



CITY OF SOUTHPORT
Historic Preservation Commission
Indian Trail Meeting Hall, 113 W. Moore Street
September 4, 2024
4:00 P.M.

AGENDA

Please turn off all cell phones

The Historic Preservation Commission's regular monthly meeting will be held at 4:00 p.m. on the first Wednesday of each month. All members are asked to attend.

- A. Call to Order**
- B. Invocation**
- C. Pledge of Allegiance**
- D. Approval of Agenda**
- E. Approval of Minutes**
 - 1. July 24, 2024
- F. Public Comment**
- G. Old Business**
 - 1. None
- H. New Business**
 - 1. Southport's History Write up
 - 2. Discussion on who has "Standing" in a Quasi-Judicial Hearing
- I. Other Business**
- J. Announcements**
- K. Member's Information**
 - 1. Attendance Record
 - 2. Member's Roster
- L. Adjourn**



City of Southport
Historic Preservation Commission Minutes
July 24, 2024
Fire Substation; 111 E. Nash St.

Member's Present: Vice-Chair Rick Pukenas, Bonnie Bray, Joanne Wesson, Alexis-Gore Graves, Josh McGee, Bonner Herring, and Chair Drew (a little late).

Members Absent: Tal West and Jim McKee

Staff Present: City Planner Mo Meehan, Historic Preservation Planner Penny Tysinger, and Deputy Clerk Tanya Shannon.

Aldermen Liaison: Robert Carroll (absent)

- A. Vice Chair Pukenas called the meeting to order at 4:08 p.m.
- B. Ms. Alexis Graves-Gore gave the Invocation.
- C. The Pledge of Allegiance was led by Vice Chair Pukenas.
- D. Administering the Oath of Office to Mr. Bonner Herring as a reappointed member by Deputy Clerk Shannon.
- E. Ms. Alexis Gore-Graves motioned to approve the agenda, and seconded by Mr. McGee. ***Unanimous Vote; Motion Carried.***
- F. Ms. Wesson motioned to approve the minutes from July 19, 2024, with an amendment to reflect that Ms. Graves commented on the John C. Smith Cemetery instead of herself. Ms. Gore-Graves seconded the motion. ***Unanimous Vote; Motion Carried.***

G. Public Comment:

- 1. Ms. Lowe Davis, 504 W. Brunswick Street, Alderman, and Member of the John C. Smith Cemetery Foundation, along with the President, Ms. Judy Gordon, and Member, Mr. James White. She wanted to clarify the relationship between the City and the Cemetery Foundation. She mentioned that although the Cemetery is within the City Limits, it is not City property. She also mentioned that the foundation is a 501(c)(3) organization. Ms. Davis explained that the City's contract includes groundskeeping at the John C. Smith Cemetery, but it only covers mowing the grass. She provided a brief history of the cemetery and expressed gratitude to all the volunteers who helped maintain it. Ms. Davis also highlighted that the Cemetery has been entered into the National Register of Historic Places by the NC Department of Natural and Cultural Resources Office of Archives and History. She expressed the foundation's interest in collaborating with the Historic Preservation Commission to designate the John C. Smith Cemetery as a Designated Local Historic Landmark.

H. Old Business: None

I. New Business:

1) Review Table for Minor COA and Major COA Approvals

Ms. Andrea Radford, a consultant for the City of Southport, clarified the distinction between Historic Local Designation and listing in the National Register of Historic Places via Zoom. She emphasized that the two should not be confused, as they are separate programs with different requirements and benefits. While some properties may have both designations, they are administered by different entities: the National Register is a federal program administered by the state, while the local designation

is a separate program specific to the city. The Commission first reached a consensus to complete the standards and guidelines, then proceeded with designating other landmarks and sites.

Ms. Radford reviewed the qualifications for applying for Minor and Major Certificate of Appropriations (COA). Any exterior work or new construction on a locally designated landmark or property within the City of Southport's Local Historic District requires a COA, regardless of whether or not a building permit is required. The table provided to the Board outlined the uses and standards for projects and COA requirements.

