



November 14, 2018

Ms. Courtney Spears
Division of Coastal Management
127 Cardinal Drive Ext.
Wilmington NC 28405-3845

Subject: North Carolina State Ports Authority
Multi- Use Marine Terminal - Revised
Port of Wilmington
New Hanover County

Dear Ms. Spears,

The North Carolina State Ports Authority (NCSPA) is requesting a new CAMA Major Permit to allow the development of 28.24 acres of property located at 1538 and 1500 S. Front St, Wilmington, NC 28401. The development would include paved storage areas, one multi-use warehouse, and a multi-use pier with land bridges.

The proposed project would enable the NCSPA to more efficiently utilize its property for its intended industrial use of maritime cargo movement. The proposed project is the best use for the property because it allows the NCSPA to adjust to growth of container throughput, handle and transport cargo more efficiently, and utilize the property for its intended purposes.

The current Port facility has experienced major growth in the last decade due to the deepening of the Cape Fear River, expansion of the turning basin, and the addition of two new post panamax cranes. Because of these improvements to the maritime infrastructure, general cargo (bulk and break bulk), and container volumes at the Port has greatly increased and storage space at the Port proper is almost fully utilized. As container volume and movement through the Port continues to increase, the open storage areas once used for general cargo has diminished. The proposed new docking pier with land bridges, new cargo shed, and general cargo area on the proposed site will allow cargo to be dedicated to the new site and allow for expanded business opportunities that would help the Port better serve the people, industries, and agribusiness of North Carolina. The development of a general cargo area would also place the Port in a competitive position to handle new commodities that require open storage. The area could be used to facilitate various bulk and break bulk cargos such as lumber and steel. The pier is also designed so that roll on/ roll off vessels could dock and various types of wheeled cargo such as cars, tractors, and buses could be driven on and off the dock.

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The property consists of 3 separate parcels of unmaintained weedy areas, dirt fields, old piles of wood chips, small patches of wooded areas, wetlands, and a portion of the Cape Fear River. From the 1920's to 1983 the property was occupied by various companies that treated various wood products. The property has entered the Brownfield program and a Brownfield agreement is currently being developed in the Wilmington Regional Office of the NC Department of Environmental Quality, Mr. Sam Watson is the contact for this effort.

Parcel 1 (#R05320-001-001-000) is 44.26 acres in size and contains 12.34 acres of wetlands. There is also .52 acres of coastal wetlands on the parcel. The coastal wetlands will not be disturbed but the installation of the northern land bridge will result in .05 acres of coastal wetlands being shaded from the structure. The rest of the parcel consists of unmaintained weedy areas, old piles of woodchips, and a small patch of woody vegetation. The development would consist of adding 3.06 acres of roads, 16.89 acres of paved storage area and a 2.15 acre warehouse. The total disturbed area for parcel 1 would be 23.05 acres of which 22.1 acres of proposed development would be impervious. 7.76 acres of wetlands will be filled for development in parcel 1 and .8 acres will be disturbed for use as a storm water retention area. Because the current elevation of the site ranges from between 2.1' to 4.8', clean fill must be brought in to bring the entire site up to the finished grade elevation of approximately 6'. This effort will require 10,000cubic yards(cy) of fill sub-grade, 30,000cy of borrow sub base, 34,290cy of crushed stone, and 28,850cy of asphalt will be brought onto the site. The total fill needed for parcel 1 is 102,870cy.

Parcel 2 (#R05320-001002-000) is 44.98 acres in size and contains 14.18 acres of wetlands. The rest of the parcel consists of unmaintained weedy areas, old piles of woodchips, and wooded areas. The development on this parcel would consist of adding .81 acres of roads and 4.58 acres of paved storage area. The total disturbed area for parcel 2 is 5.39 acres of which 5.39 will be impervious. Because the current elevation on parcel 2 ranges between 1.1' and 2.5', clean fill must be brought in to bring the entire site up to the finished grade elevation of approximately 6'. This effort will require, 2,000cy of fill sub-grade, 8,000cy borrow sub base, 8,690cy crushed stone, and 7,240cy will be brought onto the site. The total fill needed for parcel 2 is 25,930cy.

Parcel 3 (#R05417-015-003-000) is 2.25 acres in size and contains 2.25 acres of wetlands. The development on this parcel will include improvements to the existing roadway leading to the other parcels. The current roadway adjacent to this parcel has a 66' right of way. The proposed development would expand the road and right away to 100' wide to accommodate incoming and outbound truck and vehicle traffic. Approximately .40 acres of wetlands in this parcel would need to be filled to achieve the desired road improvements. This effort will require, 800cy of sub-base, 1200cy of crushed stone, and 1020cy of asphalt will be brought on to the site. The total fill needed for parcel 3 is 3020cy.

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A new platform pier with 3 land bridges able to accommodate one vessel will also be installed at the site. The specific design of the pier was chosen in an effort to minimize impacts to the shoreline, avoid the NC Division of Coastal Management's (DCM) 30' area of environmental concern (AEC) buffer, and reduce necessary dredging of the surrounding primary nursery areas (PNA). The pier and land bridges will be supported by 510- 24" precast pilings that will be installed by vibrating or a hammer mounted on a barge crane, no dredging will be needed to install the support piles. The top deck of the pier will be concrete poured in place and will be 13' above MLLW. The pier will be 75' wide and 1100' long with landward flared ends to accommodate transport trucks turning radii. The face of the pier will be located just inside the harbor line and the fenders will be in line with the harbor line. Three land bridges will also be constructed, one on the north and south end of the pier and one in the middle. The purpose of the land bridges is to facilitate the loading and unloading of vessels in an efficient manner. The total shading from the pier will be 92,340 square feet.

The North land bridge will be 352'-4" long on centerline and 30' wide for an approximate total area of 10,063 square feet. This land bridge will span the coastal wetlands with 16- 24" piles being installed in the coastal wetlands. The amount of shading from the land bridge in the coastal wetlands will be 2,337 square ft. or .05 acres. The bottom of the deck will be 4'-6" above the coastal wetlands at NHW on the western edge of the wetlands and ~4' NHW at the eastern edge (shoreline) of the coastal wetlands.

The middle land bridge will be 150' long and 30' wide for an approximate total area of 4,507 square feet. There are no coastal wetlands in the area of this ramp and no support pilings will be placed in the NCDCM 30' AEC.

The southern ramp will be 164' - 9" long on centerline and 30' wide for an approximate total area of 5,047 square feet. There are no coastal wetlands in the area of this ramp and no support pilings will be placed in the NCDCM 30' AEC.

