consideration of possible role for the Waterfront Advisory Committee in identifying and evaluation funding opportunities to meet costs of Waterfront Park project.

Mr. Barna met with Assistant City Manager, Eric Claussen and JMT about grant opportunities that may be available. The question was asked if the grant funding role should be an item identified within the Request for Qualifications/Proposals application process. Having a grant writer on the team from the onset makes the most sense. Mr. Barna will let the Committee know if there is anything they can do in this area.

VI. PUBLIC COMMENTS

Howell Beach, Alternate Member of the Committee
Paul Trask (written comments attached)
Graham Trask
Rob Cahill

VII. EXECUTIVE SESSION

Pursuant to Title 30, Chapter 4, Section 70 (a) (2) of the SC Code of Laws. "Discussion of negotiations incident to proposed contractual arrangements and proposed sale or purchase of property, the receipt of legal advice where the legal advice relates to a pending, threatened, or potential claim or other matters covered by the attorney-client privilege, settlement of legal claims, or the position of the public agency in other adversary situations involving the assertion against the agency of a claim" - Protect Beaufort Foundation V. the City of Beaufort.

Mr. Sutton made a motion to go into Executive Session and seconded by Councilman Scallate.

All were in favor, motion carried.

Mr. Sutton made a motion to come out of Executive Session and seconded by Councilman Scallate.

All were in favor, motion carried.

No actions from Executive Session.

VIII. ADJOURN

7:29 PM

Motion to adjourn was made by Mr. Sutton and seconded by Councilman Scallate.

All were in favor, motion carried.

approved: July 6, 2024
Jaei Eldred

A scenic view of a waterfront park. In the foreground, a wooden walkway with a railing runs along the water's edge. The railing is made of light-colored wood and has a chain hanging from it. The water is calm and reflects the sky. In the background, there are several large, leafy trees and a few buildings. The sky is blue with some light clouds.

CITY OF
BEAUFORT
SOUTH CAROLINA
FOUNDED 1711

Waterfront Park Relieving Platform Consulting Services
Phase 2 Closeout
June 2026

Project Team



- Project Management
- Structural Engineering
- Inspections



- Structural Engineering
- Grant Facilitation/Research
- Permitting
- Adaptive Strategy Analysis



- Site Civil Engineering
- Surveying

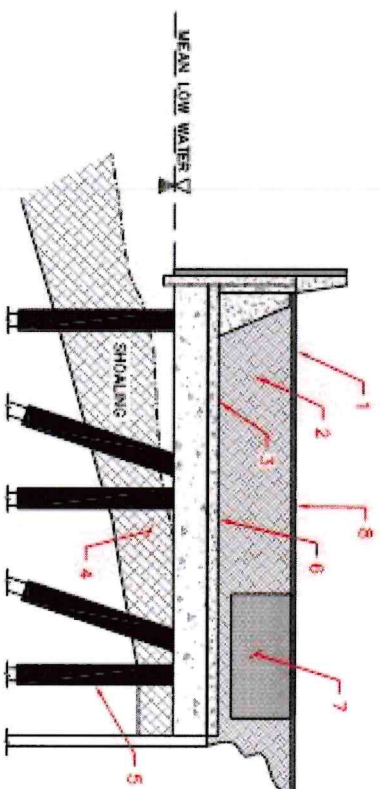


- Geotechnical Engineering
- Materials Testing



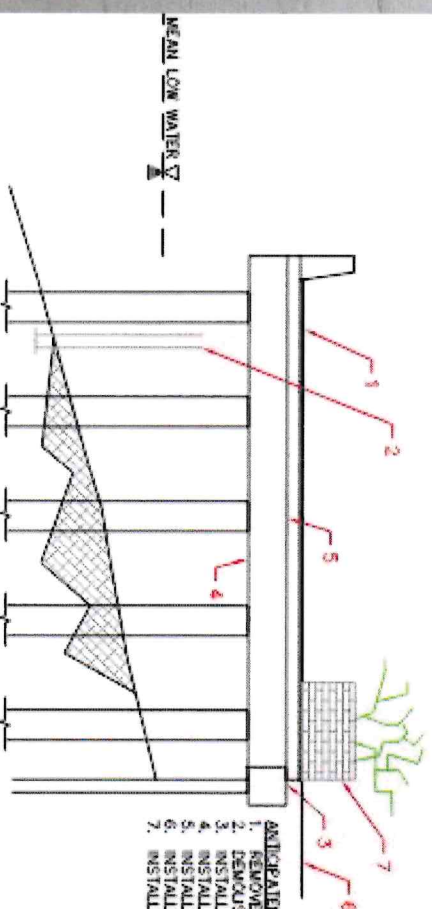
- Constructability Reviews
- Cost Estimating

