

Bayou La Batre

CITY DOCKS

REDEVELOPMENT PROJECT

Executive Summary

FEASIBILITY STUDY, ECONOMIC ANALYSIS, AND MASTER PLAN



Introduction

A Master Plan, based on a Feasibility Study and Economic Analysis, was produced to provide an implementable framework for Phase I of the Redevelopment of Bayou La Batre City Docks Project.

The intent of this project is to:

- Revitalize the current site to be a multipurpose recreational and business development amenity for the City of Bayou La Batre.
- Provide the community desirable places to work and play, while creating opportunities for new and existing businesses, especially those dependent on the natural resources of the region.

This Executive Summary specifically refers to Phase I of this project. Phase I of this project was broken down into three essential components:

- 1. Technical Feasibility Study** to evaluate design and implementation feasibility of project elements that could be constructed and permitted within the available grant funding budget.
- 2. Economic Analysis** to determine the best development strategy to benefit the local economy and an evaluation of the long-term sustainability of the project such that it could be developed and operated with a net cost-benefit ratio of greater than 1.0.



The scope for the City Docks Project is broken down into three Phases:

- **Phase I:** conduct a Technical Feasibility Study and Economic Analysis and incorporate core elements and features into a Master Plan for the project site.
- **Phase II:** develop all engineering and design plans and obtain necessary permits.
- **Phase III:** construction and implementation of the project.

- 3. Master Plan** to advance the conceptual level layout of infrastructure and amenity elements at the site that could be operated and maintained in a way that maximizes revenues and minimizes costs.

Public Outreach

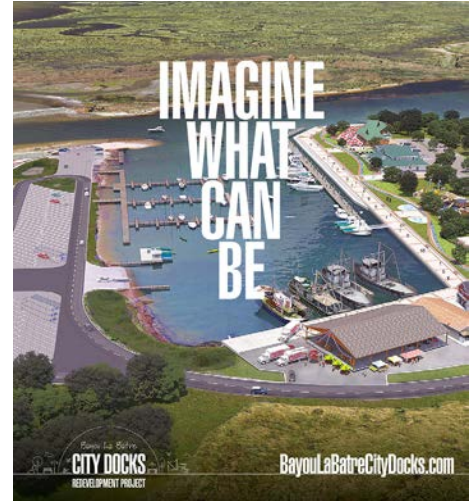
Preferred project elements were initially identified in the original RESTORE Act grant application that was used to secure the project funding. During Phase I, a public survey with almost 500 contributors confirmed preferred project features, amenities, and priorities.

The City Docks Project has been discussed for many years and was prominent in the 'Bayou La Batre Comprehensive Master Plan' developed in 2016, amended in 2018.

The community at that time wanted a multi-use site that included boat ramp repairs, fishing opportunities, additional parking and dockage, kayak launches, and a full-service marina and accommodations. It was important to the project team to build on that Comprehensive Master Plan effort to determine specific uses and features important to the community and visitors alike.

A Community Outreach and Engagement effort was conducted to further inform this plan. This effort included several methods for reaching this community for input and for providing information, including:

- Dedicated project website (BayouLaBatreCityDocks.com) to keep the community up-to-date.
- Tent events at the City Docks site.
- Online survey to capture local and surrounding community input.
- Poster graphics and fact sheets.
- Email and social media blasts to subscribers and regional community.
- One-on-one meetings with Mobile County, the Mayor of Bayou La Batre, and other key stakeholders.
- Presentations to the Bayou La Batre Chamber of Commerce and Town Council.



3,406
WEBSITE
VIEWS



498
SURVEY
PARTICIPANTS



24,681
SOCIAL
IMPRESSIONS



12,352
PEOPLE
REACHED



17,325
RESPONSES



1,167
COMMENTS



201
SUBSCRIBERS



509
WEBSITE
CLICKS

BY THE NUMBERS

- Formal survey over 2 months with 498 survey participants
- Two on-site tent events
- Continual online presence through the project website
- 20 one-on-one personal meetings with community members
- Multiple presentations to local elected officials and key stakeholders

The community survey was provided digitally on the project website, at the community center, and at tent events.

Survey questions were tailored to reflect the major themes of the planning process and identify community priorities and preferences. The survey offered both closed and open-ended questions to gather community ideas and points of-view.

With 498 individuals answering one or more survey questions, 17,325 survey responses were generated.

Question: Please indicate your level of interest in participating in the following activities when traveling to Alabama coastal areas

	NO INTEREST	SLIGHT INTEREST	MODERATE INTEREST	STRONG INTEREST
Purchasing Fresh Seafood from a Fishing Vessel	5%	8%	18%	69%
Walking on a Nature Trail	5%	19%	32%	44%
Canoeing or Kayaking	20%	21%	22%	37%
Fishing Trip on a Private Boat	9%	18%	21%	52%
Fishing Trip on a Charter Boat	21%	25%	26%	28%
Attending a Coastal Farmer's Market	3%	13%	29%	55%
Birdwatching	28%	33%	20%	19%
Attending a Coastal Festival	3%	14%	25%	58%
Beachcombing	8%	18%	28%	46%
Staying Overnight at a Camp/Lodge	19%	21%	26%	34%
Shore Fishing	12%	17%	26%	45%
Shopping	9%	17%	32%	42%
Eating Fresh Seafood	2%	4%	10%	84%
Visiting Museums and Culturally Significant Sites	6%	21%	30%	43%
Employment	37%	16%	14%	33%

Question: What have been your top three reasons for visiting

	PERCENTAGE %
Purchase Seafood	67%
Recreation: Fishing	63%
Visit Family	48%
Sightseeing	44%
Work: Other Employment	22%
Recreation: Eco-Tourism	18%
Work: Commercial Fishing	12%
Work: Ship Building	7%
Other	20%

Question: What types of activities were you engaging in?