With the addition of the new pier, dredging will also occur in the area. The pier has been designed to be placed as close to the Federal Channel as possible to minimize dredging efforts. Dredging will take place in the PNA, however there are no SAV's, shellfish, coastal wetlands, or hard bottom habitat is located within the proposed dredging area. Initial dredging will be to 42'+2'+1' with future maintenance dredging to a depth of 42'+2'. The initial +1' of dredging will be to clear any rock that may be in the area for future maintenance dredging. This depth is equal to the adjacent currently authorized federal channel depth in the Cape Fear river and mimics the initial USACE dredging plans in the Cape Fear River. Dredging will be performed with a mechanical dredge (bucket to barge) and disposed of in the offshore dredge material

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disposal site (ODMDS). A letter from the USACE giving permission to use the ODMDS is included in the permit application packet.

The use of the mechanical dredge was chosen in an effort to minimize any potential impacts to the fish and other marine inhabitants in the project area. The total area to be dredged will be 215,000 square feet with an estimated volume of 88,400 cy of material. During dredging, a turbidity curtain will be maintained around the work area to reduce siltation in adjacent areas of the river and an observer will be onsite to watch for any sturgeon or manatees in the work area. The US Coast Guard (USCG) will also be notified prior to work beginning in order to notify the public about any potential navigation hazards. Any requirements (buoys, lights, etc.) proposed by the USCG will be strictly adhered to by the NCSPA during construction.

Because dredging will take place in the PNA, an essential fish habitat study (EFH) and a biological assessment was completed for the planned construction activities in the water and submitted with the application packet. Both studies have been submitted with the DCM application packet. On the landside, an Environmental Assessment and Finding of No Significant Impact Statement was completed and submitted to the NC Department of Administration – State Clearinghouse on August 13, 2018 for Federal, State, and public review and comment. The no further action letter from the NC DOA and associated comments are included in the application packet.

There are two buildings planned for the site. A 72,000 square foot multi-purpose warehouse will be built on parcel 1. This building will be used for the storage of any weather sensitive general cargo. A small guard house will also be built to limit access to the site. The guard house will be approximately 17' long by 7' wide and located on the access road to the site.

During construction activities on the site, all required and necessary means will be used to control sediment runoff into adjacent wetlands and waterways. These measures will follow and meet or exceed any requirements required by NC Division of Environmental Quality and Federal Agencies. These measures may include, but are not limited to, silt fence around the construction site, vegetated swales and rock dams, and settling basins. Stormwater management will be designed per NC DEQ Division of Energy, Mineral and Land Resources Stormwater Programs rules and regulations. Measures could include but is not limited to ponds, infiltration basins, and pervious concrete.

Storm water management will also capture any run off that occurs in the DCM AEC 75' line in the areas that exceeds 30% impervious surface area coverage. No disturbance will take place in the first 30' within the AEC. Between the 30' and 75' line, the area is 183,349 sq. ft., of this 108,309 sq. ft. will be filled and paved resulting in 59% of the 75' AEC to be impervious. As stated, storm water measures will be implemented to manage and capture the required runoff.



Shoreline stabilization with the use of riprap stone will also take place along the waterside of the site. Drawing 17 shows a section view of the proposed placement design and the area is noted on the other plan view drawings.

The NCSPA also requests that an annual maintenance dredging clause of the area be included in the permit. This dredging would occur annually in conjunction with the US Army Corps of Engineers annual anchorage basin dredging contract, dredged to a depth of 42'±2', with dredged material being placed in the permitted Eagle Island.

The North Carolina State Ports Authority appreciates the Divisions assistance and guidance on this project and if any additional information to the enclosed plans arise, please call me at (910) 251-5678 at your earliest convenience.

Sincerely,
North Carolina State Ports Authority

A handwritten signature in cursive script that reads "Todd C. Walton".

Todd C Walton
Sr. Environmental Analyst

Wetland Mitigation Proposal -Revised 11-14-18

The North Carolina State Ports Authority will compensate fully for any wetland functions that were lost due to development and the proposed filling of 8.16 acres of wetlands. This compensation could include, but is not limited to, working with the NC Division of Mitigation Services, contributing mitigation bank, donating local property to be designated as a conservation easement or a combination of these items. The most appropriate mitigation method will be closely coordinated with USACE and the NC DWR.

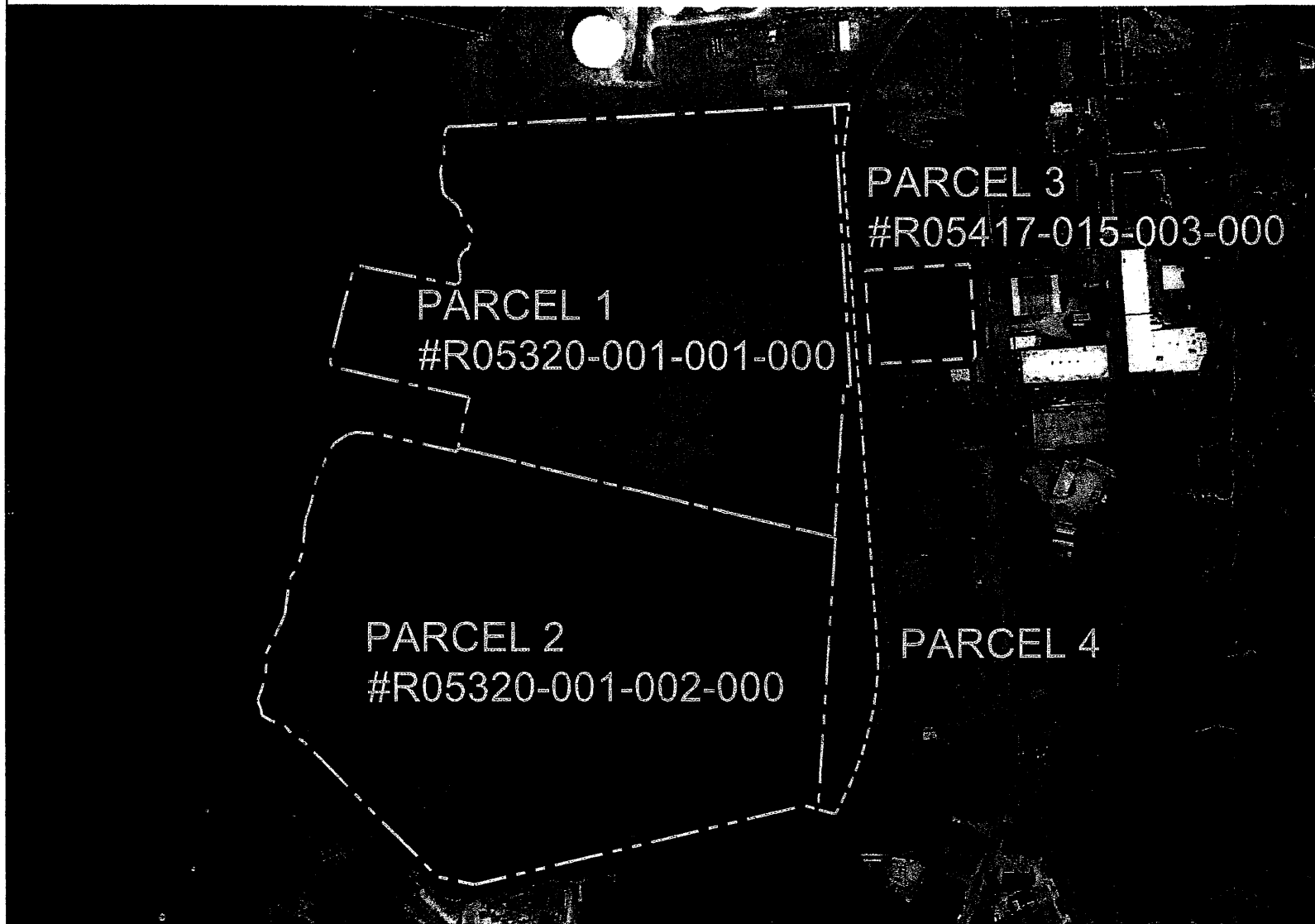
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MULTI-USE TERMINAL WILMINGTON, NORTH CAROLINA PERMIT DRAWINGS