Chairman Drew asked if the new proposal was stricter than the previous version. Ms. Radford clarified that it was not stricter, but she mentioned that she had added solar panels to the proposal. She said that this addition would be considered a minor change and would provide guidance to the staff for a COA. There was a discussion about adding terms that specify "not regulating paint" as part of the design standards to ensure that applicants are not discouraged when reviewing the request for the COA. Ms. Radford mentioned that she would include these terms to clarify that paint will not be regulated.

2) Training: How to conduct hearings for various COA's

Ms. Radford discussed various scenarios and provided Certificate of Appropriateness (COA) application examples. The discussion covered whether the removal of trees would require a professional assessment or a certified arborist's evaluation. Ms. Meehan clarified that a separate permit would still be required for any tree removal. She also emphasized that regardless of whether the COA application is for a Minor or Major COA, it still needs to be completed. In both cases, an assessment and permit from the city would be necessary.

Reviewing how the quasi-judicial process will work in receiving a case was reviewed. Ms. Radford provided the Board with the language and the procedure for the hearings. An example of a possible motion is as follows: ***The Southport Historic Preservation Commission finds that in the case of COA24001, 201 E Nash St. – Construction of New Rear Accessory Structure.***

"I move that the proposed Construction of a New Rear Accessory Structure is consistent/inconsistent with the historic character and qualities of the Historic District and are consistent/inconsistent with the Secretary of Interior's Standards and Southport's Historic District Standards, specifically those listed in the staff report, and the Southport Historic Preservation Commission approves the Certificate of Appropriateness for case COA24001 with the following conditions:

- 1. The improvements shall be substantially consistent with the plans and testimony presented to the Historic Preservation Commission at this hearing and attached to the Certificate of Appropriateness.***
- 2. The improvements may require additional approvals from the City or County departments or state or local agencies; the applicant is responsible for obtaining all required approvals relating to building construction, site work, and work in the right-of-way.***
- 3. A compliance inspection will be performed immediately upon completion of the work approved herein."***
- 4. Add any additional conditions here***

Ms. Radford mentioned that the current standards only allow for smooth facing and not rough facing. The Commission agreed to revise the standards to permit either type of hardy plank. She emphasized the importance of replacing damaged sections "in kind" to maintain historical accuracy rather than creating a false sense of history. Mr. Herring disagreed, citing an example of a boarding house that used to be next to his grandmother's house, which is now an empty lot. He believes that rebuilding something resembling the original house is reasonable. Ms. Radford countered by stating that replicating the original structure would make it noticeably different from the other historic homes and out of character with the surrounding buildings. Mr. McGee suggested that if a historic house were to be burned down, replicating it would be a positive thing. The Commission agreed that preserving the character and

original materials of the city's historic buildings is essential. However, any rebuilds, repairs, or improvements should closely resemble the city's historical character, with appropriate distinctions in architecture and materials.

Ms. Radford mentioned that the individuals who would have standing in the hearings include adjacent property owners and potentially others. She stated that she would research and confirm the eligible participants. After the hearings are concluded, a report will be compiled, and all updates and changes will be submitted to the State for review. The State will then have 30 days to review and respond, following which it will be presented to the Board of Aldermen. Suppose a hearing requires additional information and needs to continue. In that case, a continuation announcement must be made at the meeting, and a 90-day extension will be allowed before the commission must take action.

J. **Other Business:** None

K. **Announcements:** Chair Drew announced that the next meeting will take place on August 7th at 4 pm at the Indian Trail Meeting Hall.

There was no further discussion or business. Chair Drew requested a motion to adjourn. The motion was made by Mr. Pukenas and seconded by Mr. Herring. ***Unanimous Vote; Motion Carried.***

Adjourned—5:55 p.m.

Chair, Charles Drew

Deputy Clerk, Tanya Shannon

Questions for HPC

1. Finding conflicting dates about when Governor Gabriel Johnston established the fort. 1745?
2. Original 100 lots- Were they drawn in 1793?
3. St. Philips Episcopal Church – plaque says 1851, National Register nomination and all resources state ca. 1860, 1894-96.
4. Are the homes surrounding the St. James AME Zion Church part of the northeast section of African American neighborhoods? Do we know who lived there? Or any other information we can put into the history write up?
5. Are there any catalog homes left in Southport? I heard there is one on Atlantic, but I may have missed it.
6. Where is Cottage Place neighborhood?
7. Where is Pyke and Weeks subdivision?