	PERCENTAGE %
Recreational Boating	68%
Recreational Boat Fishing	67%
Sightseeing	56%
Recreational Shore Fishing	42%
Kayaking/Canoeing	26%
Work	25%
Birdwatching	19%
Commercial Fishing/Aquaculture	15%
Other	7%

Question: What types of improvements do you think should be included at City Docks?

	PERCENTAGE %
Public Restrooms	94%
Bait and Tackle Shop	81%
Improved Boat Ramp(s)	81%
Picnic Area	76%
Seafood Market	75%
Boardwalk	74%
Expanded Parking	71%
Dining Opportunities	69%
Event Pavillion	67%
Walking Trails	63%
Shore Fishing Areas	61%
Farmer 's Market	60%
Fishing Cleaning Station	58%
Multi-Purpose Area	56%
Docking for Seafood Sales	56%

	PERCENTAGE %
Wet Slips for Boats	49%
Retail Marina	47%
Fuel Pumps	42%
Refueling Stations on the Water	38%
Recreational Lodging	30%
Camping Hook-Ups	28%
Residential/ Camp Lots	26%
Dry Dock	20%
Pump-Out Facilities	18%
Other	5%

Technical Feasibility Study

A Technical Feasibility Study was performed to evaluate the engineering feasibility, develop a suite of alternatives, and estimate the likely capital expenditure to develop the property for an array of public, recreational, and business uses.

The optimum combination, arrangement, and orientation of preferred public project elements was evaluated under the following project constraints:

- ✓ **Must be implemented within the existing 14-acre project footprint**
- ✓ **Must be within the construction budget of \$21 million available for grant funds**
- ✓ **Operation and maintenance must have a cost benefit ratio of net revenue greater than 1.0.**

An analysis of existing infrastructure on the property included utility services (electric power, water, and sewer), a City maintained paved street, areas of unimproved gravel parking used for boat launch trailer parking, and various

timber dock structures accessible to the public for fishing and boat tie-up. Topographic and bathymetric surveys, a Phase 1 Environmental Site Assessment (ESA), geotechnical investigations (terrestrial and aquatic), and a marine structural inspection (topside and underwater) were performed to characterize the site and document the condition of the existing infrastructure. Additionally, data on utility regulations and other site requirements were compiled to inform feasibility.

Multiple, iterative working sessions were conducted to coordinate on improvements that were critical to project success and evaluate their functionality at the site. Proposed site improvements and their respective costs were categorized as either “Infrastructure Improvements” or “Amenities”.

“**Infrastructure Improvements**” include project elements that were required to make the site usable, safe, and friendly for increased public access. These include:

- A boat ramp
- An improved water/land interface
- Parking lots to the north and south of the basin.

“**Amenity**” project elements include site features that were identified during the public outreach which complement the site and were economically viable within project budgets. These include:

- Fuel capabilities
- An open market pavilion
- Public bathrooms
- A multi-purpose building
- Recreational and commercial fishing amenities
- Marina docks.

To determine the location of the project elements, the site was broken into three Districts: Market, Marina, and Lightning Point Districts (Figure 1).

During the four collaborative working sessions, functionality of certain elements was found to be directly correlated to their location. As such, they were not recommended for relocation to other Districts (Table 1).