N
1) VICINITY MAP
SCALE: 1" = 2000'



PERMIT SET

DRAWING NO.	TITLE
9A	AREAS AT SITE
10	DREDGING PLAN
10A	DREDGING SECTION
10B	BORE LOGS D-01, D-02, D-04, D-05
11	SITE PLAN WETLANDS BOUNDARY

LIST OF DRAWINGS (22 TOTAL)			
DRAWING NO.	TITLE		
1	COVER SHEET, DRAWING LIST, VICINITY & PARCEL MAP	14	WAREHOUSE SECTION AND GUARDHOUSE PLAN
2	GENERAL NOTES	15	NORTH RAMP ELEVATION & PLAN
3	PLAN - PIER APRON SLAB	15A	SOUTH RAMP ELEVATION & PLAN
4	BORE LOGS (1)	15B	MIDDLE RAMP ELEVATION & PLAN
5	BORE LOGS (2)	16	TYPICAL RAMP CROSS-SECTION
6	PIER SPAN ARRANGEMENT 1	17	TYPICAL PAVEMENT SECTIONS AND SLOPE PROTECTION
7	PIER PT1 SECTION		RECEIVED DCM WILMINGTON, NC OCT 03 2018
8	PIER PT1 PILE CAP		
9	SCHEMATIC DESIGN ROAD PAVEMENT PLAN		

N
2) PARCEL MAP
SCALE: 1" = 500'

REV NO	DATE	DESCRIPTION	MADE BY	CHK BY	APPD. BY

NOTES: 1. THE SITE AND PARCEL BOUNDARY OF THE LAND SHOWN ON THIS SET OF DRAWINGS ARE TAKEN FROM THE FOLLOWING REFERENCE: MCKIM & CREED, BOUNDARY AND TOPOGRAPHIC SURVEY OF NORTHERN TERMINAL, NORTH CAROLINA STATE PORTS AUTHORITY, DECEMBER 12, 2017, SHEETS 1 AND 2 (CAD NUMBER VT101-004810130 NORTHRN TERM).

2. FOR DETAILS OF THE 4 PARCELS SHOWN ON THIS DRAWING, REFER TO THE FOLLOWING DEED BOOKS:

PARCEL 1, NC PORTS AUTHORITY, DEED BOOK 2386, PAGE 615.
PARCEL 2, NC PORTS AUTHORITY, DEED BOOK 840, PAGE 310.
PARCEL 3, NC PORTS AUTHORITY, DEED BOOK 1252, PAGE 1340
PARCEL 4, CITY OF WILMINGTON, DEED BOOK 5738, PAGE 807.