Final Conceptual Design and Constructability



- ANTICIPATED SEQUENCE**
1. REMOVE AND SALVAGE PAVERS
 2. REMOVE 6" OF BACKFILL
 3. REMOVE DECK SLAB TO ACCESS PILES
 4. DREDGE TO PROVIDE ACCESS TO PILES
 5. ENCAPSULATE PILES
 6. REPLACE DECK SLAB
 7. REPLACE BACKFILL WITH LIGHTER MATERIAL
 8. REPLACE PAVERS
- *SEQUENCE NEGLECTS THE LIKELIHOOD OF EXTENSIVE MISCELLANEOUS REPAIRS*

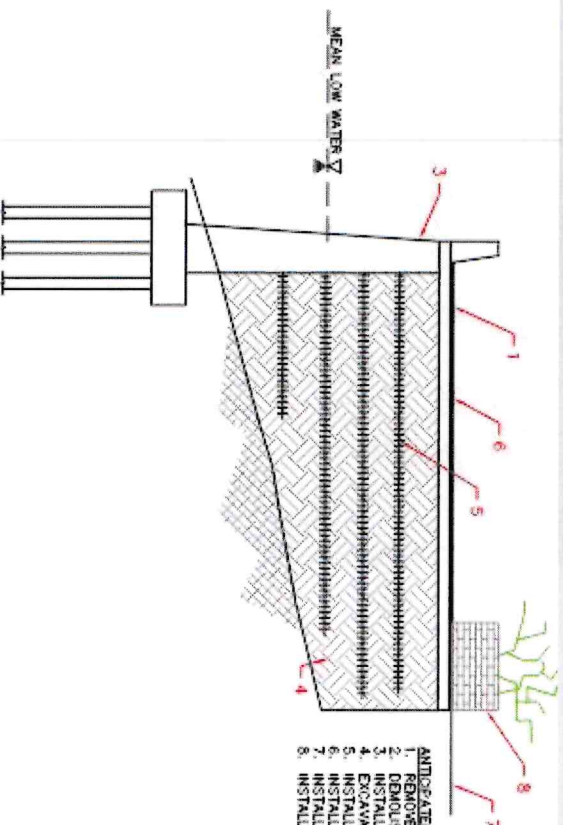
OPTION 1



- ANTICIPATED SEQUENCE**
1. REMOVE AND SALVAGE PAVERS
 2. DEMOLISH REMAINDER OF PLATFORM, PILES, AND BACK
 3. INSTALL NEW SEAWALL BEHIND EXISTING SEAWALL
 4. INSTALL CAST-IN-PLACE PILE CAPS
 5. INSTALL NEW DECK SLAB
 6. INSTALL TRANSITIONS TO PARK
 7. INSTALL NEW AMENITIES: SEWERS, PLANTERS, ETC