Table 1: Summary of Project Elements

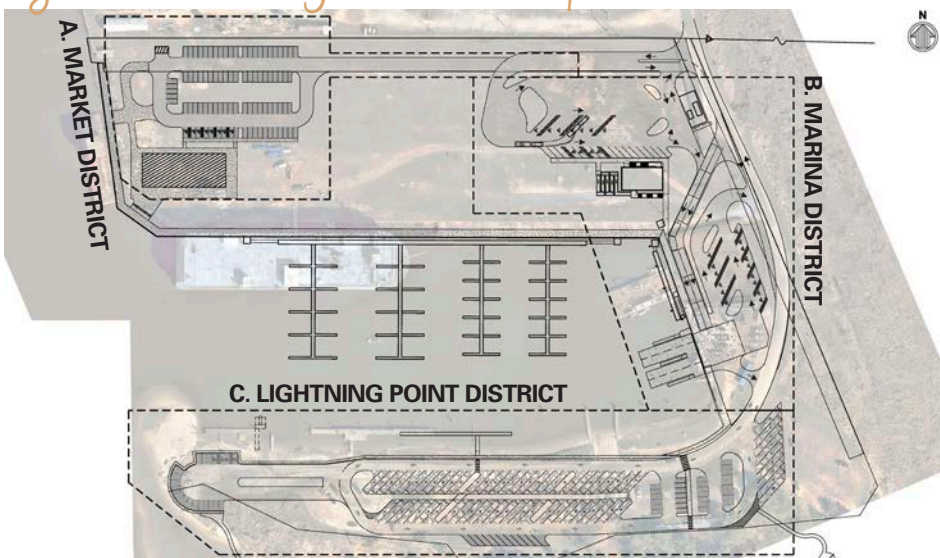
Element Type	Type Description	Element	Description	District	
Infrastructure	Foundational elements required for minimum public usability and safety of the site	Boat Ramp	The boat ramp is the anchor of the site and site elements. This will be a four-space ramp involving finger piers as designed by ADCNR.	B	
		Water/Land Interface	Infrastructure involves bulkheads, sheet pile, and/or concrete walkways along the federal channel and the northern and eastern perimeter of the basin.	A, B	
			Federal channel docks to accommodate small shrimp vessels for direct seafood sales as well as short-term disabled vessel mooring in lieu of relocation for repair (150 linear feet).		
			Northern basin wharf (15-foot walkway/terraced), to provide access to water, floating dock, and marina structures.		
				Eastern basin sheet pile/docks to provide dock space for boats putting in at launch, a bait barge, and boats requiring fuel/bait/etc. (if such amenities are located in this area).	
		Parking Lot (north)	80+ single car parking spaces to service the pavilion, north basin docks, and events in that northern space. Consideration for Low Impact Development/Green Infrastructure approaches to stormwater management and run-off and some minimal landscaping.	A	
Parking Lot (south)	75 boat/trailer parking spots and 20+ single car parking spaces to accommodate boat ramp users, guests and visitors utilizing the west terminal parking and/or east 'look-out' pavilion. Consideration for Low Impact Development/Green Infrastructure approaches to stormwater management and run-off and some minimal landscaping.	C			
Amenities	Elements that are preferred by community or economically viable	Fuel Capabilities	Consideration for fuel near multi-purpose building.	B	
		Pavilion	Multi-use pavilion focused on seafood sales, farmers markets, and/or other events. Located on northwestern part of site with an east/west orientation.	A	
		Bathrooms	Consideration for permanent and/or movable bathrooms in the southern parking lot and/or near the pavilion. Bathrooms associated with multi-purpose building below on the east basin.	A, B, C	
		Multi-purpose Building	Consideration for a multi-purpose building around 3000 square feet on stilts that would contain a bathroom, office space, bait shop, ice, beer, and/or deli/snack sales. Consider bait shop under building or on dock side.	B	
		Recreational and Commercial Fishing Amenities	Consider fishing related amenities to enhance recreational and charter fishing trips that originate and conclude at the site (e.g. fish carcass disposal, etc.)	B, C	
		Marina Docks	Economic analysis and marina market study indicated a demand for this kind of facility and the potential to be a large direct revenue source. Implementation of a 50 to 100-slip marina with lifts, with consideration for phasing as demand raises. Public/private partnership opportunities.	A	

Table 2. Preliminary Detailed Cost Estimate

Category	Description	District	Markup/ Soft Cost	Raw Cost	Total Cost	Upper Bound (30%)	Lower Bound (-30%)
Infrastructure Elements	Marine Waterfront Improvements	A, B	\$2,083,669	\$4,630,375	\$6,714,044	\$8,728,257	\$4,699,830
	Transient Dock	C	n/a	\$324,000	\$324,000	\$421,200	\$226,800
	Boat Ramp with Docks	B	n/a	\$500,000	\$500,000	\$650,000	\$350,000
	Boat Trailer/Car Parking	A, B, C	\$740,336	\$1,645,190	\$2,385,526	\$3,101,183	\$1,669,868
Amenity Elements	50-slip Marina and Utilities	B	\$1,305,000	\$2,900,000	\$4,205,000	\$5,466,500	\$2,943,500
	Marina Utility Service Dock	B	\$194,045	\$431,210	\$625,255	\$812,831	\$437,678
	Marina Utility Yard	B	\$160,200	\$356,000	\$516,200	\$671,060	\$361,340
	Kayak Launch	C	n/a	\$110,000	\$110,000	\$143,000	\$77,000
	Fishing Amenities	B, C	n/a	\$50,000	\$50,000	\$65,000	\$35,000
	Portable Restrooms	A, B, C	n/a	\$75,000	\$75,000	\$97,500	\$52,500
	Pavilion	A	\$892,135	\$1,982,522	\$2,874,657	\$3,737,054	\$2,012,259
	Multi-purpose Building	B	\$738,264	\$1,640,586	\$2,378,850	\$3,092,505	\$1,665,195
Totals			\$6,113,649	\$14,644,883	\$20,758,532		

A cost estimate (+/-30%) was developed to include all the elements within the available grant budget of \$21M, with a total Capital Investment for construction of \$20,758,532 (Table 2).

Figure 1. General Project Overview by District



A. MARKET DISTRICT
Direct Seafood Sales

- 9,000 square foot slab-on grade, multi-purpose pavilion
- 80+ single car parking spaces
- Portable City-owned public restrooms
- Replacement of all existing waterfront

- infrastructure with 1,575 linear feet of steel-sheet-pile bulkhead, fixed docks and/or floating dock system
- Provision of three 40-foot length commercial shrimp boat mooring berths on eastern edge of federal channel.
- 150 foot disabled vessel servicing space.