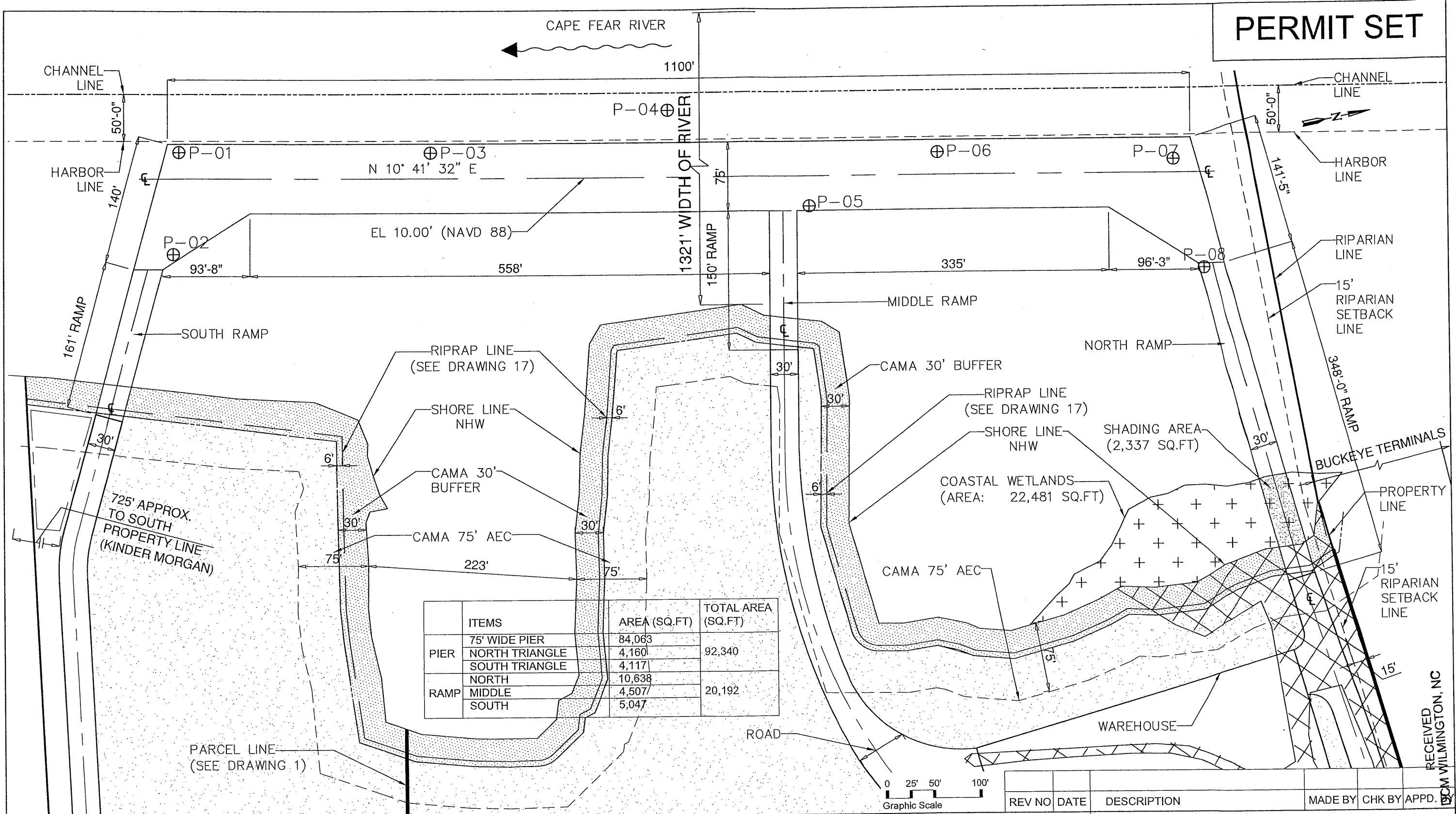
N.C. STATE PORTS AUTHORITY
MULTI-USE MARINE TERMINAL



BERMELLO AJAMIL & PARTNERS
118 E. 28TH ST SUITE #501
NEW YORK, NY, 10016
TEL: 212-334-2050

TITLE:
COVER SHEET, DRAWING LIST,
VICINITY & PARCEL MAP

DESIGNED N. SENIWONGSE	CHECKED	DRAWN DC	SHEET NO: 1 OF 22
DATE: 08/24/2018	SCALE: N.T.S.		DRAWING NO: 1



ITEMS	AREA (SQ.FT)	TOTAL AREA (SQ.FT)
PIER		
75' WIDE PIER	84,063	92,340
NORTH TRIANGLE	4,160	
SOUTH TRIANGLE	4,117	
RAMP		
NORTH	10,638	20,192
MIDDLE	4,507	
SOUTH	5,047	

NOTES:
 1. THIS DRAWING SHOWS PLAN DIMENSIONS OF THE PIER.
 2. FOR SPAN ARRANGEMENT, SEE DRAWING 6.
 3. ⊕ INDICATES BORE HOLE LOCATION, SEE DRAWINGS 4 AND 5 FOR BORE LOGS.

**N.C. STATE PORTS AUTHORITY
 MULTI-USE MARINE TERMINAL**

**TITLE:
 PLAN - PIER APRON SLAB**

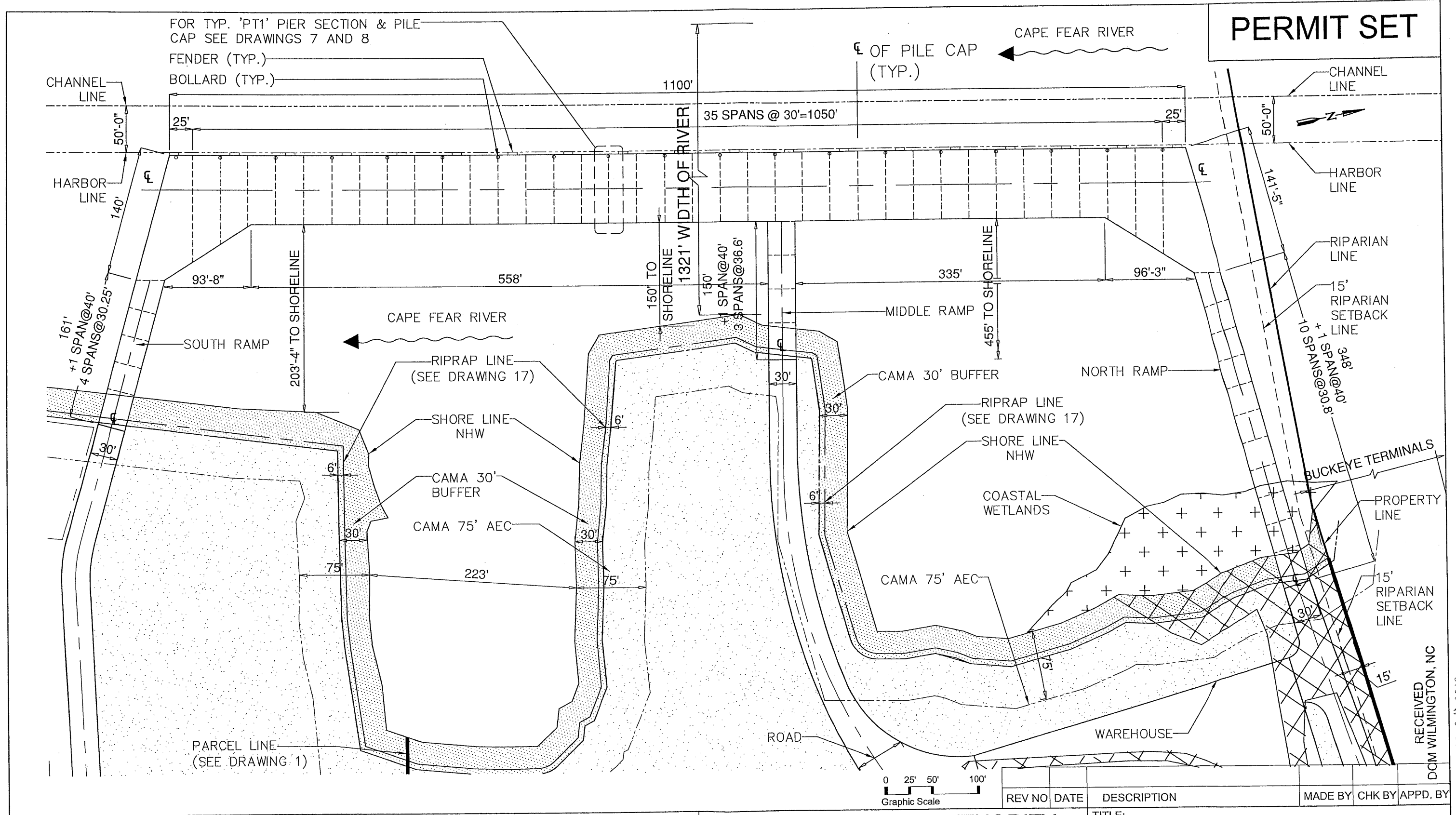


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 118 E. 28TH ST SUITE #501
 NEW YORK, NY, 10016
 TEL: 212-334-2050

DESIGNED N. SENIWONGSE	CHECKED	DRAWN CP / SP	SHEET NO: 3 OF 22
DATE: 07/31/2018	SCALE: 1" = 100'	DRAWING NO: 3	

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NOTES:
 1. TYPICAL SPAN OF PIER "PT1" IS 30 FEET
 2. SEE PT1 SCHEMATIC DESIGN ON DRAWINGS 7 AND 8.