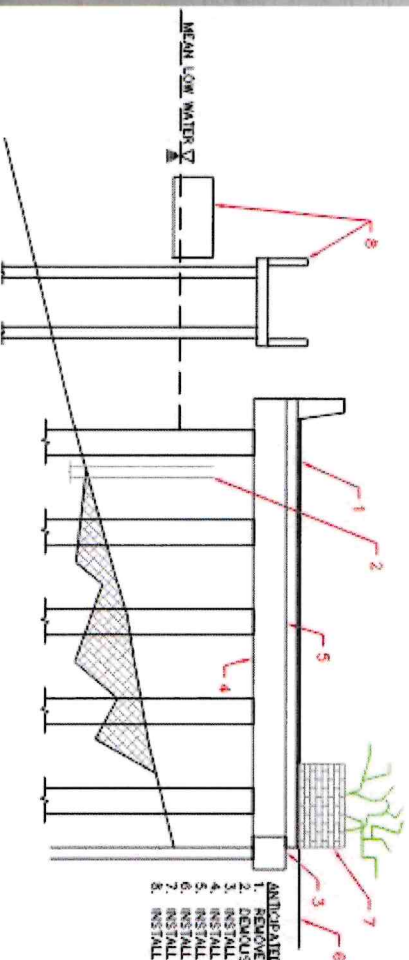
OPTION 2

Rough Order of Magnitude Projected Costs



- ANTICIPATED SEQUENCE**
1. REMOVE AND SALVAGE PAVERS
 2. DEMOLISH REMAINDER OF PLATFORM, PILES, AND BACKFILL
 3. INSTALL NEW PILE SUPPORTED REINFORCED CONCRETE SEAWALL
 4. EXCAVATE AND DREDGE SILT BEHIND NEW WALL
 5. INSTALL GEORED REINFORCING AND BACKFILL
 6. INSTALL NEW DECK SLAB
 7. INSTALL TRANSITIONS TO PARK
 8. INSTALL NEW AMENITIES: SWINGS, PLANTERS, ETC

OPTION 3



- ANTICIPATED SEQUENCE**
1. REMOVE AND SALVAGE PAVERS
 2. DEMOLISH REMAINDER OF PLATFORM, PILES, AND BACKFILL
 3. INSTALL NEW SEAWALL BEHIND EXISTING SEAWALL
 4. INSTALL CAST-IN-PLACE PILE CAPS
 5. INSTALL NEW DECK SLAB
 6. INSTALL TRANSITIONS TO PARK
 7. INSTALL NEW AMENITIES: SWINGS, PLANTERS, ETC
 8. INSTALL FIXED PIER AND FLOATING DOCKS

OPTION 4

Rough Order of Magnitude Projected Costs

- For the “Do Nothing” Alternative an opportunity loss calculation was conducted to reflect losses in tourism of \$3.8M annually over 75 years using a discount rate of 4.5%
- Costs for Options I, II, and III were estimated by O’Quinn Marine Construction Company using very preliminary engineering by McSweeney Engineers.
- Costs for Option 4 are considered amenities to other options. To account for this, we suggest budgeting an additional \$3.85M to the other replacement options.

WATERFRONT PARK COSTS	
Do Nothing	\$68,876,900
Option I - Repairs to Existing Platform	\$80,707,000
Option II - Complete Rebuild of Promenade	\$66,482,075
Option III - Bulkhead with Fill	\$121,440,000

Formal Recommendation

- **Option 2 – Rebuild Relieving Platform**
 - **Comparable aesthetics**
 - **Cost**
 - **Permitting**
 - **Provides the highest level of certainty with regards to:**
 - **Performance**
 - **Durability**
 - **Design life**
 - **Public support**

Alternatives Analysis Matrix

Alternative	Cost	Design Life	Permitting & Environmental	Amenities	Coastal Resilience	Construction Duration	Weighted Score
Do Nothing	●●●●●	●●●●●	●●●●●	●●●●●	●●●●●	●●●●●	3.3
Option 1 - Repair	●●●●●	●●●●●	●●●●●	●●●●●	●●●●●	●●●●●	3.2
Option 2 - Rebuild Wharf	●●●●●	●●●●●	●●●●●	●●●●●	●●●●●	●●●●●	5.1
Option 3 - Seawall + Fill	●●●●●	●●●●●	●●●●●	●●●●●	●●●●●	●●●●●	4.6
	●●●●●● = Lowest relative cost	●●●●●● = 75+ years	●●●●●● = Minimal permitting, minimal impacts	●●●●●● = High amenity benefit	●●●●●● = High protection under future sea levels & storms	●●●●●● = Short duration / minimal impacts	
	●●●●●● = Moderate-Low	●●●●●● = 50-75 years	●●●●●● = Standard permitting	●●●●●● = Moderate to high amenity benefit	●●●●●● = Strong protection	●●●●●● = Moderate duration	
	●●●●●● = Moderate	●●●●●● = 30-50 years	●●●●●● = Moderate coordination required	●●●●●● = Moderate amenity benefit	●●●●●● = Moderate improvement over existing	●●●●●● = Moderate-Long	
	●●●●●● = Moderate-High	●●●●●● = 15-30 years	●●●●●● = Complex permitting and mitigation	●●●●●● = Low to moderate amenity benefit	●●●●●● = Limited future resilience	●●●●●● = Long duration	
	●●●●●● = Highest relative cost	●●●●●● = <15 years	●●●●●● = High environmental risk / uncertainty	●●●●●● = Low amenity benefit	●●●●●● = Minimal resilience benefit	●●●●●● = Very long / high disruption	