B. MARINA DISTRICT

Marina Facility with Docks and Elevated Multi-purpose Building

- 50-slip marina (initial Phase) with associated docks, gangways, and dry utility hook-ups
- 3,150 square foot pile supported, multi-purpose building to support public and private needs
- Utility service dock
- Removal and replacement of the existing steel bulkhead
- 4-lane public boat launch with loading docks.

C. LIGHTNING POINT DISTRICT

Public Parking Lot Improvements

- 75 boat/trailer low-impact development parking spots and 20+ single car parking spaces
- 200-foot length transient dock
- ADA accessible kayak launch
- Improvements to pavement, sidewalks, storm drainage, lighting, and, if needed, CCTV security.

Economic Analysis

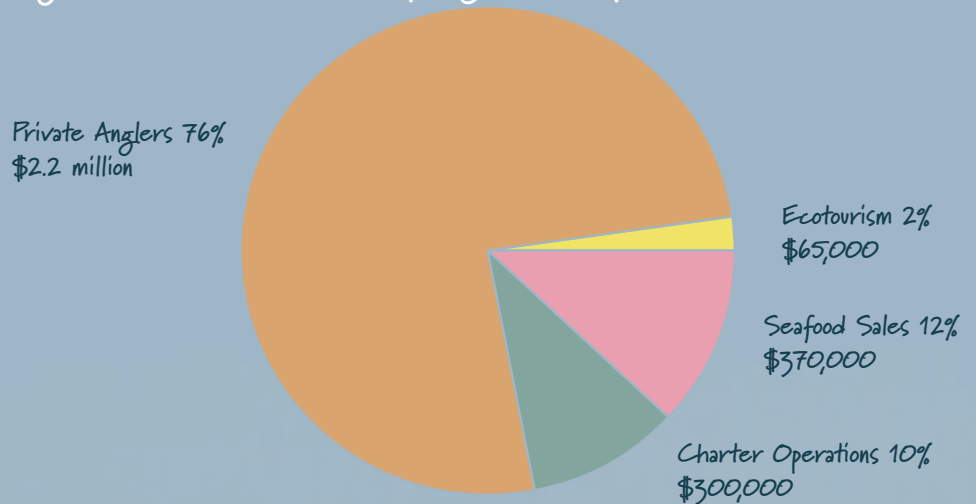
A detailed Economic Analysis was performed to determine user demand for the project site and project associated economic activity, benefits, and impacts for a variety of potential uses and business development opportunities.

The Economic Analysis also quantified the potential cost effectiveness of the identified uses and business opportunities. Projections were estimated for local, regional, and national economic benefits. Based on the input from the public outreach, four distinct economic sectors were evaluated for the project (Figure 2).

Direct Seafood Sales

Direct seafood sales to the public is a niche strategy that has proven financially viable with small-scale, inshore operations. The trend is supported by increasing demand from consumers focused on quality, sustainable, and locally sourced food. From an operational standpoint, the project's success would depend on an investment in vessel recruitment and participant training in terms of public relations, quality control, and business planning. Public outreach for the program would need to be guided by a standing advisory committee of local

Figure 2. Economic Activity Projections by End Year 10



leaders. Public outreach indicated that, once operational, the project would attract a sufficient level of cultural tourism to support this growth in the direct seafood sales market, with a consistent demand from major urban areas of Mobile County.

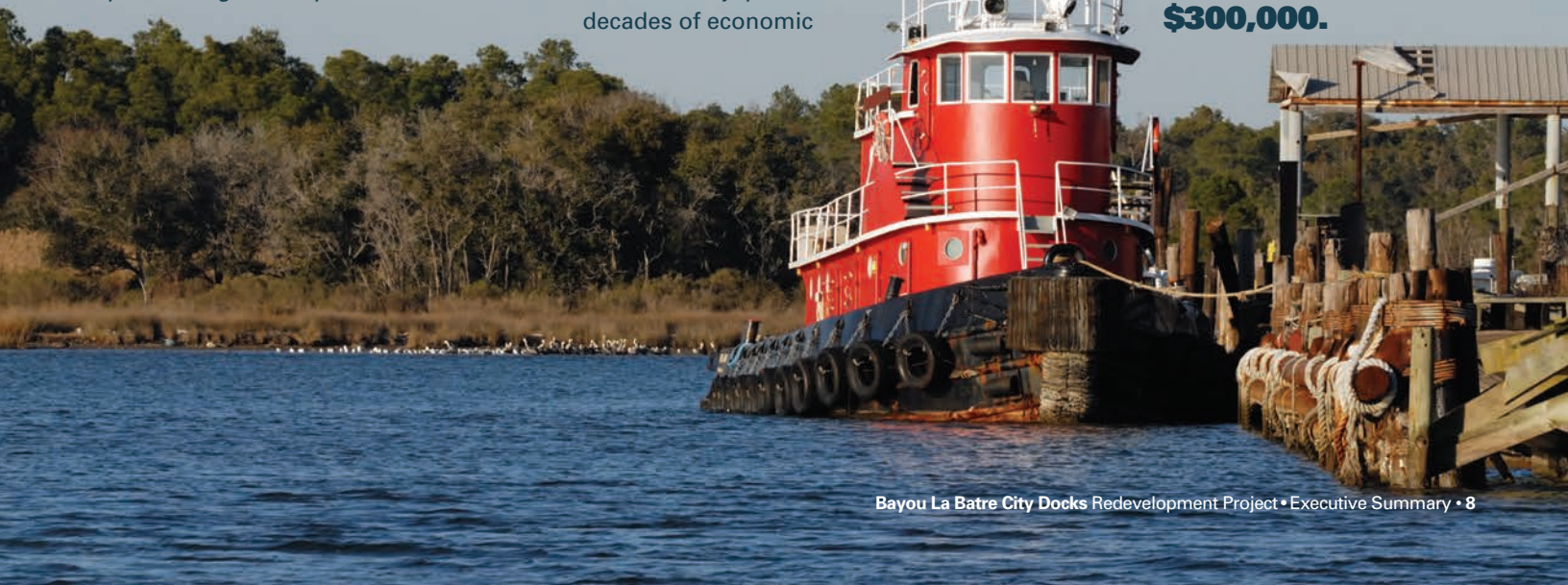
ANNUAL SALES BY END YEAR 10: \$370,000.