**N.C. STATE PORTS AUTHORITY
 MULTI-USE MARINE TERMINAL**



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 118 E. 28TH ST SUITE #501
 NEW YORK, NY, 10016
 TEL: 212-334-2050

TITLE:
PIER SPAN ARRANGEMENT 1

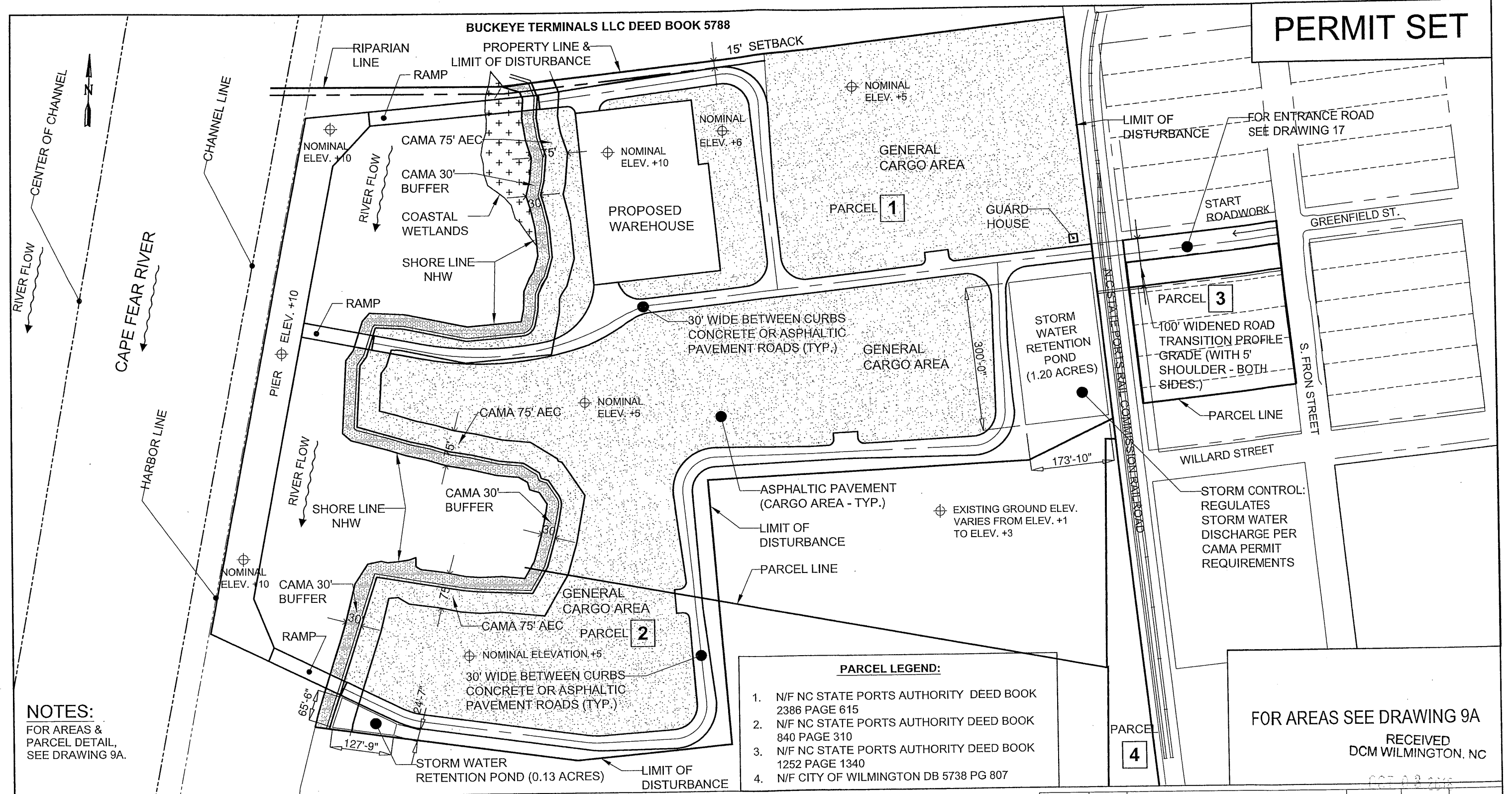
DESIGNED N. SENIWONGSE	CHECKED	DRAWN CP / SP	SHEET NO: 6 OF 22
DATE: 08/24/2018	SCALE: 1" = 100'	DRAWING NO: 6	

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PERMIT SET

BUCKEYE TERMINALS LLC DEED BOOK 5788



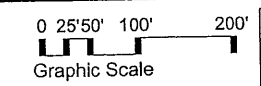
NOTES:
FOR AREAS & PARCEL DETAIL, SEE DRAWING 9A.

- PARCEL LEGEND:**
1. N/F NC STATE PORTS AUTHORITY DEED BOOK 2386 PAGE 615
 2. N/F NC STATE PORTS AUTHORITY DEED BOOK 840 PAGE 310
 3. N/F NC STATE PORTS AUTHORITY DEED BOOK 1252 PAGE 1340
 4. N/F CITY OF WILMINGTON DB 5738 PG 807

FOR AREAS SEE DRAWING 9A
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THIS DRAWING SHOWS THE SCHEMATIC DESIGN OF PAVED AREAS WITHIN THE MULTI-USE TERMINAL SITE AND THE FRONT ROAD LEADING TO THE SITE.