Project Benefits and Coastal Resilience

Estimated present worth of damages at each flood level

Elevation (feet, NAVD88)	Return Period (years)	Damage (\$)	Expected Annual Damage (\$/year)	Present Worth Damages (\$)	Incremental Benefits (\$)
6	0.8	\$3,322,328	\$4,101,640	\$87,789,989	—
7	1.5	\$4,797,560	\$3,198,373	\$68,456,811	\$19,333,178
8	3.4	\$6,855,880	\$2,010,522	\$43,032,476	\$25,424,335
9	8.1	\$9,338,326	\$1,151,458	\$24,645,389	\$18,387,087

- Estimated potential damage to upland properties, buildings, contents, and land for various flooding levels.
- GIS-based desktop analysis
- Screening-level assumptions were applied to characterize flood risk reduction benefits.
- Incremental benefits reach a peak between Elevation 7 and 8 feet indicating that this range provides the most balance between protection and economic return.

Project Benefits and Coastal Resilience

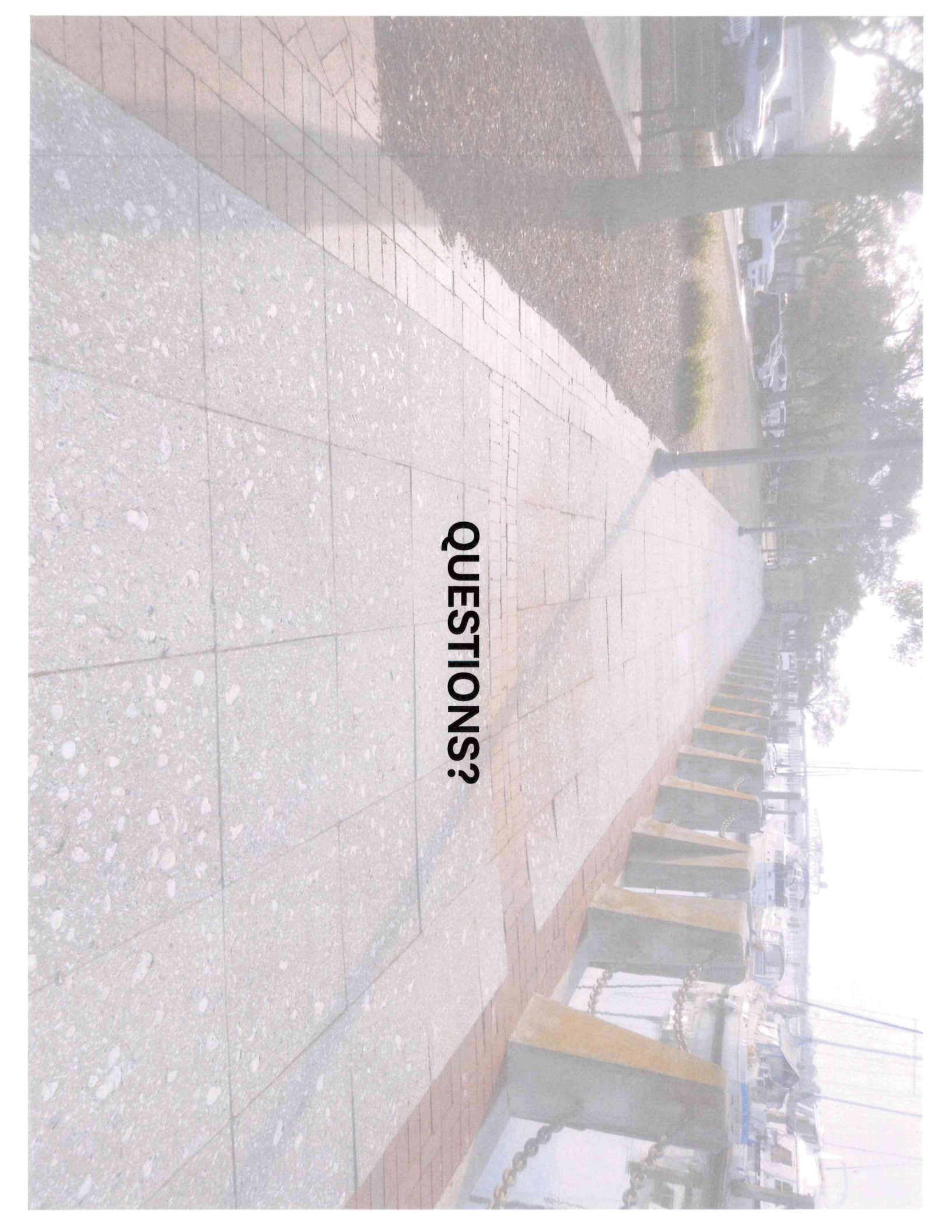
Estimated Benefit-Cost Ratio

Increment	Δ Cost (\$)	Δ Benefits (\$)	Incremental BCR
6 → 7	6,648,208	19,333,178	2.91
7 → 8	7,313,028	25,424,335	3.48
8 → 9	8,044,331	18,387,087	2.29

- The transition from 6 ft to 7 ft yields a BCR of 2.91, indicating each dollar invested returns nearly three dollars in benefits.
- The transition from 7 ft to 8 ft yields the most cost-effective step up in elevation.
- All increments up to 9 ft are economically justified.

Conclusion and Recommendations

- 1. Advance the design of Option 2 – Rebuild Similar to Existing**
- 2. Target a new elevation of at least 8 feet (NAVD88) to add coastal resilience and realize the economic benefit.**
- 3. Incorporate adaptive capacity to 9 feet (NAVD88) into the design.**
- 4. Investigate and apply for federal grant opportunities**
- 5. Integrate community feedback and public-use enhancements into final design.**

A photograph of a waterfront promenade. In the foreground, a wide brick walkway leads towards a row of concrete pillars. The pillars are connected by chains and run along the edge of the water. In the background, a marina is visible with several boats docked. The sky is overcast, and the overall scene is calm.

QUESTIONS?

Waterfront Advisory Committee Members:

The City faces litigation that deserves careful and realistic evaluation.

I understand that you may be entering Executive Session tonight to discuss the status of that litigation. One of the central claims raised by the plaintiff is that the City leased the marina and other waterfront assets in violation of the 1976 Property Management Agreement ("PMA"), which imposed restrictions on the use and disposition of property associated with Waterfront Park.