Recreational-for-Hire / Charter Fishing Operations

The recreational-for-hire (RFH) or charter fishing industry in the Gulf of Mexico has enjoyed three decades of economic

growth and expansion. Favorable trends in effort, participation, and profitability appear to be bolstered by site-specific demand. Seventy nine percent of respondents to the in-person and on-line project survey expressed some level of interest in future charter fishing options at the site. Over the 20-year planning horizon, it is anticipated that RFH operations at the site would eventually yield annual revenues in excess of \$500,000 from a resident fleet of small and large charter boats.

ANNUAL SALES BY END YEAR 10: \$300,000.





Private Anglers

Trip related expenditures from private anglers represent the largest potential economic contribution of any sector outlined in this analysis. This projected potential was documented through a review of recreational licensing, target species, and private angling effort at the State (Alabama) and Regional (Gulf of Mexico) levels.

Data from the Alabama Department of Conservation and Natural Resources (ADCNR) indicate a 16% increase in licensed saltwater anglers in the past five years, with out-of-state anglers fueling a large portion of that increase. Non-resident license sales increased by 31% in the state since 2015, accounting for 43% of Alabama's saltwater angling population by 2019. Such increases suggest that the expansion of baseline activity, both in regard to in-state and out-of-state anglers, is already occurring, prior to the commencement of the operations of the project. While such a forecast may appear overly optimistic, it represents less than 6% of the additional 181,783 saltwater trips expected from new Alabama anglers by the year 2030, even when assuming conservative rates of population growth in the region.

**ANNUAL SALES BY END YEAR 10:
\$2.2 MILLION.**



Ecotourism

This analysis limited the definition of ecotourism at the City Docks and Lightning Point Restoration area to non-consumptive activities. These activities are associated with terrestrial visitation (wildlife watching via green space and nature trails) and aquatic visitation (paddle-boat access to nearby nature preserves). This strategy avoids the "double counting" of effort and expenditures previously forecasted for other sectors of this Economic Analysis (i.e., private angling). Projected expenditures from ecotourism at the project site are considerably lower than other economic sectors considered in this analysis. However, the growth rate and market share of ecotourism at the project

site is projected to exceed that of direct seafood sales, charter fishing and private angling.

**ANNUAL SALES BY END YEAR 10:
\$65,000.**

Financial Analysis

A Pro-forma market analysis was conducted to establish the operational feasibility of the project. Figure 3 shows conservative projections of revenues and costs over a 20-year planning horizon. The Economic Analysis indicated that the project would experience a positive cash flow within 3 years of operation, with net revenues projected to exceed \$50,000 within 5 years of operation, and \$235,000 within 12 years of operation. Although the first two years of operation are expected to be cash flow negative, this is common for such operations. It is recommended that additional grant funding is sought to establish seed money to support project operations during the first 2-3 years, until the project attains a net positive cash flow.

Based on revenue and cost assumptions discussed in this analysis, the project is considered operationally cost effective, and economically feasible, in that the project would generate more revenue than it costs to operate and maintain.

National and Regional Economic Impacts

The construction of the City Docks Project, combined with the new economic activities generated by the site's redevelopment, would have a broader set of benefits to the local and state economy. An industry standard approach to model the total economic impact of redeveloping the City Docks was used to establish the cascading effect of this economic activity. An economic impact analysis was used to quantify the full impact of this effect within a regional economy using jobs, earnings, and output multipliers.