ROAD AND PAVEMENT PLAN



REV NO	DATE	DESCRIPTION	MADE BY	CHK BY	APPD. BY

NOTES:

1. ROAD GEOMETRIC DESIGN IS IN ACCORDANCE WITH "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS", AND "STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES, NORTH CAROLINA DEPARTMENT OF TRANSPORTATION".
2. THE EXISTING GROUND WILL BE PREPARED AND FOLLOWED BY CLEARING AND GRUBBING, FILLING AND EARTHWORK PROCESSING TO SUPPORT THE PAVEMENT AT THE CARGO AREAS AND THE ROADWAY. TWO TYPES OF PAVEMENT ARE CONSIDERED: FLEXIBLE PAVEMENT WITH ASPHALTIC CONCRETE SURFACING OR CONCRETE RIGID PAVEMENT.

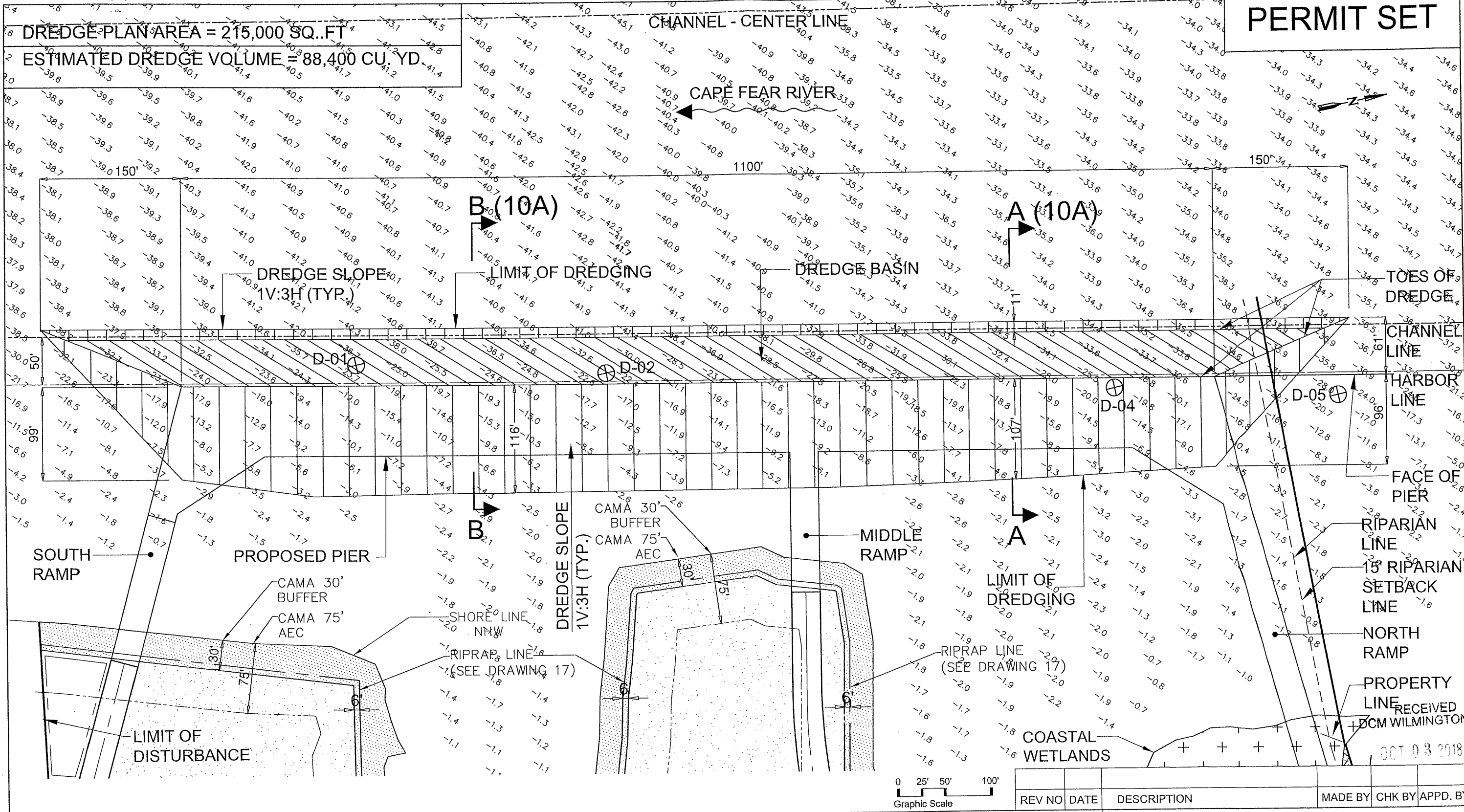
N.C. STATE PORTS AUTHORITY MULTI-USE MARINE TERMINAL



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118 E. 28TH ST SUITE #501
NEW YORK, NY, 10016
TEL: 212-334-2050

TITLE: SCHEMATIC DESIGN ROAD PAVEMENT PLAN

DESIGNED N. SENIWONGSE	CHECKED -	DRAWN EC/SP	SHEET NO: 9 OF 22 DRAWING NO:
DATE: 08/24/2018	SCALE: 1" = 200'-0"	9	



DREDGE PLAN AREA = 215,000 SQ..FT
ESTIMATED DREDGE VOLUME = 88,400 CU. YD.

TOES OF DREDGE

CHANNEL LINE

HARBOR LINE

FACE OF PIER

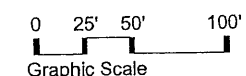
RIPARIAN LINE

15' RIPARIAN SETBACK LINE

NORTH RAMP

PROPERTY LINE

COASTAL WETLANDS



REV NO	DATE	DESCRIPTION	MADE BY	CHK BY	APPD. BY

- NOTES:**
- ESTIMATED DREDGE VOLUME 88,400 CUBIC YARDS, BASED ON DREDGE SLOPE OF 1(VERTICAL) : 3(HORIZONTAL)
 - DREDGING IN THE FEDERAL CHANNEL IS UNDER FEDERAL GOVERNMENT RESPONSIBILITY AND NOT SHOWN ON THIS DRAWING
 - ⊕ INDICATES GEOTECHNICAL BORE HOLE LOCATION, SEE DRAWING 10B FOR DETAILS.
 - FOR SECTIONS A-A AND B-B SEE DRAWING 10A.
 - BATHYMETRIC SURVEY SOUNDINGS ARE FROM MCKIM & CREED DRAWING NO. 2017-095, BOUNDARY AND TOPOGRAPHIC SURVEY OF NORTHERN TERMINAL, WILMINGTON, NC., DECEMBER 12, 2017; THE ELEVATIONS ARE BASED ON MLLW.