Historic Context for the Southport Local Historic District

Colonial Settlement

Southport's early beginnings are well-documented. Prior to European arrival, Brunswick County was inhabited by Waccamaw and Tuscarora tribes. The area was first "discovered" by Spanish and English explorers in the 16th century, although the region had been inhabited for years by Native Americans. Spanish ships and pirates circulated the area throughout the 1500s to 1700s, but the area remained predominantly unsettled for more than 200 years after its original notation in the 1500s. (Southport, NC History - SouthPort-NC.com)

The English arrived and settled along the river in the mid-1600s (*Southport Historic Society*), but the area became more settled in the early-to-mid 1700s once Brunswick Town and **Fort Johnston** were established at the mouth of the Cape Fear River. The fort was established by Provincial Governor Gabriel Johnston in 1745 to protect the Cape Fear area from Spanish and French incursions in pursuit of the abundant natural resources of the area. Development in the area grew around the fort's borders. The earliest settlement was a cluster of small cottages for river pilots at the edge of the river, situated around Fort Johnston. The homes were traditional small, one-story frame cottages, which were a popular style throughout eastern North Carolina during this time. Wealth was rare in Smithville during this time. River pilots were unable to afford more extravagant houses, so they predominantly lived in the small, modest homes. Though the homes were small, they were comfortable and well built. Most simply consisted of a few rooms, kitchen, a small attic, and a porch. None of these original one-story frame structures are still standing, though you can see descendants of their design incorporated into existing homes still standing in Southport today, specifically in the **Adkins-Dosher House** and the **Swain House**. This style of home was built in less affluent sections of the town into the twentieth century, though wealthier residents eventually moved on from this style of home to larger, more ornate dwellings (*National Register Nomination Form, 1979*).

In 1751 a law was passed that directed Fort Johnson to be used as a quarantine station for the inspection of incoming ships.



Figure 1: Earlier image of the Garrison House (Circa 1804-1809) at Fort Johnson before the modifications during the 1950s. Image Credit: Southport Historical Society, Susie Carson Research Room.

Incorporation of Smithville and Early Development

Brunswick Town, which was located a few miles away, would eventually be destroyed by Minute Men during the American Revolution, but Fort Johnston remained, and in 1792, the Town of Smithville was officially created around the fort. In 1792 an act was passed to establish a town near Fort Johnston on the west side of the Cape Fear River. The town's original plan, drawn in 1792 by Benjamin Smith and Joshua Potts, consisted of 100 half-acre lots, along with streets and squares (*Southport: A Chronology: Volume I (1520-1887)*). Smith and Potts designed the town to follow the curve of the shoreline; the streets ran parallel with the river. Cross streets ran perpendicular to the river, creating some triangular parcels. The original boundaries were Caswell Avenue to the west and Brown Street to the north. When the town was originally laid out, many of its original dwellings probably sat askew the new property lines. The town was originally named Smithville, which was in reference to one of the original town commissioners, Benjamin Smith, who served in the Revolutionary War and who was later elected North Carolina's Governor.

In 1795, Smithville celebrated its first Independence Day. The Town has annually celebrated Independence Day ever since and hosts the official North Carolina 4th of July Celebration (*Southport Historical Society*). A few original community amenities were built during this period. In 1798, Smithville's first schoolhouse was constructed. It was a 24 x 16 frame building raised on brick pillars, with shingles and a brick chimney. During this time, building supplies had to be floated down the river from Wilmington, NC, which led to construction delays and shortages of building supplies. This, coupled with a shortage of trained, skilled carpenters and masons in the Smithville area during this time, led to a shortage of housing needed for those who served at the Fort. Furthermore, there were no sawmills in the area, and nails and other hardware were difficult to obtain. Per *Southport's National Register nomination*, "The dependence of outside supplies of building material remained a constant source of irritation and delay until the late nineteenth century." The lack of readily available building supplies and skilled workers led to a slow pace of building spanning from the late 1700s to the mid-1800s. What development did occur during this time was simple and unadorned.