The PMA provides that the real property described in Exhibit A, "in whole or in part, and including any interest therein," shall not be sold, leased, transferred, conveyed, or mortgaged without prior written consent from the appropriate state officials.

It is undisputed that the City leased at least a portion of the property covered by the PMA without obtaining such consent. At a minimum, the boat landing parcel falls squarely within the real property described in Exhibit A.

My understanding is that the City's defense includes the position that the marina and the adjacent upland parcel physically connected to the marina are not subject to the PMA. I respectfully suggest that Council closely scrutinize that legal conclusion.

Consider the facts:

- The PMA describes the "project" as the construction of approximately 2,000 feet of bulkhead and the creation of approximately five acres of land.
- The PMA states that the project was to be constructed upon the real property described in Exhibit A.
- Exhibit A describes approximately 3.879 acres, plus an additional 0.072-acre parcel, together with the City's associated riparian rights. You must include the +-1.2 acres parcel adjacent upland parcel physically connected to the marina to arrive at the "project" total of approximately 2000 feet of bulkhead and five acres of land.
- The marina basin, bulkhead system, created land, and related waterfront improvements were all developed as part of the same waterfront project and under the same funding package.

The question is straightforward:

Will a judge—or a jury—conclude that a substantial portion of the very project described in the PMA, funded as part of the same undertaking, somehow falls outside the restrictions of that agreement?

Reasonable minds may disagree on the ultimate outcome, but the risk to the City is real. The City's position is not the only plausible interpretation of the documents, and there is a substantial

risk that a court could conclude that the marina and related waterfront property are subject to the PMA's restrictions.

If that occurs, the City could face significant consequences arising from actions taken without the consent required by the agreement.

Before committing additional taxpayer resources to litigation, Council should carefully evaluate both the legal risks and the potential benefits of pursuing a negotiated resolution.

Paul Trask

June 1, 2026