**N.C. STATE PORTS AUTHORITY
 MULTI-USE MARINE TERMINAL**



BERMELLO AJAMIL & PARTNERS
 118 E. 28TH ST SUITE #501
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 TEL:212-334-2050

TITLE: DREDGING PLAN		DESIGNED N. SENIWONGSE	CHECKED	DRAWN C. POSADA	SHEET NO: 11 OF 22
DATE: 08/24/2018	SCALE: 1" = 100'-0"	DRAWING NO: 10			

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**DIVISION OF COASTAL MANAGEMENT
FIELD INVESTIGATION REPORT**

1. **APPLICANT'S NAME:** North Carolina State Ports Authority (North Terminal)
2. **LOCATION OF PROJECT SITE:** The project is located on three (3) parcels at 1500 and 1538 S. Front Street, adjacent to the Cape Fear River, within the City of Wilmington, New Hanover County.

Photo Index - 2006: 204-6655: K-O, 14-19 / P, 6
Latitude: 34°12'55.00"N **Longitude:** 77°57'00.00"W

3. **INVESTIGATION TYPE:** CAMA/ D & F
4. **INVESTIGATIVE PROCEDURE: Dates of Site Visit** – September 22, 2017, October 29, 2018
Was Applicant Present – Troy Beasley (consultant), no
5. **PROCESSING PROCEDURE: Application Received** – August 6, 2018
Application Complete – October 23, 2018
Office – Wilmington

6. **SITE DESCRIPTION:**
 - (A) **Local Land Use Plan** – City of Wilmington/New Hanover County
Land Classification From LUP – Vacant
 - (B) **AEC(s) Involved:** EW, PTA, ES, PTS, CW, PNA
Water Dependent: Yes
 - (D) **Intended Use:** Commercial/Industrial
 - (E) **Wastewater Treatment: Existing:** None
Planned: Water and Sewer
 - (F) **Type of Structures:**
Existing – None
Planned – Shipping pier and multi-use cargo storage area
 - (G) **Estimated Annual Rate of Erosion:** N/A
Source - N/A

7. **HABITAT DESCRIPTION:**

	[AREA] DREDGED	FILLED	OTHER
(A) Vegetated Wetlands		390,298 sq. ft. §404 Wetlands	
(B) Non-Vegetated Wetlands (Open water)	215,000 sq. ft.		112,532 sq. ft.
(C) Other – Highground		28.99 acres	

- (D) **Total Area Disturbed:** ~ 1,980,634 sq. ft. (~45.5 acres)
- (E) **Primary Nursery Area:** Yes
- (F) **Water Classification:** SC Open: No

8. **PROJECT SUMMARY:** The N.C. State Ports Authority proposes to construct a new paved cargo storage area, a mixed-use warehouse, and a multi-use pier with land bridges.

9. PROJECT DESCRIPTION

The N.C. State Ports Authority (NCSPA) North Terminal property is located at 1500 and 1538 South Front Street, adjacent to the Cape Fear River, in the City of Wilmington, New Hanover County. To locate the property from the Wilmington Regional Office, take a left from Cardinal Drive Ext. on to Market Street and travel west 5.4 miles to N. Front Street. Turn left on N. Front Street and continue on south for 1.3 miles until you reach Greenfield Street. Once at Greenfield Street, the subject properties will be on the east and west side of S. Front Street. If you plan to do a site visit at the NCSPA property, please contact Mr. Todd Walton at 910-251-5678 to arrange the site visit.

The NCSPA tract consists of three separate parcels; two are located adjacent to each other on the west side of S. Front Street adjacent to the Cape Fear River (Parcel 1 and Parcel 2), and the third (Parcel 3) is located on the east side of S. Front Street and has no riparian access (**See Figure 1**). To clarify the proposed construction and impacts associated with the development of these parcels, Parcel 1 and 2 will be referred to as the "West Property", and Parcel 3 will be referred to as the "East Property".

The West Property is approximately 89.21 acres (44.23 and 44.98 acres) with approximately 3,216 linear feet (LF) of shoreline stabilized by existing riprap and vegetation and has an elevation range of approximately 1.1' to 4.8' above normal water level (NWL). The West Property contains approximately 61.05 acres of upland area, approximately 24.64 acres of §404 Wetlands, and approximately 0.52 acres of Coastal Wetlands. Upland and §404 Wetlands vegetation consists of Red Maple (*Acer rubrum*), Live Oak (*Quercus virginiana*), Wax Myrtle (*Morella cerifera*), Groundsel Bush (*Baccharis halimifolia*), Eastern Red Cedar (*Juniperus virginiana*), Common Reed (*Phragmites australis*) and Rice Cutgrass (*Leersia oryzoides*). Coastal Wetland vegetation consists of Cattails (*Typha spp.*), Bulrush (*Juncus spp.*), and Giant Cordgrass (*Spartina cynosuroides*). The adjacent area surrounding the West Property is heavily industrialized with and Buckeye Terminal located to the north, Paktank Atlantic Company to the south, and a City owned parcel and NC State Ports Rail Commission Railroad located to the east. The Cape Fear River borders the West Property to the west and its channel is maintained by the US Army Corps of Engineers (USACE) to a water depth -42' + -2' at MLLW. Current on-site conditions include a dirt and gravel road identified as Greenfield Street, remnants of a wood chip storage pile, various drainage ditches, and a rectangular basin and piles that may have previously served as a shipping wharf. The applicant states that the site history indicates various commercial owners that treated wood products from 1920's to 1983. Historical aerial imagery dating 1950 to 1990 show that this area may have operated as a rail yard and container storage site and at one point had piers on the Cape Fear River and within the basin. Contamination from previous industrial activity at the property has prompted a Brownfield agreement that is currently proceeding between the applicant and the NC Department of Environmental Quality (NCDEQ). A permitting history search was performed for the two subject parcels but was inconclusive.

The East Property is approximately 2.25 acres with an elevation of approximately 2' above NWL and does not have any shoreline. Adjacent to the property to the east is S. Front Street, to the west is NC State Ports Rail Commission Railroad, to the south is Willard Street, and to the north is Greenfield Street. The property does not have any existing structures or wetlands and does not appear to have had any previous development based on aerial photography from 1950 to present. Vegetation on this site consists solely of upland species including Bald cypress tree (*Taxodium distichum*), Red maple (*Acer rubium*), Common greenbriar (*Smilax rotundifolia*), and Chinese privet (*Ligustrum sinense*). A permitting history search was performed for the two subject parcels but was inconclusive.