In 1804, the United States War Department decided to rebuild the dilapidated **Fort Johnston**. This is an important piece of Southport's architectural history, as this decision assured the continued presence of the military in the Town. This presence led to construction of residential and commercial establishments needed for the servicemen and their families, along with economic development associated with the fort. In 1805, the Town of Smithville was incorporated.

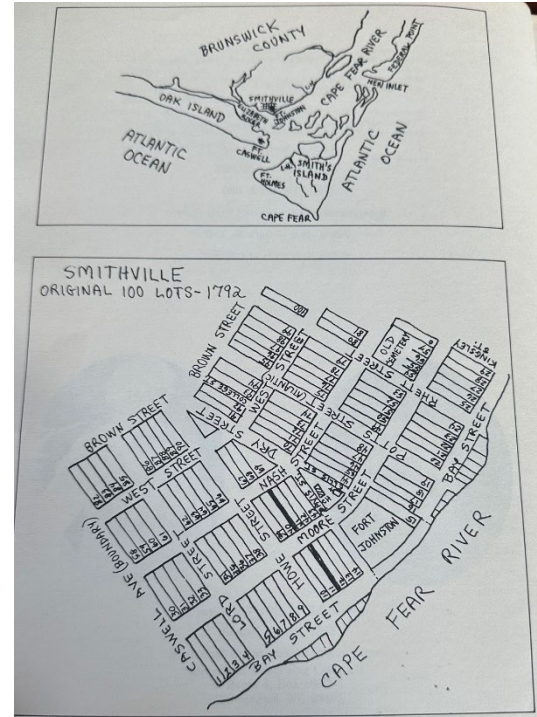


Figure 2: Smithville Original 100 lots 1792
(Source: Reaves Bill, *Southport (Smithville) A Chronology: Volume I (1520-1887)*).



Figure 3: Garrison House (Circa 1804-1809). The only standing structure remaining from Fort Johnston.

Image 011 June 10, 2024.

Antebellum Period and Civil War

By the early 1800s, the town of Smithville had grown as both a fishing village and a military community, as well as a summer home for inland vacationers due to its salty sea breezes and location along the waterfront. During this time, development remained clustered primarily around the river, due to the fact that the Cape Fear was the primary source of livelihood and transportation for most residents. At first, construction predominantly occurred along Moore and Bay Streets. In 1809, Smithville's first courthouse was built on East Moore Street. This encouraged new commercial development in the area such as shops and law offices. Moore Street also connected with a trail that served as the main road to Wilmington, which caused some building activity along the street. More development probably would have occurred along this street if the main form of transportation during this time was not the river. Bay Street developed with docks and homes along the river. Eventually, development spread inland.

Throughout the antebellum period (1820-1861), building styles predominantly remained modest, though there were a few large two-story homes built along Bay Street during this time, most notably the **Walker-Pyke House** (ca. 1800-1820; 239 E. Bay St.). This home was built in the first or second decade of the nineteenth century and is probably the oldest surviving private residence in town. The house is reported to have been built as a summer residence for a Wilmington merchant. This 2 ½ story home features a clipped gable roof, 3 dormer windows, and a later two-story porch.

Another notable home from this time period, is the **Brunswick Inn** (ca. 1859; 301 E. Bay St.), sitting across the street from the Walker-Pyke House. This 2-story home was once used as a hotel known as Hotel Brunswick in the late 1880s-90s under the proprietorship of Dr. W. G. Curtis (Lounsbury, 1979, p. 23). In 1905 the hotel name changed to Brunswick Inn and was under new management. It's 1882 addition was removed around 1912 and moved to 114 S. Davis St. to be used as a private residence and this is where it remains today. It is comprised of two frame houses joined in an H-plan originally with a 1-story porch and simple Italianate details suggesting some Wilmington influence. (Bishir and Southern, 1996, p. 263).