Figure 3. City Docks Operating Cash Flow

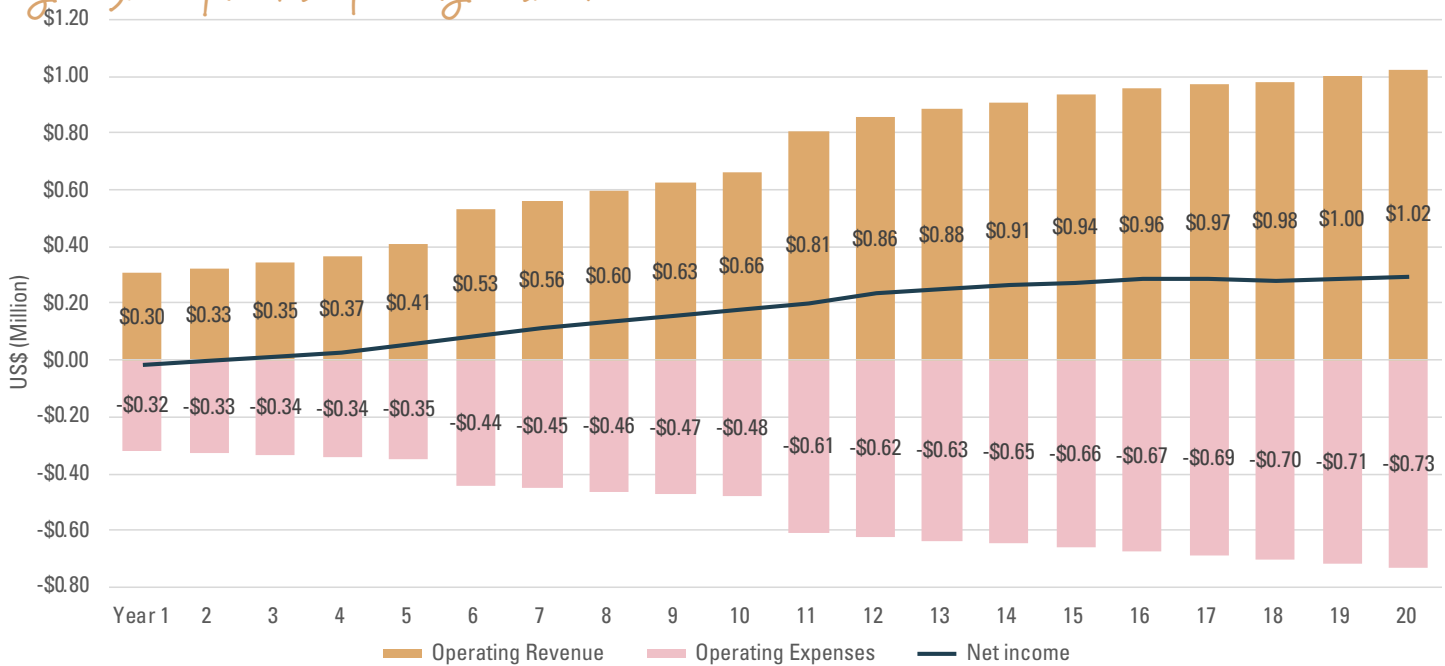


Table 3. Total Jobs Created in Mobile County (MC) and Alabama (AL) by Construction and Operations

Year	Construction Expenditures		Direct Seafood Sales		Charter Fishing Revenues		Private Angler Expenditures		Ecotourism Expenditures		City Docks Site Revenue		Total	
	MC	AL	MC	AL	MC	AL	MC	AL	MC	AL	MC	AL	MC	AL
-1	97	147	0	0	0	0	0	0	0	0	0	0	97	147
0	84	131	0	0	0	0	0	0	0	0	0	0	84	131
1	0	0	0	0	0	1	12	14	0	0	3	4	15	19
2	0	0	0	1	1	1	20	24	0	1	3	5	24	32
3	0	0	1	1	1	1	28	34	1	1	3	5	34	42
4	0	0	1	1	1	1	36	44	1	1	3	5	42	52
5	0	0	1	1	1	1	44	54	1	1	4	6	51	63
20	0	0	12	15	5	8	93	115	2	3	10	14	122	155

The analysis revealed that construction expenditures offer a large and immediate boost to the local economy. Construction jobs for the site alone would create over 90 jobs for over a year.

However, it was also determined that the long-term growth in private angler expenditures establishes this economic sector as the major driver of job creation in the local economy. Table 3 shows that 20 years after the start of the operation, private angling is creating 93 additional new jobs for the local economy in Mobile County.

The analysis of economic impacts of the City Docks Project at the statewide level captures a broader set of indirect and induced activities than when looking specifically at activities within Mobile County alone (Table 3). By the end of the 20-year planning horizon, private angling is creating 115 new jobs for the State of Alabama. In addition, 20 years after the start of the operation, direct seafood sales are projected to generate 15 additional new jobs with other site activities expected to support a combined 25 additional new jobs in the economy.

The National Economic Development (NED) framework is the standard approach to model Benefit Cost Analyses (BCA) of federally funded projects and as such was also applied to the economic impacts of the City Docks project. This approach takes a national view of economic benefits and is careful to distinguish those benefits created by the Future with Project for the nation as a whole compared to Future Without Project. The NED framework was used to establish the absolute economic benefits to a specific region, rather than the Regional Economic Development approach.