The waters of the Cape Fear River (in the vicinity of the project) are classified SC, by the N.C. Division of Water Resources. The area is designated as a **Primary Nursery Area (PNA)**, by the N.C. Division of Marine Fisheries and these waters are **CLOSED** to the harvesting of shellfish. The City of Wilmington Land Use Plan 2013 classifies the area as Vacant.

PROPOSED PROJECT

The N.C. State Ports Authority proposes to construct a new paved cargo storage area, a mixed-use warehouse, a security guard house, and a multi-use pier with land bridges. According to the applicant, upland improvements to the West Property would include an asphalt general cargo area, paved roads, a multi-use warehouse, a guard house, and a stormwater retention ponds. The applicant states that the site would require a variable final elevation of 5' to 9' NAVD88 to be above the FEMA Base Flood Elevation and to create a gravity flow contour for stormwater drainage before upland development is initiated. Approximately 128,880 cubic yards (cy) of clean fill would be trucked in from an upland site and clearing and graded would have a limit of disturbance of approximately 28.44 acres (See Figure 9 and 9A). The applicant proposes several methods for stabilizing fill material including contouring, riprap, seeding, and silt fence. The fill area would be capped with approximately 21.47 acres of asphaltic pavement that would serve as the general cargo area for bulk and break cargo for the new terminal. The general cargo area would be divided by a network of paved roads each measuring 30' wide and would connect the proposed shipping pier to Greenfield Street. The proposed roads would have a total area of approximately 3.87 acres. The applicant also proposes to construct a new multi-purpose warehouse measuring 200' in width by 360' in length for the storage of weather sensitive cargo. Within the warehouse would be an office and restrooms. The site would also have a guard house measuring 7' wide by 17' long at the entrance to the property at Greenfield Street. Two stormwater management areas are proposed on site; one would be located south of the intersection of Greenfield Street and the NC Ports Rail Commission Railroad and would measure approximately 1.23 acres, and the other would be located at the southwest corner of the project area and measure approximately 0.12 acres.

The applicant proposes to construct a new concrete shipping pier that would have three (3) land bridges connecting to proposed roads in the upland area. The northern most land bridge would measure approximately 30' wide and 348' long, the middle bridge would measure approximately 30' wide by 150' long, and the southernmost land bridge would measure 30' wide by 161' long. Each bridge would begin in the upland area at a proposed road and would be elevated 26' at MHW over open water and a minimum of 4' at MHW over coastal wetlands to connect to the proposed concrete shipping pier. The proposed concrete shipping pier would be approximately 75' wide by 1,100' long and would have an approximate elevation of 13' above Mean Lower Low Water (MLLW). The pier would contain two (2) flared platforms; one at the north end measuring approximately 4,160 sq. ft., and one at the south end measuring approximately 4,117 sq. ft. to accommodate transport trucks turning radii. The pier would be located perpendicular to the channel and would be adjacent to the USACE Harbor Line (See Figure 3, 6 through 9).

To accommodate larger vessels at the proposed concrete shipping pier, the applicant is proposing a dredge basin to connect water depths at the pier to the USACE Federal Channel dredge depth of -42' + -2' at MLLW. The limit of the dredge area would start at the waterward end of the pier and extend approximately 61' waterward to meet the channel. The length of the dredge area would span 1,100' along the pier and would have two triangular flared ends at the north and south ends of the pier measuring 61' wide by 150' long each (See Figure 10 and 11). The proposed final dredge depth at the berth for this project is -42' + -2' overdredge and an additional -1' of "advanced dredging" to remove any rock that may foul future maintenance dredge events. The total dredge area within the Cape Fear River would be approximately 215,000 sq. ft. and contain a volume of approximately 88,400cy of material. According to the applicant, dredging would be performed using a bucket to barge method and spoil would be transported and disposed of by scow barge at an Offshore Dredge Material Disposal Site (ODMDS) that had been approved by the USACE prior to this applications submittal. During dredging turbidity curtains would be used to contain suspended sediment from being transported downstream of the work area. The applicant states that observers will be present onboard the dredge vessel to watch for potential occurrences with protected fish, turtles, or marine mammals. The US Coast Guard would be notified prior to work initiation to notify the public about any navigation hazards. The NCSPA states that they would adhere to any requirements (buoys, lights, etc.) by the US Coast Guard. The applicant anticipates that maintenance dredging would be required annually in conjunction with USACE scheduled dredge events to keep water depths at the terminal to -42' + -2' and that the excavated material would be placed on Eagle Island following proper authorization.

The NCSPA proposes to develop the East Property by enhancing an existing adjacent roadway to improve the ingress and egress of truck traffic at the West Property. The current road has a 66' easement that would be expanded to a 100' wide right-of-way. Approximately 0.75 acres of the property would need to be filled with crushed stone, asphalt, and fill to construct the proposed road improvement.

10. **ANTICIPATED IMPACTS**

At the West Property, the proposed fill, asphalt cargo area, roads, warehouse and guard house, and stormwater management areas would have a total disturbance area of 28.24 acres. Within the disturbance area, approximately 27.49 acres or 30.8% of the West property would be impervious. Impervious surface within the 75' Estuarine Shoreline Area of Environmental Concern (AEC) would total approximately 111,375 sq. ft. or 47% of the total surface area within the AEC. Approximately 8.56 acres of §404 Wetlands are proposed to be filled as a result of the proposed development, approximately 760 sq. ft. of which are within the 75' Estuarine Shoreline AEC. No impervious surface or fill is proposed within the 30' Coastal Shoreline Buffer.

The proposed pier and land bridges would have a shaded impact area of approximately 112,532 sq. ft. or approximately 2.59 acres within the Estuarine Waters AEC. The proposed north bridge would shade approximately 2,337 sq. ft. of Coastal Wetlands.

The proposed excavation of the new shipping berth to -42' + -2' overdredge + -1' advance dredge would disturb approximately 215,000 sq. ft. of shallow bottom area, which is currently designated as a PNA, and would result in the removal of approximately 88,400 cy of material. The material would be mechanically dredged and deposited on a scow barge to be disposed of at an ODMDS that has been approved by the USACE.

Expansion of the roadway at the East Property would result in approximately 0.75 acres of impervious surface and cover 34% of the property area. Approximately 0.75 acres of §404 Wetlands would be filled to accommodate this development.



1500 S. Front St., Wilmington NC

1538 S Front St. Wilmington, NC

Turning Basin Area

Greenfield St

Myers St

421

Summer Oaks

Sunset Ave

Wilard St

S Front St

Burnett Blvd

S Carolina Ave

N Carolina Ave

Pine St

Oak St

2nd St

Sun