Smithville became the Brunswick County seat in 1808 and became a fashionable place to vacation prior to the beginning of the Civil War. Both of these changes were significant for Southport's architectural history and led to an increase in development (Lounsbury, 1979, p. 10). *The Architecture of Southport* reports that in July 1871, all of Smithville's boarding houses were full, and there were plans to build new ones. A new courthouse, the **Brunswick County Courthouse** (ca. 1854, 201 E. Moore St.) was built to replace the earlier one, and new churches, storefronts, and boarding houses were built. This period cemented Southport as a tourist destination, which further increased development for the Town.

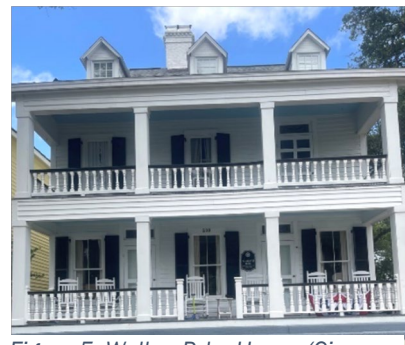


Figure 5: Walker-Pyke House (Circa 1800-1820). The oldest home in Southport. Image taken on June 21, 2024.



Figure 6: Brunswick Inn (Circa 1859)



Figure 7: Brunswick County Courthouse (Circa 1854). Image taken July 18, 2024.

Next to the courthouse, the **Chapel of the Cross - St. Philips Episcopal Chapel** (ca.1851, 1894-96, 203 E. Moore St.) was erected. The church originally was a rectangular structure with its main entrance on the gable end facing Moore Street. The applied pilasters and pediment of the facade are characteristic of the Greek Revival style.

Growth and development became somewhat stagnant during the Civil War. However, Smithville's primary occupations being tied to the military or the ocean, led to many men serving in the war. During the Civil War, many river pilots served as Confederate blockade runners. Smithville survived the Civil War without any devastating social or economic consequences. In fact, after the Civil War ended, the town of Smithville began to see new opportunities in the business realm as entrepreneurs envisioned a city that combined river and railroad transportation to rival the other area port town, Wilmington.

Reconstruction

Throughout the Reconstruction era (1861-1900), Smithville would experience many changes. Following the Civil War, a Freedman's Bureau was established to see to the affairs of former slaves (Lounsbury, 1979, p. 4) leading to the establishment of two distinct African American neighborhoods, one in the northwestern part of town and a smaller neighborhood in the northeast section. In 1866, Smithville's first African American church was founded, the **St. James AME Zion Church**, originally known as the Methodist Episcopal Church of the Colored. The original building was replaced in 1915 and was later damaged by Hurricane Hazel in 1954. The front of the building was never replaced but an annex was added in 1957.



Figure 8: St. James AME Zion Church (Circa 1957, 1961). This is the only African American church listed in the 1867 NC Business Directory and Southport's oldest African American church.

In the 1870's work began on closing New Inlet. It was then realized that the currents of the Cape Fear River would create a deep channel creating an excellent harbor for Smithville and with it would bring affluent businessmen. (Lounsbury, 1979, p.4) In February 1870, a bill was introduced to the North Carolina Assembly to extend the corporate limits of Smithville. It was passed in March, meaning the jurisdiction had more room to grow.

The *Southport Leader* wrote that "the old town of Smithville can scarcely be recognized in the new and ambitious City of Southport." Real estate prices soared, and new development boomed during this period. During this massive revitalization effort, the town's name was changed to "Southport" in 1887. While the community didn't end up becoming the huge port town that was envisioned, the name Southport stuck. Though the railroad finally arrived in 1911, Southport's dreams of becoming an entrepreneurial hub never came to fruition, and instead, Southport settled into its identity as a charming, historic coastal village.

Development in Southport in the late 1800s and early 1900s occurred rapidly and was in direct contrast with development that Smithville saw during its antebellum period. Over half of the structures in the district are from the 1885-1905 period when Southport was booming economically. During this period, the appearance of the town completely changed. Per the *Southport Historic District National Register of Historic Places nomination*, "In 1900 there were approximately 260 houses in Southport, over half of them built in the previous eleven years. From 1889 to 1896 alone, one hundred new houses were under construction." Along the Cape Fear River, there were several new docks to serve the growing importance of the fishing industry and a coaling dock was at the foot of Rhett Street to service steam ships anchored at Southport.