Table 4. Total Consumer Surplus

Year	1	2	3	4	5	6	7	8	9	10
Consumer Surplus	\$795,964	\$992,699	\$1,177,298	\$1,350,301	\$1,512,228	\$1,305,700	\$1,488,488	\$1,505,209	\$1,528,654	\$1,549,456
Year	11	12	13	14	15	16	17	18	19	20
Consumer Surplus	\$1,477,157	\$1,505,674	\$1,540,876	\$1,564,345	\$1,601,817	\$1,611,665	\$1,627,604	\$1,610,723	\$1,593,444	\$1,554,227

While this approach is capable of quantifying economic benefit, these benefits can simply be a result of a shift in activity from within the region, such as similar economic activity on Dauphin Island or other locations within Mobile County.

The NED analysis quantifies the value of activities or purchases at the City Docks project above and beyond the price or cost to the consumer (Table 4). In economic analysis terms this is expressed as Consumer Surplus.

The NED analysis described in the detailed Economic Analysis confirms that the City Docks project generates more economic benefit to the regional economy than it costs to operate.



At a 3% discount rate, (typical of discount rates used for environmental restoration projects), and assuming two years for engineering, design, and construction, the total present value of consumer surplus of the City Docks project is \$28.9 million.

At a 7% discount rate, (typical discount rates used by USDOT for discretionary grants), the total present value of consumer surplus is \$18.6 million. For the purposes of the economic analysis, it is assumed that engineering, design, and permitting of the City Docks project

would occur during the first year planning horizon used for this analysis.

Approximately 30% of the construction of the project would be completed during this first year, with the remainder of construction activities occurring in year two. After discounting construction costs at completion (at the end of the second year) total present value of the project costs is \$19.9 million and \$18.6 million using 3% and 7% discount rates, respectively. The total present value of the project, assessed at the end of the anticipated project design life of 30 years, was interpolated to map to the 20-year planning horizon.

As such, the City Docks project residual value at the end of year the 20-year planning horizon is \$6.8 million, equivalent to a present value of \$3.7 million and \$1.6 million when using 3% and 7% discount rates, respectively.

As shown in Table 5, these NED estimates produce a Benefit to Cost Ratio of 1.59 or 1.00 when using 3% and 7% discount rates, respectively.

As such, the City Docks project meets the critical economic analysis criteria of having a Benefit-to-Cost Ratio of greater than 1.0.

Table 5. Summary of Benefit-Cost Analysis

Category	Present Value Discounted at 3%	Present Value Discounted at 7%
Seafood sales	\$4,572,954.78	\$2,676,410.26
Charters	\$283,166.57	\$171,759.44
Private Angling	\$21,716,230.81	\$14,258,139.04
Ecotourism	\$2,321,176.07	\$1,472,645.06
Total Benefits	\$28,893,528.22	\$18,578,953.80
Project Costs	\$20,474,165.34	\$20,119,814.36
Residual Value	\$3,668,624.25	\$1,619,732.82
Benefit to Cost Ratio	1.59	1.00
Net Present Value	\$12,087,987.13	\$78,872.26

Master Plan

The City Docks Project is an opportunity to revitalize this important community site. The goal is to meet current and future economic, environmental, and recreational needs by planning sustainable retail and commercial developments and recreational opportunities that support direct seafood sales, charter fishing operations, private anglers, and ecotourism.

The project provides a means for developing amenities that attract both locals and tourists while showcasing Bayou La Batre’s small-town coastal atmosphere and historical heritage as the Seafood Capital of Alabama.

The project would enhance local communities by giving people a desirable place to work and play, while creating opportunities for new and existing businesses of all sizes, especially those dependent on natural resources.

The project site can be described as three distinct Districts of activities - Market, Marina Park, and Lightning Point Districts. These Districts include elements which are specific to that distinct District.

Market District

The Market District is where **direct seafood sales** would occur. Direct seafood sales are an economic driver for this site and for this community. Small shrimp vessels would tie up along the federal channel so as not to disrupt recreational vessels in the boat basin. This area would also service disabled vessels for short-term repairs. The public would be able to wheel coolers directly up to the boats, and buy “boat to table seafood” while interacting with the shrimpers directly, a unique experience that would attract cultural tourists as well as seafood lovers. An oyster restoration area visible from the southwest point of the wharf would offer an educational experience, giving the public a glimpse into the oyster life cycle, and the growth of oysters for restoration activities across

the region. An open pavilion off the wharf would allow the Market District to host City Dock Market Days with other local vendors selling wares, art and crafts, local honey and produce, etc.

The pavilion would also serve as an event location for weddings, corporate, or community events. When not reserved for events, the pavilion would be a public amenity - a shelter from the elements for sunset celebrations or people simply enjoying the view of the shrimp vessels as they come and go. The adjacent Market Green is an unprogrammed flexible landscape that could host food trucks, additional vendors, live music, and more for larger events and festivals.

The Market Green would also provide a park-like setting for the public to picnic or just relax in the sun, or where children could run and play. Perimeter landscaping of the Market Green would create habitat for migrating birds and butterflies to further activate the green space.



Rendering of Bayou La Batre City Docks



Marina District

The Marina District would be the **economic driver** of this site, attracting the boating community for easy, short-term and long-term access to the back barrier islands, barrier islands, and offshore fishing adventures. Initially the 50-slip wet marina could hold boats ranging in size from 20-50+ feet. Charter fishing opportunities would be realized at this site and are another large market in this area with inshore and offshore fishing.