Carpenters and masons found themselves busier than ever. If they weren't working on new homes, they were working to repair existing homes. Local brick and lumber companies opened in the early 1890s. Southport Brick and Tile Company opened in February 1890. Founded by J. A. Pullan and W. H. Pyke of Ft. Wayne, Indiana, and William Weeks, a former ship carpenter turned real estate agent, the business was located two miles outside of town. In April, the local newspaper noted that "the demand for brick is so urgent that the Southport Brick Company is making brick by hand at its works. The machinery is arriving, but orders cannot wait." Southport Lumber Company was founded in September of the same year. Most of the wainscoting, ceilings, and interior woodwork found in houses of this period was probably sourced from the Southport Lumber Company.

Once the town had access to local supplies, development increased. Most of the small homes along Bay and Moore Street were torn down or moved, and new larger homes were built in their place. The 100 block North Lord Street was constructed between 1889 and 1894. West Nash Street, West West Street, and others were also constructed in the early 1890s. Brunswick Street was widened in 1891, and new housing was built along it.

Though architecture in the eighteenth and early nineteenth centuries was modest, architecture in the late nineteenth and early twentieth centuries began to increase in scale and level of ornate detail. Components of Victorian style, such as bay windows and irregular massing, and more specifically, Queen Anne style, including asymmetrical features and intricate details, can be seen on homes built during this time, though it appears local builders were not consciously recreating styles that were trending across the nation. Local building tradition changed very slowly, and many home plans that were used during this time were originally developed decades earlier.

Among the most distinctive homes during the Reconstruction era, are the **Samuel Swain House** (ca. 1889; 110 W. Moore St.). This 1-story private residence was similar in style to several homes built in the 1890s and includes a bracketed, gable-fronted home with a matching gabled and bracketed porch. The house was built for planter Samuel Swain and was often described as a "tasty cottage". The Samuel Swain House is an example of earlier hall and parlor house types from the early nineteenth century with more ornamentation than its predecessors (Lounsbury, 1979, p. 26 & Bishir & Southern, 1996, p.263).



Figure 9: Samuel Swain House (Circa 1889). Image taken on June 18, 2024.

The **James Pearce House** (ca. 1877-1893: 406 Brunswick St.) is another example of distinctive homes from this time period. This tri-gabled roof vernacular home includes part of a tiny four room cottage constructed by James Pearce with a later addition by George Davis in front of the old home making it a more substantial "double cottage". This 1-story private residence includes a double bracket motif that is repeated on the front porch, lancet windows & fish-scale shingles on the front and side gables, and flat-jigsaw balusters in a decorative style similar to those seen on Folk Victorian style homes from this period.



Figure 10: James Pearce House (Circa 1877-1893). Image taken on June 18, 2024.

There are several 2-story homes showing Queen Anne and Colonial Revival influences. The **Adkins-Ruark House** (ca. 1890: 119 N. Lord St.) is a 2-story steep, shingled, front and side gables that flare out over deep cornices with machine-sawn double brackets beneath the cornice. The front gable is adorned with fish-scale shingles and has a lancet stained-glass window. The double bracket motif is echoed in the homes bay

window and porches. This home was built for E. H. Adkins in 1890. His grandson Robert Ruark author of *The Old Man and the Boy* spent much of his childhood in the house (Lounsbury, 1979, p. 49, Bishir & Southern, 1996, p. 263).

By the last decade of the 19th century, Southport's central business district was forming on E. Moore St. Real estate companies, insurance companies, and a bank were established first. Although local builders were busy constructing private residences, at this point in time there was not much need for many commercial businesses. The central business district would begin to take form early in the 20th century. Many of the oldest commercial buildings on Moore Street date from the early 1900s.

Early Twentieth Century through Post World War II

Following the boom of residential construction, at the beginning of the 20th century there was a need for commercial buildings. With the availability of brick from the local Southport Brick and Tile Company, brick became the material businessmen selected for their new commercial buildings.

One of the earliest commercial buildings is the **Bank of Southport Building** (ca. 1905; 112 E. Moore St.). This two-story machine-pressed brick building has side and rear walls that are constructed with rough bricks. Its windows have segmental arches and stone sills.

The **Northrup Building** (ca. 1890, 1905: 111 E. Moore St.) is another early example of commercial architecture in the commercial business district in Southport. The front gabled false façade of this building was a typical design during the early 20th century. It is 2-story brick building with masonry piers with granite strips between every 10 to 14 brick courses. The front façade is comprised of smooth pressed brick, a recessed storefront entrance with a granite stoop, and upper story windows with brick arched lentils.



Figure 11: Bank of Southport (Circa 1905). Image taken July 18, 2024.

Major institutional buildings from early 20th century include the **Masonic Lodge**, **Brunswick County Jail**, and the **Brunswick County High School** (now the Franklin Square Art Gallery, formally City Hall).

The years during and after World War I brought more commercial and residential development. Colonial Revival stylistic details began to be incorporated into Southport's local building techniques, however there are no homes or commercial buildings completely in this style. (Lounsbury, 1979, p.12)

Colonial Revival elements can be seen in the **Smith Building** (ca.1925; 107-9 E. Moore St.) with its arched granite broken pediment, upper story stone piers, and dentil molding cornice details. The building's atypical entrance is located on the east side of the front façade and is surrounded by fluted columns with ornamental frieze board, and cornice with dentil molding and egg and dart details.

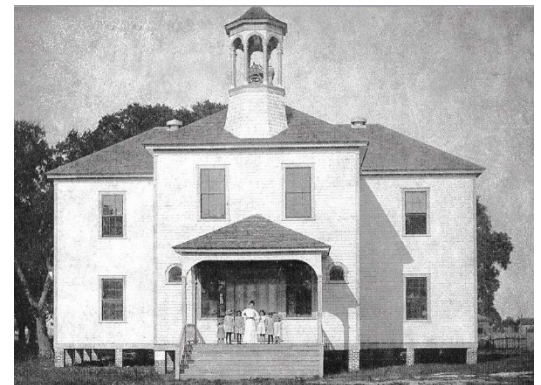


Figure 12: Originally the Brunswick County High School (Circa 1904), this building served as City Hall and is now the Franklin Square Art Gallery.

Another commercial building with classical elements is the **Amuzu Theater** (ca. 1918; 111 N. Howe St.). This 2-story smooth-machine pressed brick building replaced the original 1912 theater next door. This building features a cast metal cornice, with dentil molding frieze board, and elongated decorative brackets.

Southport was regularly serviced by river steamer until 1925 and served by railroad from 1911 until just before World War II. World War II began in 1939, and during this time Southport thrived economically. Military activity in and around the town sustained development, and after the war, another building boom occurred which led to the creation of new suburbs outside Southport's historic core.

Modern Era

After this initial boom, Southport continued to grow – though at a slower pace than before – with a ferry connecting the town with Fort Fisher established in 1966. A severe challenge to the continued growth and development of the town emerged in July 1975 when a referendum was passed to relocate the county seat from Southport to Bolivia. The county government departed from Southport in 1978. Its departure left many vacant buildings in the central business district. Following its departure, efforts were made by the Southport Historical Society to study Southport's architectural heritage. Preservation efforts, the City's unique character and Southport's location have played a large role in the revitalization of its downtown and have led to continued visitation and new demand in the form of retirees.

Today, Southport's historic architecture plays a huge role in the city's character and economic development. The city became so notable for its historic structures and charm that it became a renowned filming location for movies and television shows. Several historic homes and sites throughout the proposed local historic district have been featured in cinema such as Crimes of the Heart, I Know What You Did Last Summer, The Summer I Turned Pretty, Safe Haven, and more.

Resources:

Lounsbury, C. (1979). *The Architecture of Southport*. The Southport Historical Society.