The Marina District is immediately adjacent to and served by the Market Green, and boaters would have a front row seat to Market District events. An elevated multi-purpose building would serve as a harbor master office and public restroom. There would be both conditioned space and shaded space under the building for a leased business serving bait, deli foods, and cold drinks, for example. Offering bait from an in-water bait boat or bait dock would give the

multi-use building more programmatic flexibility to provide an expanded shade deck with great views across the Harbor or other lease opportunities.

The Marina District would be anchored by the 4-lane public boat launch and loading docks. The launch location would allow

for ease of flow of traffic off the main road and plenty of space for boat preparation and loading.

A utility service dock for marine fuel would also be a welcomed amenity for local boaters who currently have to trailer and/or get fuel up the Bayou.



Example 50-slip marina



Rendering of Bayou La Batre City Docks (top) and Lightning Point as constructed (bottom)

Lightning Point District

The Lightning Point District offers sweeping views of the **newly restored shoreline** and Portersville Bay at one of the highest spots in South Mobile County. With a pavilion and walking trail being constructed to enjoy the view and natural habitat, this district would provide amenities to both boaters and “eco-tourists”, including paddlers,

birders, hikers, beachgoers, and shoreline anglers.

Some 75 boat/trailer parking spots would be filled during high demand holiday and fishing season days. Additionally, there would be single car parking to allow visitors to view the water from their car or to park near the trail head to walk along the shoreline. A kayak launch

would allow paddlers better access to the new tidal creeks of Lightning Point and kayak fishing along Little Bay.

A transient dock would allow the recreational boaters to pick up their friends and family easily after they have parked. Importantly, the parking lot would be designed to filter and absorb stormwater, protecting the waterway from pollutants. A living shoreline area between the transient dock and shore would stabilize the harbor shoreline, provide an additional buffer from siltation and pollutants, create habitat, and provide education for the public with some interpretive signage. Lighting, security cameras, and improved sidewalks would make this District safer and better organized than current conditions. The sandy spit at the terminal end of the parking lot is a popular fishing spot and will remain accessible to the public, with improved ADA access so the area can be enjoyed by all.



Conclusion

The optimum combination, arrangement, and orientation of project elements were developed to meet the project constraints.

The Feasibility Study and Economic Analysis concluded that the project can be:

- ✓ Implemented within the existing 14-acre project footprint
- ✓ Constructed within the budget of \$21 million available for grant funds to meet both community and economic drivers
- ✓ Operated and maintained at a cost benefit ratio of net revenue greater than 1.0.

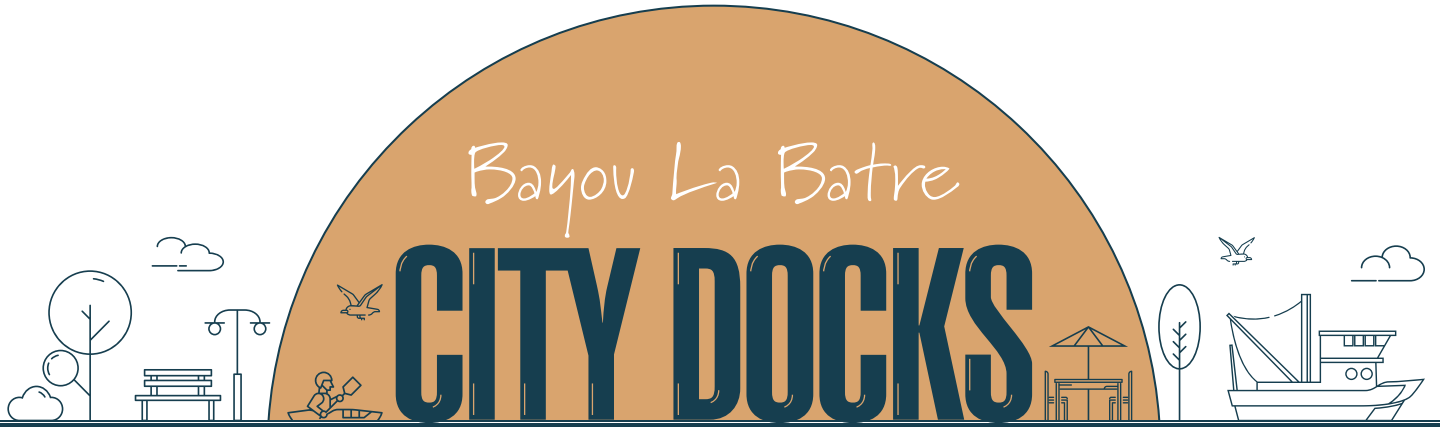
The results of Phase I of the redevelopment of Bayou La Batre City Docks indicate that the Project will be economically viable and technically feasible and therefore should be advanced to Phase II Engineering and Design, and Permitting.



Rendering of Bayou La Batre City Docks



Rendering of Bayou La Batre City Docks



moffatt & nichol



This project was paid for (in part) with federal funding from the Department of the Treasury under the Resources and Ecosystems Sustainability, Tourist Opportunities, and Revived Economies of the Gulf Coast States Act of 2012 (RESTORE ACT). The statements, findings, conclusions, and recommendations are those of the author(s) and do not necessarily reflect the views of the Department of the Treasury