Bishir, C.W. & Southern, M.T. (1996). *A Guide to the Historic Architecture of Eastern North Carolina*. The University of North Carolina Press.

McAlester, V.S. (2023). *A Field Guide to American Houses*. Alfred A. Knopf.

Bishir, C. W. (1990). *North Carolina Architecture*. The University of North Carolina Press.

Reaves, B. (1978). *Southport (Smithville A Chronology Volume I (1520-1887)*. Broadfoot Publishing Company.

Curtis, W.G. (Unknown) *Reminiscences of Wilmington and Smithville-Southport 1848-1900*. Herald Job Office.

National Register of Historic Places Inventory-Nomination Form. (1979). *Southport Historic District*. Survey and Planning Branch N.C. Division of Archives & History.

<https://www.southporthistoricalsociety.org/southport-historical-society-home/>

<https://cityofsouthport.com/wp-content/uploads/2017/08/SHS-Self-Guided-Historical-Walking-Tour.pdf>

HISTORIC PRESERVATION COMMISSION 2024 ATTENDANCE RECORD

<u>MEETING DATE</u>	Jan 03	Feb 07	March 06	April	May	June	July	July 31	Aug.	Sept.	Oct.	Nov.	Dec.	
<u>NAME</u>														Total
Charles Drew Chair	P	P	A	P	P	P	P	P						1
Rick Pukenas Vice-Chair	P	A	A	P	P	P	P	P						2
Alexis Gore Graves	P	A	P	A	P	P	P	P						2
Jim McKee	P	P	P	P	P	P	A	A						2
Josh Cline McGee	P	P	A	P	P	A	P	A						2
Bonner Herring	P	A	P	A	P	A	P	P						3
Joanne Wesson	P	P	P	P	P	P	P	P						
Bonnie Bray	P	P	P	P	P	P	P	P						
Lewis 'Tal' West	P	A	P	P	P	A	A	A						4

HISTORIC PRESERVATION COMMISSION MEMBER'S ROSTER 2024

MEMBER	Address	Phone Number	Appointment	Expiration
Charles Drew, Chair cdrew@cityofsouthport.com	112 Park Ave	(910) 477-2365	Oct 2022	June 2025
Rick Pukenas, Vice-Chair rick.pukenas@southportnc.org	119 N. Lord St	(910) 750-1951	Oct 2022	June 2025
Bonnie Bray, Alternate bonnie.bray@southportnc.org	515 Quarter Master Dr	(301) 741-6698	Oct 2022	June 2026
Josh Cline McGee joshcline.mcgee@southportnc.org	195 Gentle Breeze Ct	(704) 614-2956	Oct 2022	June 2026
Alexis Gore Graves alexis.goregraves@southportnc.org	510 N. Lord St	(256) 653-1854	Oct 2022	June 2025
Bonner Herring bonner.herring@southportnc.org	112 W. Bay St	(772) 263-1417	June 2024	June 2027
Jim McKee jim.mckee@southportnc.org	114 S. Davis St	(910) 470-0529	Oct 2022	June 2026
Joanne Wesson joanne.wesson@southportnc.org	107 River Watch Ln	(910) 264-4009	June 2024	June 2027
Lewis "Tal" West, Alternate tal.west@southportnc.org	6159 River Sound Cir	(704) 575-6048	Oct 2022	June 2026
Penny Tysinger ptysinger@cityofsouthport.com	1029 N. Howe Street, Southport, NC 28461	(910) 457-7925	Staff HPC Planner (PT)	
Maureen Meehan (Mo) mmeehan@cityofsouthport.com	1029 N. Howe St., Southport, NC 28461	(910) 457-7900 Ext 1043	Staff City Planner	
Tanya Shannon tshannon@cityofsouthport.com	1029 N. Howe St., Southport, NC 28461	(910) 457-7929	Staff Deputy City Clerk	
Robert Carroll rcarroll@cityofsouthport.com	307 E. Nash St	(910) 465-2717	Board of Aldermen Liaison	

The Historic Preservation Commission Meetings are held on the first Wednesday of every month at 4:00 p.m. at the Indian Trail Meeting Hall.